



**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**

ATTACHMENT 5
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April 15, 2004

DOCKET
DATE APR 15 2004
RECD. JUL 26 2004

City of Blythe City Council
235 North Broadway
Blythe, CA 92225
ATTN: Les Nelson

CHAIR
Ric Stephens
Riverside

VICE CHAIRMAN
Dave Hogan, A.I.
City of Temecula

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW
File No.: BL-02-100
Related File No.: Change of Zone and General Plan Amendment
APN No.: 824-101-10, 11, 12 and 13

COMMISSIONERS

Arthur Butler
Riverside

Simon Housman
Rancho Mirage

Don Goldenbaum
Riverside

Marge Tandy
City of Hemet

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City of Temecula

Mark Lightsey
Hemet

STAFF
Keith D. Downs
Executive Director
A.I.C.P., A.A.A.E.

1000 Airport Ave
Blythe, CA 92225
Tel: 951-343-8400

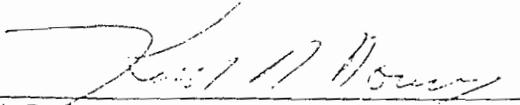
Dear Mr. Nelson:

We received your letter of May 26, informing the ALUC of the override that the City Council intends described in that letter. On June 15, 2004, the Riverside County Airport Land Use Commission (ALUC) reviewed that information and moved to forward the following comments:

1. The new plan would place the site in Zones B-1, C and D. Many of the same concerns are listed in the zones, such as Hazards to Flight and the discouragement of Critical Community Infrastructure facilities (see page 2-14 and 2-15 of new plan).
2. The list of mitigations in the proposed conditions include the aviation easement, but the power lines were not captured in the previous easement.
3. The displacement of the threshold diminishes the ultimate and current utility of the runway for heavier aircraft. Possibly the runway should be relocated to facilitate flight away from the power plant and it's plumes.
4. That Unit # 1 only operate when unit #2 has reached or exceeded 90% of its output, which would shift as much of that dangerous plume south of the runway as possible.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Keith D. Downs, A.I.C.P., A.A.A.E.
Executive Director

KDD:jg

cc: ALUC Staff
Commissioners
Austin Wiswell, Caltran Aeronautics

CHAPTER 2 COUNTYWIDE POLICIES

Zone	Locations	Maximum Densities / Intensities				Req'd Open Land ³	Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²				Prohibited Uses ⁴	Other Development Conditions ⁵
		Aver-	Single	with				
			age ⁶	Acres ⁷	Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight⁹ 	<ul style="list-style-type: none"> › Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses¹⁰ › Aboveground bulk storage of hazardous materials¹¹ › Critical community infrastructure facilities¹² › Hazards to flight⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ › Airspace review required for objects >35 feet tall¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ › Airspace review required for objects >35 feet tall¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses¹⁰ › Hazards to flight⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ › Airspace review required for objects >70 feet tall¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses¹⁰ › Hazards to flight⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall¹⁵ › Children's schools, hospitals, nursing homes discouraged¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸		No Req't		<ul style="list-style-type: none"> › Hazards to flight⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall¹⁵ › Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable		Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall¹⁴ › Avigation easement dedication

Table 2A

Basic Compatibility Criteria

NOTES:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- ⁹ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- ¹⁵ This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued