

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JUNE 14, 2012
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on June 14, 2012 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Simon Housman, Chairman
Rod Ballance, Vice Chairman
Arthur Butler
John Lyon
Richard Stewart
Paul Lewin, alternate to Greg Pettis

COMMISSIONERS ABSENT: Glen Holmes
Greg Pettis

STAFF PRESENT: Ed Cooper, ALUC Director
John Guerin, Principal Planner
Russell Brady, Contract Planner
Barbara Santos, ALUC Secretary
David Huff, ALUC Counsel

OTHERS PRESENT: Chad Davies, Riverside County, EDA Aviation
David Dietz, Mead and Hunt
Deanna Elliano, City of Hemet
Linda Krupa, Hemet City Council
Mark D. Lowen, Lenity Group LLC
Joel Morse, T&B Planning
Tom Sanhamel, Applicant Presentation/Inquiry
John H. Schafer, Property Owner
Richard Valdez, VSL Engineering

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- I. **AGENDA ITEM 2.1:** ZAP1024HR12 – Riverside County Economic Development Agency – Aviation Division (Representative: Chad Davies) – Hemet-Ryan Airport Master Plan. The Airport Land Use Commission will review the Airport Master Plan document to determine consistency with the Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), as adopted in 1992. Hemet-Ryan Airport is located northerly of Stetson Avenue, easterly of Warren Road, and westerly of Cawston Avenue and Sanderson Avenue in the City of Hemet. The Master Plan indicates that Hemet-Ryan Airport would continue to be a general aviation airport, and includes a Capital Improvement Program that recommends 24 actions over the next 20 years to improve the airport, including the construction of a north side parallel taxiway. The Master Plan includes a discussion of five options for an extension of the runway to a total length of 5,300 feet. However, none of these options is proposed to be implemented within the 20-year Master Plan horizon. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

II. **MAJOR ISSUES**

ALUC and the local jurisdictions must consider the long term future of the airport in land use planning, and staff is preparing to initiate work on a new Airport Land Use Compatibility Plan for the environs of Hemet-Ryan Airport. However, pursuant to State law, the Compatibility Plan must be based on the Master Plan. The proposed Master Plan discusses five options for an extension of Runway 5-23 to a total length of 5,300 feet. The Airport Layout Plan included in the Master Plan depicts an option that provides for a 485-foot extension to the southwest and a 500-foot extension to the northeast, but the Runway Protection Zone depicted on the Airport Layout Plan is based on the existing runway configuration. The Master Plan states that runway extensions are “not needed, nor justifiable in the short term,” and so are “not proposed” within the 20-year horizon of the Capital Improvement Plan included in the Master Plan.

In its review of the proposed Master Plan and Draft Environmental Impact Report (EIR), the City of Hemet noted that the Draft EIR does not address any runway extension, even though the Master Plan recommends that “short extensions to both ends of Runway 5-23 be shown” on the Airport Layout Plan.

A question that arises, given this “mixed message,” is whether or not the Master Plan provides for an ultimate extension. If the Master Plan is viewed as not providing for such an extension, the new Compatibility Plan may have to be designed simply to provide for land use compatibility with the existing runway configuration. There would then be a greater potential for encroaching development that would constrain and potentially eliminate the possibility for runway extension in the future.

Given the concerns referenced above, as further discussed at the April 12 ALUC public hearing and May 10 ad hoc subcommittee meeting, the airport operator (Riverside County Economic Development Agency – Aviation Division) has agreed to amend the Master Plan, Airport Layout Plan, and Environmental Impact Report so as to provide for the ultimate potential for a 500-foot extension to the northeast with a displaced threshold. This would result in an ultimate runway length of 4,815 feet.

The 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP) is based on the presence of two runways at this airport. The Master Plan proposes the closure of the secondary runway, which would be replaced by a north side parallel taxiway. The elimination of the secondary runway would have implications for the boundaries of compatibility zones in the vicinity of this airport; however, compatibility zones in this area would require modification whether or not the secondary runway is retained, as the 1992 Plan does not reflect the provisions of the 2002 California Airport Land Use Planning Handbook, let alone the 2011 Handbook.

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III. STAFF RECOMMENDATION

Staff recommends a finding of CONSISTENCY with the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), in that the HRACALUP does not specify a runway length for the airport and the Master Plan does not increase noise levels above those projected in the HRACALUP.

IV. PROJECT DESCRIPTION

The Hemet-Ryan Airport Master Plan, prepared by Mead & Hunt for adoption by the County of Riverside, recommends 24 actions over the next 20 years to improve the airport, including construction of a north side parallel taxiway. The airport would continue to be a general aviation airport. The Master Plan includes a discussion of five options for an extension of the runway to 5,300 feet. However, none of these options is proposed to be implemented within the 20-year Master Plan horizon. The airport operator is working on revisions to the draft Master Plan that would acknowledge the potential for an ultimate 500-foot northeasterly extension that would result in a future runway length of 4,815 feet (although such an extension would likely not be justifiable for at least 20 years).

CONDITION: As modified by the Commission on June 14, 2012

1. Any non-aviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) shall be consistent with the compatibility criteria and policies indicated in the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan and any subsequent Airport Land Use Plan, and any non-aviation development within the airport boundary is subject to ALUC review, pursuant to California Airport Land Use Handbook guidelines.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

The following spoke in favor of the project:

Chad Davies, Riverside County EDA Aviation

David Dietz, Mead and Hunt, 133 Aviation Blvd, Santa Rosa, CA

Linda Krupa, Hemet City Council, 445 E. Florida Ave, Hemet, CA

The following spoke neither for or against the project, but added information to the decision making process:

Deanna Elliano, City of Hemet, 445 E. Florida Ave, Hemet, CA

No one spoke in opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 6-0 found the project CONSISTENT as amended.

Absent: Commissioner Glen Holmes

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 2.1: TIME IS 9:04 A.M.

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I. **AGENDA ITEM 3.1:** ZAP1044BD12 – La Quinta Retirement Residence Limited Partnership (Representative: Mark Lowen, Lenity Group LLC) – City Case Nos.: GPA 11-123, ZC 11-140, SP 01-055 AMD 3, SDP 2011-921 (General Plan Amendment, Zone Change, Specific Plan Amendment, Site Development Permit). The applicant proposes: (1) to amend the City of La Quinta’s land use designation on a 9.5-acre site located southeasterly of Seeley Drive, easterly of Washington Street and southerly of Miles Avenue from Medium Density Residential (MDR) to Medium High Density Residential (MHDR); (2) to change the zoning of the site from Medium Density Residential (RM) to Medium High Density Residential (RMH); (3) to adopt a Specific Plan Amendment to Centre Pointe Specific Plan to modify design criteria and development standards; and (4) to construct the La Quinta Retirement Community, consisting of a 124-suite congregate care facility (three stories) and 4 duplex cottages (8 dwelling units) in Phase 1, and a 72-suite assisted living facility and 32-bed memory care facility in Phase 2. (Zone E of Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY for the General Plan Amendment, Specific Plan Amendment, Zone Change, and Site Development Permit, subject to the conditions specified herein for the Site Development Permit.

IV. **PROJECT DESCRIPTION**
The applicant proposes: (1) to amend the City of La Quinta’s land use designation on 9.5 acres from Medium Density Residential (MDR) to Medium High Density Residential (MHDR); (2) to change the zoning of the site from Medium Density Residential (RM) to Medium High Density Residential (RMH); (3) to adopt a Specific Plan Amendment to the Centre Pointe Specific Plan to modify design criteria and development standards; and (4) to construct the La Quinta Retirement Community, consisting of a 124-suite congregate care facility (three stories) and 4 duplex cottages (8 dwelling units) in Phase 1 and a 72-suite assisted living facility and 32-bed memory care facility in Phase 2.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. 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

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concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation

3. The attached "Notice of Airport in Vicinity" shall be provided to all potential tenants and purchasers.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

The following spoke in favor of the project:

Mark D. Lowen, Lenity Group LLC, 471 High Street #10, Salem, OR 97301

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Glen Holmes

VII. CD

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ITEM 3.1: TIME IS 9:30 A.M.

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- I. **AGENDA ITEM 3.2:** ZAP1077MA12 – H&M Architects/Engineers, Inc. (Representative: Albert A. Webb and Associates) – Perris City Case No. SPA 12-04-0010 (Specific Plan Amendment). SPA 12-04-0010 is a proposal to amend Table 12.0-1 “Land Use Restrictions” (in the Airport Overlay Zone) of the Perris Valley Commerce Center Specific Plan, so as to allow the storage of: apparel and other finished products made from fabrics, leather, and similar materials; and, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks, within Accident Potential Zone I. (Manufacturing of such products in Accident Potential Zone I would continue to be prohibited). The proposed amendment would also prohibit the manufacturing of: food; textile mill products; rubber, plastics, stone, clay, and glass products, and primary metal products in Accident Potential Zone I. The affected area is located easterly of Interstate 215, westerly of Perris Boulevard, southerly of the Moreno Valley/Perris boundary, and northerly of Rider Street in the City of Perris. (Airport Area I of the March Air Reserve Base Airport Influence Area.) ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.
- II. **MAJOR ISSUES**
The major issue is whether the proposal complies with U.S. Air Force Air Installation Compatible Use Zones report recommendations. In staff’s opinion, the actual changes being proposed are in compliance with the adopted AICUZ report. However, March Air Reserve Base has issued a letter requesting additional modifications, or preferably replacement of Table 12.0-1 with the more comprehensive “Table 1. Land Use Compatibility in APZs” (included in Appendix 2 to Enclosure 3 of Department of Defense Instruction 4165.57 issued on May 2, 2011). Such replacement would have a positive effect on the potential for warehousing and storage uses, but would potentially prohibit eating and drinking establishments in Accident Potential Zone II.
- III. **STAFF RECOMMENDATION**
Staff recommends that the proposal be found CONSISTENT with the 1984 Riverside County Airport Land Use Plan, but that the Commission additionally include in its determination letter a statement endorsing replacement of Table 12.0-1 with the more comprehensive Department of Defense table as a preferable alternative for the City’s consideration.
- IV. **PROJECT DESCRIPTION**
SPA 12-04-0010 is a proposal to amend Table 12.0-1 “Land Use Restrictions” (in the Airport Overlay Zone) of the Perris Valley Commerce Center Specific Plan, so as to allow the storage of: apparel and other finished products made from fabrics, leather, and similar materials; and, professional, scientific and controlling instruments, photographic and optical goods, watches, and clocks, within Accident Potential Zone I. (Manufacturing of such products in Accident Potential Zone I would continue to be prohibited.) The proposed amendment would also prohibit the manufacturing of: food; textile mill products; rubber, plastics, stone, clay, and glass products, and primary metal products in Accident Potential Zone I.
- V. **MEETING SUMMARY**
The following staff presented the subject proposal:
ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

No one spoke in favor, neutral or opposition to the project.
- VI. **ALUC COMMISSION ACTION**
The ALUC Commission by a unanimous vote of 6-0 found the project CONSISTENT. Absent: Commissioner Glen Holmes

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VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.2: TIME IS 9:31 A.M.

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I. **AGENDA ITEM 3.3:** ZAP1078MA12 – Stratford Ranch Investors, LLC (Representative: Jason Keller) – City Case Nos.: DPR 11-12-004 (Development Plan Review), GPA 12-02-001 (General Plan Amendment), SPA 11-12-005 (Specific Plan Amendment) - DPR 11-12-004 is a proposal to develop two high-cube warehouse buildings totaling 1,725,411 square feet on 91.26 acres located easterly of Redlands Avenue, southerly of Oleander Avenue, northerly of Ramona Expressway, and westerly of Evans Road, within the City of Perris. The General Plan Amendment proposes to amend the Circulation Element of the General Plan to delete the segment of Harley Knox Boulevard between Redlands Avenue and Evans Road, and to delete the proposed bridge crossing of the Perris Valley Storm Channel. The Specific Plan Amendment proposes to amend the Circulation Plan of the Perris Valley Commerce Center Specific Plan by deleting the segment of Harley Knox Boulevard between Redlands Avenue and the Perris Valley Storm Channel. (Area III of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY for the Development Plan Review, General Plan Amendment, and Specific Plan Amendment, subject to the conditions specified herein for the Development Plan Review.

IV. **PROJECT DESCRIPTION**
DPR 11-12-004 is a proposal to develop two high-cube warehouse buildings totaling 1,725,411 square feet on 91.26 acres. The General Plan Amendment proposes to amend the Circulation Element of the City of Perris General Plan to delete the segment of Harley Knox Boulevard between Redlands Avenue and Evans Road, and to delete the proposed bridge crossing of the Perris Valley Storm Channel. The Specific Plan Amendment proposes to amend the Circulation Plan of the Perris Valley Commerce Center Specific Plan by deleting the segment of Harley Know Boulevard between Redlands Avenue and the Perris Valley Storm Channel.

CONDITIONS:

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

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- 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
- 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 provided to all potential purchasers and tenants.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

No one spoke in favor, neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Glen Holmes

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.3: TIME IS 9:46 A.M.

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- I. **AGENDA ITEM 3.4:** ZAP1079MA12 – March Inland Port Airport Authority – JPA Case Nos.: PP 10-01, PP 04-09S1 - A proposal to add general aviation facilities, including construction of a 5,000 square foot (sq. ft.) terminal building, two 10,000 sq. ft. aircraft hangars, a 150,000 sq. ft. concrete aircraft parking apron and a taxiway to Taxiway A, and to add a 10,000 gallon aboveground aircraft fuel storage tank to the existing Fuel Farm on 19.5 acres located westerly of Heacock Street, northerly of Nandina Avenue, and southerly of San Michele Road within the land use jurisdiction of the March Joint Powers Authority (Area II of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.
- II. **MAJOR ISSUES**
The proposed project includes the installation of a 10,000-gallon horizontal Avgas fuel tank, which would be in addition to existing facilities.
- III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONDITIONAL CONSISTENCY for the project, subject to the conditions specified herein and such additional conditions as may be required, pursuant to the FAA determination.
- IV. **PROJECT DESCRIPTION**
The applicant proposes to add general aviation facilities, including construction of a 5,000 square foot (sq. ft.) terminal building, two 10,000 sq. ft. aircraft hangars, a 150,000 sq. ft. concrete aircraft parking apron, and a taxiway to Taxiway A, and to add a 10,000 gallon aboveground aircraft fuel storage tank to the existing Fuel Farm on 19.5 acres.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

3. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

4. Prior to issuance of building permits, the project developer shall submit to Airport Land Use Commission staff evidence that the Federal Aviation Administration has issued a "Determination of No Hazard to Air Navigation" for the proposed structure.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 6-0, found the project **CONDITIONALLY CONSISTENT**, with the understanding that the Commission is not modifying its prior policies. Absent: Commissioner Glen Holmes

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.4: TIME IS 9:47 A.M.

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- I. **AGENDA ITEM 3.5: ZAP1080MA12 – CT March Port I, LLC (Ken Laughlin, Evolution Fresh)** – JPA Case Nos.: PP 12-02 - A proposal to establish a juice production and warehouse facility, including office, production, and warehouse areas, within an existing industrial/warehouse building on 13.96 acres, located westerly of Heacock Street and northerly of Mariposa Avenue within the land use jurisdiction of the March Joint Powers Authority (Area II of the March Air Reserve Base Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

II. **MAJOR ISSUES**

Although the applicant proposes to utilize an existing building with minor alterations that would not increase the height of the building, the building appears to have never been submitted to the Federal Aviation Administration Obstruction Evaluation Service for review. Therefore, staff has requested that it be submitted at this time.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission open the public hearing, discuss the project, and CONTINUE this matter to its July 12, 2012 hearing calendar, pending acceptance of Obstruction Evaluation review by FAA. In the event that the proof of acceptance is received prior to the hearing, staff would recommend a finding of CONDITIONAL CONSISTENCY for the project, subject to the conditions specified herein and such additional conditions as may be required pursuant to the FAA determination.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a juice production and warehouse facility, including office, production, and warehouse areas, within an existing industrial/warehouse building on 13.96 acres.

CONDITIONS:

1. Prior to issuance of a certificate of occupancy or final building inspection approval, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or provide documentation to the satisfaction of the Executive Director of the March Joint Powers Authority that such conveyance has previously been recorded. (This condition is not applicable if the property remains under the ownership of March Inland Port Airport Authority.)
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

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- (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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- (e) Children's schools, day care centers, libraries, hospitals, nursing homes, hotels/motels, restaurants, places of assembly, manufacture/storage of hazardous materials, and highly noise-sensitive outdoor nonresidential uses.

- 4. The attached notice shall be provided to all potential purchasers and tenants.
- 5. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
- 6. Prior to issuance of building permits, the project developer shall submit to March Joint Powers Authority and Airport Land Use Commission staff evidence that the Federal Aviation Administration has issued a determination of "Not a Hazard to Air Navigation" for the proposed facility.
- 7. All reflective metal components of exterior surfaces shall be painted or covered with a non-reflective material.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 6-0, **CONTINUED** the project to July 12, 2012*.

*Note: Staff later determined the project to be incomplete, and the continuance was extended to 9-13-12.

Absent: Commissioner Glen Holmes

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VII. **CD**

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ITEM 3.5: TIME IS 9:57 A.M.

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- I. **AGENDA ITEM 3.6:** ZAP1047FV12 – Riverside Mitland 03, LLC (Representative: T&B Planning, Inc. [Joel Morse]) – County Case Nos: SP00312A1 (Specific Plan Amendment), CZ 07769 (Change of Zone), TR 36418 (Tentative Tract Map), and TR 32289M1 (Minor Change to Approved Tentative Tract Map). French Valley Specific Plan Amendment No. 1 provides for the development of 1,671 single-family residential dwelling units (reduced from 1,793), 48.8 acres of storm water drainage and detention facilities, 32.1 acres of parks, a 10.4-acre elementary school site, 19.8 acres of natural open space, and 41.3 acres of community roadways, on 604.4 acres located westerly of Winchester Road and southerly of Keller Road in the unincorporated Riverside County community of French Valley. The change of zone proposes to amend the Specific Plan Zoning ordinance to comply with the proposed amendment. Tentative Tract Map No. 36418 proposes to divide 12.6 acres located southerly of Baxter Road, northerly of Prairie Sun Way, and easterly of Rockrose Lane into 56 residential lots, plus one 0.48-acre water quality basin lot. Tentative Tract Map No. 32289, Minor Change No. 1 proposes to divide 81.87 acres located southerly of Baxter Road and easterly of Briggs Road into 181 residential lots, 19 open space lots, and one detention basin lot. The open space and detention basin lots together include over 30 percent of the land area in Tract Map No. 32289. (Zones C, D, and E of the French Valley Airport Influence Area.) ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at iquerin@rctlma.org.
- II. **MAJOR ISSUES**
The French Valley Specific Plan (Specific Plan No. 312) includes considerable land designated for residential uses within Airport Compatibility Zone C, which limits maximum density to one dwelling unit per five acres. However, most of the area within Zone C is located within subdivisions that have now been recorded or are tentatively approved. Tentative Tract Map No. 32289 is a subdivision that has not yet been recorded and is now coming back to the Commission for approval of a minor change to the approved tentative map. However, the tract map received a consistency finding in 2005 through application of Policy 3.3.6.
- III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY for the Specific Plan Amendment and Change of Zone. Staff also recommends a finding of CONSISTENCY for Tentative Tract Map No. 36418, subject to the conditions included herein. Finally, provided that the Commission continues to endorse the special conditions findings made in 2005, staff recommends that Tentative Tract Map No. 32289, Minor Change No. 1, be determined to be CONSISTENT pursuant to the provisions of Policy 3.3.6 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.
- IV. **PROJECT DESCRIPTION**
French Valley Specific Plan Amendment No. 1 provides for the development of 1,671 single-family residential dwelling units (reduced from 1,793), 48.8 acres of storm water and detention facilities, 32.1 acres of parks, a 10.4-acre elementary school site, 19.8 acres of natural open space, and 41.3 acres of community roadways, on 604.4 acres. The change of zone proposes to amend the Specific Plan Zoning ordinance to comply with the proposed amendment. Tentative Tract Map No. 36418 proposes to divide 12.6 acres located southerly of Baxter Road, northerly of Prairie Sun Way, and easterly of Rockrose Lane into 56 residential lots, plus one 0.48-acre water quality basin lot. Tentative Tract Map No. 32289, Minor Change No. 1 proposes to divide 81.87 acres located southerly of Baxter Road and easterly of Briggs Road into 181 residential lots, 19 open space lots, and one detention basin lot. The open space and detention basin lots together include over 30 percent of the land area in Tract Map No. 32289.

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CONDITIONS: For Tract Map 36418

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must be downward facing.
2. 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, including landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e. Children's schools, hospitals, and nursing homes.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

In the event that the requirements of this condition cannot be met, the permittee shall work with the Riverside County Economic Development Agency – Aviation Division and a qualified bird strike/wildlife hazard management consultant to prepare a Wildlife Hazard Management Plan that is acceptable to both the airport operator and the United States Department of Agriculture Wildlife Services agency.

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*** FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN: Tract Map 32289M1 as modified on 6/14/12**

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 previously approved and fully vested or existing residential development similar to the proposed development.*
3. *The proposed site is outside the current and near future 55 CNEL noise contour for the airport.*
4. *Those residential units in Zone C adjacent to Zone D are clustered on a natural formation, preserving the existing open space for an emergency landing area.*
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, in light of previously approved and fully vested, or existing, development.*
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.*
7. *The open space areas adjacent to TR32289M1 shall permanently remain open space as emergency landing areas.*

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must be downward facing.
2. 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, including landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, landfills, trash transfer stations that are open on one or more sides, recycling centers containing

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putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.

- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e. Children's schools, hospitals, and nursing homes.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
 4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

In the event that the requirements of this condition cannot be met, the permittee shall work with the Riverside County Economic Development Agency – Aviation Division and a qualified bird strike/wildlife hazard management consultant to prepare a Wildlife Hazard Management Plan that is acceptable to both the airport operator and the United States Department of Agriculture Wildlife Services agency.

5. Prior to recordation of the final map or issuance of building permits, whichever comes first, the permittee/subdivider shall convey to the County of Riverside an aviation easement, or shall provide evidence to the satisfaction of the Riverside County Economic Development Agency that such easement has already been conveyed and recorded.
6. Noise attenuation measures shall be incorporated into the building construction to ensure that average interior noise levels will not exceed 45 dB CNEL.
7. Prior to issuance of building permits, the applicant shall submit a table demonstrating that the elevation of each structure above mean sea level will not exceed the elevation of the runway at its northerly terminus (1,347 feet above mean sea level) by more than one foot for every 100 feet of distance from the runway. If this requirement cannot be met for a given structure, the applicant shall file Form 7460-1 with the Federal Aviation Administration, and no building permit shall be issued until a "Determination of No Hazard to Air Navigation" is received from the Federal Aviation Administration and filed with the Riverside County Planning Department, the Riverside County Building and Safety Department, and the Riverside County Airport Land Use Commission.
8. 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.
9. 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.

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V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

The following spoke in favor of the project:

Joel Morse, T&B Planning, 17542 E. 17th Street, Tustin, CA 92780

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0 found the project:

1. SP00312A1, CZ07769, and TR36418 were determined to be **CONSISTENT**.
2. *Adopted Special Findings 1 thru 7 as modified on 6/14/12, in supplement to the conditional findings made in 2005, and, incorporating those findings, found Tract Map 32289M1 **CONSISTENT** pursuant to policy 3.3.6 of the Countywide Policies of the 2004 Riverside County ALUCP subject to the conditions included in the staff report.

Absent: Commissioner Glen Holmes

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.6: TIME IS 9:58 A.M.

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I. **4.0 PRESENTATION/INQUIRY:**

Request for Clarification of Countywide Policy 4.2.4. (a) (1).

Countywide Policy 4.2.4 (a)(1) requires that open land be “free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.” A question was raised as to whether the diameter related to the canopy or simply to the trunk. As this would affect the design of their project, staff advised that the matter be brought before the Commission as an inquiry.

Richard Valdez and John Schafer provided a 10-minute Power Point presentation of Richland Communities’ proposed residential project in the City of Eastvale and inquired as to the diameter reference.

Commissioner Lyon noted that the purpose of the open area requirements of Zones B1, C, and D is to allow for emergency aircraft touchdowns. He suggested asking the question of whether one would like to run into the vegetation in an automobile traveling 60 miles per hour. Low bushes would slow the vehicle down, which would be good. On the other hand, running into an oak tree with a three-foot diameter trunk would not be good. It would stop the car too suddenly! He indicated his concern would be avoiding such major impacts; therefore, the size and location of the tree trunk would be more relevant than the size of the canopy. As to location, if the tree is near the wall at the edge of the open area, it would be less of an obstacle than a tree in the middle of the area.

Commissioner Ballance advised that one of the primary purposes of the open area is to assist the pilot in the event of an emergency. The pilot’s objective is to set down safely and be able to walk away, and not to hurt anyone on the ground. Impacting any object could result in shearing that could result in a fire or, possibly, even an explosion. He noted that safety is very important to consider.

Commissioner Stewart agreed with Commissioners Lyon and Ballance, and felt that shrubbery, small saplings, and even high bushes might not be a problem, but a tree with a large trunk would be a problem.

Chairman Housman explained the provision as follows: If it’s a tree big enough to have a canopy that’s going to reach over 30 feet of landscaped area to the street, it’s way too big. If the trunk is less than 4 inches wide and up against the wall in the outer 5 feet of the 75- foot-wide open area, it’s probably not going to be a problem, because the aircraft will probably fit into the 70 feet of clear area. He asked the presenters to visualize a situation of driving a construction crane down the street at 20-40 miles per hour while sitting in a cab 60 feet above the ground. That’s the situation the pilot would be encountering while trying to land without crashing into a home, school, or occupied building.

Finally, he thanked the presenters for taking the time to obtain the Commission’s feedback on this matter.

Commissioner Lyon reminded the presenters that each open area needs to be at least 300 feet in length, and cautioned them that Archibald Avenue might not qualify due to power lines in the east side and presence of a center median.

The presenters noted that, while their project site is about 50 acres in area within the parcel boundaries, it’s really only about 42.8 acres of usable land, with the remainder not usable for

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housing due to an Edison easement. They asked whether there was any specific guidance as to whether the easement area must be included in the denominator. This second inquiry was referred to staff.

II. **5.0 ADMINISTRATIVE ITEMS**

5.1 Director's Approvals - Information only

5.2 California Airport Land Use Consortium Conference

Both Chairman Simon Housman and Principal Planner John Guerin attended and participated in the inaugural statewide conference of the California Airport Land Use Consortium, which was held at the former McClellan Air Force Base in Sacramento on May 14 and 15. John provided a summary of the topics addressed, and noted that electronic presentations from the conference are available for review at <http://www.cal-aluc.org/2012-conference-details.html>. Chairman Housman advised that he provided a demonstration regarding ALUC's efforts to mitigate the potential impacts of the Blythe Mesa Solar project on the Blythe Airport, and praised Mr. Guerin's presentation, which provided an introduction to the preparation of displacement analyses.

5.3 Issuance of Department of Defense Instruction 4165.57

Ed Cooper, ALUC Director, advised that he and John Guerin met with the local Base planning representatives, who provided this document as an attachment to their letter regarding Item 3.2 on today's agenda. Up until recently, the various armed services had different standards for allowable land uses and intensities within Accident Potential Zones. Instruction 4165.57 established unified standards that are consistent across all the armed services.

Chairman Housman asked whether we should be reviewing projects in light of the 2005 AICUZ or this Instruction. Mr. Cooper advised that there is no need for ALUC to adopt either the AICUZ or the Instruction. The Instruction has been issued by the Department of Defense. It is official, and it is already being utilized by March Air Reserve Base officials.

ALUC Counsel David Huff agreed that both the AICUZ and the Instruction are federal documents. There is no requirement for ALUC to take any action to adopt or otherwise take a position regarding these documents.

Commissioner Stewart agreed, advising that differences between Navy and Air Force guidance have previously been noted in dealing with a project in the City of Perris. He noted that the Commission needs to maintain flexibility. He stated that ALUC does not need to adopt the document, but should keep it in reference, study it, and contrast it with whatever letter may be issued by the Base and/or the Joint Powers Authority, as individual projects are submitted for consideration.

Chairman Housman asked if the Commission had provided staff with adequate guidance regarding use of the document. Mr. Cooper advised that, since the Instruction was effective upon its publication (on May 2, 2011), staff would consider the provisions therein in evaluating future projects and assure that future ALUCPs are consistent with (no less restrictive than) the Instruction.

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III. **6.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 5-0, approved the minutes for April 12, 2012. Abstain: Paul Lewin, alternate for Greg Pettis; Absent: Glen Holmes

IV. **7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Ed Cooper, ALUC Director, advised that there are no new ALUC cases scheduled for July and that the one case continued today may be withdrawn. He asked how the Commission would like to proceed if the case is withdrawn. Chairman Housman suggested that staff contact the applicant. If the applicant has not made further progress by filing with the FAA, staff should urge them to either withdraw or continue the case to September. In either of those situations, there would be no hearing in July.*

The continued case was ultimately ruled incomplete, and the July hearing was canceled. Ed Cooper, ALUC Director, advised that there are no new ALUC cases scheduled for July and that the one case continued today may be withdrawn. He asked how the Commission would like to proceed if the case is withdrawn. Chairman Housman suggested that staff contact the applicant. If the applicant has not made further progress by filing with the FAA, staff should urge them to either withdraw or continue the case to September. In either of those situations, there would be no hearing in July.

*The continued case was ultimately ruled incomplete, and the July hearing was canceled.

V. **8.0 COMMISSIONER'S COMMENTS**

None

VI. **9.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 11:44 A.M.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 4.0: TIME IS 1:19 P.M.