

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on October 11, 2018 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Steve Manos, Chair
Russell Betts, Vice Chair
Arthur Butler
Steven Stewart
Gary Youmans
Beth Larock, alternate for John Lyon
Michael Geller, alternate for Richard Stewart

COMMISSIONERS ABSENT: John Lyon
Richard Stewart

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Principal Planner
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Sam Akborpour, Other Interested Person
Kathy Hoffer, Riverside Inland Development
Greg Kuster, Other Interested Person
Jeff Smith, March Air Reserve Base
Oscar Valdepena, Moreno Valley Chamber of Commerce
Wendell Veita, Architect

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.1:** ZAP1068PS18 – Painted Hills Wind, LLC (Representative: Robert Skaggs) – Riverside County Planning Case Nos. WCS180001 (Commercial WECS Permit) and VAR180003 (Variance). The applicant proposes to decommission and remove approximately 291 existing commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 600 acres located northerly of Avenue 16, easterly of Whitewater Canyon Road, westerly of Windhaven Road at the terminus of Painted Hills Road. Also proposed are associated equipment such as a laydown yard, construction of new temporary and permanent internal roads, and new 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested proposing reductions in safety, wind access, and scenic setbacks. (Not located within an Airport Compatibility Zone). Continued from 9-13-18.

II. **MAJOR ISSUES**

The project is currently being reviewed by the Federal Aviation Administration Obstruction Evaluation Service for impacts to air navigation. There are significant concerns regarding the extreme height of the proposed wind turbines, as well as electromagnetic interference and/or interference to the airport approach/departure radar surveillance system. The project is being recommended to the Commission as conditionally consistent, subject to the review and conditions by the FAAOES. In the event that the FAA review determines that the project is a hazard to air navigation, the project will be brought back to the Commission for a revised determination that will incorporate the completed FAA review.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Commercial Wind Energy Conversion Systems (WECS) Permit and Variance CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDED AT HEARING

CONSISTENT subject to the revised conditions submitted at the meeting which includes FAA OES conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to decommission and remove approximately 291 existing commercial wind turbines and install 14 new commercial wind turbines with a maximum height of 499 feet with a per turbine energy generating capacity between 2.0 megawatts (MW) and 4.2 MW on 600 acres. Wind turbine heights are measured from the base of turbine pole (bolted down to the foundation) at top of blade in the “twelve o’clock position”. The applicant has represented that the combined height of the turbine and foundation will be less than 500 feet above ground level (AGL).

Also proposed are associated equipment such as, laydown yard, construction of new temporary and permanent internal roads, and new 12-kilovolt (kV) underground/overhead electrical collection lines. A variance is also requested proposing reductions in safety, wind access, and scenic setbacks.

CONDITIONS:

1. The proposed WECS shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.

3. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.
4. The combined height of each WECS and its foundation **shall not exceed 499** feet above ground level (AGL).
5. This project has been evaluated by Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) for the 14 wind turbines only. Any increase in number, height, or change in location of the turbines, or any proposal for new structures taller than 200 feet from ground level, will require review by the ALUC and FAA.

The following conditions were added at the October 11, 2018 ALUC hearing.

6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study Nos. 2018-WTW-8741-OE through 2018-WTW-8754-OE) and has determined that each of the structures shall be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 12, & 13 (Turbines), unless superseded by subsequent FAA determination(s) in writing.**
7. **In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of a least one light at each level. The use of NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.**
8. **Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as normal operation is restored, notify the same number.**
9. **The maximum height and top point elevations specified below shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

Turbine Number	Maximum Feet Above Mean Sea Level (AMSL)
Turbine 1	2,154
Turbine 2	2,335
Turbine 3	2,480
Turbine 4	2,184
Turbine 5	2,135
Turbine 6	2,058
Turbine 7	2,031
Turbine 8	2,000
Turbine 9	2,136
Turbine 10	2,166
Turbine 11	2,211
Turbine 12	2,288
Turbine 13	2,387
Turbine 14	2,499

10. Temporary construction equipment used during actual construction of the structures shall not exceed 499 feet in height and a maximum elevation (above mean sea level) not to exceed the above turbine table above, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.
12. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to the people on the ground.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org.

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

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT** subject to the revised conditions submitted at the meeting which includes FAA OES conditions, and new condition added by the Commission regarding light impacts on the ground.

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@rivco.org.

ITEM 2.1: TIME: 9:34 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.2:** ZAP1075BD18 – City of Indio (Leila Namvar, Development Services Department). A proposal by the City of Indio to adopt a new General Plan 2040 to guide the future development of the City that focuses on revitalizing and connecting neighborhoods, establishing a human-scale network of complete streets and community open spaces, and enhancing community health and wellness. The General Plan includes the following elements/chapters: Vision and General Plan Strategies, Land Use and Urban Design, Mobility, Economic Development, Health and Equity, Parks, Recreation, and Open Space, Conservation, Infrastructure and Public Facilities, Safety, Noise, and Implementation. (The Housing Element is also part of the General Plan, but is not proposed for change as part of this effort.) The City includes land within all Compatibility Zones of the Bermuda Dunes Airport Influence Area. Continued from 9-13-18.

II. **MAJOR ISSUES**

The Bermuda Dunes Airport Influence Area (AIA) extends into the City of Indio. The City includes land within all of the Compatibility Zones (A, B1, B2, C, D, and E), as well as areas outside the AIA. (Areas outside the AIA are not within ALUC's jurisdiction.) To the extent that the designations reflect existing land uses (including projects that have already received their final discretionary approval from the City of Indio), there is no conflict, as ALUC has no jurisdiction over existing land use. The proposed General Plan Land Use Map designates lands within Airport Compatibility Zones B1, B2, C, and D for land use densities and intensities that are not consistent with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed General Plan text will require additions and revisions in order to enable a consistency determination.

III. **STAFF RECOMMENDATION**

As initially submitted, the proposed General Plan Update is inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan. However, staff would prefer to find a path to consistency

The City of Indio did agree to a continuance to the October 11 agenda. However, as of September 19, 2018, ALUC staff has not received any revisions to the maps or text of the proposed General Plan that would bring the Plan into consistency. Therefore, at this time, staff would have to recommend a finding of INCONSISTENCY for the proposed General Plan.

This recommendation is subject to change if the City of Indio, at minimum, agrees to revise the General Plan in accordance with the recommendations offered in the e-mail sent to the City on September 14, 2018. ALUC staff is amenable to using the additional time between the date of this staff report and the hearing date to work out additional details with City staff and would support an additional continuance if requested by the City.

STAFF RECOMMENDED AT HEARING

CONTINUED to 11-8-18 (requested by the applicant)

IV. **PROJECT DESCRIPTION**

The City of Indio proposes to adopt General Plan 2040, a comprehensive update to the City's General Plan to guide the long-term development of the City and its sphere of influence. The General Plan Update includes the following elements: Land Use and Urban Design, Mobility, Economic Development, Public Health and Equity, Parks and Recreation, Conservation, Community Facilities and Infrastructure, Safety, Noise, and Implementation. (The Housing Element is also a part of the General Plan, but no changes are proposed through this effort.) The City includes land within all Compatibility Zones (A, B1, B2, C, D, and E) of the Bermuda Dunes Airport Influence Area.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

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

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

VI. **ALUC COMMISSION ACTION**

The ALUC by a vote of 6-0, **CONTINUED** the project to November 8, 2018 by the request of the applicant. Recuse: Commissioner Youmans

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@rivco.org.

ITEM 2.2: TIME: 9:45 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1069PS18 – J.J.L. Ibarra (Representative: Wendell Veith, Architect) – City of Cathedral City Planning Case No. CUP 18-009 (Conditional Use Permit). The applicant proposes to construct a 2,602 square foot automobile repair shop building on a 0.2-acre parcel located at the northwest corner of Sarah Street and Agua Caliente Trail (Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the Conditional Use Permit CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes a 2,602 square foot automobile repair shop building on a 0.2-acre parcel.

CONDITIONS:

1. Any new 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/activities are not included in the proposed project and shall be prohibited at this site:
 - (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, 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, and highly noise-sensitive outdoor nonresidential uses.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

3. The attached notice shall be given to all prospective purchasers and/or tenants of the property, and shall be recorded as a deed notice.
4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees around the basin(s) shall not form a contiguous canopy and shall not produce fruit, seeds, or berries.
5. The evaluated project consists of a 2,602 square foot building for repair and servicing of motor vehicles. Any proposal to use the building for retail or assembly occupancies will require an amended review by the Airport Land Use Commission.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Wendell Veita, Architect, Indio, CA

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT**.

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@rivco.org.

ITEM 3.1: TIME: 9:50 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1044TH18 – Peter Solomon (Representative: The Altum Group) – City of Coachella Planning Case Nos. CZ18-09 (Change of Zone), CUP307 (Conditional Use Permit). The applicant proposes to construct five new industrial buildings and expand and change the use of one existing building on 10.0 acres located on the northeast corner of Avenue 54 and Polk Street. The applicant has identified tenants who plan to utilize the existing building and building 1 for cannabis cultivation operations. Tenants have not been identified for buildings 2 through 5. The applicant also proposes to change the site's zoning from Heavy Industrial (M-H) to Manufacturing Services – Industrial Park Overlay Zone (MS-IP). No dispensaries are proposed. (Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan as amended in 2006, and find the proposed Conditional Use Permit and Architectural Review CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct five new industrial buildings and expand and change the use of one existing building on 10.0 acres. The applicant has identified tenants who plan to utilize the existing building and building 1 for cannabis cultivation operations. Tenants have not been identified for buildings 2 through 5. The applicant also proposes to change the zoning of the 10-acre project site from Heavy Industrial (M-H) to Manufacturing Services – Industrial Park Overlay Zone (MS-IP). No dispensaries are proposed.

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 plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
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, or any type of strobe light, 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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, 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) Highly noise-sensitive outdoor non-residential uses and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the buildings thereon, and shall be recorded as a deed notice.
 4. Any new detention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The proposed buildings were evaluated on the basis of office and manufacturing. No retail uses, restaurants, dispensaries or other uses with Building Code occupancy levels greater than one person per 200 square feet (other than offices) are authorized without subsequent airport land use compatibility evaluation.
 6. The ALUC eligible open areas shown on the open space exhibit (minimum 1.0 acre) shall be kept obstacle and obstruction free per ALUC open area definition.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

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

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT**.

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@rivco.org.

ITEM 3.2: TIME: 9:56 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.3:** ZAP1031BA18 – Diana and John Hanna – City of Banning Case Nos. GPA18-2504 (General Plan Amendment), ZC18-3503 (Zone Change), and DR18-7011 (Design Review). DR18-7011 is a proposal to develop a 96-unit apartment complex with clubhouse on 7.08 – 7.34 acres (Assessor’s Parcel Numbers 534-283-011 and 534-283-014) located westerly of Hathaway Street and southerly of Hoffer Street (northerly of an existing apartment complex). GPA18-2504 proposes to amend the designation of the project site on the City’s Land Use Map from Low Density Residential to High Density Residential. ZC18-3503 proposes to amend the zoning of the site from Low Density Residential to High Density Residential. (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

II. **MAJOR ISSUES**

As of the date of preparation of this staff report, staff has not been provided evidence that the Federal Aviation Administration Obstruction Evaluation Service (FAA OES) is actively processing the applicant’s submittal, a requirement due to the site’s location at an elevation more than 130 feet above that of the airport runway.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2004 Banning Municipal Airport Land Use Compatibility Plan as amended in 2016, and that the Commission CONTINUE its consideration of the Design Review case to its meeting of November 8, 2018. However, if, prior to the October 11 hearing, the FAA OES website reveals that the submittal is in a “Work in Progress” status, staff will recommend that the Commission find the Design Review CONDITIONALLY CONSISTENT, subject to the conditions included herein and such additional conditions as may be necessary to meet the requirements of the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDED AT HEARING

CONSISTENT (GPA, ZC); CONDITIONALLY CONSISTENT (Design Review) subject to the conditions included herein, and such additional conditions as may be required by the FAA OES.

IV. **PROJECT DESCRIPTION**

Design Review Case No. DR18-7011 is a proposal to develop a 96-unit apartment complex with clubhouse on 7.08 to 7.34 acres (Assessor’s Parcel Numbers 534-283-011 and 534-283-014). The proposed project requires a general plan amendment and a zone change from Low Density Residential to High Density Residential.

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.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

- (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.)
 - (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 shall be provided to all potential purchasers of the property and to tenants of the proposed dwelling units, and shall be recorded as a deed notice.
 - 4. Any proposed 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.
 - 5. The proposed clubhouse shall be single-story and not exceed 1,768 square feet in floor area, unless additional airport land use compatibility evaluation occurs.

The following conditions were added subsequent to the October 11, 2018 ALUC hearing.

- 6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-14760-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.**
- 7. **The proposed buildings shall not exceed a height of 34 feet above ground level and a maximum elevation at top point of 2,393 feet above mean sea level.**
- 8. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
- 9. **Temporary construction equipment used during actual construction of the structures shall not exceed 34 feet in height and a maximum elevation at top point of 2,393 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

1 process.

- 10. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).**

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

The following spoke in favor of the project:

Sam Akborpour, Other Interested Person, Corona, CA

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT** (GPA, ZC); **CONDITIONALLY CONSISTENT** (Design Review) subject to the conditions included herein, and such additional conditions as may be required by the FAA OES.

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@rivco.org.

ITEM 3.3: TIME: 10:03 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.4:** ZAP1326MA18 – Stratford Ranch Investors, LLC (Representative: Mission Pacific Land Company, Jason Keller) – City of Perris Case Nos. 16-05217 (General Plan Amendment), 16-05218 (Zone Change), 16-05216 (Tentative Tract Map No. 36647). The applicant proposes to subdivide 24.06 gross acres located westerly of Evans Road, northerly of Ramona Expressway, and easterly of Oleander Avenue into 90 single family residential lots, amend the site's General Plan land use designation from Specific Plan (SP) to Single Family Residential R-6,000, and change its zoning from Single Family Residential R-10,000 to Single Family Residential R-6,000. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed General Plan Amendment and Zone Change CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Tentative Tract Map CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to subdivide 24.06 gross acres into 90 single family residential lots, amend the site's General Plan land use designation from Specific Plan (SP) to Single Family Residential R-6,000, and change its zoning from Single Family Residential R-10,000 to Single Family Residential R-6,000.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as 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.)

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

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

3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.

4. The proposed water detention and/or infiltration basins 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.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

V. MEETING SUMMARY

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

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

VI. ALUC COMMISSION ACTION

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT**.

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@rivco.org.

ITEM 3.4 TIME: 10:12 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.5:** ZAP1327MA18 – Mobilitie, LLC (Representative: Robert Schultz) – March Joint Powers Authority Case No. CUP18-01 (Conditional Use Permit). A proposal to remove an existing 26 foot tall street light pole and replace it with a new 33.3 foot tall wireless facility street light pole (and associated equipment) located on the westerly side of Innovation Drive, within the street right-of-way southerly of Cactus Avenue. (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).
- II. **MAJOR ISSUES**
None
- III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed Conditional Use Permit CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.
- IV. **PROJECT DESCRIPTION**
The applicant proposes to remove an existing 26 foot tall street light pole and replace it with a new 33.3 foot tall wireless facility street light pole (and associated equipment) within the street right-of-way of Innovation Drive.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (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, 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.
3. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

The following conditions were added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letter issued on October 18, 2018 for Aeronautical Study No. 2018-AWP-14839-OE:

4. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2018-AWP-14839-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
5. The proposed new structure shall not exceed a height of 34 feet above ground level and a maximum elevation at top point of 1,602 feet above mean sea level.
6. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
7. Temporary construction equipment used during actual construction of the new structure shall not exceed 34 feet in height and a maximum elevation of 1,602 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
8. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oaaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

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

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 7-0 found the project **CONDITIONALLY CONSISTENT** subject to conditions herein, and such additional conditions as may be required by the FAA OES.

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@rivco.org.

ITEM 3.5: TIME: 10:15 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.6:** ZAP1328MA18 – Truck Terminal Properties (Representative: Joseph E. Bonadiman & Associates, Inc.) – March Joint Powers Authority Case Nos. Change of Zone 17-01, Plot Plan 17-07. The applicant proposes to establish a truck parking terminal consisting of 258 truck trailer parking spaces (and 3 regular vehicle parking spaces) totaling 11.2 acres of paved parking area, a 450 square foot security office, and 0.36 acres of basin area, on a 13.68 acre site located westerly of Heacock Street, northerly of the westerly extension of San Michele Road, and easterly of the March Air Reserve Base. The applicant also proposes a change of zone for the site to Industrial. (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plan CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a truck parking terminal consisting of 258 truck trailer parking spaces (and 3 regular vehicle parking spaces) totaling 11.2 acres of paved parking area, a 450 square foot security office, and 0.36 acres of basin area, on a 13.68 acre site. The applicant also proposes a change of zone for the site to Industrial.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (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, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

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) The storage, processing, or manufacturing of hazardous materials.
 - (f) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building.
 5. The proposed water quality management basin/detention basin on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins 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 to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. Noise attenuation measures shall be incorporated into the design of the security office building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 8. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
 9. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include a provision stating that the U.S. Air Force has the right and authority to inspect the premises and any vehicles located thereon without prior notice, as needed for security of its operations and personnel in its sole discretion.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

The following conditions were added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letter issued on October 12, 2018 for Aeronautical Study No. 2018-AWP-14284-OE:

10. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study No. 2018-AWP-14284-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.
11. The proposed new structure shall not exceed a height of 25 feet above ground level and a maximum elevation at top point of 1,511 feet above mean sea level.
12. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
13. Temporary construction equipment used during actual construction of the new structure shall not exceed 25 feet in height and a maximum elevation of 1,511 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

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

VI. **ALUC COMMISSION ACTION**

The ALUC by a unanimous vote of 7-0 found the project **CONSISTENT**(Change of Zone); **CONDITIONALLY CONSISTENT** (Plot Plan) subject to conditions herein, and such additional conditions as may be required by the FAA OES.

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@rivco.org.

ITEM 3.6: TIME: 10:20 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.7** ZAP1274MA17 – Riverside Inland Development, LLC/Hillwood Investment Prop. (Representative: Kathy Hoffer) – March Joint Powers Authority Case Nos. General Plan Amendment No. 16-01, Specific Plan 16-02, Plot Plan 16-06, Parcel Map 16-02 (Tentative Parcel Map No. 37220). The applicant proposes to construct two industrial buildings totaling 2,185,618 square feet on 142.5 acres located easterly of Interstate 215, southerly of March Field Air Museum and the easterly terminus of Van Buren Boulevard, northerly of Nandina Avenue, and westerly of March Air Reserve Base. The applicant also proposes to amend the March Joint Powers Authority General Plan to include general warehousing/logistics uses as allowable land uses on lands designated as “Aviation” (AV), to amend the site’s designation from “AV” to “AV (SP-8)”, and to update the Building Capacity table in the Land Use Element. Specific Plan No. 16-02 is a proposal for a new Specific Plan (SP-8) that provides goals, policies, programs, land uses, development standards, and design guidelines for development on this site. Tentative Parcel Map No. 37220 proposes to divide the site into two parcels (one for each building). (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

Security, drainage, and potential for glare and storage of hazardous materials in close proximity to the military runway are major concerns. The Air Force has requested that these concerns be addressed in the project EIR, which has not yet been released.

III. **STAFF RECOMMENDATION**

Staff recommends, for reasons stated herein, that the Commission find the proposed General Plan Amendment, to expand the existing “Aviation” land use designation to incorporate general warehousing/logistics uses and the Specific Plan INCONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The proposed Tentative Parcel Map and Plot Plan must also be found INCONSISTENT, as these proposals require approval of the general plan amendment and specific plan.

Alternatively, should the Commission find the General Plan Amendment and Specific Plan consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, both the parcel map and plot plan would also be found consistent.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct two industrial buildings totaling 2,185,618 square feet on 142.5 acres. The applicant also proposes to amend the March Joint Powers Authority General Plan to include general warehousing/logistics uses as allowable land uses on lands designated as “Aviation” (AV), to amend the site’s designation from “AV” to “AV (SP-8)”, and to update the Building Capacity table in the Land Use Element. Specific Plan No. 16-02 is a proposal for a new Specific Plan (SP-8) that provides goals, policies, programs, land uses, development standards, and design guidelines for development on this site. Tentative Parcel Map No. 37220 proposes to divide the site into two parcels (one for each building).

CONDITIONS (if the project is found consistent):

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

- (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, 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, skilled nursing and care facilities, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the building.
5. The proposed detention basins on the site (including water quality management basins) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins 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 to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.
6. March Air Reserve Base personnel must be transmitted for their review and approval details of the storm water conveyance system and landscaping plans.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

7. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
8. This project has been evaluated for 40,000 square feet of office area and 2,145,618 square feet of manufacturing area. Any proposals for showrooms, retail trade, and/or employee support uses such as cafeterias, training facilities, exercise rooms, or conference rooms, or any changes to the interior floor layout plan shall require subsequent review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by MARB.
11. The lease between the March Joint Powers Authority and the applicant (or any future tenants) shall include that the U.S. Air Force has the right and authority to inspect the premises without prior notice as needed for security of its operations and personnel in its sole discretion.
12. The project shall not pre-empt future opportunities for the extension of taxiway access to the runway from the site.
13. Any roof-top equipment or change in height that exceeds a total height of 48 feet will require Form 7460-1 submittal, review, and issuance of a “Determination of No Hazard to Air Navigation” by the Federal Aviation Administration Obstruction Evaluation Service.
14. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2016-AWP-12028 thru 12036-OE) and has determined that the northeast and southeast corners of both buildings shall be lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, red lights – Chapter 4, 5 (Red), and 12.
15. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as normal operation is restored, notify the same number.
16. The proposed structures shall not exceed a height of 48 feet above ground level. The

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

maximum elevation at top point (including all roof-mounted equipment, if any) shall not exceed 1556 feet above mean sea level (AMSL) for Building 2 southeast and southwest corners, 1564 feet AMSL for Building 2 northeast and northwest corners, 1563 feet AMSL for Building 1 southeast and southwest corners, and 1571 feet AMSL for Building 1 northwest and northeast corners.

17. The maximum height and top point elevations specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
18. Temporary construction equipment used during actual construction of the structures shall not exceed 48 feet in height and a maximum elevation of 1571 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
19. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Greg Kuster, Other Interested Person, 22550 Van Buren Blvd., Riverside, CA 92518

Oscar Valdepena, Moreno Valley Chamber of Commerce, 12625 Frederick St., Moreno Valley, CA

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC by a vote of 4-3, found the project **CONSISTENT** (GPA, SP, PM, PP). Opposed: Commissioners Geller, Larock and Steven Stewart

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@rivco.org.

ITEM 3.7: TIME: 10:28 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER OCTOBER 11, 2018
RIVERSIDE MEETING**

I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

4.2 ALUC Director's Report: The Path Forward Following the Release of the 2018 Air Installation Compatible Use Zones Report (2018 AICUZ) for March Air Reserve Base/Inland Port Airport

Simon Housman, ALUC Director presented a revised bar chart informing the Commission that there was an update to the future timeline estimates on the March Airport Land Use Compatibility Plan (ALUCP) and Joint Land Use Study process (JLUS). The major timeline change was shortened by 12 months due to receiving indication that the Department of Defense was not going to design its own glare tool. Originally, staff allowed 12 months for this to occur and has shortened the blue line on the bar chart to reflect the revised changes.

4.3 Nighttime Aircraft Operations at the March Inland Port Airport

Simon Housman, ALUC Director advised that March Joint Powers Authority had proposed to develop a "Threshold Significance" regarding aircraft operations at the March Inland Port Airport between 10:00 pm and 6:59 am that could expose people within the vicinity of the airport to significant risk of sleep disturbance due to noise which would create a threshold. Mr. Housman requested to submit a comment to the March Joint Powers Authority urging them to include a limitation in this threshold that it apply to operations 12,500 pounds or more per aircraft because those are the types of aircraft that actually wake people up in the middle of the night. The ALUC motioned to approve Mr. Housman's request.

II. 5.0 APPROVAL OF MINUTES

The ALUC by a vote of 5-0 approved the September 13, 2018 minutes. Abstain: Geller and Larock

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

IV. 7.0 COMMISSIONER'S COMMENTS

None

V. 8.0 ADJOURNMENT

Steve Manos, Chairman adjourned the meeting at 12:06 p.m.

VI. 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@rivco.org.

ITEM 4.0: TIME IS: 12:00 P.M.