



**AIRPORT LAND USE COMMISSION  
MINUTE ORDER SEPTEMBER 12, 2019  
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on September 12, 2019 at the Riverside County Administrative Center, Board Chambers.

**COMMISSIONERS PRESENT:** Steve Manos, Chair  
Russell Betts, Vice Chair  
Arthur Butler  
John Lyon  
Steven Stewart  
Richard Stewart  
Gary Youmans

**COMMISSIONERS ABSENT:** None

**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:** None

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I. **AGENDA ITEM 3.1:** ZAP1376MA19 – Pacific Communities Builder, Inc. (Representative: Ronald Freeman) – County of Riverside Case Nos. CZ1800012 (Change of Zone), TTM37358 (Tentative Tract Map). A proposal to divide 45.6 gross acres located northerly of Mapes Road, westerly of Antelope Road, and easterly of Sherman Road into 154 single family residential lots, and change the zoning of the site from Rural Residential (R-R) and One-Family Dwelling (R-1) to One-Family Dwelling (R-1) (Airport Compatibility Zones C2 and D of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The project is located partially within the 60-65 CNEL contour range from aircraft noise as identified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The project's proposed single family residences would be affected by aircraft generated noise. However, pursuant to Policy 2.3 (a) and (b), 65 dB CNEL exterior noise levels are considered normally acceptable for new residential land uses provided that interior noise levels are attenuated to a maximum of 40 dB CNEL. Therefore, recommended conditions require that noise attenuation measures be incorporated into the design of the single family residences to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 40 CNEL.

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 Tentative Tract Map CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to divide 45.6 gross acres into 154 single family residential lots, and change the zoning of the site from Rural Residential (R-R) and One-Family Dwelling (R-1) to One-Family Dwelling (R-1).

**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. 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, in accordance with Note A on Table 4 of the Harvest Valley/Winchester Area Plan:
  - (a) Any use or activity 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 or activity 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 or activity 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.

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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. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.

4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:

Day care centers; churches, temples, or other uses primarily for religious worship.

5. The attached notice shall be given to all prospective purchasers of the proposed lots and tenants of any dwellings thereon, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final map. In the event that the Office of Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

6. 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.

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. Noise attenuation measures shall be incorporated into the design of the single family residences, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 40 CNEL.

**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](mailto: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. VIDEO**

The entire discussion of this agenda item is on video and live streamed on the day of the meeting. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or e-mail at [basantos@rivco.org](mailto:basantos@rivco.org).

ITEM 3.1: TIME: 9:32 A.M.

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- I. **AGENDA ITEM 3.2:** ZAP1371MA19 – Sares-Regis Group/SRG Perris, LP (Representative: EPD Solutions) – County of Riverside Case No. PPT190011 (Plot Plan). A proposal to construct two industrial manufacturing buildings with mezzanines totaling 710,736 square feet on a combined total 35.76 acres located northerly of Oleander Avenue, westerly of Decker Road, southerly of Nandina Avenue, and easterly of Day Street. The applicant also proposes rooftop solar panels totaling 60,000 square feet (30,000 square feet on each building) (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The County of Riverside Climate Action Plan requires nonresidential development to utilize on-site renewable energy production (usually from photovoltaic solar panels) to meet 20 percent of total energy demand, as a means to offset greenhouse gas emissions, unless infeasible. (A determination that a project would be hazardous to air traffic in conjunction with an Airport Land Use Commission review is acknowledged as a factor that may result in infeasibility. In that case, the applicant is nevertheless required to install on-site renewable energy production to the greatest extent feasible.) An initial proposal to overlay all of Building “B” with solar panels without anti-reflective coating with a tilt of 15 degrees and an orientation of 140 degrees resulted in a finding that Flight Path 1 would be affected by 21 minutes of “yellow” level glare (potential for temporary after-image), a level which the Federal Aviation Administration (FAA) has determined to be unacceptable. The applicant worked with the project consultants (including Johnson Aviation) to identify a solar panel configuration that provides for renewable energy production to the greatest feasible extent consistent with maintaining glare at the acceptable “green” level. The revised proposal provides for 30,000 square feet of solar panels on each of the two buildings with anti-reflective coating, a fixed tilt of 10 degrees with no rotation, and an orientation of 160 degrees. This proposal would result in “green” level glare (low potential for temporary after-image) within the 2 mile approach to Runway 32 and within the Air Force traffic patterns; “green” level glare complies with the FAA Interim Policy pertaining to acceptable levels of glare. Given that the proposal meets the FAA policy requirements with the applicable flight tracks modeled, March Air Reserve Base has indicated no further concerns.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission open the public hearing, consider testimony, and find the proposed Plot Plan CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to construct two industrial manufacturing buildings with mezzanines totaling 710,736 square feet on a combined total 35.76 acres. The applicant also proposes rooftop solar panels totaling 60,000 square feet (30,000 square feet on each building).

**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, in accordance with Note A on Table 4 of the Mead Valley Area Plan.
  - (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

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an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; noise-sensitive outdoor nonresidential uses; and hazards to flight. Children's schools are discouraged.
4. The following uses/activities are not included in the proposed project, but, if they were to be proposed through a subsequent use permit or plot plan, would require subsequent Airport Land Use Commission review:
- Restaurants and other eating establishments; day care centers; health and exercise centers; churches, temples, or other uses primarily for religious worship; theaters.
5. 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.
6. The attached notice shall be given to all prospective purchasers of the property and lessees/tenants of the building.
7. Any 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.
8. 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.
9. Noise attenuation measures shall be incorporated into the design of the office areas of the structures, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
10. This project has been evaluated for a total of 710,736 square feet of manufacturing area, including 30,000 square feet of office area. Any increase in building area or change in use other than for warehouse, office and manufacturing uses will require an amended review by the Airport Land Use Commission.
11. Solar panels shall incorporate anti-reflective coating and shall be fixed with no rotation. Panels shall have a tilt of 10 degrees and orientation of 160 degrees. Solar panel areas shall be limited to 30,000 square feet per building.

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12. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create “yellow” level glare, and require ALUC review.
13. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “incidence” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
14. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “incidence” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
15. The Federal Aviation Administration has conducted aeronautical studies of the proposed buildings (Aeronautical Study Nos. 2019-AWP-8541-OE through 2019-AWP-8548-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.
16. The proposed buildings shall not exceed a height of 62 feet above ground level and a maximum elevation at top point of 1,669 feet above mean sea level.
17. 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.
18. Temporary construction equipment used during actual construction of the buildings shall not exceed 62 feet in height and a maximum elevation of 1,669 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 of each proposed structure 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).

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V. **MEETING SUMMARY**

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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. **VIDEO**

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ITEM 3.2: TIME: 9:39 A.M.

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I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

4.2 Strategic Vision Chart

Simon Housman, ALUC Director presented the Strategic Vision Chart regarding priorities for staff's long-term planning work, involving the preparation and amendment of the Airport Land Use Compatibility Plans (ALUCPs).

II. **5.0 APPROVAL OF MINUTES**

The ALUC by a unanimous vote of 7-0 approved the August 8, 2019 minutes.

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 9:58 a.m.

VI. **VIDEO**

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ITEM 4.0: TIME: 9:56 A.M.