

**AIRPORT LAND USE COMMISSION
MINUTE ORDER APRIL 12, 2012
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on April 12, 2012 at the Riverside County Administrative Center, Board Chambers.

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

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: Rich Biber, Prince of Peace Lutheran Church
Tom Collopy, Discovery Land Company
Chad Davies, Riverside County, EDA
David Dietz, Mead and Hunt
Deanna Elliano, City of Hemet
Robert Eppers, Cal Pilots
Nick Fullerton, Fullerton Architects
George Hanson, Riverside Public Utilities
Andy Holloran, Discovery Land Company
Dave Jeffers, David Jeffers Consulting, Inc.
Nick Johnson, TheThermal Club
Robin Lowe, Hemet West Mobile Home Park
Marc Myers, ATT Mobility
Jason Pfaff, Other Interested Person
Tim Rogers, Thermal Operating Company
Thomas Ryan, Power Engineers, Inc.
Mark Teague, City of Eastvale
Andy Wilson, California Pilots Association

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I. **AGENDA ITEM 2.1:** ZAP1007BL11 – Gila Farm Land, LLC (Representative: Rupal Patel) – County Case No.: Conditional Use Permit 3670, City Case No.: PRC 2011-06 - A proposal to construct a 485 megawatt solar photovoltaic electric generating facility and associated facilities on 3,645 acres, including three electrical substations, two operations and maintenance buildings, inverters, transformers, 34.5 kV distribution lines, and associated switchgear located on either side of Interstate-10, generally located westerly of Neighbors Boulevard, northerly of 20th Avenue, and southerly of 10th Avenue within the land use jurisdictions of the County of Riverside and City of Blythe (Compatibility Zones B1, C, D, and E of the Blythe Municipal Airport Influence Area). Continued from December 8, 2011, January 12, February 9, and March 8, 2012. ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

II. **MAJOR ISSUES**

1. Proposed distribution lines extending through Compatibility Zones C and D. The applicant will relocate the 230 kV transmission line out of Zone C. A portion of the 34.5 kV line continues to be proposed in Zone C;
2. Reflectivity/glare. An issue has been raised as to whether the glare analysis would be applicable in the event that the traffic pattern is changed to enable development of Blythe II powerplant; and
3. Cumulative impacts of multiple energy projects.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission consider the staff and applicant presentations and any public testimony at its April 12, 2012 public hearing, and make a finding of CONSISTENCY for the project, subject to the conditions specified herein.

IV. **PROJECT DESCRIPTION**

The project proposes to construct a 485 megawatt solar photovoltaic electric generating facility and associated facilities on 3,645 acres, including three electrical substations, two operations and maintenance buildings, inverters, transformers, 34.5 kV distribution lines, 230 kV transmission lines, and associated switchgear.

CONDITIONS:

1. 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.

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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.
- 2. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
- 3. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
- 4. Prior to issuance of building permits for any structures or panels on those parcels located wholly or partially within Airport Compatibility Zone B1, the landowner shall convey an avigation easement to the County of Riverside as owner of Blythe Airport.
- 5. The attached notice shall be provided to all potential purchasers, and shall be recorded as a deed notice for those parcels within the project located wholly or partially within Airport Compatibility Zones C and D.
- 6. All photovoltaic panels installed on the project shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.
- 7. 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 at the time of day when incidences of glare occur 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.
- 8. 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.
- 9. The Federal Aviation Administration (FAA) has conducted aeronautical studies (Aeronautical Study Nos. 2012-AWP-551-OE, 2012-AWP-552-OE, 2012-AWP-562-OE, 2012-AWP-566-OE through 2012-AWP-571-OE, 2012-AWP-573-OE, 2012-AWP-1712-OE

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through 2012-AWP-1725-OE) and has determined that neither marking nor lighting of the proposed structures are necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, any such lighting shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2. Such lighting shall be maintained in accordance therewith for the life of the project.

10. The maximum height of the proposed structure, including all mounted appurtenances and aviation safety lighting (if any), shall not exceed the heights as noted in each Determination of No Hazard to Air Navigation for each respective structure.
11. In accordance with the Determinations of No Hazard to Air Navigation issued for the subject structures, the determinations do include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated in each respective determination. Equipment which has a height greater than the studied structure requires separate notice to the FAA.
12. The specific coordinates, height, top point elevation, power, and frequencies of the proposed facility 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. Within five (5) days after construction reaches its greatest height, the permittee shall complete Form 7460-2, Notice of Actual Construction or Alteration, and submit said form to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Service at 2601 Meacham Boulevard, Fort Worth, TX 76137 or online at www.oaaaa.faa.gov. This requirement is also applicable in the event the project is abandoned.

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

Jason Pfaff, Other Interested Persons, 1152 Hearing Road, Moscow, ID

Thomas Ryan, Power Engineers, Inc, 8852 Luss Drive, Huntington Bch, CA 92646

The following spoke in opposition to the project:

Robert Eppers, Cal Pilots, 36865 Hidden Trail CT, Winchester, CA 92596

Andy Wilson, California Pilots Association, 31438 Greenbrier Lane, Hayward, CA 94544

No one spoke in favor of the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 4-2, found the project **CONSISTENT**. Absent: Commissioner Glen Holmes; Opposed: Chairman Simon Housman and Vice Chairman Rod Ballance.

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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 2.1: TIME IS 9:04 a.m.

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- I. **AGENDA ITEM 2.2:** ZAP1015CH12 – City of Eastvale (Representative: Eric Norris, Planning Director). A proposal by the City of Eastvale to adopt a new General Plan tailored to reflect the current conditions of the City and to better address those issues that affect the City. The General Plan includes the following chapters: Introduction, Eastvale Issues, Land Use, Circulation, Design, Economic Development, Air Quality and Conservation, Healthy Community, Housing, Noise, Parks, Recreation, and Open Space, Safety, Sustainability, and Implementation. The City also proposes an update to the City’s Zoning Code. The update would revise the Zoning Code adopted upon City incorporation to make it more specific to the City of Eastvale. The update includes formatting and structural changes, process streamlining, and modifications to entitlements and certain development standards. No changes to the current Zoning Map are proposed. The City includes land within Airport Compatibility Zones B1, C, D, and E of the Chino Airport Influence Area. (Portions of the City also lie within the Airport Influence Area of Ontario International Airport.). Continued from March 8, 2012. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

II. **MAJOR ISSUES**

A couple of years ago, ALUC staff worked with County Planning Department staff to incorporate the provisions of Compatibility Plans adopted in 2004 or later into the County’s General Plan through the General Plan Update (General Plan Amendment No. 00960). One of the work products from that process was an airport-specific edition of Table 2A incorporating the Additional Compatibility Policies from the 2008 Chino Airport Land Use Compatibility Plan. This table, along with the Compatibility Plan map, would have been incorporated into the Eastvale Area Plan. However, GPA00960 has not come forward to ALUC because the Environmental Impact Report has not been completed. In the interim, the City of Eastvale has incorporated.

Staff has provided the City Planning Director with recommended changes to the City’s proposed General Plan and Zoning Code, and has thoroughly reviewed (1) all of the General Plan except the Housing Needs Assessment Appendix and (2) Chapters 1 through 4 and the first eight sections of Chapter 5 of the Zoning Code. Review is expected to be complete one week prior to the April 12 hearing date.

Staff would like to see the airport-specific edition of Table 2A and the map depicting the Airport Land Use Compatibility Zones included in the City’s new General Plan and to see the compatibility criteria incorporated in the City’s Zoning Code through the use of airport overlay zones.

The City is suggesting a slightly different approach. Specifically, the City will identify the general areas affected by operations at Chino Airport (and Ontario International Airport) on its General Plan Land Use Map and Zoning Map, with a note directing the reader to the latest version of the Land Use Compatibility Plan for each airport and stating that “additional restrictions beyond those in the General Plan and/or Zoning Code may apply to uses in those areas.” City officials believe that this approach, supplementing proposed policies in the Land Use, Noise, and Safety Elements, meets the Commission’s concerns that the Plan and Code provide sufficient notice to all users of the General Plan and Zoning Code of airport-related restrictions. Furthermore, it is the City’s position that referencing the ALUCP as a stand-alone document will be more accurate and efficient than developing a set of overlay zones in that it would ensure that potential developers and City staff rely on the most recent and up-to-date information.

As ALUC staff has previously indicated, there are no conflicts between the proposed Land Use Map and the compatibility criteria of the 2008 Chino ALUCP, provided that the Medium Density Residential designation is not implemented through zoning that would require a minimum net lot size exceeding 0.2 acre.

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III. STAFF RECOMMENDATION

Staff is prepared to recommend that the Commission find the proposed General Plan and Zoning Code, AS AMENDED to incorporate all of the additions and revisions as shown in the attached documents and such additional documents as may be provided to the City Planning Director not later than 5:00 P.M. on Thursday, April 5, 2012, CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan.

However, to the extent that the City is not willing to make all of the additions and revisions recommended by staff, the Commission may need to make a judgment call as to whether such challenged additions and revisions are necessary in order to render a finding of consistency.

In the event that the Commission is willing to accept the City's proposed approach, the Commission should at least require the following in order to provide for public awareness of the applicable Compatibility Plan criteria:

- (1) Identification of the precise boundaries of the Chino Airport Influence Area on the General Plan Land Use Map and Zoning Map;
- (2) Inclusion of a statement in the Land Use Element that general plan amendments, specific plans, specific plan amendments, changes of zone, ordinance amendments, and variances for height affecting land in the Airport Influence Area shall be submitted to ALUC for review;
- (3) Maintenance of a "hard copy" of the airport-specific Table 2A and a City of Eastvale-tailored ALUCP document (to be assembled by ALUC staff) at the City's Planning counter for easy access by City staff and customers; and
- (4) Provision for online public access to a terminal at the Planning counter from which the public can access both the ALUC website (www.rcaluc.org) and the Riverside County Land Information System (RCLIS), which can be used to depict the Compatibility Zone(s) applicable to any given Assessor's parcel.

IV. PROJECT DESCRIPTION

The City of Eastvale proposes to adopt a new General Plan tailored to reflect the current conditions of the City and to better address those issues that affect the City. The General Plan includes the following chapters: Introduction, Eastvale Issues, Land Use, Circulation, Design, Economic Development, Air Quality and Conservation, Healthy Community, Housing, Noise, Parks, Recreation and Open Space, Safety, Sustainability, and Implementation. The City also proposes an update to the City's Zoning Code. The update would revise the Zoning Code adopted upon City incorporation to make it more specific to the City of Eastvale. The update includes formatting and structural changes, process streamlining, and modifications to entitlements and certain development standards. No changes to the current Zoning Map are proposed. The City includes land within Airport Compatibility Zones B1, C, D, and E of the Chino Airport Influence Area. (Portions of the City also lie within the Airport Influence Area of Ontario International Airport.)

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 Teague, City of Eastvale

No one spoke in neutral or opposition to the project.

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VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 5-0, found the project **CONSISTENT** as proposed to be modified by the City, incorporating the conditions of the ALUC including changes 1 and 2.
Absent: Commissioners Glen Holmes and John Lyon.

Findings for Changes 1 and 2 are as follows:

1. It is sufficient for the City of Eastvale to provide public access to the then-current Airport Land Use Plan for Chino Airport .
2. It is sufficient for the City of Eastvale to include a note in the text of its General Plan and Zoning Code making reference to the Airport Land Use Plan, as currently proposed by the City.

VII. CD

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ITEM 2.2: TIME IS 10:41 a.m.

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- I. **AGENDA ITEM 3.1:** ZAP1046FV12 – Mary Etta Bollman and Karen Smith (Representative: David Jeffers Consulting, Inc.) – County Case No.: GPA00975 (General Plan Amendment). General Plan Amendment No. 975 is a proposal to amend the Southwest Area Plan's land use designation from R:RR (Rural Residential within the Rural Foundation Component) to CD:MDR (Medium Density Residential within the Community Development Foundation Component) on 78.57 acres located southerly of Auld Road, easterly of Pourroy Road, and westerly of Washington Street in the unincorporated community of French Valley. (Zone E of French Valley 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 and change of zone.
- IV. **PROJECT DESCRIPTION**
GPA 975 is a proposal to amend the Southwest Area Plan's land use designation on 78.57 acres from R:RR (Rural Residential within the Rural Foundation Component) to CD:MDR (Medium Density Residential within the Community Development Foundation Component).

General plan amendments and changes of zone are not subject to conditions.
- 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:
Dave Jeffers, David Jeffers Consulting, Inc., 19 Spectrum Pointe Drive #609, Lake forest, CA 92630.

No one spoke in neutral or opposition to the project.
- VI. **ALUC COMMISSION ACTION**
The ALUC Commission by a unanimous vote of 5-0, found the project CONSISTENT. Absent: Commissioners Glen Holmes and John Lyon.
- 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 3.1: TIME IS 11:29 a.m.

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I. **AGENDA ITEM 3.2:** ZAP1025HR12 – AT&T, Bechtel Communications, and Prince of Peace Lutheran Church (Representative: Marc Myers) – City Case Nos.: ZC No. 11-001 (Zone Change) and CUP No. 11-003 (Conditional Use Permit). Conditional Use Permit No. 11-003 is a proposal to establish an unmanned telecommunications facility consisting of antennas on a 60-foot high monopine tower, with associated equipment shelter, on an 824.25 square foot lease area within an 8.46-acre parcel located westerly of Sanderson Avenue, northerly of Menlo Avenue, and southerly of Fruitvale Avenue within the City of Hemet. Zone Change No. 11-001 is a proposal to change the zoning of the 8.46-acre parcel, which is developed with a church, preschool, and an existing communications facility, from R-1-7.2 (Single Family Residential, 7,200 square foot minimum lot size) to S-1 (Church). (Area III of Hemet-Ryan 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 project, subject to the conditions specified herein for the conditional use permit.

IV. **PROJECT DESCRIPTION**

Conditional Use Permit No. 11-003 proposes to establish an unmanned telecommunications facility consisting of antennas on a 60-foot high monopine tower, with associated equipment shelter, on an 824.25 square foot lease area within an 8.46-acre parcel. Zone Change No. 11-001 proposes to change the zoning of the site, which is developed with an existing church, preschool, and communications facility, from R-1-7.2 (Single Family Residential) to S-1 (Church).

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.
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, 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. The attached notice shall be provided to all potential purchasers and tenants.

4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport.

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:

Rich Biber, Prince of Peace Lutheran Church, 5001 W. Florida Ave #314, Hemet, CA 92545

Marc Myers, ATT Mobility, 250 El Camino Real, 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 5-0, found the project **CONSISTENT**. Absent: Commissioners Glen Holmes and John Lyon.

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 11:30 a.m.

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- I. **AGENDA ITEM 3.3:** ZAP1019TH12 – Thermal Operating Company, LLC (Representative: Nick Johnson) – A proposal to alter the size, design, and location of buildings previously approved for PP24690 for a motorsports race track facility on 329.72 acres located northerly of 62nd Avenue, easterly of Tyler Street, southerly of 60th Avenue, and westerly of Polk Street in the unincorporated community of Thermal. In addition it proposes to alter the lot layout and split the subdivision of PM36293 into two phases. (Zones B1, C, and D of Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

II. **MAJOR ISSUES**

Use of the Building Code Method with concentrations of people determined in accordance with Appendix C indicates a single-acre intensity of 144 persons in the most intensely used acre area of the property (the control tower), which is approaching the criteria maximum of 150 persons. At the time of writing of this staff report, a submittal to FAA has been made for Obstruction Evaluation of the proposed control tower and accepted. Pad elevations are not yet available for Phase II buildings to be able to determine whether FAA Obstruction Evaluation review is necessary. However, with the conditions to require ALUC review of future proposals, this issue can be addressed at a future time by ALUC when the information is available. Similarly, the founders' lots do not have specific buildings proposed (since this will be proposed by the individual purchasers of the lots) at this time to determine whether FAA review would be required. However, with the condition to analyze whether FAA review is required at time of building permit issuance, this will be adequately addressed when specific building designs are proposed.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission consider the staff and applicant presentations, any public testimony, and make a finding of CONDITIONAL CONSISTENCY, pending issuance of a Determination of No Hazard to Air Navigation by the Federal Aviation Administration for the control tower, and subject to the conditions specified herein and such additional conditions as may be required pursuant to the FAA determination.

IV. **PROJECT DESCRIPTION**

PP24690S1 proposes to alter the size, design, and location of buildings previously approved for PP24690 for a motorsports race track facility on 329.72 acres. The proposed facility would include a registration building, team garages, day garages, tuning shop, control tower, member's storage garage, speed shop, maintenance building and member's private garages, and fuel island. Non-building uses would include the primary race track, go-kart track, paddock/pit areas, and parking areas. Removed from the previous proposal are the trackside/luxury garages and the event tent. Newly proposed is the tuning shop and members storage garage, although the previously named tuning shop building is now named the speed shop and the previously named members storage garage is now named the day garages. Buildings redesigned include the registration building and control tower building. The registration building includes additional gathering, lounge, and patio area and the control tower has been reduced to 3 stories (previously 4) with redesigned interior space. The total number of member's private garages remains at 254, however, the layout of the lots has been modified slightly for a more curvilinear street pattern in certain areas.

UPH00635 and UPH00636 is a proposal to split the subdivision of PM36293 into two phases. The first phase of subdivision would include the track area, the majority of the founders' lots, and areas for the control tower, tuning shop, member's storage garage, and registration building. The second phase of subdivision would include the remaining founders' lots, go-kart track, areas for the speed shop, day garages, team garages, and maintenance buildings.

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CONDITIONS: Revised Conditions as of 4/12/12

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission. **[This condition shall be considered as “MET.”]**
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. 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.)
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (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, incinerators, and landfills.)
 - (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, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
4. The attached notice shall be provided to all potential purchasers and tenants and the contents of such notice language shall also be contained in a legally recordable instrument to be recorded at time of map recordation or building permit issuance. *[as modified at hearing]*
5. Any detention or retention basin 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

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between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
7. No portion of any roadway or track shall be located within the Runway Protection Zone.
8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
9. Development of the area addressed through Plot Plan No. 24690 Substantial Conformance No. 1 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.
10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point on the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
11. Occupancy of the 3rd floor of the Control Tower shall be limited to track control officials only or their designees. *[as modified at hearing]*
12. Prior to building permit issuance on any of the Founders' Lots with a net area of 7,540 square feet or less, verification that proposed buildings do not exceed the "Standard Garage" plan shall be provided. The "Standard Garage" shall be defined as having a total square footage not exceeding 7,150 square feet, with office (and kitchen, if applicable) area not exceeding 4,320 square feet, and the remainder of the building devoted to storage, garage, and warehousing uses (Occupancy Type S uses). Any building on such lots proposing either (1) a total square footage exceeding 7,150 square feet or (2) more than 4,320 square feet of uses other than Occupancy Type S uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.
13. Development on Founders' Lots shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to office uses or other uses whose intensity exceeds Occupancy Type S uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.
14. The following special occupancy load restrictions shall be posted:
 - a) The maximum number of persons permitted in the registration/administration building at any given time shall not exceed one hundred fifty (150) persons.

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- b) The maximum number of persons permitted in the tower building at any given time shall not exceed one hundred fifty (150) persons.
 - c) The maximum number of persons permitted in each of the day garage structures at any given time shall not exceed seventy-five (75) persons.
 - d) The maximum number of persons permitted in the tuning shop building at any given time shall not exceed one hundred fifty (150) persons.
15. A notice to potential purchasers, indicating that no residential uses or overnight occupancy shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. *[as modified at hearing]*
16. No fixed lighting or any other object greater than four feet in height and thicker than four inches within main track area shall be allowed.
17. Pole affixed lighting within the go-kart area shall be limited to 12-feet in height.
18. No pole affixed lighting shall be allowed on interior private streets.
19. The control tower shall be limited to a maximum 3 above ground habitable floors.
20. Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, elevation of the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA. *[as modified at hearing]*
21. Any future revisions to the Plot Plan or any specific proposal for grading or pad elevations for Phase II as identified on the Substantial Conformance Exhibit for Plot Plan No. 24690 dated 3/20/12 shall be transmitted to ALUC staff for review to determine whether submittal to ALUC is required. This review is intended to confirm any changes in intensities proposed and to determine whether FAA review for Obstruction Evaluation may be required.
22. Prior to issuance of a building permit for the proposed structure, the permittee shall provide evidence that the Federal Aviation Administration has issued a "Determination of No Hazard to Air Navigation" for the proposed control tower building, filed as ASNs 2012-AWP-2704-OE through 2012-2707-OE. Once such a determination has been issued, the latitude, longitude, coordinates, and height of such structure shall not be changed, and the site elevation of the structure at top point shall not be increased without further notice to, and review by, the Federal Aviation Administration through the Form 7460-1 process. **[This condition shall be considered as "MET."]**

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The following conditions have been added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letters issued on April 13, 2012 for Aeronautical Study Nos. 2012-AWP-2704-OE through 2012-AWP-2707-OE:

23. The Federal Aviation Administration has conducted an aeronautical study of the control tower building (Aeronautical Study Nos. 2012-AWP-2704-OE through 2012-AWP-2707-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 K Change 2 and shall be maintained in accordance therewith for the life of the project.
24. The maximum height of the structure, including all roof-mounted appurtenances (if any), shall not exceed 61 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 82 feet below mean sea level.
25. The specific coordinates, height, and top point elevation of the control tower structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
26. Temporary construction equipment used during actual construction of the structural improvements shall not exceed the height of the building (61 feet above ground level), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
27. Within five (5) days after construction of the control tower reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Blvd., Fort Worth TX 76137. This requirement is also applicable in the event the project is abandoned.

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:

Tom Collopy, The Thermal Club, 22022 N. Calle Royale, Scottsdale, AZ 85255

Nick Fullerton, Fullerton Architects, P. O. Box 2770, Bigfork, MT 59911

Andy Holloran, The Thermal Club, 504 S. Willson Ave., Boieman, MT 59715

Nick Johnson, The Thermal Club, 6524 Deerbrook Road, Oak Park, CA 91377

Tim Rogers, Thermal Operating Company, 1983 West 190th Street, Torrance, CA

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 5-0, found the project **CONDITIONALLY CONSISTENT**, with revised Condition Nos. 4,11,15, and 20. Absent: Commissioners Glen Holmes and John Lyon.

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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 3.3: TIME IS 11:32 a.m.

**AIRPORT LAND USE COMMISSION
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I. **AGENDA ITEM 3.4:** ZAP1052R111 – Riverside Public Utilities (Representative: Lyle Hill) – City Case No. PSP 11-0027 (Special Project) “RTRP69kV”. This is a proposal by Riverside Public Utilities (City of Riverside) to construct, operate and maintain additional 69,000-volt (69kV) electrical transmission lines in the vicinity of Riverside Municipal Airport. This is a portion of the Riverside Transmission Reliability Project (RTRP), which also involves the design and construction of 230,000-volt (230kV) electrical transmission lines by Southern California Edison (SCE). (The SCE portion of the RTRP requires approval by the California Public Utilities Commission and is not part of this process). Within the Riverside Municipal Airport Influence Area, the new lines would extend along the following roads: Acorn, Jurupa, Doolittle, Van Buren, Arlington, Rutland, Cypress, Crest, Wells, Tomlinson, Wilderness, Ed Perkić, and Industrial, so as to provide for connections to four existing substations and the proposed 230/69kV substations. (Airport Compatibility Zones A, B1, B2, C, D, and E of Riverside Municipal Airport Influence Area. Any new lines in Zone A would be underground.) ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

II. **MAJOR ISSUES**

The major issue had been that the proposed alignment crossed Zones A, B1, and C in an aboveground mode. The applicant has revised the project so as to place the 69kV transmission lines underground within the portion of the alignment passing through Zone A (a segment along Doolittle Avenue between Jurupa Avenue on the north and Morris Street on the south). Only one aboveground pole would be located in Zone B1, at the location of an existing pole that would not be increased in height. Additionally, the applicant has received Determinations of No Hazard to Air Navigation for each of the 217 proposed aboveground pole locations.

Fourteen of the proposed structures in the easterly segment along Wilderness Avenue, northerly of Jurupa Avenue, exceed the obstruction standards of Title 14 of the Code of Federal Regulations and would constitute “low close-in” obstacles. Specifically, they penetrate the 40:1 departure surface in the Initial Climb Area from Runway 34 at Riverside Municipal Airport, and have the potential to increase a minimum instrument flight altitude within a terminal area (TERPS criteria). However, the FAA’s aeronautical studies determined that the proposed structure heights would not require an increase in the existing published departure climb gradient or an increase in departure weather minimums. These structures are required to be “red obstruction lighted” so as to be more conspicuous to airmen flying in VFR weather conditions at night.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed project be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, subject to the conditions included in this staff report.

IV. **PROJECT DESCRIPTION**

Riverside Public Utilities (City of Riverside) proposes to construct, operate and maintain new 69,000-volt (69kV) electrical transmission lines in the vicinity of Riverside Municipal Airport. This is a portion of the Riverside Transmission Reliability Project (RTRP), which also involves the design and construction of 230,000-volt (230kV) electrical transmission lines by Southern California Edison (SCE). (The SCE portion of the RTRP requires approval by the California Public Utilities Commission and is not part of this process). Within the Riverside Municipal Airport Influence Area, the new lines would extend along the following roads: Acorn, Jurupa, Doolittle, Van Buren, Arlington, Rutland, Cypress, Crest, Wells, Tomlinson, Wilderness, Ed Perkić, and Industrial, so as to provide for connections to four existing substations and the proposed 230/69kV substations.

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CONDITIONS:

1. 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 or FAA approved obstruction lighting.
 - (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.
2. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take all measures necessary to eliminate such interference.

The following conditions apply to all 159 pole locations within the Airport Influence Area:

4. Prior to final inspection and within five (5) days after construction reaches its greatest height, Riverside Public Utilities or its designated representative shall submit Form 7460-2, Notice of Actual Construction or Alteration, to the Federal Aviation Administration in accordance with the requirements of the Determination of No Hazard to Air Navigation issued for that structure. The requirement for submittal is also applicable in the event the project is abandoned.
5. The specific coordinates, height, top point elevation, power, and frequencies of the proposed pole structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
6. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the proposed structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
7. Temporary construction equipment exceeding 15 feet in height shall not be erected or stored within the boundaries of Airport Compatibility Zone A. Riverside Public Utilities shall use all feasible means to minimize storage of equipment not exceeding 15 feet in height

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within the boundaries of Airport Compatibility Zone A.

8. The maximum height of the proposed structure, including all mounted appliances and obstruction or aviation safety lighting (if any), shall not exceed the height above ground level specified for that structure in column 3 (labeled "AGL") of Table 1052-A, and the maximum elevation at the top of structure shall not exceed the elevation above mean sea level specified for that structure in column 4 (labeled "AMSL") of Table 1052-A, a copy of which is attached hereto and incorporated herein by this reference.

The following additional conditions apply to the pole locations identified as E5, E6, E7, E8, E9, E10, F4, F5, F6, F7, F8, F9, F10, and F11, generally located along Wilderness Avenue, northerly of Jurupa Avenue:

9. The structure shall be marked/lighted in accordance with FAA Advisory Circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), & 12.
10. In addition to complying with the requirements of Condition No. 4 above, Riverside Public Utilities or its designated representative shall submit Form 7460-2, Notice of Actual Construction or Alteration, to the Federal Aviation Administration (FAA) at least 10 days prior to the start of construction, so as to provide for the addition of a note (by FAA officials) to the "Take-off Minimums and (Obstacle) Departure Procedures" in the U.S. Terminal Procedures publication.
11. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

The following additional condition applies to the remaining pole locations within the Airport Influence Area:

12. The Federal Aviation Administration has conducted aeronautical studies of this proposal and has determined that neither marking nor lighting of the proposed pole structures (other than RPU Structure ID Numbers E5 through E10 and F4 through F11 as specified above) is necessary for aviation safety. However, if marking and/or lighting 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 K Change 2 and shall be maintained in accordance therewith for the life of the project.

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:

George Hanson, Riverside Public Utilities, 3900 Main Street, Riverside, CA 92522

The following spoke in opposition to the project:

Robert Eppers, Cal Pilots, 36865 Hidden Trail CT, Winchester, CA 92596

No one spoke in neutral of the project.

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VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 4-1, found the project **CONSISTENT (as revised)**. Absent: Commissioners Glen Holmes and John Lyon; Opposed: Chairman Simon Housman

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 12:07 P.M.

**AIRPORT LAND USE COMMISSION
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- I. **AGENDA ITEM 3.5:** 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.

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.

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FAA REVIEW OF AIRPORT LAYOUT PLAN:

FAA review of the proposed Airport Layout Plan is in process.

FINDING:

1. The forecasts and development identified in the Airport Master Plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the Airport Land Use Compatibility Plan.

CONDITION:

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 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, Riverside, CA

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

The following spoke in opposition to the project:

Robin Lowe, Hemet West Mobile Home Park, 5825 Nectar Ave, Hemet, CA 92544

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 5-0, **CONTINUED** the project to June 14, 2012.

The recently formed Hemet-Ryan Ad Hoc subcommittee will meet with the applicant and interested parties in May. Absent: Commissioners Glen Holmes and John Lyon

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 3.5: TIME IS 12:20 p.m.

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I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals - Information Only

4.2 Governor's Budget Trailer Bill: Proposed Amendments to the State Aeronautics Act (PUC Sections 21670etseq.)

Chairman Housman stated for the record that he is generally in favor of not having unfunded mandates placed upon local organizations by the state government in accordance with the constitution of the State of California, but that he is not sure that this is a best set of priorities in applying that general rule.

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission, by a vote of 4-0, approved the March 8, 2012 minutes. Absent: Holmes and Lyon. Abstained: Paul Lewin, alternate for Greg Pettis

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

Paul Lewin, the new alternate for Greg Pettis, thanked the Commissioners for their work and is looking forward to working with the Commission in the future. Ed Cooper, ALUC Director, congratulated Commissioner Stewart on his re-election to the ALUC Commission by the City Selection Committee and Vice Chairman Rod Ballance on his re-election as a representative of airport managers, based on the ballots that were received from the airport operators. Mr. Cooper is still working with the County regarding Commissioner Butler's position.

Andy Wilson of the California Pilots Association advised that he would like to see the Airport Land Use Commission remain in place.

IV. **7.0 COMMISSIONER'S COMMENTS**

None

V. **8.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 1:26 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@rcilma.org.

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