

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on May 8, 2014 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Acting Chairman
Arthur Butler
Glen Holmes
John Lyon
Richard Stewart
Greg Pettis

COMMISSIONERS ABSENT: Simon Housman, Chairman

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

OTHERS PRESENT: Joseph Castaneda, Other Interested Person
Lenny Dunn, Regent Properties
Deanna Elliano, City of Hemet
Grant Henninger, T&B Planning
Daryl Shippy, Riverside County EDA

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.1: ZAP1021PS14 – City of Palm Springs/Palm Springs International Airport (Thomas Nolan, Executive Director) - Palm Springs International Airport Master Plan Update (City of Palm Springs Case No. 5.1319).** The Airport Land Use Commission will review the Airport Master Plan document to determine consistency with the Palm Springs International Airport Land Use Compatibility Plan, as adopted in 2005. The only airside improvement being proposed in the coming 20-year period is the installation of an Engineered Materials Arrestor System (EMAS) at the south end of Runway 13R-31L. No alterations to the airport runway pavement or increases in airfield capacity are proposed. The Master Plan includes discussion of alternatives relating to airport access, parking, customs/border protection processing facilities, rental car storage, service, and maintenance, and remodeling of the terminal, including ticketing and baggage claim areas. (Palm Springs International Airport Influence Area).
- II. **MAJOR ISSUES**
None
- III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY with the 2005 Palm Springs International Airport Land Use Compatibility Plan (ALUCP), in that the master plan does not propose any substantial airport improvements that would affect the location of compatibility zones; nor does the master plan project noise levels to substantially increase in the surrounding area, compared to the noise levels projected in the current ALUCP.
- IV. **PROJECT DESCRIPTION**
The Palm Springs International Airport Master Plan Update, prepared by HNTB for adoption by the City of Palm Springs, includes plans primarily for improvements to the airport terminal (ticketing area and passenger queue areas) and ground transportation (expanded rental car facilities and reconfigured airport entrance) as well as plans to include an Engineering Materials Arresting System (EMAS) to comply with FAA requirements for Runway Safety Area (RSA) design. No improvements are included that would substantially increase the capacity resulting in greater projected number of passengers and operations, although updated projections on passengers and operations are included.
- FINDING:**
1. The forecasts and development identified in the Airport Master Plan would not result in substantially greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the Airport Land Use Compatibility Plan.
- No conditions are necessary.*
- V. **MEETING SUMMARY**
The following staff presented the subject proposal:
ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.
- No one spoke in favor, neutral or opposition to the project.
- VI. **ALUC COMMISSION ACTION**
The ALUC Commission by a unanimous vote of 6-0, found the project CONSISTENT. Absent: Chairman Simon Housman

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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 9:08 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.2:** ZAP1095MA14 – First Industrial, L.P. (Representative: T&B Planning, Inc.) – City of Moreno Valley Case Nos. PA13-0037 (Plot Plan) and PA13-0038 (Parcel Map). The applicant proposes to construct a 1,450,000 square foot warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of office space) on 72.89 acres located southerly of Nandina Avenue, westerly of Indian Avenue, and easterly of Heacock Street in the City of Moreno Valley. PA13-0038 (Tentative Parcel Map No. 36618) proposes to merge twelve Assessor's parcels into one legal lot. A portion of the site is in the Clear Zone of March Air Reserve Base and would remain undeveloped. (Area II of the March Air Reserve Base Airport Influence Area; Zones B2 and C1 on proposed draft Compatibility Plan, with Zone A remaining undeveloped).

II. **MAJOR ISSUES**

None

III. **STAFF RECOMMENDATION**

Staff recommends that the project be found CONDITIONALLY CONSISTENT with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, subject to the conditions included herein and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDATION AT HEARING

CONSISTENT

IV. **PROJECT DESCRIPTION**

The Plot Plan proposes to construct a 1,450,000 square foot industrial warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of ground floor office space) on 72.88 gross acres. The Parcel Map proposes to consolidate the twelve existing parcels into one legal parcel.

CONDITIONS: As amended (conditions added or amended at hearing shown in bold type):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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, places of assembly, noise sensitive outdoor nonresidential uses, 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 given to all prospective purchasers and/or tenants of the property.
 5. Retention basins 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 retention 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 shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. This project has been evaluated as a proposal for the establishment of a warehouse with ancillary office use. The City of Moreno Valley shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; day care centers; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; auction rooms.
 7. ~~Overall office area shall be limited to a total maximum of 22,000 square feet (including mezzanine office area). Office area shall be dispersed to each corner of the proposed building and shall not be consolidated to any individual corner that would exceed 15,000 square feet of office area (including mezzanine office area) within any individual corner so as to not exceed the draft single-acre criteria for Compatibility Zones B2 and C1. If any development of the warehouse building proposes to exceed 22,000 square feet of office area overall or 15,000 square feet within any individual building corner, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.~~ **The number of Office Work Stations shall be limited to no more than 200 in any single acre (210' x 210' area) so as not to exceed the draft single-acre criteria for Compatibility Zones B2 and C1. For purposes of this condition, an Office Work Station shall be defined as any location within the building that is an individual's primary work location.**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

8. The elevation of the proposed building at its top point shall not exceed 1520 feet above mean sea level.
- ~~9. Prior to issuance of a building permit, the applicant shall have received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service.~~
10. **The Federal Aviation Administration has conducted an aeronautical study of the proposed building (Aeronautical Study No. 2014-AWP-1973-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.**
11. **The maximum height of the proposed structure shall not exceed 42 feet above ground level, and the maximum elevation of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 1,520 feet above mean sea level.**
12. **The specific coordinates, height, and top point elevation of the proposed 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.**
13. **Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
14. **Within five (5) days after construction of the 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.**

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:

Grant Henninger, T&B Planning, 17563 17th Street, Tustin, CA 91780

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0, found the project **CONSISTENT** with amended conditions. Absent: Chairman Simon Housman

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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 2.2: TIME IS 9:14 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.3: ZAP1006PV14 – Cimarron Ridge LLC** – City of Menifee Case Nos. 2013-247 (Specific Plan), 2014-016 (General Plan Amendment), 2014-017 (Change of Zone), Tentative Tract Map No. 36658, Tentative Parcel Map No. 36657. The Cimarron Ridge Specific Plan proposes development of 782 single-family residences and 10.9 acres of parks within a 240-acre vacant area located northerly of a westerly straight-line extension of Chambers Avenue, easterly of a southerly straight-line extension of Goetz Road, westerly of a northerly straight-line extension of Valley Boulevard, and southerly of a westerly straight-line extension of McLaughlin Road. Case No. 2014-016 is a proposal to amend the site's General Plan designation from 2.1-5R (2.1 to 5 dwelling units per acre, Residential) to SP. (The proposed density would be consistent with the current General Plan designation.) Case No. 2014-017 is a proposal to change the zoning of the site from R-1, R-1-10,000, and R-5 to SP Zone. Tentative Tract Map No. 36658 proposes to divide the property into 782 residential and 118 other lots. Tentative Parcel Map No. 36657 proposes to divide the property into seven lots for phasing and financing purposes. (Airport Compatibility Zone E of the Perris Valley Airport Influence Area, plus areas outside the Influence Area).

II. **MAJOR ISSUES**

As the site is situated at a higher elevation than Perris Valley Airport, FAA Obstruction Evaluation review may be required for some or all of the 782 proposed lots. The project representative has been asked to provide a table specifying distance to runway and pad elevations for each lot.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Specific Plan, General Plan Amendment, Change of Zone, and Parcel Map be found CONSISTENT with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan. Staff recommends that consideration of Tentative Tract Map No. 36658 be continued to June 12, 2014, pending submittal of the required additional information.

STAFF RECOMMENDATION AT HEARING

CONSISTENT (SPA,CZ,SP,PM); CONDITIONALLY CONSISTENT for Tract Map

IV. **PROJECT DESCRIPTION**

The Cimarron Ridge Specific Plan proposes development of 782 single-family residences and 10.9 acres of parks on 240 acres of vacant land. Case No. 2014-016 is a proposal to amend the site's General Plan designation from 2.1-5 R (2.1 to 5 dwelling units per acre, Residential) to SP (Specific Plan). (The proposed density would be consistent with the current General Plan designation.) Case No. 2014-017 is a proposal to change the zoning of the site from R-1, R-1-10,000, and R-5 to SP (Specific Plan) zone. Tentative Tract Map No. 36658 proposes to divide the property into 782 residential lots and 118 other lots (mostly landscaping areas). Tentative Parcel Map No. 36657 proposes to divide the overall property into seven lots for phasing and financing purposes.

CONDITIONS: As modified to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letters issued on May 19, 2014 and May 27, 2014:

1. Any outdoor lighting installed shall be hooded or shielded 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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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. The attached notice shall be given to all prospective purchasers and/or tenants of the portions of the property within the Perris Valley Airport Influence Area.
 4. Any new retention basins 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 retention 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.
 5. Prior to adoption of this Specific Plan by the City Council, the applicant shall have received a determination of "Not a Hazard to Air Navigation" from the Federal Aviation Administration (FAA) Obstruction Evaluation Service **for the following lots: 11, 146, 168, 177, 232, 242, 271, 338, 343, 465, 500, 512, 518, 521, 580, 583, and 586. (as amended by ALUC on May 8, 2014)**

(Condition No. 5 is considered to have been MET as of May 27, 2014.)

The following conditions have been added subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letters issued on May 19, 2014 and May 27, 2014 for Aeronautical Study Nos. 2014-AWP-3132-OE through 2014-AWP-3147-OE, and 2014-AWP-3149-OE.

6. **The Federal Aviation Administration has conducted aeronautical studies of a sample of 17 lots within the proposed tract map (Aeronautical Study Nos. 2014-AWP-3132-OE through 2014-AWP-3147-OE, and 2014-AWP-3149-OE) and has determined that neither marking nor lighting of structures will be 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.**
7. **The maximum elevation at the top of any proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 1,688 feet above mean sea level.**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

8. The maximum elevation cited above shall not be increased, nor shall any structure be developed at coordinates that are closer than 8,153 feet from the southerly terminus of the runway without further review by the Airport Land Use Commission and the Federal Aviation Administration.
9. Temporary construction equipment such as cranes used during actual construction of structures shall not exceed a height of 40 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
10. Within five (5) days after construction of structures on each of the 17 lots cited above 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.

[Note: Prior to issuance of building permits for any lot within Tentative Tract Map No. 36658, the applicant shall provide evidence that either: (a) the elevation of the structure at its top point in feet above mean sea level would not exceed the elevation of the runway at Perris Valley Airport at its southerly terminus by more than one foot for every 100 feet of distance between the structure and said southerly terminus of the runway; (b) the Federal Aviation Administration has issued a Determination of No Hazard to Air Navigation for that lot allowing for a top point elevation that equals or exceeds the proposed top point elevation; or (c) the Federal Aviation Administration Obstruction Evaluation Service has issued a statement that review of the proposal for the specific lot is not required due to its previous review and determination for the 17 lots specified above.]

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

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

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

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0, found the project **CONSISTENT** (SPA, CZ, SP, PM) and **CONDITIONALLY CONSISTENT** for the Tract Map

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 2.3: TIME IS 9:27 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

- I. **AGENDA ITEM 2.4:** ZAP1030HR14 – Regent Ramona Creek, LLC/Regent Inland JV, LLC (Representative: SESPE Consulting, Inc.) – City of Hemet Case Nos. SP12-001 (Specific Plan), GPA 12-005 (General Plan Amendment), and Tentative Tract Map No. 36510. The Ramona Creek Specific Plan proposes a multiple-use commercial and residential community that would include 954 to 1,077 dwelling units and 649,044 to 760,035 square feet of commercial and office uses on 208.87 acres located northerly of Florida Avenue (State Highway Route 74), easterly of Warren Road, westerly of Myers Street, and southerly of Celeste Road (a.k.a. Rose Road) in the City of Hemet. (The site includes land both northerly and southerly of Devonshire Avenue.) General Plan Amendment No. 12-005 proposes to: (1) amend the land use designation of the portion of the project site located northerly of Devonshire Avenue from Low Density Residential (2.1 to 5 dwelling units per acre) to Low Medium Density Residential (5.1 to 8 dwelling units per acre); and (2) increase the residential development capacity allowed in the Florida Avenue Mixed-Use Area #1 of the 2030 General Plan (which includes the portion of the site southerly of Devonshire Avenue). Tentative Tract Map No. 36510 proposes to divide the property into 37 numbered (buildable) lots (one acre or larger in area), plus 49 open space, setback, or common area “lettered” lots. (Area III of the Hemet-Ryan Airport Influence Area).
- II. **MAJOR ISSUES**
None
- III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY with the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan for the Specific Plan, General Plan Amendment, and Tentative Tract Map, subject to the conditions included herein.
- IV. **PROJECT DESCRIPTION**
SP-12-001 is a proposal to designate the 203.16 acre site for primarily residential and commercial uses for an anticipated maximum of 1,077 dwelling units and 760,035 square feet of commercial uses. Actual maximum number of dwelling units and commercial square feet may increase for residential with a corresponding decrease in commercial and vice versa. The specific plan proposes Commercial Mixed Use, Village Residential, Medium Density Residential, Low Medium Density Residential, and Open Space. Within these designations, the proposed specific plan allows for residential densities between 3.0 and 30.0 dwelling units per acre and maximum residential building height up to 45 feet and maximum commercial building height up to 50 feet. GPA-12-005 proposes to amend the land use designation of the portion of the project site located northerly of Devonshire Avenue from Low Density Residential (2.1 to 5 dwelling units per acre) to Low Medium Density Residential (5.1 to 8 dwelling units per acre) and increase the residential development capacity allowed in the Florida Avenue Mixed-Use Area #1 of the City’s General Plan (which includes the portion of the site southerly of Devonshire Avenue). Tentative Tract Map No. 36510 proposes a subdivision of the 203.16 acre site into 37 numbered (buildable) lots (one acre or larger in area), plus 49 open space, setback, or common area “lettered” lots for financing and future subdivision and development purposes.

CONDITIONS: As Amended

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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.)~~
 - (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 **by the applicant and/or its successor-in-interest** to all ~~initial potential purchasers~~ of the property and all ~~potential tenants~~ of the ~~building(s)~~. **applicant and/or its successor-in-interest.**
 4. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of Hemet-Ryan Airport. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.
 5. ~~Pursuant to the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), any development that implements the specific plan and proposes structures greater than thirty-five (35) feet in height shall require ALUC review.~~ **Applicant shall modify the Specific Plan text to include the "FAA Construction Notification Areas" exhibit and incorporating the text of Specific Plan Section 5.4.4 Hemet-Ryan Airport into this new section. (See attached exhibit).**
 6. Development implementing the Specific Plan shall comply with Federal Aviation Administration (FAA) Part 77, in particular requirements for Obstruction Evaluation based on the distance to the closest operating runway at Hemet-Ryan Airport and relative elevation between the runway and proposed development grade and building height. Any implementing development that does require FAA Obstruction Evaluation review shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building and shall have received a determination of "Not a Hazard to Air Navigation" from the FAA. Copies of the FAA determination shall be provided to the City of Hemet Community Development Department and the Riverside County Airport Land Use Commission.
 7. **Any new storm water retention basins on the site shall be designed so as to provide for a maximum 72-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more). Water quality and re-use basins with fluctuating water levels which are under two (2) acres in size are exempt from this requirement. Vegetation in and around the retention and water quality basin(s)**

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

that would provide food or cover for waterfowl species that would be incompatible with airport operations shall not be utilized in project landscaping, and shall not include trees that produce seeds, fruits or berries.

For future reference, below is a typical list of recommended conditions of approval applicable to projects within the Hemet-Ryan Airport Influence Area. Additional conditions of approval may also be applicable based on the type of project, location relative to the airport, and impacts to and/or from the airport and would be determined at time of project submittal and review by ALUC staff.

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.)
 - (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 given to all prospective purchasers and/or tenants of the property.
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. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.
5. Retention basins 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 retention 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 shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

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:

Joseph Castaneda, Other Interested Person, 36263 Calle De Lobo

Lenny Dunn, Regent Properties (applicant), 11990 Sam Vicente Blvd, STE 200, Los Angeles, CA 90049

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

No one spoke in neutral or opposition to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0, found the project **CONSISTENT** with amended conditions. Absent: 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 2.4: TIME IS 9:40 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

I. **3.0 ADMINISTRATIVE ITEMS**

3.1 **Compatibility Plan Status Update**

John Guerin, ALUC staff, noted that the Commission was provided a table identifying the status of all Compatibility Plans. He apologized to the Commission for his failure to incorporate the 30-day jurisdictional review mandated pursuant to the funding agreement into the conceptual timeline for the Commission's consideration of the March Air Reserve Base/Inland Port Airport Compatibility Plan EIR. As a result, the Plan will not be available for consideration in August. The Commission will continue to be dark in August, as originally planned.

Daryl Shippy, Airport Manager, Riverside County Airports, provided a summary of the status of the Airport Master Plan and Layout Plan for Hemet-Ryan Airport. These projects were on hold pending a decision by Cal Fire regarding the relocation of its base to the northerly side of the runway. Additionally, ALUC's subcommittee, in its review of the proposed Master Plan in 2012, had recommended a 500-foot runway extension to the east. The Airport Layout Plan had been updated, but not the Master Plan or EIR. This spring, Cal Fire decided to support relocation of the base. With this matter resolved, EDA has now authorized Mead & Hunt to conduct the necessary environmental studies relating to the area of the runway extension. Updates to the Master Plan and EIR will be necessary, and it expected that these efforts will be funded in conjunction with the base relocation studies. The Airport Layout Plan update will be brought up to FAA standards established in that agency's October 2013 checklist, and the layout will be evaluated for conformance with airport design standards included in Advisory Circular 150/5300-13. The only anticipated additional change to the layout would involve the location of runway exit taxiways. The Airport Layout Plan and Master Plan revisions are expected to take 12 to 18 months from the date of issuance of a Notice to Proceed.

Commissioner Holmes asked if the sailplane area would be eliminated. Mr. Shippy responded that Runway 4/22 is still active, but that there has been no sailplane activity during the past 18 months. He reiterated that the revised Master Plan and new Layout Plan will provide for the 500-foot extension. Commissioner Holmes asked whether the Cawston Road extension concern had been resolved. Mr. Shippy replied that Cawston would not be allowed to cross the airport boundary. Commissioner Holmes asked about a timeline for the Cal Fire base relocation. Mr. Shippy advised that the relocation agreement is being negotiated. Relocation of the base will improve existing south side base facilities. Vice Chairman Ballance thanked Mr. Shippy for the briefing. John Guerin requested a written summary by email.

II. **4.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 6-0 approved the April 10, 2014 minutes. Absent: Housman

III. **5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

None

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 8, 2014
RIVERSIDE MEETING**

IV. 6.0 COMMISSIONER'S COMMENTS

Commissioner Stewart advised that he had been designated to attend the City Selection Committee meeting. ALUC Director Ed Cooper noted that the seat held by Commissioner Pettis is on the agenda. Commissioner Pettis confirmed that he would like to be reappointed, and Commissioner Stewart expressed his support. Commissioner Holmes advised that he was reappointed by the Board of Supervisors at their last meeting.

Vice Chairman Ballance remarked favorably on the new fixed base operator facility at March ARB. He foresees increased use of executive jets at March, Riverside Municipal, and Hemet-Ryan. ALUC Director Ed Cooper advised the Commission that Commissioners Holmes and (if reappointed) Pettis would be sworn in for their new terms in June. Additionally, the Commissioners will be asked to vote on the at-large member appointment and to select officers. Vice Chairman Ballance indicated that he appreciated the opportunity to participate in the crafting of revised conditions for the Ramona Creek project that were satisfactory to both the City and the Commission.

V. 7.0 ADJOURNMENT

Acting Chairman Rod Ballance adjourned the meeting at 11:09 a.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@rctlma.org.

ITEM 3.0: TIME IS 10:56 A.M.