



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

Thursday 9:00 a.m., October 8, 2009

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
Hemet

Melanie Fesmire
Indio

STAFF

Director
Ed Cooper

John Guerin
Brenda Ramirez
Barbara Santos

County Administrative Center
4080 Lemon St., 9th Floor.
Riverside, CA 92501
(951) 955-5132

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NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 9th Floor, Riverside, CA 92501 during normal business hours.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW BUSINESS

PALM SPRINGS INTERNATIONAL

- 2.1 ZAP1006PS09 – Wessman Development Co. (Representative: Palm Springs Unified School District) – City Case No. PA09-003 (Design Review). A proposal for the construction of an approximately 79,670 square foot district service center that will consist of a food service, storage, warehouse space, reprographics, and maintenance shop, on 12.3-acres of a 20-acre site, within the City of Palm Springs, located easterly of Gene Autry Trail, westerly of San Joaquin Drive, and northerly of Mission Drive, approximately 1,303 feet easterly of Runway 13L-31R at Palm Springs International Airport. The Palm Springs Unified School District has no current plans for the remaining 7.7 acres. The project site is located within Compatibility Zone C and partially within Compatibility Zone D. ALUC Staff Planner: Brenda Ramirez at (951) 955-0549, or E-mail at bramire@rctlma.org.

Staff Recommendation: CONTINUE TO NOVEMBER 12, 2009

BANNING AIRPORT

- 2.2 ZAP1005BA09 – Inland Behavioral & Health Services, Inc (Representative: Joseph E. Bonadiman & Associates, Inc.) – City Case No. CUP 09-803 (Conditional Use Permit). A proposal for the development of a 9,000 square foot medical and dental clinic with a future 6,000 square foot second floor to be added, on a 1.3 gross acre site, within the City of Banning, located southerly of Ramsey Street, westerly of Val Monte Street, and northerly of Interstate 10 freeway, approximately 1,746 feet northwesterly of the westerly runway at Banning Municipal Airport. The project site is located within Compatibility Zone C of the Banning Municipal Airport. ALUC Staff Planner: Brenda Ramirez, Ph: (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: CONTINUE TO NOVEMBER 12, 2009

HEMET RYAN AIRPORT

- 2.3 ZAP1019HR09 – Latham Management & Consulting (Representative: GW Engineering) – City Case No. CUP 09-003 (Conditional Use Permit). A proposal for the development of an approximately 233,277 square foot medical office that will include primary care clinics, a medical mall, and a 49-bed hospital, on a 13.45 acre site, within the City of Hemet, located southerly of Florida Avenue, easterly of Gilmore Street, northerly of Acacia Avenue, and westerly of Kirby Street, approximately 6,996 feet northeasterly of Runway 4-22 at Hemet-Ryan Airport. The project is going to be a two-story building that will remodel the existing building on site, as well as add additional square footage to the original building. The project site is located within Airport Area III and partially with the Transition Zone of the Hemet-Ryan Airport Influence Area. ALUC Staff Planner: Brenda Ramirez, Ph: (951) 955-0549, or E-mail at brramire@rctlma.org.

Staff Recommendation: INCONSISTENT

3.0 ADMINISTRATIVE ITEMS

3.1 Director's Approval

3.2 Election of Officers

4.0 APPROVAL OF MINUTES

September 10, 2009

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

6.0 COMMISSIONER'S COMMENTS

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: October 8, 2009

CASE NUMBER: ZAP1006PS09 – Wessman Development Co.
(Representative: Palm Springs Unified School
District)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO.: PA09-003 (Design Review)

MAJOR ISSUES: FAA review is required and the applicant is in the process of submitting the project for review. In addition, ALUC staff is still awaiting detailed floor plans, in order to calculate the proposed density pursuant to the California Building Code Method.

The project is also required to provide a minimum of 0.5 acres of open space in Compatibility Zone D. The project is currently designed in a manner that provides 7.7 acres of vacant land in Compatibility Zone C, with no designated open space located within Compatibility Zone D.

RECOMMENDATION: Staff recommends CONTINUANCE to the November 12, 2009 Commission hearing, in order to give the applicant sufficient time to submit required floor plans and FAA review forms.

PROJECT DESCRIPTION:

The applicant proposes to develop an approximately 79,670 square foot district service center that will consist of a food service (preparation), storage, warehouse space, reprographics, and maintenance shop, on 12.3-acre portion of a 20 acre property.

PROJECT LOCATION:

The project site is located easterly of Gene Autry Trail, westerly of San Joaquin Drive, and northerly of Mission Drive, within the City of Palm Springs, approximately 1,305 feet easterly of Runway 13L-31R at Palm Springs International Airport.

LAND USE PLAN: 2005 Palm Springs International Airport Land Use Compatibility Plan

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Airport Compatibility Zones C and D
- c. Noise Levels: Outside the 60 CNEL noise contour

BACKGROUND:

Land Use/Intensity: The project site is located primarily within Compatibility Zone C and partially within Compatibility Zone D. The applicant proposes to develop an approximately 79,670 square foot district service center that will have two buildings that would consist of three departments: maintenance and operations, food services, and a warehouse. The project will develop 12.3 acres of an approximately 20 gross acre site, and leave the remaining 7.7 acres undeveloped.

More specifically, the site includes 12.16 net acres in Compatibility Zone C and 5.41 net acres in Compatibility Zone D. Nonresidential intensity in Compatibility Zone C is restricted to an average intensity of 80 persons and a maximum intensity of 160 persons in any given acre. Nonresidential intensity of Compatibility Zone D is restricted to an average intensity of 100 persons and a maximum of 300 persons in any given acre.

Staff has asked the applicant to submit the proposed detail floor plans for the buildings in order to calculate the project's density, per the California Building Code method. As of staff's report, this information has not yet been submitted to us. The applicant estimates that the maintenance and operations division will have approximately 67 employees and 75 district vehicles stored on site. The majority of these employees would arrive on site but leave to various school sites by 6:30 AM. The food service division will have approximately 18 employees and six vehicles stored on site. Lastly, the warehouse division will have approximately 14 employees and five vehicles on site. Therefore, the total number of employees will be 99, per the applicant's calculation.

Based on the Parking Calculation Method total occupancy would be estimated at 400.5 persons (1.5 persons per parking spaces), for an average intensity 20 persons per acre for the overall 20 gross acre site.

Part 77: The maximum elevation of the site ranges from 396-408 feet above mean sea level (AMSL). The proposed structures will have a height not exceeding 38 feet at top of roof. The elevation of the southerly end of Runway 31R is 404.4 feet AMSL. At a distance of approximately 1,305 feet from Runway 13L-31R, any structure above 417.5 feet AMSL will require FAA review. As the proposed structures would exceed this elevation, FAA review is required.

Noise: The project is outside the 60 CNEL noise contour. While, the majority of the proposed project uses will not be noise sensitive a minimum noise reduction of 20 dB in office areas is required.

Open Space: Compatibility Zone C requires 20% of major projects be set aside as open land that could potentially serve as emergency landing areas. Compatibility Zone D requires a 10% set aside. Pursuant to Countywide Policy 3.3.5, when evaluating consistency, “any parcel...split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line.”

Thus, 2.4 acres of open land are required in Compatibility Zone C and 0.5 acres of open space are required in Compatibility Zone D for a grand total of 2.9 acres of open space. Currently the project has approximately 7.7 acres of vacant land. The applicant has no current plans for the 7.7 acres, and, furthermore, does not expect any plans for more than 10 years. However, the entire 7.7 acres are located within Compatibility Zone C.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses, and, in the structures located partially or wholly in Compatibility Zone C, libraries and day care centers.
- 3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
- 4. Any 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 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.
- 5. Prior to the scheduling of the issuance of building permits for the project, the proponent shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration and shall present evidence of a finding of "Not a Hazard to Air Navigation" to Airport Land Use Commission Staff.
- 6. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, as necessary to ensure interior noise levels are reduced by a minimum of 20dB from aircraft operations.
- 7. A minimum of 2.9 acres of open area in as defined by Countywide Policy 4.2.4 of the 2004 Riverside County Airport Land Use Compatibility Plan shall be provided on-site. Such open areas shall have a minimum width of 75 feet and a minimum length of 300 feet, and shall not be obstructed by walls, trash enclosures, large trees or poles greater than 4 inches in diameter at a height greater than 4 feet, or overhead wires.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: October 8, 2009

CASE NUMBER: ZAP1005BA09 – Inland Behavioral & Health Services, Inc (Representative: Joseph E. Bonadiman & Associates, Inc.)

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NO.: Conditional Use Permit No. 09-803

MAJOR ISSUES: The project site is an approximately 1.3 gross acre site within Compatibility Zone C of the Banning Municipal Airport. The allowable density within Compatibility Zone C is limited to a maximum of 75 persons per average acre. The proposed project, as reflected on the site plan, would allow for a total density of 121 persons on just the first floor, resulting in an average intensity of approximately 93 persons per acre. Staff has been in communications with the applicant and has not resolved this issue. In addition, FAA review is required and, at this time, the applicant has not filed Form 7460-1.

RECOMMENDATION: Staff recommends CONTINUANCE to the November 12, 2009 hearing in order to allow the applicant to file Form 7460-1, and possibly to work out potential intensity issues the project currently poses.

PROJECT DESCRIPTION:

The applicant proposes to develop a 9,000 square foot medical and dental clinic with a future 6,000 square foot second floor to be added.

PROJECT LOCATION:

The project is located southerly of Ramsey Street, westerly of Val Monte Street, and northerly of Interstate 10 freeway, in the City of Banning, approximately 1,746 feet northwesterly of the westerly terminus of the runway at Banning Municipal Airport.

LAND USE PLAN: 2004 Banning Municipal Airport Land Use Compatibility Plan

a. Airport Influence Area: Banning Municipal Airport

- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The project site is located within Compatibility Zone C of the Banning Municipal Airport. The project site is approximately 0.95 net acres and approximately 1.3 gross acres. The project is located adjacent to the Interstate 10 corridor and the Southern Pacific Railroad.

The density criterion for Compatibility Zone C allows 75 people per average acre and up to 150 people in any given acre. The project proposes to develop a 9,000 square foot medical and dental clinic (first phase) with a future second floor addition of 6,000 square feet (second phase). While hospitals and nursing homes are prohibited uses in Compatibility Zone C, the applicant's proposed project would be for outpatient treatments; therefore, the proposed use is compatible.

Staff has analyzed the proposed first phase, using the California Building Code, and has determined that the total occupancy for the first phase, with incorporation of 50% reduction, is approximately 121.8 persons. Therefore, even with the use of the gross acreage the average acre intensity would be approximately 93.7 persons, which exceeds the criteria. While the single acre intensity would be met for the first phase, the second phase could make the development inconsistent by exceeding 150 people. The applicant will need to reduce the proposed building in order to meet the density criteria.

Staff has been in communication with the applicant and has not resolved the density issue. The applicant has stated that they would be willing to put in fixed seating into the waiting areas to decrease the density. The waiting areas, by far, make up the majority of the total density. Staff has calculated that the four waiting areas total approximately 88.1 persons of the entire 121 persons on site. The second phase floor plans were not made available to staff and, therefore, staff could not determine the added density that would bring to the overall project. If the entire first and second floors were calculated as a health-care facility (1 person per 80 square feet), with incorporation of 50% reduction, the total occupancy on site would be approximately 93.7 persons. This would put the project well below the intensity limit of Compatibility Zone C.

The applicant proposes to provide 50 parking spaces. Based on the Parking Calculation Method, total occupancy would be estimated at 75 persons (1.5 persons per parking space), for an average intensity of 57.7 persons per acre if the gross acreage is used.

Part 77: The project site has an elevation ranging from 2,284 to 2,288 feet above mean sea level (AMSL). The height of the proposed structure (which includes the future second story) would be 32 feet. Therefore, the elevation at top of roof is projected at 2,312 feet AMSL. The elevation of the runway at its westerly terminus is 2,219 feet AMSL. At a distance of 1,746 feet from the nearest runway, all structures with an elevation at top

point exceeding 2,236 feet AMSL will require FAA review. The applicant is currently working on submitting the required information to the FAA.

Noise: The site lies outside the existing 55 ANEL contour. However, the project is located within Compatibility Zone C, which requires an exterior to interior noise reduction of 20dB in all office buildings.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, libraries and day care centers.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.

4. Any 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 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.
5. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, as necessary to ensure interior noise levels from aircraft operations are reduced by a minimum of 20dB.
6. Prior to the scheduling of the proposed Condition Use Permit case for final action by the City of Banning, the proponent shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration and shall present evidence of a finding of "Not a Hazard to Air Navigation" to Airport Land Use Commission Staff.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: October 8, 2009

CASE NUMBER: ZAP1019HR09 – Latham Management & Consulting (Representative: GW Engineering)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO.: CUP 09-003 (Conditional Use Permit)

MAJOR ISSUES: The proposed project is located on the extended runway center line. More specifically, the proposed 49-bed heart hospital would be directly affected. The conceptual floor plans indicate that medical surgery rooms and 11 intensive care units would be located on the second floor. Staff would be able to find the overall project consistent if the applicant were to eliminate the added hospital facility, as the primary care clinic would only include out-patient treatments. In addition, Form 7460-1 has been submitted and is pending determination.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY for the Conditional Use Permit.

PROJECT DESCRIPTION:

The applicant proposes to develop an approximately 233,277 square foot medical office complex that will include primary care clinics, a medical mall, and a 49-bed heart hospital, on a 13.45 acre site.

PROJECT LOCATION:

The project is located southerly of Florida Avenue, easterly of Gilmore Street, northerly of Acacia Avenue, and westerly of Kirby Street, in the City of Hemet, approximately 6,996 feet northeasterly of Runway 4-22 at Hemet-Ryan Airport.

LAND USE PLAN: 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III and partially within the Transition Zone

c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The project site is located within Airport Area III and partially within the Transition Zone of the Hemet-Ryan Airport Influence Area. The 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP) permits a wide range of uses in Area III. Structures over 35 feet in height or two stories, institutional uses (including hospitals and clinics), and places of assembly are listed as discretionary uses in Area III. The Transition Area requires any institutional use to have a discretionary review as to its location and relative risk area.

The project site is approximately 13.45 acres and has an existing, but vacant, building on site; which will be remodeled and used as part of the proposed medical facility. The project includes primary care clinics, a medical mall, and a 49-bed heart hospital. The medical mall will consist of uses such as: retail space, café, laboratory, urgent care, outpatient pharmacy, and treatment centers. The project is going to be a two-story building that will remodel the existing building on site, as well as add additional square footage to the original building.

The proposed medical/hospital building will be located on the extended runway center line. Therefore, a finding of consistency or inconsistency shall be based upon minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:

1. Structure Height
2. Population Density
3. Nature of the Land Use Activity
4. Noise
5. Relevant Safety Factors
6. Institutional Uses
7. Places of Assembly

Staff has analyzed the proposed project, using the California Building Code, and has determined that the total occupancy of the proposed project, with incorporation of 50% reduction, is 2,188.6 persons. Therefore, the average intensity is 162.7 persons per acre. Staff was not able to calculate the highest single acre intensity, and is working with the applicant's architect to get a copy of the floor plans. The 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan does not limit density, but the single acre intensity may assist the Commission with discretionary review.

Based on the Parking Calculation Method total occupancy would be estimated at 1,156.5 persons (1.5 persons per parking space), for an average intensity of 86 persons per acre for the 13.45-acre site.

Staff concludes that the current project, as designed, would be inconsistent, based on the relevant safety issues. The Hemet-Ryan Airport is used by the California Department of

Forestry/United States Forest Service, which operates large fire bombers as needed throughout the year. The heart hospital will not only provide operating rooms, but also 11 Intensive Care Unit (ICU) on the second floor of the building. Non-ambulatory persons would be placed in a location of potential risk. In addition, an easterly runway extension would further reduce the distance from the end of the runway.

Staff would note that a finding of consistency could be made if the applicant were to eliminate the 49-bed heart hospital addition that is being proposed. The applicant does not support this option, and is looking to see if there are any other possible solutions.

Part 77: The maximum elevation at top of roof for the project is 1,594.5 feet above mean sea level (AMSL). The runway elevation is 1,517 feet AMSL. At a distance of 6,996 feet from the runway, any structure with a top elevation greater than 1,586.9 feet AMSL will require FAA review. The review process has not yet been completed.

Noise: The site is outside the 55 CNEL contour. No special acoustical mitigation measures for aircraft noise are required.

In the event that the City of Hemet chooses to overrule a determination of inconsistency, the City should require the following as conditions of its approval. Implementation of these conditions would NOT render the project consistent with the Hemet-Ryan Airport Comprehensive Airport Land Use Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall record an Avigation Easement covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.)
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, 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.
- 3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
- 4. 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.
- 5. Any 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 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. Prior to the scheduling of the proposed Condition Use Permit case for final action by the City of Hemet, the proponent shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration and shall present evidence of a finding of “Not a Hazard to Air Navigation” to Airport Land Use Commission Staff.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 3.1** Director's Approval. As authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper has approved one non-legislative case determined to be consistent with Airport Land Use Compatibility Plans. Staff is attaching copies of the determination letter, for your Commission's information.
- 3.2** Election of Officers. The composition of the Commission has been established with the re-election of the airport managers' representatives on the panel. It is now the time for the Riverside County Airport Land Use Commission to elect its Chairman and Vice-Chairman for the period ending in May 2010.

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