

AIRPORT LAND USE COMMISSION

Riverside County Administration Center
4080 Lemon St., Board Chambers (1st Floor)
Riverside, California

Thursday, July 13, 2006
9:00 A.M.

MINUTES

A regular scheduled meeting of the Airport Land Use Commission was held on July 13, 2006 at the Riverside County Administration Center, Board Chambers.

COMMISSIONERS PRESENT: Simon Housman, Chairman
Lori Van Arsdale (Alternate)
Rod Ballance
David Bradley (Alternate)
Arthur Butler
John Lyon
John Machisic

COMMISSIONERS ABSENT: Mark Lightsey
Robin Lowe

STAFF PRESENT: Ed Cooper, ALUC
John J. G. Guerin, Senior Planner
Cecilia Lara, Planner
Barbara Santos, Secretary
B.T. Miller, Legal Counsel

OTHERS PRESENT: Jeff Dinkin – Kohl Ranch Company
Jerry Donahue – Jurupa Industrial Group
Melanie Fesmire – Former Commissioner, Indio, CA
Roy Hofheinz – Resident of Palm Desert, CA
William Gardner – Pilot from Thermal, AOPA
Barbara Lichman – Pardee Homes
Emily Hemphill – Ealy Hemphill, Attorney for Kohl Ranch
Mike Taylor – Pardee Homes
Frank Tullo – Retired Continental Airline Pilot

1.1 CALL TO ORDER: The meeting was called to order at 9:05 a.m. by Chairman Housman.

1.2 SALUTE TO THE FLAG

1.3 ROLL CALL was taken

2.0 APPROVAL OF MINUTES FOR: April 13, May 25, and June 8, 2006

2.1 **April 13, 2006 minutes** - Commissioner Rod Ballance made a motion to approve the April 13, 2006 minutes. Seconded by Commissioner David Bradley (alternate). Carried unanimously. **ABSTAINED:** John Lyon and John Machisic. Vote of 5-0.

May 25, 2006 minutes – BT Miller advised staff and the Commission of changes needed. The cover page should state that this was not a regular scheduled meeting, but a special meeting. Also on page 9, the sentence starting with “BT Miller concerns are...” should be changed to read “BT Miller commented on the need to have special findings made.”

ACTION TAKEN: Commissioner Arthur Butler made a motion to approve the May 25, 2006 minutes incorporating the changes requested by BT Miller (Legal Counsel). Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Lyon and John Machisic. Vote of 5-0.

June 8, 2006 minutes – BT Miller advised staff and the Commission of changes needed. On page 5, the word “resolutions” should be changed to “resolution” in the sentence beginning with: “BT Miller noted...” On page 7, comments attributed to BT Miller were actually made by Ken Brody. The sentence should be changed to: “Further comments were made by Ken Brody regarding the application of the special circumstances policies.” On page 22, BT Miller deleted the sentence “BT Miller had a request from the applicant to withdraw the application and have no action taken.”

ACTION TAKEN: Commissioner Rod Ballance made a motion to approve the June 8, 2006 minutes revised by counsel (BT Miller). Seconded by David Bradley (alternate). **ABSTAINED:** John Lyon and John Machisic. Vote of 5-0.

At 9:10 a.m. Chairman Housman announced that the Commission would enter Executive Session.

3.0 EXECUTIVE SESSION

The Commission returned from executive session at 9:50 a.m.

4.0 CONSENT CALENDAR

MARCH AIR RESERVE BASE

4.1 MA-06-123 – Lennar Partners/Michael Morris – Change of Zone # Z06-02, Plot Plan No. 06-01. A proposal to use an existing warehouse, ancillary buildings and paved parking areas for the manufacturing of recreational trailers on a 16.5 acre site located westerly of Innovation Drive, southerly of Cactus Avenue and easterly of Meridian Parkway, within the jurisdiction of the March JPA. Airport Area II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org

RECOMMENDATION: Staff recommends a finding of consistency, subject to the conditions specified herein.

PROJECT DESCRIPTION:

This is an existing vacant warehouse (approximately 73,000 square feet in floor area) on 16.5 acres. The proposed use is for the manufacturing of recreational travel trailers. There is no new construction beyond the installation of tenant improvements for electrical and other utilities.

CONDITIONS OF APPROVAL:

1. Provide Avigation Easements to March ARB/MIP prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act.
2. Any new outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.
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.

- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The attached notice shall be given to all prospective buyers or tenants.

ACTION TAKEN: Chairman Housman made a motion to approve staff's recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants. Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic. Vote of 6-0.

- 4.2 MA-06-125 – Hall & Foreman, Inc./Glenn M. Chung, P.E. – Design Review, Cases No. P03-1313; P04-0314; P03-1213; P05-0397. A proposal to construct a Wal-Mart Super Center on a 21.25 acre site located northwesterly of Riveridge Drive, at the northwesterly terminus of Campus Parkway, generally southeasterly of the interchange of Interstate 215 and State Highway 60, in the City of Riverside. Airport Area II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

RECOMMENDATION: Staff recommends a finding of consistency, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The applicant proposes construction and operation of a Wal-Mart Supercenter approximately 235,000 square feet in floor area on a 21.25-acre site. The building will be approximately 45 feet in height with architectural features. The Wal-Mart Super-center would include all appurtenant structures and facilities for the sale of general merchandise, groceries and liquor, a pharmacy with drive through service, a vision care center, a food service center, a photo studio, a photo finishing center, a banking center and an arcade. The Wal-Mart Super-center would also include a garden center, tire and lube facilities, outdoor sale facilities, outside container storage facilities, rooftop proprietary satellite communication facilities and parking facilities. The tire and lube facility will not operate 24 hours a day.

CONDITIONS OF APPROVAL:

1. Prior to issuance of building permits, a licensed land surveyor shall verify to the satisfaction of the City of Riverside that the avigation easement recorded as Instrument No. 2004-0092040 in the Office of the Riverside County Recorder covers this property.
2. Install hooded or shielded outdoor lighting to assure that no lights are above the horizontal plane.

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.
 - 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 buyers or tenants.

ACTION TAKEN: Chairman Housman made a motion to approve staff's recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants. Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic. Vote of 6-0.

RIVERSIDE MUNICIPAL AIRPORT

- 4.3 RI-06-112 – The Hunt Group/Thomas Hunt - Design Review, Case No. P06-0369. The proposed land use is to construct a two story warehouse/office building (32 foot high, 33,200 square feet) on 2.42 acres located southerly of Jurupa Avenue, northeasterly of Van Buren Blvd., westerly of Acorn Street, and northwesterly of Central Avenue in the City of Riverside. Airport Zone C. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

PROJECT DESCRIPTION:

Proposed project is a 2 story, 32 foot high, 33,200 square foot warehouse/office building for Masters Electric on 2.42 acres. The structure will include 10,663 square feet of office space and 22,537 square feet of warehousing space.

RECOMMENDATION: Staff recommends a finding of consistency for this project.

CONDITIONS OF APPROVAL:

1. Incorporate noise attenuation measures into any office portions of the building construction to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The finished floor elevation of the proposed structure shall not exceed 759 feet above mean sea level. The height of the proposed structure shall not exceed 34 feet.
5. The office area within the proposed structure shall not exceed 10,663 square feet, without subsequent review by Airport Land Use Commission staff.
6. The attached notice shall be provided to all potential purchasers and tenants.

ACTION TAKEN: Chairman Housman made a motion to approve staff's recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants.

Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic.
Vote of 6-0.

3.0 OLD BUSINESS

FRENCH VALLEY AIRPORT

- 5.1 FV-06-106 –Pointe Murrieta Partners – Commercial/Industrial (Schedule E) Parcel Map No. 34461 and Plot Plan No. 21352 for 170,000 sq. ft. of commercial/service industrial buildings, northerly of Murrieta Hot Springs Road and westerly of Town View Avenue. County of Riverside unincorporated area. Airport Zone B1. (Continued from June 8, 2006, May 11, 2006 and April 13, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: CONTINUANCE to August 10, 2006 with applicant concurrence to allow for further clarification from the applicant. An additional continuance may be necessary at that time if the applicant wishes that the project be considered in conjunction with an amendment to the French Valley ALUCP establishing additional compatibility standards for Zone B1 and Zone C modifying single-acre occupancy standards for nonresidential development.

The applicant has provided some additional information regarding occupancy of some of the types of uses envisioned for the buildings but has not submitted revised calculations at this time, other than to acknowledge that the “all other” space would not be entirely warehousing and storage uses.

ACTION TAKEN: Chairman Housman made a motion to approve staff’s recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants. Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic. Vote of 6-0.

- 5.2 FV-06-108 Garrett Group, LLC/Silverhawk Investments, LLC - Plot Plan No. 21733 proposing development of one two-story office building with a total floor area of 39,140 square feet on up to 3.06 gross acres located easterly of Sky Canyon Drive and southerly of Technology Drive in the French Valley area of unincorporated Riverside County. Airport Zone C. (Continued from June 8, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY with the 2004 French Valley Airport Land Use Compatibility Plan unless the Airport Land Use Commission finds that the project qualifies for a 30% density bonus, but would be amenable to a Continuance for at least two months to allow consideration in conjunction with an amendment to the French Valley ALUCP establishing additional compatibility standards for Zone B1 and Zone C modifying single-acre occupancy standards for nonresidential development.

PROJECT DESCRIPTION:

Development of one two-story 39,140 square foot office building on a site of 2.63 - 2.69 net acres (3.06 gross acres including adjoining street half-width).

ACTION TAKEN: Chairman Housman made a motion to approve staff's recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants. Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic. Vote of 6-0.

- 5.3 FV-06-109 Garrett Group, LLC/Silverhawk Investments, LLC– Plot Plan No. 21731 proposing development of three single-story buildings with a total floor area of 57,354 square feet on up to 7.63 gross acres located easterly of Sky Canyon Drive and northerly of Murrieta Hot Springs Road in the French Valley area of unincorporated Riverside County. Airport Zones C and B1. (Continued from June 8, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: Staff recommends a finding of CONDITIONAL CONSISTENCY with the 2004 French Valley Airport Land Use Compatibility Plan, provided that the project is developed in accordance with the square footage breakdown specified in the conditions included herein.

PROJECT DESCRIPTION:

Development of three one-story buildings (total floor area of 57,354 square feet) for restaurant, commercial, office, and warehouse uses on a site of 6.74 – 6.98 net acres (7.63 gross acres including adjoining street half-width).

ACTION TAKEN: Chairman Housman made a motion to approve staff's recommendation finding Items 4.1, 4.2, and 4.3 consistent and continuing Items 5.1, 5.2 and 5.3 to August 10, 2006 with the consent of the applicants. Seconded by Commissioner Rod Ballance. **ABSTAINED:** John Machisic. Vote of 6-0.

JACQUELINE COCHRAN REGIONAL AIRPORT

- 5.4 TH-06-105 Riverside County Planning Dept. – Environmental Assessment (E.A.) No. 40817 – PROPOSAL: Amend the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRAUCP) by adding Additional Policies. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: ADOPT a De Minimis Finding, ADOPT the Negative Declaration for Environmental Assessment No. 40817 (a finding that the adoption of the amendment will not have a significant effect on the environment), and

TENTATIVELY APPROVE the proposed Jacqueline Cochran Regional Airport Land Use Compatibility Plan amendment, and direct staff to return with a resolution of adoption at the next meeting.

At the conclusion of the 21 minute staff presentation, B.T. Miller requested that the initial study be amended to indicate the Airport Land Use Commission as lead agency and that EIR No. 441 be incorporated by reference into the initial study. He also indicated that the document was more suited to use as a Mitigated Negative Declaration.

Commissioner Lyon asked whether the runway extension at Jacqueline Cochran Regional Airport was taken into account. Staff responded that if the runway extension is shown in the plan, then the distances would be from the extended runway. Ken Brody confirmed that the runway extension was shown in the plan.

Emily Hemphill of Ealy Hemphill spoke on behalf of Kohl Ranch and Pardee Homes in favor of amendment proposal and Alternative 2. She advised that Kohl Ranch was approved in November 1999 and was approved by the Airport Land Use Commission at the time with conditions including aviation easements, noise to be mitigated to below 45 in home interiors, and buyer awareness notices, including notice of the right of the airport to modify its operations. Specific Plan Amendment No. 1 was approved in January 2003. She advised that a water system has been constructed and over \$7 million in system improvements installed.

Commissioner Van Arsdale asked whether the notices included reference to dangers as well as noise.

Ms. Hemphill responded that they do, and that they also indicate that airport operations may involve sudden loud noises and may change over time. Also, the developer must disclose in a Public Report.

Mike Taylor, Pardee Homes, indicated agreement with the proposed amendment, including Alternative 2 as a good option for Zone C.

Barbara Lichman, Chevalier Allen and Lichman, LLC, withdrew her written comments regarding Alternative 2 and asked to reserve her time in case of ALUC questions.

William Gardner, a pilot from Thermal, expressed opposition based on potential complaints regarding airport noise and operations. He is also concerned with safety, and believes that residential will not work as operations increase. Soon there will be many larger jets in Thermal. Use of more power and increased noise. Accidents will happen.

Commissioner Van Arsdale stated that it is her understanding that the project was approved under the previous plan.

Mr. Gardner advised that he was not aware of the project at the time. He stated that as areas grow, the airports are forced to move farther out. There will be large planes going in and out. Eventually use of the airport will be restricted. It starts with high density housing near airports.

Roy Hofheinz spoke in opposition citing safety concerns. He disagreed with staff's statement that safety was not an issue in Zone D, noting the tendency of planes to crash in unexpected places, and indicated that Thermal is largely a clean slate without urban development south of 60th Avenue. He presented photographs of airplane crashes into homes, apartments, and back yards. He stated that the Handbook is meant to serve as guidance for the ALUC, not just a reference document, and that the principal compatibility strategy is to limit residential densities in the riskiest areas near airports. High-risk, sensitive uses should be avoided. Accidents do happen, and the NTSB records indicate 30 accidents in the Thermal area, including 4 in the immediate off-airport area. The Handbook provides spatial distribution of crashes. The centerline of approach to runway is the path most used, but areas to the side also need to be protected. Accidents often occur under the Traffic Pattern. Handbook zones are easily understandable. 1) Is the Clear/Runway Protection Zone. 2) Is the Inner Approach/Departure Zone or "short final". 3) Is the Inner Turning Zone. "Turning from base to final". He states that this includes part of D. Handbook says Zone 2 should be 0.05-0.1 DU/AC, Zones 3 and 4 should be 1 DU/2-5 acres. He showed a graphic superimposing crash sites in Handbook data onto Kohl Ranch. The southerly portion of Kohl Ranch would be in Zone D, but the extended centerline still goes right through the project. The ALUC needs to make sure to maximize the safety of our citizens. Increasing density outside the 55 CNEL contour will increase the severity of catastrophic accidents in those areas.

Frank Tullo stated that the issue is safety. A study of passenger carrier collisions indicates that 20% of accidents are associated with takeoff and initial climb and 51% are associated with final approach and landing. That's 71% in the airport vicinity. The major location is the extended centerline.

Former Commissioner Melanie Fesmire indicated that she had originally intended to comment as a neutral party, but that she was overwhelmed by the Hofheinz and Tullo presentation. She was disappointed by the staff analysis, which she found to be faulty in that it failed to discuss the safety issue and how the density of development would affect the potential for passenger service in the future. She indicated that an adequate study would need to address safety issues and future development. She believes that the ALUC should include a Coachella Valley representative and supports resolution of the issues in a way that protects public safety.

Jeff Dinkin, a principal of Kohl Ranch, spoke in favor, indicating that Kohl Ranch has owned the land in its project since 1979 and has worked closely with the County to create a winning, mixed-use project. He pointed out that the project is not all residential and that it provides for jobs, with industrial uses near the airport. He agrees with Alternative 2 to meet Handbook requirements. He advised that Kohl Ranch has been working with the County and the School District to meet all safety requirements.

Chairman Housman asked to see a copy of the 2002 ALUC letter, which Mr. Dinkin provided.

In rebuttal to the presentation by Mr. Tullo and Mr. Hofheinz, Barbara Lichman objected to the superimposition of 20 years of national accident data onto one airport and stated that most accidents occur in the Runway Protection Zone or within 1000 feet of the end of the runway.

Mr. Tullo responded that this was not correct and that the crash area extends out at least three miles.

Commissioner Van Arsdale asked how anyone could develop any land around an airport in that case, and Mr. Tullo responded that such developers are taking a chance and hoping that an accident won't happen.

Chairman Housman closed the public hearing and suggested addressing Zone C first, then Zone D.

Staff suggested that Alternative 2 language be used for the first paragraph and Alternative 4 language be used for the second paragraph.

The Commissioners proceeded to discuss Zone C.

Commissioner Bradley indicated that he sees safety concerns with Zone C. The airport has changed many times, and we're now looking at more activity. He sees Zone C as having safety concerns, relating to approaches to and departures from the airport. Heavier aircraft will make straight-in arrivals and straight out departures. That's something we need to look at for the safety of this airport. Zone D has a lesser impact.

Commissioner Ballance appreciated the comments, but indicated that the ALUC has to make its decisions based on evidence and the possibility of passenger service at this airport is not an appropriate basis for decision if such service is not planned or projected. In the past, Kohl Ranch had to do some modeling. There were public hearings and testimony. Therefore, he felt comfortable with Alternative 2 for Zone C.

Commissioner Lyon felt that this was a very difficult decision, but that it is

important to go back to first principles. The purpose of the ALUC is to protect public health, safety, and welfare by assuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards around public airports to the extent that these areas are not already devoted to incompatible uses. To the extent that the incompatible use is not already physically there, the purpose of the act is to prevent its being there. Our mission is to protect, as stated. There is a feature of checks and balances in the Act. There may be outweighing reasons, but that's for the Board of Supervisors to determine. When amending a plan, the ALUC shall be guided by the Airport Land Use Planning Handbook. It's mandatory that we shall be guided by the Handbook. We should not deviate from that without very good reason. As to Area C, our areas do not correspond with precision to the areas shown in the Handbook. However, it appears that Zone C corresponds to some extent with Area 4. "The guidance of the State Handbook is that, in undeveloped areas, which this currently is, residential uses-if deemed acceptable at all- should be limited to very low density. If alternative uses are impractical, then higher densities could be used as infill in urban areas, which is not applicable here. Nonresidential uses should be limited in Zone 3." Our current plan provides for 1DU/5AC, which is very low density. Based upon this, his inclination is to find the amendment, Alternative 2, and Alternative 4 inconsistent and having no basis in our charter.

Commissioner Van Arsdale: "I have a difficult problem seeing how this was approved before. Is this plan that much more restrictive? The landowner was led to believe this project was possible." Staff provided clarification as to background of the request.

Commissioner Butler indicated agreement with Commissioner Ballance's comments and comfortable with Alternate 2.

Chairman Housman: As to the issue of increasing residential density in Zone C around Jackie Cochran Air, he indicated opposition to changing the residential density provisions of Zone C. He noted that the circumstances leading to the decisions to approve the project in 1997 have changed. He stated that an airport is an industrial use and uses around airports should be industrial or commercial. He noted that the Airport Land Use Compatibility Plan does not prevent the development of property-simply determines the allowable residential densities and nonresidential intensities. He indicated disagreement with the comparison in the staff report between residential population density and nonresidential intensity, where staff had indicated that the number of persons expected per acre in a development with 15 DU/AC would not exceed the nonresidential per acre intensity standard of 75. He noted that the risk is greater in the residential areas because, in the industrial areas, people would be awake and at their jobs... there would be fire sprinklers and an evacuation plan. As to the comparison with Palm Springs,

he pointed out that a major wash and wide commercial roads provide alternative locations for off-airport landings there. In contrast, the ALUC will have to assure alternative emergency landing sites as the Jacqueline Cochran Airport vicinity development occurs. The Palm Springs policy reflects the largely built-up nature of that area and the existing use. That's not a fair basis for a decision on this airport, which is surrounded by open land. As to future airport expansion, with the gaming industry, there is greater potential for 24 hour operations. This is also the only airport in the Coachella Valley that has the potential to serve as a freight terminal. We have responsibility as the ALUC to preserve the ability of the airport to grow and to survive. Many of our airports are constrained by urban build-out. Here we have the ability to avoid that. Yes, there have been public investments in infrastructure here, but the County also has an investment in the airport as infrastructure. But the insurmountable factor is the safety issue. He would not want to contribute to a situation where his action would facilitate an aircraft crashing into a residence. Therefore, he would oppose any modification to residential density standards in Zone C.

Commissioner Lyon moved that no amendment be adopted to increase density in Zone C in the vicinity of J.C. Airport. Seconded by Commissioner Rod Ballance. Motion supported, with Lori Van Arsdale opposed (John Machisic had left).

Commission continued with discussion of Zone D.

Commissioner Van Arsdale expressed concern regarding statements in the staff report regarding noise sensitivity in higher density housing. Staff asked Ken Brody to address. Mr. Brody stated that the high/low concept for Zone D originated in another County, and that the concept was that the noise level would be higher in urban areas. Commissioner Van Arsdale noted that high density senior communities would be quiet and likely to be noise-sensitive. Mr. Brody advised that the concept may be more applicable in larger cities...

Commissioner Lyon indicated that the Handbook provides no guidance on restrictions in the Traffic Pattern Zone, and does not see the elimination of density restrictions as problematic outside the 55 CNEL contour, but would like to see internal consistency within the ALUCP.

Chairman Housman supported the need for consistency and felt that adoption of at least Alternative 3A was appropriate, as this would bring into conformance with the change the ALUC approved in 2005 for all airports except Riverside, Palm Springs and Jacqueline Cochran. He asked staff for clarification as to the difference between Alternatives 3 and 3A, and how the individual lot size approach would make a difference.

Staff and Ken Brody provided additional information.

Chairman Housman advised that the intent of the Commission in adopting Alternative 3A for the other airports was the use of policies such as encouragement of cluster housing to allow a developer to achieve desired density while setting aside open space that could serve as alternate landing areas. The concept works well with golf course fairways, for example. He would support Alternative 3A. He expressed concern that Alternative 1, or the second paragraph of the original proposal, would basically convert Zone D to Zone E for all intents and purposes relative to residential density. The design of the D Zone is based on its location underlying the Traffic Pattern. He asks whether the Commission wishes to eliminate restrictions on residential densities in Zone D.

Commissioner Lyon stated that gross acreage should generally be used for compatibility criteria for safety.

Ken Brody advised that, in most cases, the 55 CNEL contour does not extend to Zone D.

Commissioner Lyon withdrew his previous comment that he could support the proposed changes in Zone D, and moves that the ALUC take no action to change residential densities in Zone D.

Commissioner Butler seconds, but the motion fails, 3-3.

ACTION TAKEN: Chairman Housman moves ADOPTION of De Minimis Finding. David Bradley seconds, PASSES.

ACTION TAKEN: Commissioner Butler moves ADOPTION of Negative Declaration or Mitigated Negative Declaration with amendments as presented. Lori Van Arsdale seconds. PASSES.

ACTION TAKEN: Chairman Housman moves to ADOPT Alternative 3A. Bradley seconds. Passes unanimously, Commissioner Lyon asks whether 3A is what was done at other airports. Chairman Housman responds affirmatively.

Upon hearing that this would render subsequent matters inconsistent, the Commission reopened its discussion.

Lori Van Arsdale (alternate) motioned to re-open Item TH-06-105. Seconded by Commissioner Arthur Butler.

Chairman Housman expressed concern that Alternatives 1 and 3 would allow creation of small lots without providing for a landing area. Mr. Brody advised that Alternative 3 would meet the original intent of Table 2A providing for lot

sizes less than or equal to 0.2 acre.

Commissioner Lyon inquired as to whether, if a project meets one criteria, would that be sufficient to establish consistency?

Chairman Housman questioned the need for the second paragraph.

Commissioner Rod Ballance indicated support for Alternative 3.

B. T. Miller advised that the Commission would first need to vacate its prior action on Zone D.

Commissioner Lyon suggested continuance to address the differences between Alternatives 3 and 3A.

Commissioner Lori Van Arsdale asked if it would help to have alternative 3 in place.

Chairman Housman asked whether adoption of Alternative 3 would render these projects consistent.

Chairman Housman commented that we want to create a policy that is going to put the tract map as consistent by adopting Alternative 3, which has the additional language John Guerin of Riverside County Planning has proposed, to aid the interpretation of the policy we have been adopting before.

ACTION TAKEN: Alternate Lori Van Arsdale made a motion to vacate prior adoption. Seconded by Rod Ballance. Vote of 6-0. **ABSENT:** John Machisic

ACTION TAKEN: Chairman Housman called for a motion and a second to adopt Alternative 3 regarding the D Zone for the amendment to the ALUC plan for the Jacqueline Cochran Airport and all the necessary prior documentation for the CEQA compliance, amendments and documents etc. Commissioner Rod Ballance made a motion to support and adopt Alternative 3. Seconded by Lori Van Arsdale. Vote of 6-0. **ABSENT:** John Machisic

- 5.5 TH-06-102 – Kohl Ranch – TH-06-102 addresses SP No. 303, Amendment No. 2, and Change of Zone Case No. 7216 which propose to amend the allowable land uses and densities in the portion of this specific plan located southerly of 64th Avenue. (The full Specific Plan comprises 2,172 acres extending southerly from 60th Avenue, easterly from Harrison Street, and westerly from Polk Street). County of Riverside unincorporated area. Overall Specific Plan in Airport Zones A, B1, B2, C, D, and E. Amendment Area in Zones D and E. (Continued from June 8, 2006, May 25, 2006, May 11, 2006, April 13, 2006 and March 9, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: The staff recommendation in this case is tied to the action of the Airport Land Use Commission regarding the Jacqueline Cochran Regional Airport Land Use Compatibility Plan amendment proposal. On June 8, the Commission considered testimony relating to the possibility of a special conditions exception pursuant to Section 3.3.6 and determined that the resolution prepared by staff did not contain the required findings to allow granting such an exception.

In the event that the Airport Land Use Commission approves the Riverside County Planning Department amendment proposal (Attachment A) or Alternative Four, staff recommends a finding of Consistency with the Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRAUCP), as amended.

In the event that the Airport Land Use Commission approves Alternative One, Alternative Two, or Alternative Three as submitted, staff recommends a finding of Consistency with the JCRAUCP, as amended, for that portion of the Specific Plan within the amended area, along with a letter to Riverside County advising of the specific areas where the remaining portions of the Specific Plan exhibit direct conflict with JCRAUCP criteria.

In the event that the Airport Land Use Commission continues its consideration of the amendment proposal and/or its associated environmental document, staff recommends that this item be continued to the same future date.

In the event that the Airport Land Use Commission rejects the amendment proposal in its entirety or approves only the first paragraph of Alternative Three, staff must recommend a finding of Inconsistency unless the applicant is willing to continue the matter to allow for redesign of the proposed project to meet the Plan criteria.

PROJECT DESCRIPTION: A Specific Plan Amendment for various changes to the Kohl Ranch Specific Plan (see attached description). On an overall basis, the Specific Plan as proposed to be amended would include 7,167 dwelling units (including 1,925 at a density of 3.5 dwelling units per acre, 3,780 at a density of 7.8 dwelling units per acre, and 1,462 at a density of 14.5 dwelling units per acre), 172.86 acres of heavy industrial uses, 107.03 acres of air park business uses, 84.3 acres of schools and other public facilities, 68.63 acres of commercial uses, 48.07 acres of office uses, 400.82 acres of open space, and 160.34 acres of rights-of-way. The proposed amendment proposes changes within the southerly portion of the project only (the area southerly of 64th Avenue).

The following conditions are applicable if the Commission approves Alternative One, Alternative Two, or Alternative Three as submitted.

CONDITIONS:

1. The average lot size of residential lots within each subdivision tract within this Specific Plan Amendment area shall not exceed 8,712 square feet (0.2 acre).

2. Incorporate noise attenuation measures into residential construction to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
3. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing and shall comply with the provisions of Ordinance No. 655 (if applicable).
4. 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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers and tenants.
6. The Airport Land Use Commission's finding of Conditional Consistency relates specifically to the Specific Plan Amendment area – those portions of the Specific Plan located southerly of Avenue 64. This finding shall not be interpreted as a finding of consistency for any other portion of the Specific Plan or for any project within the Specific Plan Amendment area that is not in accordance with all conditions herein.

Staff recommended inconsistency based on Commission's initial action adopting Alternative 3A.

Mike Taylor of Pardee Homes came forward and asked the Commission whether it was understood that Alternative 3A would not resolve consistency issues for the Specific Plan Amendment area.

After the Commission had reopened TH-06-105 and approved Alternative Three, Chairman Housman questioned John Guerin "based on the guidance

just received from the Commission, would staff recommendations for case TH-06-102 have a finding of consistency?" Mr. Guerin replied yes.

ACTION TAKEN: Lori Van Arsdale (alternate) motion for consistency (TH-06-102). Seconded by Rod Ballance. Vote of 6-0. **ABSENT:** John Machisic

- 5.6 TH-06-103 – Kohl Ranch - TH-06-103 addresses Tentative Tract Map No. 33487, which proposes to divide 279 acres into 883 lots, including 881 residential lots, within the County of Riverside unincorporated area. Airport Zones D and E. (Continued from June 8, 2006, May 25, 2006, May 11, 2006, April 13, 2006 and March 9, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: The staff recommendation in this case is tied to the action of the Airport Land Use Commission regarding the Jacqueline Cochran Regional Airport Land Use Compatibility Plan amendment proposal. On June 8, the Commission considered testimony relating to the possibility of a special conditions exception pursuant to Section 3.3.6 and determined that the resolution prepared by staff did not contain the required findings to allow granting such an exception.

In the event that the Airport Land Use Commission approves the Riverside County Planning Department amendment proposal (Attachment A) or Alternative Four, staff recommends a finding of Consistency with the Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP), as amended.

In the event that the Airport Land Use Commission approves Alternative One, Alternative Two, or Alternative Three as submitted, staff recommends a finding of Consistency with the JCRALUCP, as amended, for that portion of the Specific Plan within the amended area, along with a letter to Riverside County advising of the specific areas where the remaining portions of the Specific Plan exhibit direct conflict with JCRALUCP criteria.

In the event that the Airport Land Use Commission continues its consideration of the amendment proposal and/or its associated environmental document, staff recommends that this item be continued to the same future date.

In the event that the Airport Land Use Commission rejects the amendment proposal in its entirety or approves only the first paragraph of Alternative Three, staff must recommend a finding of Inconsistency unless the applicant is willing to continue the matter to allow for redesign of the proposed project to meet the Plan criteria.

PROJECT DESCRIPTION: A tract map for 883 lots, including 881 residential lots, with a 22 acre man made lake with open space and a recreation center on a 279 acre site. The recreation center is being handled as a separate plot plan, as it is not a

major land use action. Among the 881 residential lots, 685 have a net area not exceeding 8,712 square feet (0.2 acre).

CONDITIONS:

1. Incorporate noise attenuation measures into residential construction to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing and shall comply with the provisions of Ordinance No. 655 (if applicable).
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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The attached notice shall be given to all prospective buyers and tenants.

Chairman Housman asked whether, based on the adoption of Alternative 3, staff would recommend a finding of consistency for TH-06-103. Mr. Guerin replied yes.

ACTION TAKEN: Rod Ballance made a motion of consistency based on staff recommendations for TH-06-103, the Kohl Ranch Tract Map. Seconded by Lori Van Arsdale. Vote of 6-0. **ABSENT:** John Machisic

Commissioner Van Arsdale announced that she had to leave due to a meeting.

MARCH AIR RESERVE BASE

5.7 MA-06-112 – The Magnon Companies – P06-0375 - Proposes 15,700 square foot office building for Department of Motor Vehicles with 243 parking spaces on 3.8 acres located west of Sycamore Canyon Blvd., north of Eastridge Avenue in the City of Riverside. Airport Area I. (Continued from June 8, 2006 and May 11, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION: Provided that the Airport Land Use Commission determines that a Department of Motor Vehicles office is a high-risk land use in terms of number of persons per acre that would likely be present on the property, the project is inconsistent with the 1984 RCALUP. However, given that the Draft March Joint Land Use Study would allow for this land use on the property, the Airport Land Use Commission may choose to elect to take no action on this case in lieu of recommending inconsistency with Area I standards based on the 1984 RCALUP. After consulting with Executive Director Emeritus Keith Downs and with ALUC consultant Ken Brody of Mead & Hunt (see attached e-mail correspondence), staff concludes that the map on the www.rcaluc.org website correctly depicts the boundaries between Airport Zones I, II, and III. However, the apparent official boundary between Airport Zones I and II does not match the boundary between areas within and outside the Accident Potential Zones identified on the then-applicable AICUZ study.

PROJECT DESCRIPTION:

A 15,700 square foot office building for the Department of Motor Vehicles with 243 parking spaces on 3.8 acres.

In the event that the Commission determines that the proposed use of a Department of Motor Vehicles office is not a high risk land use, or in the event that the Commission finds the proposal inconsistent with the 1984 Riverside County Airport Land Use Compatibility Plan as it applies to March Air Reserve Base but is overruled by the Riverside City Council, staff would recommend that the following conditions be applied:

CONDITIONS:

1. Prior to project development, recordation of the map, or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport.
2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
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.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
4. The above ground storage of explosive or flammable materials is prohibited.
 5. The attached notice shall be provided to all potential purchasers and tenants.
 6. The uses specified in the attached Appendix B of the Riverside County Airport Land Use Plan shall not be allowed.
 7. Until such time as an Airport Protection Overlay Zone is applied to the property by the City of Riverside, any proposed change in the use of this structure shall be submitted to the Airport Land Use Commission staff for consistency review.

Chairman Housman inquired as to the effect of a NO ACTION recommendation. Staff advised it would eliminate need for an overrule. Chairman Housman asked for Commission comments on whether the use is high risk, or the equivalent of a church or school. Commissioner Lyon advised that DMV would be considered a high risk land use. Ken Brody noted that the reason for Area I not matching the old Accident Potential Zone boundaries is unknown.

Commissioner Ballance moved for no action, but there was no second.

ACTION TAKEN: Commissioner John Lyon made a motion for a finding of inconsistency. Seconded by Commissioner Arthur Butler. **OPPOSED:** Rod Ballance. **ABSENT:** Lori Van Arsdale (alternate) and John Machisic (alternate). Vote of 4-1.

RIVERSIDE MUNICIPAL AIRPORT

5.8 RI-06-108 – Jurupa Industrial Group, LLC/Jerry Donahue – Case No. P06-0414

(Design Review) – Development of two industrial buildings with a total of 22,758 square feet of floor area on two parcels with a combined area of 1.48 acres located southerly of Jurupa Avenue and easterly of Wilderness Avenue in the City of Riverside. Airport Zone C (Continued from June 8, 2006 and May 11, 2006). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

RECOMMENDATION July 13, 2006: The applicant has asked his engineer to submit documentation in support of his position that FAA notification is not required because of shielding. At this point, staff has not received such documentation and would recommend an additional CONTINUANCE to August 10, 2006 or referral to staff for receipt of FAA clearance or documentation sufficient to determine that such clearance is not necessary prior to preparation of a final letter of conditional consistency.

PROJECT DESCRIPTION:

Development of two industrial buildings with a total of 22,758 square feet of floor area on two parcels with a combined area of 1.48 acres.

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.
 - (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, and nursing homes.
2. The City of Riverside shall require additional review by the Airport Land Use

Commission prior to the establishment of any of the following facilities on this property:

Retail sales facilities, dormitories, courtrooms, community care facilities, auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, conference rooms, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, swimming pools, locker rooms, exercising rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A, unless it can be demonstrated that other portions of the structure are occupied at a level less intense than the level assumed in the analysis submitted by the applicant for this project.

3. The attached notice shall be provided to all potential purchasers and tenants.
4. (Added at Hearing)
The top point of the building shall not exceed an elevation of 810 feet above mean sea level.

Jerry Donahue came forward requesting consistency based on a letter from engineer, stating that the project is shielded. Commissioner Lyon noted that the letter indicates top of structure at 807 feet. Staff noted that a finding of consistency could be made if the top of building does not exceed 810 feet.

ACTION TAKEN: Commissioner John Lyon made a motion for consistency with an addition of a condition, that the top point of the building to not exceed 810. Seconded by David Bradley. Vote of 5-0.

PALM SPRINGS AIRPORT

5.9 RG-05-103 and PS-05-100 – ALUC Staff – An Amendment to the ALUCP – The proposed change would utilize net acreage rather than gross acreage as the basis on which compliance with the high density option in Zone “D” is measured. Palm Springs Airport. (Continued from May 11, 2006, April 13, 2006, March 9, 2006, February 9, 2006, January 12, 2006, December 2005). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org

RECOMMENDATION: ADOPT the proposed amendment addressing calculation of acreage for residential projects in Airport Zone D so as to allow density to be calculated based on net acreage, rather than gross acreage, and direct the preparation of a Notice of Exemption on the basis that it can be seen with certainty that this proposed amendment would not have a significant effect on the environment.

STAFF REPORT UPDATE: The only issue in this situation is whether either the City of Palm Springs or City of Cathedral City may wish to propose a more comprehensive amendment this year. Staff has contacted the City of Palm Springs

Planning Director and has left a voice mail message with a Senior Planner for the City of Cathedral City. At this time, ALUC staff is not aware of any additional proposed amendments for calendar year 2006 affecting this airport.

In this particular situation, the high density option already allows residential densities as low as 3.0 dwelling units per gross acre in Airport Zone D “to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community.” (Additional Compatibility Policy 2.3) Therefore, for the change in Table 2A to be meaningful with respect to this airport, the proposed amendment must also amend Additional Compatibility Policy 2.3 to permit projects with a net density (rather than a gross density) of 3.0 dwelling units per acre. See Exhibit B. It should be noted that the Palm Springs International Airport Land Use Compatibility Plan already provides for greater land use intensities for nonresidential development in Airport Zones B1 and C than are permitted in the vicinity of other Riverside County airports.

PROJECT DESCRIPTION:

An amendment to Countywide compatibility policies addressing calculation of acreage for residential projects in Airport Zone D for purposes of determining density so as to allow density to be calculated based on net acreage, rather than gross acreage. Case No. PS-05-100 would adopt this amendment for the Palm Springs International Airport, but would essentially result in further amendments to the Palm Springs International Airport Land Use Plan being foreclosed for the remainder of calendar year 2006. Case No. PS-05-100 would affect the City of Palm Springs, the City of Cathedral City, and any special district within the Palm Springs International Airport Influence Area.

Staff noted that the difference with this amendment is that the target density is 3 or more units per acre, rather than 5 or more units per acre.

ACTION TAKEN: Chairman Housman motioned to adopt proposed amendment as recommended by staff. Seconded by Rod Ballance. Carried unanimously. Vote of 5-0.

6.0 ADMINISTRATIVE ITEMS

6.1 Notice of Commissioner Re-appointment – Arthur Butler

Chairman Housman congratulated Commissioner Arthur Butler on his re-appointment by the Board of Supervisors.

6.2 Notice of Resignation of Commissioner Charles Washington

Chairman Housman announced that Commissioner Washington has resigned.

6.3 Resignation of Commissioner Jon Goldenbaum. Vote for a new replacement

Candidates for at large commissioner: John Lyon, Michael McCall, Brian Hardy and maybe former Commissioner Melanie Fesmire (Indio).

ACTION TAKEN: Commissioner Rod Ballance made a motion to nominate John Lyon. Seconded by Arthur Butler. Carried unanimously.

ACTION TAKEN: Chairman Housman made a motion to add to the agenda the election of officers to the Airport Land Use Commission. Seconded by Commissioner Rod Ballance. Carried unanimously.

ACTION TAKEN: Rod Ballance made a motion to nominate Simon Housman (current chairman) as new Chairman of the Airport Land Use Commission. Seconded by Commissioner John Lyon. **ABSTAIN:** Chairman Housman. Vote of 4-0.

ACTION TAKEN: Commissioner John Lyon made a motion to nominate Rod Ballance as Vice Chairman. Seconded by Chairman Housman. **ABSTAIN:** Rod Ballance. Vote of 4-0.

Chairman Housman and Rod Ballance accepted their election as officers.

6.4 Executive Director's Approvals

Information only. No discussion

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

8.0 COMMISSIONER'S COMMENTS

Rod Ballance commented that he completed the Ethics Training with the City of Riverside and received a certificate.

Chairman Simon Housman questioned John Guerin: If possible, can you investigate creating street signs similar to neighborhood watch signs that would notify people that they are entering an airport influence area, which would include a name and phone number of a person here at the County to contact.

John Guerin of Riverside County Planning replied to Mr. Housman's request that

he will refer this to the County's Transportation Department.

Chairman Housman also suggested that the dais be arranged such that there are three Commissioners to the left of the Chairman and three to the right.

ACTION TAKEN: Commissioner John Lyon made a motion to adjourn meeting at 1:00 p.m. Seconded by Rod Ballance. Carried unanimously.