

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JANUARY 14, 2010
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on January 14, 2010 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Acting Chairman
Arthur Butler
Glen Holmes
John Lyon

COMMISSIONERS ABSENT: Melanie Fesmire
Simon Housman, Chairman
Robin Lowe

STAFF PRESENT: Ed Cooper, Director
John Guerin, Principal Planner
Barbara Santos, ALUC Secretary
BT Miller, County Counsel

OTHERS PRESENT: Chad Davies, EDA Aviation
Tom Johnson, Other Interested Person
Kathy O'Connor-Phelps, Applicant Representative for AT&T
Cindi Stoll, Other Interested Person
Jose Torres, Riverside Community Hospital
Robert Woo, Menifee Valley Medical Center/Riverside Hospital
Jeff Wright, Menifee Valley Medical Center/Riverside Hospital

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- I. **AGENDA ITEM 2.1:** ZAP1007PS09 – SCC Rancho Mirage, LLC (Representative: Adkan Engineers) – County Case Nos. CZ06987 (Change of Zone) and TR 32463 (Tentative Tract Map). A proposal to change the zoning of an 80-acre parcel located northerly of Ramon Road, easterly of Da Vall Drive, westerly of Los Alamos Road and Bob Hope Drive, and southerly of Interstate 10 from W-2-20 (Controlled Development Areas, 20 acre minimum lot size) to R-1 (One-family Dwellings), and to divide the property into 206 residential lots, along with a 0.6-acre well site and open space/storm water retention areas. Airport Compatibility Zone E.

- II. **MAJOR ISSUES**
None.

- III. **STAFF RECOMMENDATION**
Staff recommends that the change of zone be found CONSISTENT and that the tentative tract map be found CONSISTENT, subject to the conditions included herein.

- IV. **PROJECT DESCRIPTION**
Change of Zone Case No. 6987 (CZ06987) proposes to change the zoning of an 80-acre parcel from W-2-20 (Controlled Development Areas, 20 acre minimum lot size) to R-1 (One Family Dwelling). Tentative Tract Map No. 32463 (TR32463) proposes to divide the property into 206 residential lots, along with a 0.6-acre well site and open space/storm water retention areas.

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, and shall comply with the requirements of Ordinance No. 655.
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 and production of cereal grains, sunflower, and row crops.)
 - (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.

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4. Storm water retention basins and bio-swales shall be designed to remain totally dry between rainfalls and shall not be designed to provide a maximum detention period exceeding 48 hours. Vegetation in and around such basins or swales that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin, Ph: (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 4-0, found the project **CONSISTENT**. Absent: Chairman Simon Housman and Commissioners Melanie Fesmire and Robin Lowe.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 2.1: TIME IS 9:04 A.M.

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- I. **AGENDA ITEM 3.1:** FV-06-113 – AT&T Mobility/Bechtel/Silverhawk Industrial LP (Representative: Kathy O'Connor-Phelps, Bemis Development/Derra Design) – County Case No. PP21164 (Plot Plan) – Development of an unmanned telecommunications facility consisting of antennas on a 70-foot high monoelm, equipment shelter, and GPS antennas on a 2.68-acre site located at 38340 Innovation Court, northwesterly of the terminus of Innovation Court and northeasterly of Technology Drive, in the unincorporated Riverside County community of French Valley, in Airport Compatibility Zone B1. The total height to the “top of frond” will not exceed 75 feet above ground level.

II. **MAJOR ISSUES**

1. The Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, as carried forth into the 2007 French Valley Airport Land Use Compatibility Plan, cite “critical community infrastructure facilities” as a prohibited use in Airport Compatibility Zone B1. These facilities are listed in Note 12 of Table 2A as including “public communications facilities.” Policy 4.2.3.(d) clarifies that such uses are “prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.”

It may be noted that the Draft March Joint Land Use Study references cell towers as being distinct from “critical community infrastructure facilities.” However, this Study maintains that cell towers are “incompatible” within Zone B1.

2. The Economic Development Agency – Aviation Division requested in 2006 that the proposed cell tower be lighted. However, the FAA is not requiring lighting for airspace protection purposes.

III. **STAFF RECOMMENDATION**

PROJECT UPDATE:

At the November 2008 public hearing, staff recommended a finding of INCONSISTENCY, due to the land use (a public communications facility) being prohibited within Airport Compatibility Zone B1.

There is an exception to the prohibition available in situations where no feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

The Commission asked the applicant to provide additional information to demonstrate that no other feasible alternative site exists. The applicant has provided a Power Point presentation depicting twelve alternative sites in the vicinity and indicating that those sites would not feasibly meet the project objectives. In particular, a location at one of the shopping centers at the corner of Winchester Road and Murrieta Hot Springs Road would not provide coverage farther north along Winchester Road because the shopping centers are located at a lower elevation (approximately 230 feet below the elevation of the runway). As this is a terrain issue, this situation may be one where the Commission may wish to consider the possible applicability of Section 3.3.6 of the Countywide Policies. At other sites, the reasons for infeasibility may not be so rooted in the technology. At Mammoth Commerce Center, the issues relate to loss of parking spaces and proximity to a residential neighborhood, as well as “more obstructed coverage.” However, the presentation does not provide substantiation for the assertion relating to coverage.

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Ultimately, it is up to the Commission to determine whether the applicant has provided sufficient information to demonstrate that no other alternative site is feasible.

As the facility is unmanned, its presence would not increase the number of persons in the area living, working, learning, playing, or worshipping in airport safety zones. While the possibility of an aircraft accident can never be ruled out, there is little or no probability that the installation and operation of this facility would result in substantial detriment to or interference with aircraft operations in the vicinity of French Valley Airport. Additionally, the presence of two facilities of this type in close proximity to each other, provided that there is no resulting interference to communications, may increase the likelihood that some communications could be maintained in an emergency situation (such as an aircraft accident) that resulted in the destruction of, or damage to, one of the facilities.

IV. PROJECT DESCRIPTION

Plot Plan No. 21164 proposes to establish an unmanned telecommunications facility consisting of antennas on a 70-foot high monoelm, equipment shelter, and GPS antennas on a 2.68-acre parcel. The total height to the "top of frond" will not exceed 75 feet above ground level.

Additionally, in the event that the Commission finds this project inconsistent, the following paragraph would be included in the Commission's letter to the Riverside County Planning Department:

Implementation of these conditions assists in mitigating impacts of the project on the airport, but would not render the project consistent with the 2007 FVALUCP 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 a building permit for the proposed telecommunications facilities, the property owner shall convey an avigation easement to the County relative to French Valley Airport.
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, or FAA-approved lighting. .
 - (b) *Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.*
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management

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facilities, 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 to all potential purchasers and tenants.
- 4. Any outdoor lighting that is installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655.
- 5. Prior to final inspection approval, any lighting for aviation safety shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2. Such lighting shall be maintained in accordance therewith for the life of the project.
- 6. The maximum height of the proposed structure, including all mounted appurtenances and obstruction or aviation safety lighting (if any), shall not exceed 80 feet above ground level, and the maximum elevation at the top of structure (or top of highest frond, whichever is greater) shall not exceed 1,390 feet above mean sea level.
- 7. The specific coordinates, height, top point elevation, and frequencies of the proposed facility shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
- 8. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the proposed structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

V. MEETING SUMMARY

The following staff presented the subject proposal:

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

The following spoke in favor of the project:

Kathy O'Connor-Phelps, Applicant Representative, Derra Design, 250 El Camino Real #216, Tustin, CA 92680

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission, by a unanimous vote of 4-0, found the project **CONSISTENT**. Absent: Chairman Simon Housman and Commissioners Melanie Fesmire and Robin Lowe.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org. ITEM 3.1: TIME IS 9:05 A.M.

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- I. **AGENDA ITEM 3.2:** ZAP1062MA09 – Valley Health System/Menifee Valley Medical Center (Representative: Jeff Wright, Heliplanners) – City Case No. PUP 2009-68 (Public Use Permit) – A proposal to establish an Emergency Medical Service (EMS) Helicopter Landing Site at Menifee Valley Medical Center, a hospital located at 28400 McCall Boulevard in the City of Menifee. The medical center campus is located on the north side of McCall Boulevard, easterly of Antelope Road. The facility will consist of a 48 foot square (2,304 square foot) concrete landing pad with associated gurney ramp and wind cone. The facility will be used only for emergency medical services, departures and landings, including patient transfer to higher level or specialized facilities. These activities have traditionally occurred in the parking lot. Provision for a specified location and a facility that complies with FAA criteria would enhance safety.

II. **MAJOR ISSUES**

1. Residential uses would be subject to high noise levels during helicopter operations. Single-event noise levels during operations could be as high as 101.8 dB at the nearest residence (on the opposite side of McCall Boulevard from the proposed emergency medical service helicopter landing site). However, the average noise level will be below 60 dB(A) CNEL and below the ambient noise level at the only receptor site where the average noise level would exceed 45 dB(A).
2. The applicant's representative objected to two conditions in the initial Federal Aviation Administration (FAA) airspace determination letter. One of these was a requirement for marking (with spherical balls) of telephone or electrical lines located on the opposite side of McCall Boulevard. The other was the requirement for contact with CALTRANS Aeronautics for issuance of a heliport permit. Subsequently, the requirement for the spherical balls was changed to a recommendation, and the FAA official advised that the requirement was for contact and that it would be left to the discretion of CALTRANS Aeronautics to determine whether to require a heliport permit.
3. Valley Health Systems, a public district, would be both the operator of the helicopter landing site and the public service agency designating the site as "reasonable and prudent" for EMS helicopter use.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed emergency medical service helicopter landing site be found CONSISTENT with the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions specified herein.

IV. **PROJECT DESCRIPTION**

Valley Health System proposes to establish an Emergency Medical Service (EMS) Helicopter Landing Site at Menifee Valley Medical Center. The facility will consist of a 48-foot square (2,304 square foot) Touchdown and Liffoff Area (TLOF) on a concrete landing pad with associated gurney ramp and wind cone. The facility will comply with most FAA criteria, but will not be marked or lighted, as such marking and lighting is prohibited for EMS landing sites by State law, in order to distinguish them from hospital helistops and other heliports. EMS landing sites do not require the issuance of a State Heliport Permit. As such, the facility may only be used for emergency medical services, departures and landings, including patient transfer to higher level or specialized facilities.

The Final Approach and Takeoff Area (FATO) will be 86 feet by 86 feet (7,396 square feet) in area centered on the TLOF, and will be surrounded by a safety area with a width of 16 feet.

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AIRPORT LAND USE COMMISSION STAFF RECOMMENDED CONDITIONS: (Amended Condition #2 and adding Condition #7, from Commission meeting date 1/14/10).

CONDITIONS:

1. No operations (takeoffs or landings) shall be conducted until such time as an officer of an authorized public safety agency, as defined in Section 21662.1 of the State of California Public Utilities Code, has designated the facility as an Emergency Medical Service (EMS) Landing Site and has issued a written determination that the site is "reasonable and prudent for the safe operation of EMS helicopters."
2. **The Emergency Medical Services (EMS) Landing Site shall be designed and constructed in accordance with FAA Advisory Circular 150/5390-2B, *Heliport Design*, except that the site shall not be marked as a permitted heliport as described .**
3. Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated December 7, 2009, a copy of which is attached hereto. Item d. on the first page of this letter shall be interpreted as a requirement to contact CALTRANS Division of Aeronautics and not as a requirement for a State Heliport Permit, unless required by CALTRANS.
4. Helicopter idle time shall be minimized as much as possible.
5. The Riverside County Airport Land Use Commission (ALUC) requests that Menifee Valley Medical Center consider returning to ALUC to seek advisory comments regarding mitigation of noise impacts on surrounding properties in the event that the average number of monthly operations exceeds eight (8) over any given three-month period.
6. The applicant shall contact the entity owning the "electric/telephone wires located south of the proposed heliport" and request that "spherical obstruction balls" (in accordance with FAA Advisory Circular 7-7460-2 series) be placed on the wires.
7. **The Emergency Medical Services (EMS) Landing Site shall be used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits.**

ADDITIONALLY, THE CITY MAY WISH TO CONSIDER THE FOLLOWING OR SIMILAR MEASURES TO ADDRESS HELIPORT USAGE IN CONJUNCTION WITH ITS CONSIDERATION OF THE USE PERMIT FOR THE FACILITY:

- A. Heliport usage shall be monitored by Menifee Valley Medical Center so as to limit operations to an average of four arrivals and four departures per month, except in mass casualty or community disaster situations, as recognized by City, State or Federal authorities.

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V. **MEETING SUMMARY**

The following staff presented the subject proposal:

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

The following spoke in favor of the project:

Robert Woo, Acoustics Group, Inc., 2102 Business Center Drive #130, Irvine, CA 92612

Jeff Wright, Menifee Valley Medical Center, 31110 Avenida Del Reposo, Temecula, CA 92591

The following spoke in neutral of the project:

Cindi Stroll, Other Interested Person, 4065 County Circle Drive, Riverside, CA

No one spoke in opposition to the project

VI. **ALUC COMMISSION ACTION**

The ALUC Commission, by a unanimous vote of 4-0, found the project **CONSISTENT**, with amended condition #2 and adding condition #7. Absent: Chairman Simon Housman, and Commissioners Fesmire and Lowe.

Amended Condition No. 2:

“The Emergency Medical Service (EMS) Landing Site shall be designed and constructed in accordance with FAA Advisory Circular 150/5390-2B, *Heliport Design*, except that the site shall not be marked as a permitted heliport as described.”

Added Condition No. 7:

7. “The Emergency Medical Services (EMS) Landing Site shall be used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits.”

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.2: TIME IS 9:21 A.M.

**AIRPORT LAND USE COMMISSION
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- I. **AGENDA ITEM 3.3:** ZAP1012FL09 – Riverside Healthcare System/Riverside Community Hospital (Representative: Jeff Wright, Heliplanners) – City Case No. P09-0694 (Conditional Use Permit) – A proposal to establish a heliport (specifically, a hospital helistop) atop the top deck of the parking structure at Riverside Community Hospital, located at 4445 Magnolia Avenue in the City of Riverside. The hospital campus is located on the west side of Magnolia Avenue, south of 14th Street, north of Terracina Drive, and east of Brockton Avenue. The facility will consist of a 54-foot square (2,916 square foot) elevated metal landing pad with associated gurney ramp, safety net, wind cone, lighting, and painted markings, and the design will comply with FAA requirements.

II. **MAJOR ISSUES**

1. Residential uses, including apartments and single-family homes, as well as *the Grant Education Center, a community theater, and a cemetery*, would be subject to high noise levels during helicopter operations. Single-event noise levels during operations could be as high as 114.3 dB at the southerly end of the *grounds of the Grant Education Center* (on the opposite side of 14th Street from the proposed hospital helistop).
2. Future helicopter operations are projected to result in an average noise level of 71.6 dB(A) at the *southerly end of the grounds of the Grant Education Center*. While this is lower than the future traffic noise level projected for this site (75.6 dB(A)), it exceeds the measured ambient noise level at this site (66.7 dB(A) Leq) by 4.9 dB. When evaluated in light of existing modeled traffic levels, the helicopter operations result in a 2.0 dB increase in noise levels at that site, which is greater than the 1.5 dB increase significance threshold for areas with existing ambient noise levels exceeding 65 dB(A) CNEL. (However, this significance threshold is not reached if the helicopter operations are evaluated in light of projected average noise levels under future traffic conditions.)
3. If the proposed hospital helistop were already in existence, and a school and a theater were proposed land uses at their existing locations, those noise-sensitive land uses would be considered incompatible with the existing heliport due to the average noise levels.

III. **STAFF RECOMMENDATION**

While ALUC staff supports the concept of establishing a hospital helistop at Riverside Community Hospital in close proximity to its emergency facilities, staff does not at this time have sufficient evidence to confirm that this site is the only available on-campus option. For example, if the helistop could be established on land located southerly of the hospital's emergency wing, the noise impacts on the Grant Education Center would be considerably reduced.

Staff recommends a finding of INCONSISTENCY, unless the applicant provides conclusive physical proof that no feasible alternative exists on-site.

IV. **PROJECT DESCRIPTION**

Riverside Healthcare System proposes to establish a heliport (specifically, a hospital helistop) atop the top deck of the parking structure at Riverside Community Hospital. The facility will consist of a 54-foot square (2,916 square foot) Touchdown and Liftoff Area (TLOF) on an elevated metal landing pad with associated gurney ramp, safety net, wind cone, lighting, and painted markings, and the design will comply with FAA requirements..

The Final Approach and Takeoff Area (FATO) will be 98 feet by 98 feet (9,604 square feet) in area

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centered on the TLOF, and will be surrounded by a safety area with a width of 18 feet.

The acoustical study prepared by Acoustics Group, Inc. is predicated on an assumption of six operations per week. The Eurocopter EC-130, which produces a higher noise level than the other models that might be used, was utilized to generate the noise analysis. The California Department of Transportation Aeronautics Division requires a new heliport permit application for special-use heliports, which in turn triggered the requirement for Airport Land Use Commission review.

AIRPORT LAND USE COMMISSION STAFF RECOMMENDED CONDITIONS: (Amended Condition #3, from Commission meeting date 1/14/10).

1. No operations (takeoffs or landings) shall be conducted until such time as the State of California Department of Transportation Division of Aeronautics has issued a Site Approval Permit and subsequent Heliport Permit pursuant to Sections 3525 through 3560 of Title 21 of the California Code of Regulations.
2. The heliport shall be designed and constructed in accordance with FAA Advisory Circular 150/5390-2B, *Heliport Design*.
3. **Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated January 5, 2010, a copy of which is attached hereto.**
4. Helicopter idle time shall be minimized as much as possible.
5. The Riverside County Airport Land Use Commission (ALUC) requests that Riverside Community Hospital consider returning to ALUC to seek advisory comments regarding mitigation of noise impacts on surrounding properties in the event that the average number of weekly operations exceeds six (6) within any given monthly period.

ADDITIONALLY, THE CITY MAY WISH TO CONSIDER THE FOLLOWING OR SIMILAR MEASURES TO ADDRESS HELIPORT USAGE IN CONJUNCTION WITH ITS CONSIDERATION OF THE USE PERMIT FOR THE FACILITY:

- A. Heliport usage shall be monitored by Riverside Community Hospital so as to limit operations to an average of three arrivals and three departures per week, except in mass casualty or community disaster situations, as recognized by City, State or Federal authorities.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

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

The following spoke in favor of the project:

Cindi Stoll, Other Interested Person, 4065 County Circle Drive, Riverside, CA

Jose Torres, Riverside Community Hospital, 12105 Vista De Cerros, Moreno Valley, CA

Robert Woo, Acoustics Group, Inc., 2102 Business Center Drive #130, Irvine, CA 92612

Jeff Wright, Riverside Community Hospital, 31110 Avenida Del Reposo, Temecula, CA 92591

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The following spoke in neutral of the project:

Tom Johnson, Other Interested Person, 7275 Greylock Ave, Riverside, CA

No one spoke in opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission, by a unanimous vote of 4-0, found the project **CONSISTENT**, with amended Condition No. 3. Absent: Chairman Simon Housman, and Commissioners Fesmire and Lowe.

Amended Condition No. 3:

“Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated January 5, 2010, a copy of which is attached hereto.”

Absent: Chairman Simon Housman and Commissioners Melanie Fesmire and Robin Lowe.

VII. CD

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rctlma.org.

ITEM 3.3: TIME IS 9:50 A.M.

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- I. **AGENDA ITEM 4.1: ZAP1035FV09 and ZAP1004FV06 – H.G. Fenton Development Co./Fred J. Fleming (Representatives: Allen Jones and Karen Ruggels) - ZAP1035FV09: County Case Nos. CZ07690 (Change of Zone) and SP00265S1 (Substantial Conformance to Specific Plan). ZAP1004FV06: County Case No. PM35212 (Commercial/Industrial Parcel Map).** These cases relate to a 56.95-acre site located easterly of Winchester Road, southerly of Sparkman Way (Airport Entrance Road), westerly of French Valley Airport, and northerly of an easterly straight-line extension of Hunter Road, in the unincorporated French Valley area. The site comprises Planning Areas 11.1 and 21.1 along with a portion of Planning Area 21.2, within the Borel Airpark Specific Plan. The site is and would remain zoned SP (Specific Plan), but the allowed land uses and development standards would change from a basis of A-1-10 (Light Agriculture, 10 acre minimum lot size) and C-P-S (Scenic Highway Commercial) to C-O (Commercial-Office) and C-P-S, in accordance with the Specific Plan. Offices, health and exercise centers, and laboratories would be among the permitted uses. PM35212 would divide the site into 20 commercial/industrial lots, with 8.43 acres of road rights-of-way. Airport Compatibility Zones B2 and D.
- II. **MAJOR ISSUES**
1. Given that the site is located within a Specific Plan, ALUC staff initially proposed that the zoning ordinance be amended to prohibit places of worship, day care centers, and libraries within the portion of the property in Compatibility Zone B2, and to prohibit children's schools, hospitals, and nursing homes anywhere within the applicable Planning Areas. Following the issuance of public notices, ALUC staff was advised by Planning staff that the Specific Plan has expired. Thus, it is now likely that the Specific Plan zoning ordinance will be rescinded and conventional zoning applied to properties formerly subject to the Specific Plan. As a result, the nature of CZ07690 will be altered, and re-advertisement will be required once the revised proposal has been selected.
 2. The project site is split by the boundary between Compatibility Zones B2 and D. The tentative parcel map does not depict the Compatibility Zone boundary and does not provide for a set-aside of open area. Projects of ten acres or greater in Compatibility Zone D must set aside 10% of their gross land area as ALUC-qualified open area. The applicant has proposed an alternative condition formulation whereby the open land area requirement would be addressed in the course of plot plan review.
- III. **STAFF RECOMMENDATION**
Staff recommends CONTINUANCE to February 11, 2010, pending resolution of the matters cited above.
- IV. **PROJECT DESCRIPTION**
The site comprises Planning Areas 11.1 and 21.1, along with a portion of Planning Area 21.2, within the Borel Airpark Specific Plan, as adopted in 1994. As proposed by the applicant, the site would retain its SP (Specific Plan) zoning, but the allowed land uses and development standards would change from a basis of A-1-10 (Light Agriculture, 10 acre minimum lot size) and C-P-S (Scenic Highway Commercial) to C-O (Commercial-Office) and C-P-S, in accordance with the land use designations in the Specific Plan, as reflected in the Southwest Area Plan Land Use Map of the Riverside County Integrated Project (RCIP) General Plan. The applicant proposed to amend the zoning ordinance provisions to provide for offices, health and exercise centers, and laboratories as among the permitted uses. Parcel Map No. 35212 would divide the 56.95-acre site into 20 commercial/industrial lots, with 8.43 acres of road rights-of-way.

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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 4-0, **CONTINUED** the project to February 11, 2010. Absent: Chairman Simon Housman and Commissioners Melanie Fesmire and Robin Lowe.

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 4.1: TIME IS 10:53 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JANUARY 14, 2010
RIVERSIDE MEETING**

- I. **AGENDA ITEM 4.2:** ZAP1036FV09 – Riverside County Economic Development Agency – Aviation Division – Airport Master Plan for French Valley Airport. The Airport Land Use Commission will review the Airport Master Plan document to determine consistency with the French Valley Airport Land Use Compatibility Plan, as adopted in 2007. French Valley Airport is located easterly of Winchester Road (State Highway Route 79), southerly of Auld Road, and westerly of Leon Road in the unincorporated French Valley area. The Master Plan indicates that the airport would continue to be a general aviation airport. Activity forecasts would not exceed ultimate levels projected in the adopted Compatibility Plan. The Master Plan includes a Capital Improvement Program and recommends 27 actions over the next 20 years to improve the airport, including establishment of an Airport Traffic Control Tower. The Master Plan would supersede the November 1995 Master Plan, which had proposed development of a secondary runway easterly of, and parallel to, the existing runway. Adoption of the new Master Plan would eliminate that previously proposed, but never built, secondary runway.
- II. **MAJOR ISSUES**
1. Limited property acquisition may be required in order to make all of the Master Plan improvements over the course of the next twenty years.
 2. The adopted Compatibility Plan is based on the existing Master Plan, which anticipated a parallel secondary runway. The proposed Master Plan eliminates the secondary runway. The elimination of this previously planned, but never built, secondary runway has been anticipated for several years; this action would officially wipe the secondary runway off the drawing boards. The elimination of the secondary runway has implications for the boundaries of Compatibility Zones to the east of the airport. Ideally, these boundaries should be amended to reflect this change.
- III. **STAFF RECOMMENDATION**
- Staff recommends a finding of CONDITIONAL CONSISTENCY, subject to the understanding that the Riverside County Economic Development Agency – Aviation Division will work cooperatively with ALUC staff to amend the French Valley Airport Land Use Compatibility Plan within the next 18 months to reflect the adoption of this Master Plan.
- IV. **PROJECT DESCRIPTION**
- The French Valley Airport Master Plan, prepared by Coffman Associates for adoption by the County of Riverside, recommends 27 actions over the next 20 years to improve the airport, the most prominent of which would be establishment of an Airport Traffic Control Tower. The airport would continue to be a general aviation airport, and activity forecasts would not exceed projections utilized to develop the Compatibility Plan adopted by the Commission in 2007. The Master Plan would supersede the 1995 Master Plan, which had proposed development of a secondary runway easterly of, and parallel to, the existing runway. Adoption of the new Master Plan would eliminate that previously proposed, but never built, secondary runway.

CONDITION:

1. Any non-aviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) shall be consistent with the compatibility criteria and policies indicated in the 2007 French Valley Airport Land Use Compatibility Plan, and any non-aviation development within the airport boundary is subject to ALUC review, pursuant to California Airport Land Use Handbook guidelines.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JANUARY 14, 2010
RIVERSIDE MEETING**

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

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

The following spoke in favor of the project:

Chad Davies, EDA Aviation

VI. **ALUC COMMISSION ACTION**

The ALUC Commission, by a unanimous vote of 4-0, found the project **CONDITIONALLY CONSISTENT**. Absent: Chairman Simon Housman and Commissioners Melanie Fesmire and Robin Lowe.

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 4.2: TIME IS 10:55 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER JANUARY 14, 2010
RIVERSIDE MEETING**

I. **5.0 APPROVAL OF MINUTES**

The November 12, 2009 minutes were approved as amended adding Kathy O'Connor-Phelps, Bemis Dev./Derra Design to Others Present, and as a person testifying in support of ALUC Case No. FV-06-113 (Agenda Item No. 3.3 at the November 12, 2009 meeting). (Vote 4-0, absent: Fesmire, Housman and Lowe).

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

None

III. **7.0 COMMISSIONER'S COMMENTS**

None

IV. **ADJOURNMENT**

The meeting was adjourned by Acting Chair Rod Ballance at 11:13 a.m.

V. **CD**

The entire discussion of this agenda item can be found on CD and referenced quickly 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 5.0: TIME IS 11:12 A.M.