

**AIRPORT LAND USE COMMISSION
MINUTE ORDER SEPTEMBER 8, 2011
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on September 8, 2011 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Simon Housman, Chairman
Dan Olson, alternate for Rod Ballance
Glen Holmes
John Lyon
Sam Toles, alternate for Greg Pettis
Richard Stewart

COMMISSIONERS ABSENT: Rod Ballance, Vice Chairman
Art Butler
Greg Pettis

STAFF PRESENT: Ed Cooper, Director
John Guerin, Principal Planner
Russell Brady, Contract Planner
Barbara Santos, ALUC Secretary
B. T. Miller, ALUC Counsel

OTHERS PRESENT: Joel Morse – T&B Planning

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I. **AGENDA ITEM 2.1: ZAP1018TH10 – Golden Sands Properties (Representative: T&B Planning, Inc., David Orrelas)** – County Case Nos.: SP00378 (Specific Plan), GPA01068 (General Plan Amendment), CZ07751 (Change of Zone), TR36339 (Tentative Tract Map). The Specific Plan (Oasis Date Gardens) totaling 169.6 acres proposes 1,084 dwelling units on 113.8 acres, 5.8 acres of commercial land use, and 50.0 acres for parks, detention/drainage, and roads. The General Plan Amendment proposes to amend the Eastern Coachella Valley Area Plan’s land use designation of the site (Light Industrial) to allow for establishment of this Specific Plan. The Change of Zone proposes to change the zoning on the project site from Manufacturing – Service Commercial (M-SC) to Specific Plan (SP). The Tentative Tract Map proposes to subdivide 169.6 gross acres into 28 lots for financing and infrastructure purposes that will be proposed for further subdivision in accordance with the proposed Specific Plan. The entire site is located westerly of Grapefruit Boulevard (State Highway 111), northerly of 60th Avenue, southerly of 58th Avenue, and easterly of the Coachella Valley Storm Water Channel and Fillmore Street, within the land use jurisdiction of the County of Riverside. (Zone E within the Jacqueline Cochran Airport Influence Area).

II. **MAJOR ISSUES**

The site’s designation will be changing from industrial to predominantly residential designations. While this is not a preferred change in the vicinity of an airport, the proposed residential, commercial, and open space designations are acceptable in Zone E.

III. **STAFF RECOMMENDATION**

Staff recommends a finding of CONSISTENCY for the Specific Plan, General Plan Amendment, Change of Zone, and Tentative Tract Map, with the Specific Plan and Tentative Tract Map to be subject to the conditions herein.

IV. **PROJECT DESCRIPTION**

The Specific Plan (Oasis Date Gardens) totaling 169.6 acres proposes 1,084 dwelling units on 113.8 acres, 5.8 acres of commercial land use, and 50.0 acres for parks, detention/drainage, and roads. The General Plan Amendment proposes to amend the Eastern Coachella Valley Area Plan’s land use designation of the site (Light Industrial) to allow for establishment of this Specific Plan. The Change of Zone proposes to change the zoning on the project site from Manufacturing – Service Commercial (M-SC) to Specific Plan (SP). The Tentative Tract Map proposes to subdivide 169.6 gross acres into 28 lots for financing and infrastructure purposes that will be proposed for further subdivision in accordance with the proposed Specific Plan.

CONDITIONS (to be applied to the Specific Plan and Tentative Tract Map):

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

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concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 2. The attached notice shall be provided to all potential purchasers and tenants.
- 3. 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.
- 4. Project landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature.
- 5. Any new detention basins other than the covered irrigation water storage pond structure shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more), and to remain totally dry between rainfalls.
- 6. The proposed irrigation water storage pond shall comply with the following design requirements, as recommended by BASH, Inc.'s letter dated August 30, 2008.
 - (a) that permanent shade cloth (suspended over the pond by steel cable) be used as the cover for the irrigation water storage pond and extend beyond the edge of the pond, so as to prevent the view of water, as seen from above;
 - (b) that the sides of the pond be steeply graded (minimum 5:1 slope) and lined with either High Density Polyethylene (HDPE), concrete, or riprap;
- 7. Any proposed structure that is greater in elevation at its highest point than -48 feet (i.e., 48 feet below mean sea level) shall be referred to Airport Land Use Commission staff for review as to the need for Federal Aviation Administration notice through the Form 7460-1 process. If such notice is required, the permittee shall be required to obtain a "Determination of No Hazard to Air Navigation" prior to issuance of building permits for such a structure.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

The following spoke in favor of the project:

Joel Morse, T&B Planning

No one spoke in neutral or opposition to the project.

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VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a vote of 5-0, found the project **CONSISTENT**. Recused: Simon Housman; Absent: Art Butler

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@rctilma.org.

ITEM 2.1: TIME IS 9:03 A.M.

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I. **AGENDA ITEM 2.2:** ZAP1004CO11 – Verizon Wireless (Representative: Michael Crawford, Spectrum Surveying and Engineering, Inc.) – City Case No.: Conditional Use Permit No. 11-002 - A proposal to establish an unmanned telecommunications facility consisting of antennas on a 60-foot high monopalm tower, with associated equipment shelter, on a 900 square foot lease area within a 6.85-acre parcel located easterly of Alcoa Circle, southerly of Rincon Street, westerly of Lincoln Avenue, and northerly of Railroad Street within the land use jurisdiction of the City of Corona (Compatibility Zone C of the Corona Municipal Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission open the public hearing, discuss the project, and CONTINUE this matter to its October 13, 2011 hearing calendar, pending submittal of Form 7460-1 to the FAA. In the event that the applicant is able to document such submittal prior to the hearing, staff would recommend a finding of CONDITIONAL CONSISTENCY for the project, subject to receiving a Determination of No Hazard to Air Navigation from the FAA and the conditions specified herein, plus such additional conditions as may be required pursuant to FAA requirements.

IV. **PROJECT DESCRIPTION**

City of Corona Case No. CUP 11-002 proposes to establish an unmanned telecommunications facility consisting of antennas on a 60-foot high monopalm tower, with associated equipment shelter on a 900 square foot lease area within a 6.85-acre parcel.

CONDITIONS (as modified to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation issued on September 19, 2011):

1. The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator, or FAA-approved 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 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.

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2. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
3. Any outdoor lighting that is installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
4. Prior to issuance of building permits, the project developer shall submit to Airport Land Use Commission staff evidence that the Federal Aviation Administration has issued a determination of "Not a Hazard to Air Navigation" for the proposed facility. **[This condition shall be considered "MET." See attached letter.]**
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. **[This condition shall be considered "SUPERSEDED" by Condition No. 9, below.]**
6. The maximum height of the proposed structure, including all mounted appurtenances and obstruction or aviation safety lighting (if any), shall not exceed 60 feet above ground level, and the maximum elevation at the top of structure (or top of highest frond, whichever is greater) shall not exceed 642 feet above mean sea level.
7. The specific coordinates, height, top point elevation, power, and frequencies of the proposed facility shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in 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.

The following conditions have been added pursuant to the terms of the FAA Obstruction Evaluation Service letter issued on September 19, 2011 for Aeronautical Study Nos. 2011-AWP-5214-OE:

9. **The Federal Aviation Administration has conducted an aeronautical study of the proposed structure location (Aeronautical Study No. 2011-AWP-5214-OE) and has determined that neither marking nor lighting of the proposed structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.**
10. **Within five (5) days after construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Operation, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Boulevard, Fort Worth TX 76137. The requirement for submittal is also applicable in the event the project is abandoned.**

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V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

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

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0, found the project **CONDITIONALLY CONSISTENT**. Absent: Art Butler

VII. **CD**

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

ITEM 2.2: TIME IS 9:08 A.M.

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- I. **AGENDA ITEM 2.3:** ZAP1004PV11 – CR&R Inc. (Representative: Paul Hacunda, J. R. Miller & Associates) – City Case No.: CUP 11-04-0001 - A proposal to establish a “Green Energy Facility” comprised of a Renewable Natural Gas (RNG) generation and storage facility, which includes an existing waste transfer building, proposed waste transfer building, offices, one (1) 100 foot tall anaerobic digester tank, one (1) 35 foot tall above ground fuel storage, one (1) 25 foot flare tower, other associated fuel generation and storage facilities and structures, and a Compressed Natural Gas (CNG) fueling station located southerly of Ellis Avenue, westerly of Goetz Road, easterly of the AT&SF railroad, and northerly of Malbert Street, within the land use jurisdiction of the City of Perris (Zones C and D of the Perris Valley Airport Influence Area).

II. **MAJOR ISSUES**

The project proposes to generate and store fuel above ground on the project site, which lies below the General Traffic Pattern Envelope as indicated on the Perris Valley Airport Compatibility Factors map. The fuel would be generated in the 100 foot tall cylindrical digester structure (10,000 cubic feet) and transferred to the 35 foot tall spherical storage tank (19,000 cubic feet). As indicated in a risk assessment provided by the applicant, the digester would contain 5.32 million BTUs (MMBtu) (equivalent in energy to 43 gallons of gasoline), and the storage tank would contain 10.11 MMBtu (equivalent in energy to 81 gallons of gasoline). If an aircraft were to crash into one of these structures, gas could escape and the escaping gas would likely be ignited. This could result in a burn or explosion equivalent to 26 or 81 gallons of gasoline, respectively, for the digester and storage tank.

Although this does present a hazard to aircraft if a crash would occur, aboveground bulk storage of hazardous materials is not a prohibited use within Compatibility Zones C or D. To offset what potential hazard is presented by this proposed facility, the open space required within Zone D is generally aligned with the above flight path. The project proposes a total of 4.8 acres of open space within Zone D and 1.4 acres within Zone C.

The project includes an emergency flare that under normal operating circumstances will be rarely used and is not anticipated to present a potential hazard. However, during the startup phase of the project during the first three months of operation, the flare will be utilized on average 3 hours per day. No detailed information was provided regarding thermal or visual plumes that may be created during peak utilization of the flare to determine the potential hazard that could be created from this flare. However, the applicant has stated that the fully enclosed combustion and refractory of the flare eliminates smoke, plume, and sound from the flare.

While the 100 foot tall digester structure has been submitted to the Federal Aviation Administration Obstruction Evaluation Service for review and received a Determination of No Hazard to Air Navigation, the proposed building expansion has also been determined to require review by the FAA, due to its location nearer to the runway.

III. **STAFF RECOMMENDATION**

Staff recommends a finding of CONDITIONAL CONSISTENCY for the project, subject to receiving a Determination of No Hazard to Air Navigation from the FAA for the proposed building expansion and the conditions specified herein, plus such additional conditions as may be required pursuant to FAA requirements.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a “Green Energy Facility” comprised of a Renewable Natural Gas (RNG) generation and storage facility, which includes an existing waste transfer building, proposed waste transfer building, offices, one (1) 100 foot tall anaerobic digester tank, one (1) 35

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foot tall above ground fuel storage, one (1) 25 foot flare tower, other associated fuel generation and storage facilities and structures, and a Compressed Natural Gas (CNG) fueling station.

Biogas produced in the digester will be transferred to the above ground biogas storage structure via natural pressure differential. The biogas is then purified and transmitted to the onsite fueling facility and/or offsite for consumption. In circumstances when biogas production exceeds the consumption, excess biogas will be diverted and burned in the enclosed emergency flare structure. During initial startup of the facility, during the first three months, the flare will be utilized on average 3 hours per day.

At this time only one digester and one above ground fuel storage structure are proposed through this use permit. No potential further expansion is considered at this time by ALUC staff.

CONDITIONS (as modified to incorporate the provisions of the FAA's most recent Determination of No Hazard to Air Navigation issued on September 19, 2011):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.
3. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to

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prevent large expanses of contiguous canopy, when mature.

4. Prior to issuance of building permits, the project developer shall submit to Airport Land Use Commission staff evidence that the Federal Aviation Administration has issued a determination of "Not a Hazard to Air Navigation" for the proposed building expansion. **[This condition shall be considered "MET." See attached letters.]**
5. All reflective metal components of exterior surfaces shall be painted or covered with a non-reflective material.
6. The open areas indicated on the exhibit provided by the applicant to ALUC titled "Open Space Per A.L.U.C. Plan" shall be kept free and clear of all obstructions as defined by the Riverside County Airport Land Use Compatibility Plan.

The following conditions have been modified subsequent to the ALUC hearing pursuant to the terms of the FAA Obstruction Evaluation Service letter issued on September 19, 2011 for Aeronautical Study No. 2011-AWP-5071-OE (modifications are in bold print):

7. The Federal Aviation Administration has conducted aeronautical **studies** of the proposed anaerobic digester (Aeronautical Study No. 2011-AWP-3914-OE) **and the proposed materials recovery/waste transfer building expansion (Aeronautical Study No. 2011-AWP-5071-OE)** and has determined that neither marking nor lighting of the proposed structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
8. The maximum height of the anaerobic digester, including all roof-mounted appurtenances (if any), shall not exceed 100 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,530 feet above mean sea level. **The maximum height of the proposed materials recovery/waste transfer building expansion, including all roof-mounted appurtenances (if any), shall not exceed 44 feet above ground level, and the maximum elevation at the top of that structure shall not exceed 1,476 feet above mean sea level.**
9. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Operation, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Boulevard, Fort Worth TX 76137. The requirement for submittal is also applicable in the event the project is abandoned. **In the event that the anaerobic digester and the materials recovery/waste transfer building expansion are not constructed concurrently, separate submittals shall be required for the two structures.**
10. The specific coordinates, height, and top point elevations of the proposed anaerobic digester **and materials recovery/waste transfer building expansion** 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.
11. Temporary construction equipment used during actual construction of the anaerobic

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digester shall not exceed the height of the digester (100 feet above ground level), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. **Temporary construction equipment used during actual construction of the materials recovery/waste transfer building expansion and other structures on the site located easterly of the digester shall not exceed a height of 44 feet above ground level, 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: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

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

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0, found the project **CONDITIONALLY CONSISTENT**. Absent: Art Butler

VII. **CD**

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

ITEM 2.3: TIME IS 9:10 A.M.

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I. **3.0 ADMINISTRATIVE ITEMS**

3.1 Draft Schedule for the 2011 Amendment to the French Valley Airport Land Use Compatibility Plan.

John Guerin, ALUC staff, presented the Commission with a draft schedule for the 2011 Amendment to the French Valley Airport Land Use Compatibility Plan. At this time, staff has established a target date of December 8, 2011 for the Commission's consideration. The amendment is appropriate and necessary because the new Master Plan does not provide for a secondary runway. Commissioner Holmes questioned staff as to when the Commission would receive a copy of the draft plan. John Guerin anticipates Commissioners will be sent copies of the Environmental document and Plan no later than October 18th.

3.2 Discussion: Deposit Based Fee Structure for Special ALUC Cases.

Advisory item only. Ed Cooper, ALUC Director, advised the Commission that consideration is being given to establishing a Deposit Based Fee structure for special ALUC cases. For special solar and heliport cases, the amount of time spent by staff in analysis far exceeds the amount of time anticipated by the ALUC fee schedule. One method of addressing this is to utilize Deposit Based Fees, a pay as you go rather than a flat fee. Also, ALUC has maintained the same fee schedule for the past four years. However, an analysis of costs has shown that the cost of processing cases generally exceeds the set fees. Therefore, an increase in some of the flat fees is also needed.

Staff is currently working with the Executive Office and the Auditor Controller (to make sure they approve of our methodology) and will follow up with a firm proposal in the future. Commissioner Holmes advised that he agrees with the Deposit Based Fee concept as long as it is fairly implemented.

II. **4.0 APPROVAL OF MINUTES**

Consideration of the minutes for July 14, 2011 was continued to October 13, 2011, as only three of the Commissioners present today had been present at the July meeting.

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

Ed Cooper, ALUC Director, advised the Commission that the Bidders' Conference on the March Air Reserve Base Request for Proposals had been held. He noted that representatives of the member jurisdictions of the March Joint Powers Authority would be invited to participate in the review of proposals. The process will help us estimate the cost to complete the EIR for the Compatibility Plan. Mr. Cooper also advised that staff was successful in submitting an application to the State Division of Aeronautics for a grant to fund preparation of a new Compatibility Plan for Hemet-Ryan Airport. Commissioner Holmes requested a copy of the latest proposal for the airport layout, as proposed in the Hemet Ryan Master Plan. Chairman Housman expressed the hope that ALUC and EDA would share data on environmental impacts to save money and minimize duplicative efforts. Commissioner Holmes noted the increase in air tanker traffic recently and stated that the airport was a true asset. .

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IV. **6.0 COMMISSIONER'S COMMENTS**

Chairman Housman commented on the Hemet Ryan Air Show that he attended which was a great success. He also expressed his special concerns regarding the area surrounding the Jacqueline Cochran Airport. Through various meetings with government agencies and others, including the Coachella Valley Economic Partnership and the U.S.D.A. regional planning efforts between Riverside and Imperial Counties, he has been trying to bring the railroad connection back to the Jacqueline Cochran Airport. Commissioner Stewart commented that AMRO, an aircraft manufacturer coming to March Air Reserve Base, held a job fair with over a thousand people attending. 685 qualified applicants will be evaluated for a total of 115 jobs, with high pay and benefits. Ed Cooper and Chairman Housman presented a Distinguished Service Award to Beauford T. Miller, ALUC Counsel, thanking him for his years of service with ALUC and wishing him well on his retirement.

V. **7.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 9:48 a.m.

VI. **CD**

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

ITEM 3.0: TIME IS 9:18 A.M.