

Special Airport Advisory Board Meeting held at 6:00 pm MINUTES of February 23rd 2016
City Council Chambers, 35 Cajon Street, Suite 2, Redlands, California

Board Members:

Ingrid Biglow, Chair
Kevin Hakanson Vice-Chair
John Loy
Dr. James Caley

Members absent:

Miles Miller
Ron Klinkbiel
John Oros

Staff:

Will Hamilton, Quality of Life
Tim Sullivan
Oscar Orci, Director of Planning/Development
Robert Dalquest

Guests:

Bill Ingraham
Eric Fraser
Larry Rice
Ted Gablin
Steve Willer
Isaac Tate
John James, City Council Member
Carol James
Patrick Meyer, Urban Environs

I. CALL TO ORDER, ATTENDANCE, PLEDGE of ALLEGIANCE

The meeting was called to order at 6:15 PM by Chair Ingrid Biglow and was followed by Pledge of Allegiance

Chair explained that this evening's presentation was AAB's and the public's only opportunity to hear Mr. Robert Dalquest's and Director Orci's SPECIAL presentation, before project findings would be going to the City Council; Mitigated Negative Declaration for Resolution No. 7537 (Agricultural Preserve Removal No. 121), Ordinance No. 2819 (Zone Change No. 443), Resolution No. 7539 (Tentative Tract No. 18979)

and Resolution No. 7538 for a Socio-Economic Cost/Benefit Study by Development Services, City of Redlands.

- II. **Chair** introduced guests and asked for Mr. Dalquest's presentation (attachments were provided to AAB members, also posted on City's web site) "project of negative declaration located north of San Bernadino Ave and East of Judson Street, a little over 32 acres. Several entitlements are sought, one being an Ag1 reserve removal, 3 of 4 parcels in outskirts of Ag1 preserves, 3 parcels being possibly removed from the Ag1 preserve. Also included is a zone change, where proposal to change the zone to residential district of the General Plan, which is low density." In the power point display **Mr. Dalquest** showed subdivisions with various statistics of residents per acre in various lots, obviously in the Airport Sphere of Influence Area. The purpose of this meeting was to explain the negative declaration, essentially how this stands as of now. This project originally went to Council in July 2015; council at that time tabled it due to many issues raised by the public. Subsequently the City gave those many issues to Aviation Consultants Coffman Associates, who originally prepared the Airport Master Plan. The consultants looked at the helicopter 'training' and business facilities as well as noise factors." One plate from presentation showed the flight patterns in different colors, area in green showing helicopter patterns, indicating previous flight patterns versus current proposed flight track data in yellow color along San Bernardino Ave. Blue colors indicated fixed wing aircrafts. Several studies were referenced for the Board and the Public, in the staff's analyses which had previously been questioned relative to safety concerns. **Mr. Dalquest** mentioned that "several recommendations from consultants' findings resulted in Council's direction of staff to modify permits of airport pattern delineated west of Judson and east of Wabash." The permits Mr. Dalquest referenced were "helicopter pattern, but also to update airport facility directory, to provide helicopter traffic pattern in publications, rules and regulations, to again delineate any specific pattern, but to add a generic pattern that now does not show dimensions of such patterns."
- Mr. Dalquest** further extracted information of accessed noise data, collected over a period of 3 days average for noise ordinance agencies, metrics used from sorties extracted from helicopters and airplanes from two different locations/sites. He provided data from these findings naming 45-60 decibels. There are approximately 26 negative mitigation measures; some of these were presented this time.

(The attachments can be found on City web site.

Chair requested comments and questions from AAB members: **Mr. Hakanson** asked for clarification and number of mitigation measures required for a project, to which Mr. Dalquest responded in a negative declaration, all the determining factors less than significant measures have to be submitted to CEQUA for approval. The applicant has to meet all these measures for approval. Furthermore questions of helicopter patterns were posed, where referenced findings again in the Coffman reports are inconclusive at this juncture. City has a new Permit submitted by Caltrans **Mr. Loy's** question was regarding

helicopter students, time frame of “veered pattern” and any problems? **Mr. Dalquest** stated there have been noise complaints from residents in Mentone at various times. **Chair** inquired that in many studies, the one year of collected data would rightfully be presented, during many different weather conditions and duration seasonal changes in the environment of noise collected data. Furthermore “noise does not kill us” what is critical is to adhere to the FAA’s policies, rules and regulations as they stand; the separations as of now between rotorcrafts and fixed wings are being carefully studied. **Chair** also requested where in the studies instrument flight, e.g. GPS* flights interact in the mitigation studies? The presenters had no response. **Chair** spoke on several safety factors being critical in areas around the airport with liability factors to the City of Redlands, e.g. N.T.S.B statistics.

Chair opened the Public Hearing: **Speaker Mr. Willer** voiced his concerns as a Redlands resident, tax payer, regarding City not doing due diligence, Land Use Compatibility zone map does not apply anymore, development department has not updated, council asked development department to update the Land Use compatibility handbook, we do not see that. How can we make important decisions within the airport areas, when what staff has stated is being completely selective? We have proven that staff does not know what they are doing, because we have just spent over \$100,000 in tax payers’ monies to clean up their mistakes, hiring outside consultants. **Speaker Mr. Gablin** referenced Caltran’s permit, it doesn’t have any boundaries. He also indicated concerns regarding instrument approach* from the south, an FAA approved procedure; the approach goes right over the proposed residential development. City does not enforce deviations. Again, Land Use Compatibility Plan is supposed to be a priority item, instead we spend tax payers’ money to justify Developers project. The Coffman report only shows noise averages, not maximums.

Speaker Mr. Fraser urged staff’s of City’s fiduciary duties to look after all assets of the City, likewise for the AAB members to protect same asset of the airport. Caltrans has no authority to define airport traffic pattern. I brought the book on Federal Aviation Regulations (FAR/AIM) with me, I’ll be glad to loan it to staff to look up where in the federal regulations various questions are answered. The areas the applicant is seeking are discretionary, they are not entitlements. **Speaker Mr. Ingraham**, you see a lot of activity and aviation procedures to the north, because of the mountainous terrains, therefore most other directions are to the south unless they are going west or northwest. There is a real safety issue; student pilots while training, keeping the separations with helicopters and or fixed wings. I’m very concerned about the 800 foot; leaving the helicopters to the south is the safest way. No matter where you bring them (helicopters) there is always going to be an issue at the airport, a helipad won’t fix that, they still have to get to their hanger. Quite frankly safety FSDO, (Flight Standard District Office) should get involved at the airport, they are the enforcing agency, and should be determining the safety issues, not the state. **Mr. Hockenson’s** inquiry of Mr. Ingraham, what experiences do you have with separations, buffer zones at other airports? The buffer zones are standards, even the Land Use

Handbook, is guidance to the process. **Speaker Mr. Tate** Why is there no mention of **the Kangaroo Rat** Habitat, because it is in the federal guidelines? And the noise study takes at least one year, especially when we get the fire fighters in, when we have fire fighters during long periods of time, night and day; referencing also the stockpile from the Citrus Reservoir; traffic pattern was addressed as unsafe by Mr. Tate.

Chair read an official letter sent to City Clerk's office, by Mr. Joel Rothschild; the following is an excerpt: "I am requesting that the city council, departments and advisory board recommend that all actions regarding Diversified Pacific or any other developer in the airport influence area be deferred until the city has adopted both the updated airport plan, 3 year strategic plan, and the general plan update."

AAB member Mr. Loy commented that we are jumping through loops to adhere to someone else's benefits and all we will see is lack of space for our airplanes and complaints of noise. **Chair** finished by saying, just because we have some of the 26 mitigations referenced in the presentation doesn't make this study complete to its conclusion.

Director Orci injected comment; that City Council is seeking the various unfinished areas to be completed for due diligence, as well as permit to allow for the helicopter pattern south of the airport in a restricted area, but none bothered to get the permit until now.

Chair asked the presenters for any additional comments; there being none **Chair closed this portion of public hearing.**

Chair recommended "A motion of denial of project to proceed. TRACT No. 18979, located north side of San Bernardino Ave, approximately 600 feet East of Judson Street; that no further operations of residential developments continue."

Chair asked for discussion; there being none

Mr. Loy offered second to motion presented; motion carried 4/0

III. Adjournment: Meeting was adjourned at 7:45 pm to next regular meeting: Wednesday, April 6, 2016.

ATTACHMENTS on City Web Site:

A. [Notice of Intent](#)

B. [Environmental Checklist](#)

Minutes Submitted by:

Ingrid M. Biglow

Airport Advisory Board Member

