



Source One Solutions, Inc.

RECEIVED
SEP 04 2008

bjacobs@SourceOnes.com

Tel: 949.715.1400

Fax: 949.494.3428

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Tuesday, September 02, 2008

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

I'm a pilot who flies frequently at the Andy Jackson Airpark. I have a safety concern with the plan.

Part of the proposed project lies under our usual landing approach. This area should be kept clear for the safety of pilots in the air, and people on the ground or in their homes. The current DEIR didn't compare the altitudes of incoming gliders with the homes. There would be close calls very frequently. We both know this will result in deaths. This is clearly not safe. Simply, lives are at stake.

I do not think that FAA regulations permit this, either.

Please modify the University Hills Specific Plan to keep the 400 X 400 foot area under the airpark approach clear; and to dedicate the airspace to the Department of Water Resources.

This is a simple reallocation of some of the homes with some of the planned project open space.

This is a world renowned ultralight site. Fliers come from all over the nation. Other businesses, like hotels, gas stations, restaurants, shops and other local businesses all benefit. Please work to create a project which protects the future of hang gliding and paragliding in San Bernardino.

Sincerely,

Sincerely,

Brian Jacobs

Letter DD – Source One Solutions, Inc

Response to Comment DD-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment DD-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment DD-3

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

RECEIVED
SEP 16 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report
University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

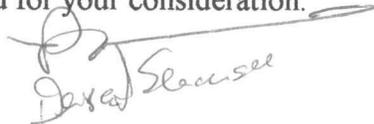
We are writing to you regarding safety concerns if the UHSP continues as proposed. We are a local hang glider and para glider pilots who fly these mountains frequently. We are very concerned about the location of homes in our established approach for landing at the Andy Jackson Air Park. The homes, as planned, interfere with our landing approach.

The developer already has plans for some open space...

Please consider putting that open space up against the mountains and our landing zone. This would lessen the impact building would have on the local bird habitat and perhaps provide a margin of safety in the event of earthquake, fire, or flood. An open space next to the landing area would allow pilots to make a safe approach into our park.

This area sits on a major earthquake fault, in a major flood zone, and in a major fire zone. The horrible fires and flooding in 2003 will be forever etched in our memories. It does not make sense to put homes and the safety of families in direct harm's way. Especially the high density homes (condos) that the developer proposes. Let us at least let's mitigate the compromise in the safety of everyone in this one easy way. Leave us our landing pattern alone!

Thank you for your consideration.



Peter & Dexa Swanson

Peter & Dexa Swanson
4867 Boardwalk Dr.
Riverside, CA 92503

Letter EE – Peter and Dexa Swanson

Response to Comment EE-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment EE-2

These comments addresses the same issues and responses as, H-1 through H-3, and are addressed by Responses BB-10, BB-23 through BB-26, BB-31, and BB-29 to the letters of the San Bernardino Valley Audubon Society as well as the extensive analysis provided in Response G-4 to the letter from the Crestline Soaring Society. The issue of moving development into open space areas is discussed in Response I-2. Both the Department of Water Resources, who leases the airpark site, and CSS are largely responsible for resolving this dispute since they were both clearly aware of the potential conflict when the location of the airpark was approved back in 1993, which was after approval of residential development on the University Hills site.

RECEIVED
SEP 16 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

RE: University Hills Specific Plan
9/14/08

Dear Mr. Oquendo,

I am very excited to have just earned my Novice hang glider rating this month. These new skills allow me access to many flying sites in the Southern California region. Andy Jackson Airpark is high on my list of sites I would like to fly my glider. The airpark has been designed and built for pilot safety. Constructing homes in the landing approach will cause violations of Federal regulations by pilots flying over homes when landing. Violating Federal regulations is unacceptable and unsafe for pilots and the public. Please help to form a compromise that will allow continued operation of the airpark by utilizing designated open space to preserve the landing approach. Development is threatening open areas to fly in all areas of California. I am alarmed by the number of flying sites that are no longer usable because of urbanization. Your help to preserve the Andy Jackson Airpark approach is very important to me and would be really appreciated.

Sincerely,

Mark Andrews
760-835-4086
P.O. Box 1971
Borrego Springs, Ca. 92004

Letter FF – Mark Andrews

Response to Comment FF-1

These comments address the same issues and responses in letter G-4 of the Crestline Society, Inc. The issue of moving development into open space areas is discussed in Response I-2. Both the Department of Water Resources, who leases the airpark site, and CSS are largely responsible for resolving this conflict since they were both clearly aware of the potential conflict when the location of the airpark was approved back in 1993, which was after approval of residential development on the University Hills site. With implementation of Mitigation Measure HAZ-2, potential impacts to public safety from airpark operation will remain at less than significant levels.

September 10, 2008
BK Hall
1831 Selby Ave. Apt 201
Los Angeles Ca. 90025

RECEIVED
SEP 15 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan.

As a pilot who flies the site frequently, I have a significant safety concern with the proposed plan. A small part of the proposed project lies under the landing approach. Please keep this area clear for the safety of pilots in the air, and people on the ground. The current DEIR failed to compare the attitudes of incoming gliders with the proposed homes.

Obviously the DEIR is not experienced with hang gliders or their landing requirements, and the proposal as it currently exists would be hazardous and deadly to our pilots – Pilot death will occur. – This can be avoided by swapping a small number of homes into the planned project's open space.

There would be close calls every few days to few weeks; and collisions every one to two years. This is clearly not safe. Further, I am concerned that the proposed flight path (low over homes) may conflict with the Federal regulations for the operation of ultralight aircraft which control the operation of hang gliders in US airspace. Please modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear
- b) Dedicate the airspace to the Department of Water Resources.

I go to the Andy Jackson Airpark regularly and enjoy its world-class facilities. We attract pilots from across the state, nation and other countries because of the great flying site and conditions we offer. The hotels, gas stations, restaurants, shops and other local businesses all benefit greatly. Please work with the developer to create a project which preserves and protects the future of hang gliding and paragliding in San Bernardino.

We invite you to visit our landing zone on Saturday and Sunday evenings and observe the Hang Gliders as they land, to get a better understanding of this issue.

Sincerely  310 234 0283 H

Letter GG – BK Hall

Response to Comment GG-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment GG-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment GG-3

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

G. BRIAN KAUFFMAN

704 WITHINGTON - FERNDALE, MICHIGAN 48220 USA
248.542.3266 FAX 248.398.0780 GBKAUFFMAN@EARTHLINK.NET



September 11, 2008

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Subject: Draft Environmental Impact Report (SCH# 2007071155) University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

I am a member of the Crestline Soaring Society and the US Hang/Paragliding Association.

Andy Jackson Airpark is where I learned to fly and where I continue to fly at every opportunity. The unique qualities of the site – safety, convenience, and ideal flying conditions – bring me to San Bernardino several times each year to fly and of course to spend money in San Bernardino motels and restaurants.

One of these key features, SAFETY is now in peril due to the construction of several buildings in the University Hills development.

It seems a shame to jeopardize such a significant unique attraction.

I have flown the site about 90 times – every single time I meet other pilots who have come from across the country and around the world in order to fly this excellent site.

It seems that the impact study for University Heights has not completely taken into account safety issues for pilots nor the safety of persons and property below the landing approach.

The University Hills Specific Plan western boundary abuts the Andy Jackson Airpark. This is also one of the first areas planned to be built out. The area in question must be over flown by pilots who have to be low, moving at high speed, 25 to 40 mph, and who at this point have no option but to land.

The DEIR has failed to correctly consider the impact of the information provided by Crestline Soaring Society in the context of the proposed housing layout. When considering the altitude information provided during the Notice of Preparation with the approach overlay information from the DEIR, there would be 'close calls' every few days to few weeks; and collisions every one to two years. This is clearly unacceptable.

Further, we are concerned that the proposed flight path (low over homes) may conflict with the Federal regulations for the operation of ultralight aircraft which control the operation of hang gliders in US airspace. "FAR §103.15 Operations over congested areas. No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons." We could certainly understand homeowners concerned with hang gliders flying low over rooftops and occasionally crashing, contacting the Federal Aviation Administration (FAA). What response the FAA may have is less certain, but the worst case could close the airpark.

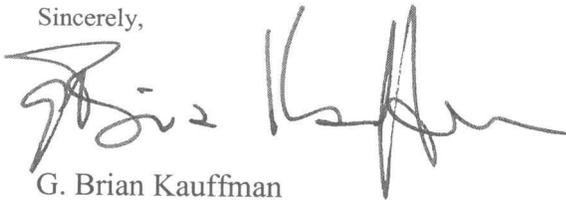
Fortunately, the large land area of the parcel being considered for development, the position of the conflict zone at the extreme corner of the project, the small number of impacted housing lots and the planned requirements for open space (58% of the property), provide options to mitigate this serious safety concern. Please modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

This can be accomplished by swapping the location of the small number of homes impacted with some of the planned project open space.

I appreciate the time the City of San Bernardino and Inland Communities is taking to work through the design and development process. The Crestline Soaring Society is available to provide any additional information which may be useful. We hope that we will be a unique, safe, and attractive neighbor which adds value to the University Hills development project.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Brian Kauffman". The signature is fluid and cursive, with a large initial "G" and "K".

G. Brian Kauffman

Letter HH – Brian Kauffman

Response to Comment HH-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment HH-2

These comments address the same issues and responses in letter G-4 of the Crestline Society, Inc. The issue of moving development into open space areas is discussed in Response I-2. Both the Department of Water Resources, who leases the airpark site, and CSS are largely responsible for resolving this dispute since they were both clearly aware of the potential conflict when the location of the airpark was approved back in 1993, which was after approval of residential development on the University Hills site. With implementation of Mitigation Measure HAZ-2, potential impacts to public safety from airpark operation will remain at less than significant levels.

Response to Comment HH-3

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

September 10, 2008

2502 Melbourne Drive
San Diego CA 92123

RECEIVED
SEP 15 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

As an input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan, I have reviewed the concerns of the Crestline Soaring Society for the approach clearance to their landing area. As an experienced pilot of a variety of aircraft, I know that a landing area is only as good as the openness of its approach, and the Crestline developments do threaten the usability of their site. Elevated electrical lines are the worst threat, and that is exactly what they would encounter if they tried to switch their landing patterns to the north (the other side of the field), so they are in a critical squeeze.

I especially value the training hill at the landing site, it's just about the last one in southern California and I travel from San Diego to use it. I doubt that this asset could be maintained unless the high landing approaches are kept open and safe.

At the Sylmar Flight Park there was once a similar situation, where the landing pattern had to pass close to houses, and I saw some street landings and at least one roof top landing, but this restricted situation was temporary, (due to nearby grading work, as I recall). Eventually the pattern was switched back to the other side over a dry wash, a good place for it, and it is still there today.

For some years I landed my hang glider regularly in a small clearing surrounded by brush. Even flying carefully and at a high level of experience, I missed the landing area at least once a year and landed in bushes. This was never a real problem because the approach areas on all sides were wide open, and open approaches make the real safety difference.

Please modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

This can be accomplished by swapping the location of the small number of homes affected with some of the planned project open space.

Sincerely,



Michael S. Sandlin

Letter II – Michael Sandlin

Response to Comment II-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment II-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

Torrey Hawks Hang Gliding Club
P.O. Box 12888, La Jolla, CA 92039



August 29, 2008

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

RECEIVED
SEP 02 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Subject: Draft Environmental Impact Report (SCH# 2007071155)
University Hills Specific Plan (UHSP)

Dear Mr. Oquendo,

The Torrey Hawks Hang Gliding Club represents well over 100 hang gliding and paragliding pilots in the Southern California region. Many of our members are regular visitors to the Andy Jackson Airpark in San Bernardino, California.

There was a time when Southern California was home to dozens of great flying sites for hang gliding and paragliding. But one by one they have been slowly lost to development. At first, the losses weren't so important because there were so many other sites to fly and enjoy. But now we are down to the last few of those many original sites. The Andy Jackson Airpark is one of those remaining few, and I am writing for your help in protecting it.

But while the Andy Jackson Airpark is one of the last surviving sites, it is much more than that. In fact, I have often said that the Andy Jackson Airpark is the best prototype I have seen for a flying site ... anywhere. It is run by a club of dedicated individuals (the Crestline Soaring Society) who have worked for many years with many governmental agencies to create a jewel of a site which draws pilots locally, nationally, and internationally. I frequently drive from San Diego to enjoy the flying, instruction, and hospitality offered at the Andy Jackson Airpark. I know that many members of our flying club do the same. And on almost every visit, I meet pilots from all over the world who have come to San Bernardino just to fly at the Andy Jackson Airpark. The Andy Jackson Airpark isn't just a hang gliding hill. It is a treasure worth protecting, and I am asking for your help.

I have reviewed some of the comments submitted by others on this project, and as a regular pilot at that site, I endorse the suggestion to modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

It is my understanding that this can be accomplished by swapping the location of the small number of homes affected with some of the planned project open space. I urge you to please adopt this proposed modification.

Mr. Oquendo, the habitat for our unique form of aviation is disappearing at an alarming pace. Once it is gone, it will be gone forever. Please make the small corrections to these development plans necessary to preserve this aviation treasure for the many generations of hang gliding and paragliding pilots who will continue to come from around the nation and around the world to fly at the Andy Jackson Airpark.

Sincerely,

Bob Kuczewski
President, Torrey Hawks Hang Gliding Club – USHPA Chapter #270

Letter JJ – Toni Hawks Hang Gliding Club

Response to Comment JJ-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

LETTER KK

City of San Bernardino

September 9, 2008

Development Services Department

Attn: John Oquendo, Assistant Planner

300 North D Street

San Bernardino, CA 92418

RECEIVED
SEP 10 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Subject: Draft Environmental Impact Report (SCH # 2007071155) University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

I am writing because I am concerned about the University Hills Specific Plan which is immediately adjacent to the Andy Jackson Airpark. The current plan puts houses directly in the standard aircraft approach to the flight park.

Hang gliding and paragliding have been a tradition in San Bernardino for over 30 years, and I believe that free flight inspires a sense of wonder and makes a positive statement about the quality of life in San Bernardino for the city, its residents, and visitors. I live in Rio Rancho, NM and travel to fly at the Andy Jackson Airpark at least twice a year as well as frequent the nearby businesses.

As the established flight park has operation counts (takeoffs and landings) that are comparable to many small airports servicing powered airplanes and it qualifies as an airport. Accordingly, the FAA may have some concerns and can exercise regulation of structures that impose into the air traffic pattern.

My understanding is that there is only a small number of housing lots that are of concern and since there are requirements for open space, why not just move some of that open space to the west. It seems to me that this arrangement would satisfy the airpark concerns and the open space requirements without reducing the number or size of the lots to be developed. This would also keep the tradition of free flight alive as an inspiring symbol of the quality of life in San Bernardino.

Please modify the University Hills Specific Plan to keep the approach clear and dedicate the airspace to the Department of Water Resources.

Thanks for your attention and for giving me the opportunity to express my concerns.

Sincerely,

Aaron L. Bell

KK-1

KK-2

Response to Comment KK-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment KK-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

Oquendo_Jo

From: uhsp@crestlinesoaring.org
Posted At: Thursday, August 14, 2008 6:46 PM
Conversation: [Fwd: Letter re Andy Jackson]
Posted To: University Hills Project

Subject: [Fwd: Letter re Andy Jackson]

Letter LL



untitled-[2]

----- Original Message -----

Subject: Letter re Andy Jackson
From: "Davis Straub" <davis@davisstraub.com>
Date: Fri, August 8, 2008 8:42 am
To: uhsp@crestlinesoaring.org

August 8, 2008

Davis Straub
PMB 1889
PO Box 2430
Pensacola, Florida
32513

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan
(UHSP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan. I have a number of concerns with the proposed plan.

I have flown at Marshall and Crestline and landed at Andy Jackson flight park (and its predecessor) over the last twenty four years. Hang gliding is a difficult and sometimes dangerous activity. We who engage in this activity need the cooperation of others in the community to help us make it as safe as humanly possible.

The folks at the Andy Jackson flight park have a very good idea of what it takes to make landing there as safe as possible. I ask you to take their concerns and recommendations very seriously. I have approached the landing over the area proposed for development and I certainly agree that it would be best for all concerned that houses not be built in the approach pattern.

I do not live full time in southern California, but come there for two months each year to Cathedral City. I fly the hang gliders that are manufactured by the premier hang gliding manufacturer in the US (Wills Wing) and all their testing (and each glider is test flown) is done at Marshall with landings at Andy Jackson flight park. Without a safe place to test hang gliders there will be a significant impact on hang gliding throughout the US (and in the World).

I have been writing and reporting on hang gliding for twelve years at <http://ozreport.com>. My readers from around the world are very interested in Andy Jackson flight park and safe and proper operations there. The US National Hang Gliding team is dependent on the continued availability for flight testing at Andy Jackson. This is not just a local issue.

Sincerely,

Davis Straub

LL-1

Response to Comment LL-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

DEAR JOHN:

RECEIVED

9/10/08

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Letter MM

I WISH TO TAKE A MOMENT OF YOUR TIME TO EXPRESS TO YOU THE IMPORTANCE OF THE ANDY JACKSON AIRPARK TO THE FREE FLIGHT COMMUNITY. FOR OVER 30 YEARS BOTH MARSHALL PEAK & CRESTLINE HAVE SERVED AS CRUCIAL LAUNCH SITES FOR BOTH HAWK GLIDERS & PARAGLIDERS - THE SURROUNDING SKIES (AIRSPACE AND MOUNTAINS HAVE GIVEN THE CITY OF SAN BERNARDINO WORLD CLASS STATUS AS A TOP NOTCH HAWK GLIDING / PARAGLIDING SITE. FREE FLIGHT ~~PILOTS~~ PILOTS FROM AROUND THE WORLD TRAVEL TO SAN BERNARDINO (CRESTLINE / MARSHALL) FOR SOME OF THE BEST GLIDING CONDITIONS ANYWHERE.

MM-1

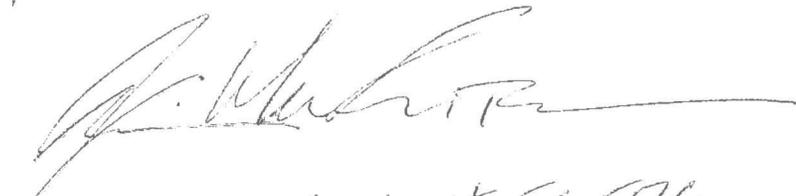
WITHOUT A SAFE AND SECURE PLACE TO LAND - BOTH FORMS OF FREE FLIGHT, THAT HAVE BEEN FILLING THE SKIES HERE FOR YEARS & GIVEN CRESTLINE & MARSHALL TOP BILLING, WILL NOT SURVIVE. WE CAN CO-EXIST WITH NEW DEVELOPMENT - WE'VE DONE SO BEFORE...

By keeping a 400' x 400' clear area
for landing approaches & dedicating
the airspace above it to the rep. of
water resources - we can co-exist
in a safe & responsible manner

MM-2

Safety is important to us all - responsible
development is also an important issue as
well. With some understanding &
flexibility the developers can have an
outstanding development & we can keep
the skies over San Bernardino filled
with grateful pilots... -

THANKS MUCH FOR YOUR TIME - - -


USHEA #50576

Response to Comment MM-1

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

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Response to Comment MM-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

September 11, 2008

LETTER NN

RECEIVED
SEP 12 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

John Samul
3165 Ben Canyon Rd.
San Bernardino, Ca. 92407-0217

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, Ca, 92418

Subject: Draft Environmental Impact Report University Hills Specific
Plan [UHSP]

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft
Environmental Impact Report [DEIR] for the
University Hills Specific Plan. As a pilot who flies the sight quite often
and as the nearest resident to the
site being just above the LZ I have a serious safety concern with the
proposed plan. Most of which is
covered in the attached letter. Thank you for the opportunity to
address this issue.

NN-1

Sincerely,

John E. Samul

September 1, 2008

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan. As a pilot who flies the site frequently, I have a significant safety concern with the proposed plan.

A small part of the proposed project lies under the landing approach. Please keep this area clear for the safety of pilots in the air, and people on the ground. The attached maps show the significant potential for accident. The current DEIR failed to compare the altitudes of incoming gliders with the proposed homes. Comparing the two diagrams, the altitude near the "3" on Figure 2 would be at about 100 feet on a perfect approach, 50 feet when landing at the 50' altitude marker and zero for a landing at the 100' altitude marker. There would be 'close calls' every few days to few weeks; and collisions every one to two years. This is clearly not safe.

NN-1

Further, I am concerned that the proposed flight path (low over homes) may conflict with the Federal regulations for the operation of ultralight aircraft which control the operation of hang gliders in US airspace.

This is clearly a significant project impact. Please modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

NN-2

This can be accomplished by swapping the location of the small number of homes affected with some of the planned project open space.

I go to the Andy Jackson Airpark regularly and enjoy its world-class facilities. We attract pilots from across the state, nation and other countries because of the great flying site and conditions we offer. The hotels, gas stations, restaurants, shops and other local businesses all benefit greatly. Please work with the developer to create a project which preserves and protects the future of hang gliding and paragliding in San Bernardino.

NN-3

Sincerely,

Response to Comment NN-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment NN-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment NN-3

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

joan.

September 1, 2008

Jon Faiz Kayyem
1137 Parkview Ave
Pasadena, CA 91103

LETTER OO

RECEIVED
SEP 23 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan. As a lifelong pilot of everything from radio controlled gliders as a child to fixed wing airplanes, hang gliders and paragliders as an adult, I expend a considerable amount of time and energy trying to maintain a low-risk / high-safety profile to my flying activities. I fly the San Bernadinos and am a frequent user of the Andy Jackson Airpark. I and many of my fellow pilots have a significant safety concern with the proposed plan.

As stated in our club's official response to the Draft EIR:

A small part of the proposed project lies under the landing approach. Please keep this area clear for the safety of pilots in the air, and people on the ground. The attached maps show the significant potential for accident. The current DEIR failed to compare the altitudes of incoming gliders with the proposed homes. Comparing the two diagrams, the altitude near the "3" on Figure 2 would be at about 100 feet on a perfect approach, 50 feet when landing at the 50' altitude marker and **zero** for a landing at the 100'

OO-1



altitude marker. There would be 'close calls' every few days to few weeks; and collisions every one to two years. This is clearly not safe.

Please consider modifying the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

The Andy Jackson Airpark is well known around the globe. It would be a shame to diminish its attractiveness and excellent safety record by located a small number of home sites in an area used for gliders on approach.

Sincerely,

Jon Faiz Kayyem

OO-1

OO-2

Response to Comment OO-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment OO-2

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

Dear Mr. Aguendo,

Letter PP

24 Aug, 2008

As a Californian, tourist, and hang-glider pilot, I would encourage you to modify the development plans for Alan Jackson Airport. The houses proposed for the approach area for landing should be moved, and the airspace dedicated to the Dept. of Water Resources. Open space and flying safety are too precious to give away.


Karla Weeninglaw

PP-1

Response to Comment PP-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

young

RECEIVED
SEP 11 2008

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

September 5, 2008

LETER QQ

Subject: Draft Environmental Impact Report (SCH# 2007071155) University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

I am writing because I am concerned about the University Hills Specific Plan which is immediately adjacent to the Andy Jackson Airpark. The current plan puts houses directly in the standard aircraft approach to the flight park.

Hang gliding and paragliding have been a tradition in San Bernardino for over 30 years, and I believe that free flight inspires a sense of wonder and makes a positive statement about the quality of life in San Bernardino for the city, its residents, and visitors. I live in Albuquerque, NM and travel to fly at the Andy Jackson Airpark at least twice a year as well as frequent the nearby businesses.

QQ-1

As the established flight park has operation counts (takeoffs and landings) that are comparable to many small airports servicing powered airplanes and it qualifies as an airport. Accordingly, the FAA may have some concerns and can exercise regulation of structures that impose into the air traffic pattern.

My understanding is that there is only a small number of housing lots that are of concern and since there are requirements for open space, why not just move some of that open space to the west. It seems to me that this arrangement would satisfy the airpark concerns and the open space requirements without reducing the number or size of the lots to be developed. This would also keep the tradition of free flight alive as an inspiring symbol of the quality of life in San Bernardino.

QQ-2

I oppose the University Hills Project unless amended. Please modify the University Hills Specific Plan to keep the approach clear and dedicate the airspace to the Department of Water Resources.

Thanks for your attention and for giving me the opportunity to express my concerns.

Sincerely,



Leo Bynum
801 Carlisle Blvd. SE
Albuquerque, NM 87106

(415) 509-2084 mobile
(505) 255-1097 home

Response to Comment QQ-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment QQ-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

John

RECEIVED
AUG 13 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

August 13, 2008

Roger L Barker
107 S Mary Ave Apt 10
Sunnyvale, CA 94086

LETTER RR

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan. I have a significant safety concern with the proposed plan. I am an advanced rated hang glider pilot who has flown from Crestline in the past and plan to do so in the future. My father lives in Yucaipa and I graduated from UCR.

RR-1

A small part of the proposed project lies under the landing approach. Please keep this area clear for the safety of pilots in the air, and people on the ground. The attached maps show the significant potential for accident. The current DEIR failed to compare the altitudes of incoming gliders with the proposed homes. Comparing the two diagrams, the altitude near the "3" on Figure 2 would be at about 100 feet on a perfect approach, 50 feet when landing at the 50' altitude marker and zero for a landing at the 100' altitude marker. There would be 'close calls' every few days to few weeks; and collisions every one to two years. This is clearly not safe.

Further, I am concerned that the proposed flight path (low over homes) may conflict with the Federal regulations for the operation of ultralight aircraft which control the operation of hang gliders in US airspace.

Please modify the University Hills Specific Plan to:

RR-2

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.



This can be accomplished by swapping the location of the small number of homes affected with some of the planned project open space.

I have visited San Bernardino and the Andy Jackson Airpark and enjoyed its world-class facilities. The hotels, gas stations, restaurants, shops and other local businesses all benefit by attracting pilots, just like me, from across the State, nation and other countries. Please work with the developer to create a project which preserves and protects the future of hang gliding and paragliding in San Bernardino.

Sincerely,



Roger L. Barker

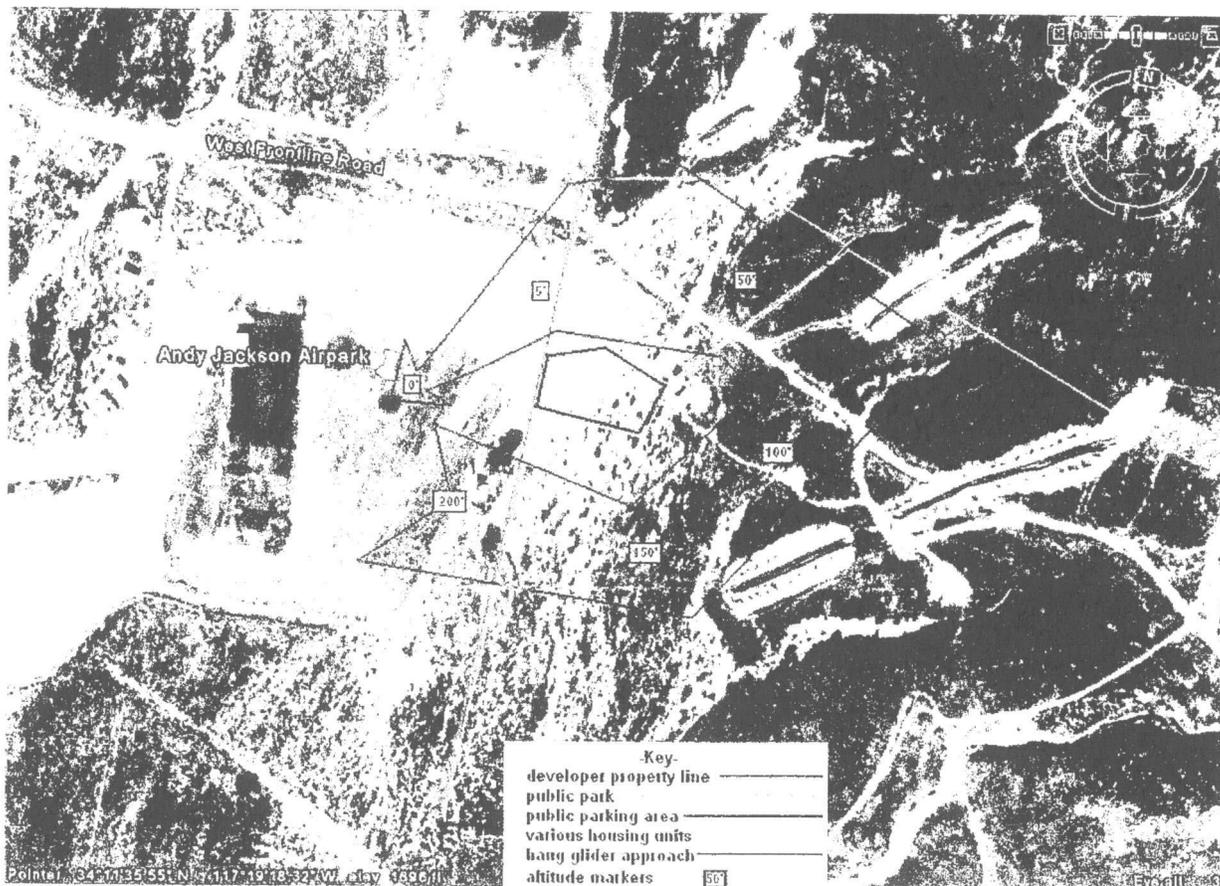
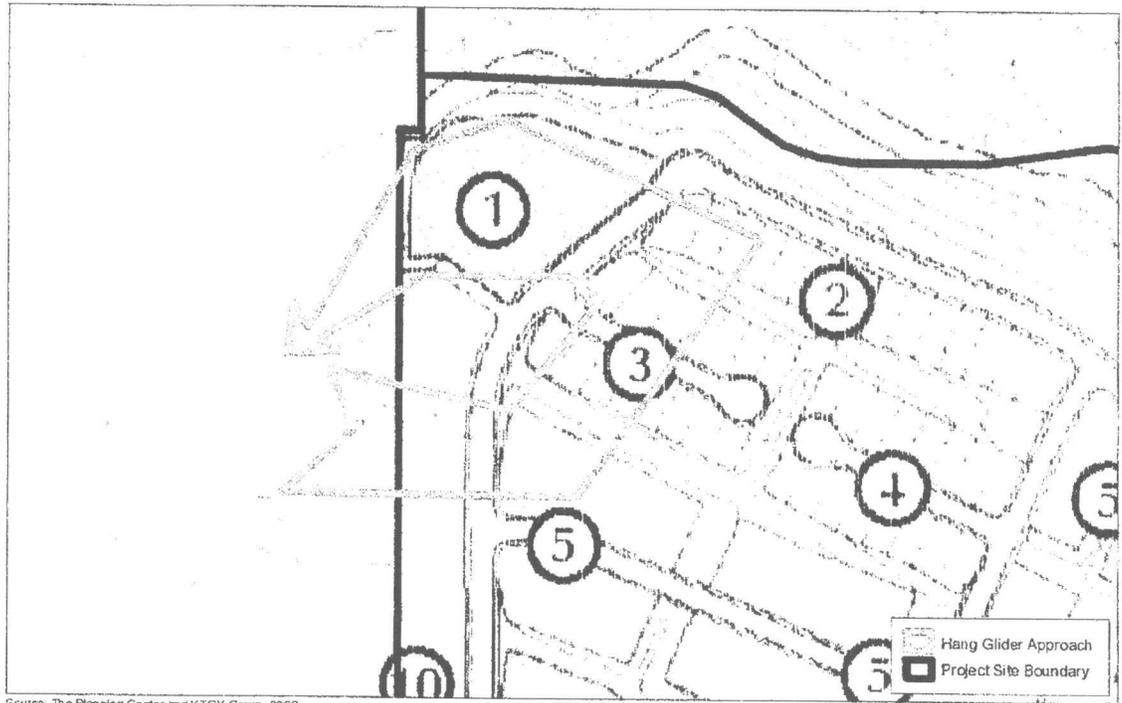


Figure 1



Source: The Planning Center and KTG Group, 2008.



Exhibit 4.6-1
 Hang Gliding Final Approach
 UNIVERSITY HILLS SPECIFIC PLAN EIR

Figure 2

Response to Comment RR-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment RR-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment RR-3

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

John C.

RECEIVED
AUG 20 2008

August 18, 2008

Steven Pearson
5845 East Lavender Court
Orange CA, 92867

LETTER SS

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UIISP)

Dear Mr. Oquendo:

Thank you for this opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the University Hills Specific Plan. I am a local pilot who has flown at this site on a weekly basis since it was established, and flown in the surrounding mountains for 35 years.

I can assure you that the following assessment of the DEIR by the local hang gliding community is not overstated, and proceeding with the proposed development plans would be irresponsible. The local hang gliding community has been very effective at self regulation, and promoting and developing safety in the flying community. I urge you to support their recommendations.

SS-1

A small part of the proposed project lies under the landing approach. Please keep this area clear for the safety of pilots in the air, and people on the ground. The attached maps show the significant potential for accident. The current DEIR failed to compare the altitudes of incoming gliders with the proposed homes. Comparing the two diagrams, the altitude near the "3" on Figure 2 would be at about 100 feet on a perfect approach, 50 feet when landing at the 50' altitude marker and zero for a landing at the 100' altitude marker. There would be 'close calls' every few days to few weeks; and collisions every one to two years. This is clearly not safe.

Further, I am concerned that the proposed flight path (low over homes) may conflict with the Federal regulations for the operation of ultralight aircraft which control the operation of hang gliders in US airspace.

Please modify the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

SS-2

This can be accomplished by swapping the location of the small number of homes affected with some of the planned project open space.

I go to the Andy Jackson Airpark regularly and enjoy its world-class facilities. We attract pilots from across the state, nation and other countries because of the great flying site and conditions we offer. The hotels, gas stations, restaurants, shops and other local businesses all benefit greatly. Please work with the developer to create a project which preserves and protects the future of hang gliding and paragliding in San Bernardino.

SS-3

Sincerely,

Steven Pearson

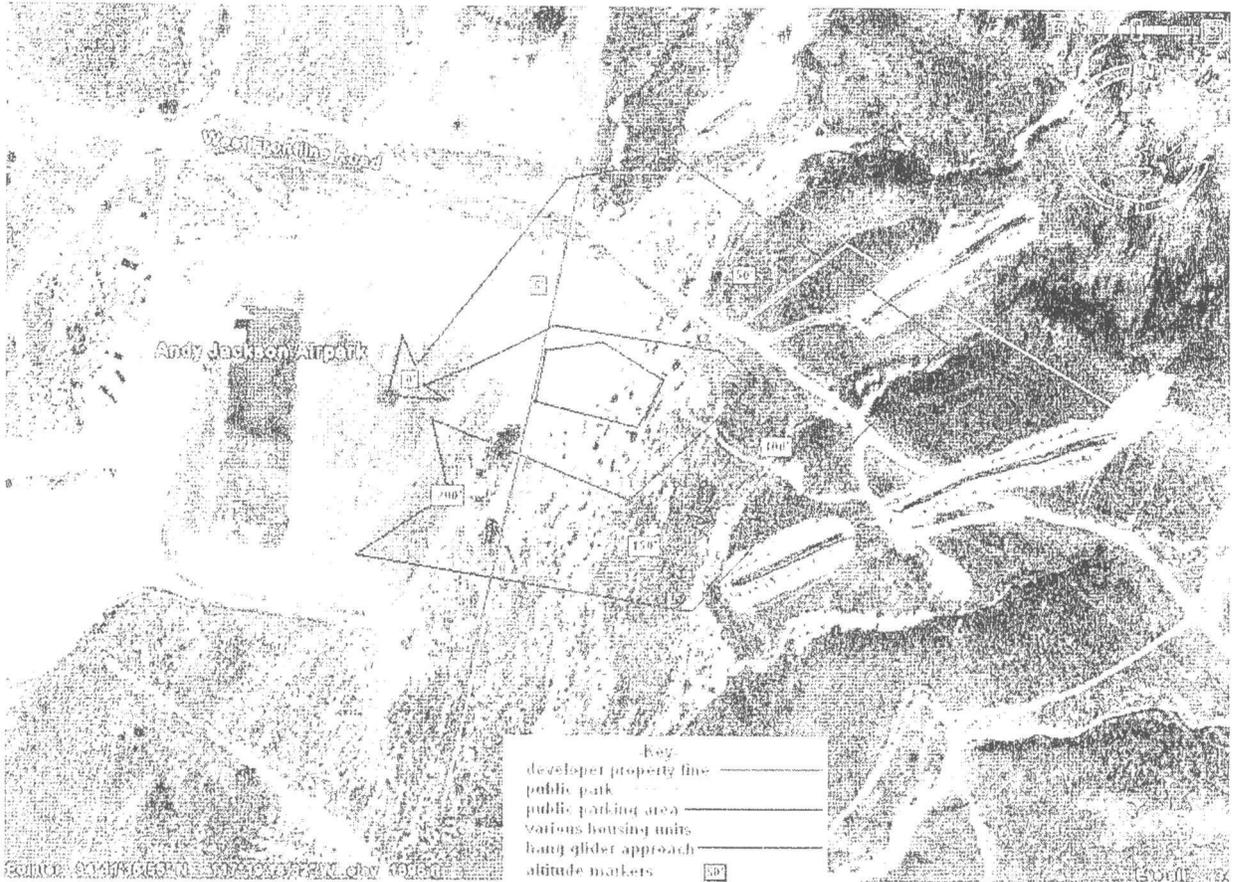
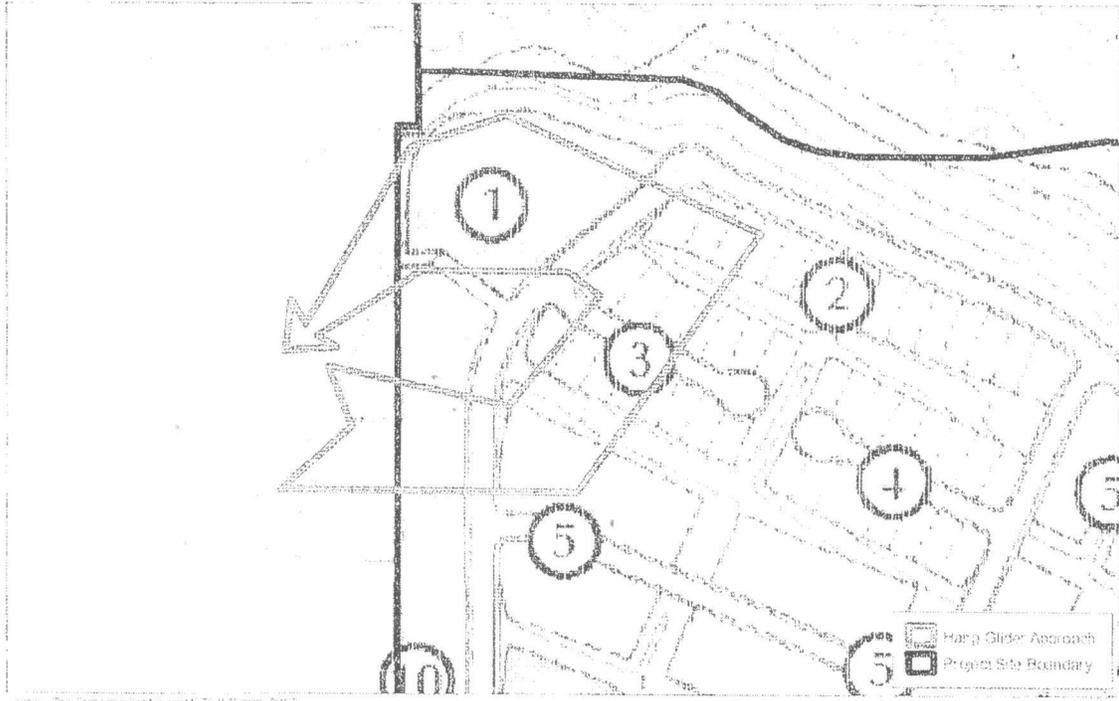


Figure 1






 0 100 200 Feet

Exhibit 4.6-1
 Hang Gliding Final Approach
 UNIVERSITY HILLS LANDSCAPE PLAN SET

Figure 2

Response to Comment SS-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

Response to Comment SS-2

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in Response G-4 to the letter from the Crestline Soaring Society (CSS).

Response to Comment SS-3

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

John C.

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SEP 13 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

LETTER TT

September 3, 2008

Terrence R. Carlson
10982 Boulder Canyon Rd.
Rancho Cucamonga, CA 91737

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Subject: Draft Environmental Impact Report University Hills Specific Plan (UHSP)

Dear Mr. Oquendo:

I was recently reading the web site for the local Crestline Soaring Society. I came across an article about the University Hills housing development, and how it would impact future use of Andy Jackson Airpark.

Although I am currently in training as a future hang gliding pilot, I think it would be a shame if I never had the chance to use this special facility, especially after all the work that has been done in the past to keep this place going. My wife and I recently purchased a new home in Rancho Cucamonga, and I was looking forward to using the hang gliding launch at Crestline along with the landing zone in question.

TT-1

It is my understanding that the approach path to the landing zone can be kept clear by moving around some of the mandated open space for this project. I would like to add my recommendation that this approach be taken if at all possible. I, as well as other future pilots using Andy Jackson Airpark, would be forever in your debt.

Thank you for your kind consideration!

Best Regards,

Terrence R. Carlson

Terrence R. Carlson

Response to Comment TT-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in the previous Response G-4 to the letter from the Crestline Soaring Society (CSS).

August 18, 2008

John Oquendo
City of San Bernardino Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

RECEIVED
AUG 25 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

Dear Mr Oquendo:

Subject: Alan Jackson Air Park/ Draft Environmental Impact Report University Hills Specific Plan (UHSP)

I am writing to you in support of the Alan Jackson Air Park and to ask for your support in keeping the site a viable free flight park by ensuring housing does not encroach upon the flight path of this amazing location.

This past March I organized 10 pilots from our local area for a paragliding vacation in California. Of the 7 days we spent in California, four were spent flying at Alan Jackson Air Park. We had an amazing time flying and spent our evenings dining in the local area and telling stories of the day. The Park is great destination and I am sure other pilots from around the world come to San Bernardino to fly and as a result support your community.

On a second, more personal note, I would like to mention that I have been involved in a number of outdoor activities over the years including rock climbing, mt. biking and kayaking. In all cases the primary risk to the survival of these activities has been encroachment and liability challenges. There is already a remarkable decline in the participation of outdoor activities by our children. I am sure there are many reasons for this, but I would hope that we can ensure that "lack of accessible outdoor spaces" is not one of them.

I feel we need to do everything we can to ensure open space is secured and preserved.

Please help by modifying the University Hills Specific Plan to:

- a) Keep the 400 X 400 foot area under the airpark approach clear;
- b) Dedicate the airspace to the Department of Water Resources.

Thank you for your time and consideration.

Sincerely,



Tim Walsh

5312 SW LANDER ST
SEATTLE, WA 98116

Response to Comment UU-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in Response G-4 to the letter from the Crestline Soaring Society (CSS).

The City acknowledges that the airpark generates indirect economic benefits for the City, however, it must also be noted the airpark appears to operate in violation of City Development Code Section 12.88, Hang Gliding, which prohibits non-motorized flight over areas within the City unless approved by the City. According to available information, the operations of the Andy Jackson Airpark have never been approved or authorized by the City under DC 12.88.

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SEP 11 2008

CITY OF SAN BERNARDINO
DEVELOPMENT SERVICES
DEPARTMENT

September 2, 2008

City of San Bernardino
Development Services Department
Attn: John Oquendo, Assistant Planner
300 North D Street
San Bernardino, CA 92418

Dear Mr. Oquendo and Planning Commission of San Bernardino,

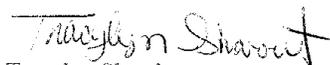
Thank you for taking the time to read my concerns specific to the University Hills Plan. It is my concern that in the planning and development of our city and the surrounding foothill areas, the planning commission and development department is not taking into account some of the reasons why living in San Bernardino is so great.

May I respectfully point out that you are all very talented people and I am most certain that if given proper time and planning, the flight approach used by many hang gliders would not be effected. For about 30 years it has been an ultimate pleasure to see the human kites in flight. Creating wonderment for our children and a community spectacle of the magic of flight, which very few cities still have space for? The City of San Bernardino is unique in that we cherish our different cultures in ethnicity; sports, education and we protect those things, which set us apart from surrounding cities.

If you can please keep the 400 X 400 foot area under the airpark approach clear and dedicate the airspace to the Department of Water Resources, I as a citizen who loves to watch these flight navigators in action would be grateful. Think about what is left here in our city? We live in San Bernardino for the foothills, location near good schools for our children, easy access to interstates and for countless other reasons. Please do not take yet another area away from that which sets us apart. If our city is not careful, we could end up like Rancho Cucamonga, a concrete slab of supper malls, business and too many large homes for a community that cannot sustain the people in planned infrastructure.

Please find a way to use the great talents of the architects and planners to keep the space noted above open and prove to all in the Inland Empire that people and lifestyle do matter.

Sincerely,



Tracylyn Sharrit
3238 Roberds Ave
San Bernardino, CA 92405

Response to Comment VV-1

The issue of conflicts between the airpark landing zone and future homes in the University Hills project are addressed in detail in Response G-4 to the letter from the Crestline Soaring Society (CSS). That discussion includes several possible solutions that will prevent conflicts until the airspace issue can be ultimately resolved by the Federal Aviation Administration (FAA) and/or the State Department of Water Resources (DWR).

There are a number of possible solutions available; however, the responsibility for resolving the issue lies primarily with the DWR and CSS since they were clearly aware of the potential conflict when the location of the airpark was approved back in 1993 after approval of residential development on the University Hills site. Additional discussion of this issue is provided in Response G-4 to the letter from the Crestline Soaring Society (CSS).