RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	**2.1** ~~3.10~~
HEARING DATE:	**August 10, 2023 (Continued from** July 13, 2023)
CASE NUMBER:	ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation)
APPROVING JURISDICTION:	City of Perris
JURISDICTION CASE NOS:	PLN22-05046 (DPR22-00005 [Development Plan Review], TPM38412 [Tentative Parcel Map])
LAND USE PLAN:	2011 Perris Valley Airport Land Use Compatibility Plan; 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	Perris Valley Airport; March Air Reserve Base/Inland Port Airport
Land Use Policy:	Zones A, B1, B2, C and D (Perris Valley); Zone E (March)
Noise Levels:	Between 55 - 65 CNEL range from Perris Valley aircraft; Below 60 CNEL from March aircraft

MAJOR ISSUES: ***At the July 13, 2023, hearing, Pat Conaster (and company) submitted further comments/documents in opposition to the project, arguing the following points: 1) that the project's issued FAA OES Determination of No Hazard to Air Navigation was invalid, and 2) that the project needed to submit a mechanical turbulence study to analyze its safety impacts on the airport operations. The Commission had extensive discussion regarding these issues, as well as its scope and ability to address said issues.***

After the Commission failed in its motion for a consistency finding (vote 4 to 3), the Commission passed its motion for a continuance to the August hearing (vote 4 to 3) in order to try and address these issues.

After the July 13 hearing, ALUC staff reached out to the applicant and airport manager and requested that they contact the FAA OES in order to provide something in writing confirming the in-question status of the FAA OES Determination of No Hazard to Air Navigation letter issued for the project. At the time the staff report was prepared, ALUC staff did not receive any document.

Additionally, ALUC staff reached out to the applicant regarding addressing the Commission's comments requiring a mechanical turbulence study to analyze the project's impacts on airport operations. At the time the staff report was prepared, ALUC staff did not receive any document.

The applicant has requested that the project be continued to the September 14, 2023, hearing in order to address these issues.

At the meeting the Commission discussed extensively the current role of the ALUC with respect to the ALUCP and general safety around airports. As restated by ALUC staff, the ALUC has not historically required review of airport operations like skydiving/parachuting in its project review due to the fact that the current ALUCP does not contain any specific policy or criteria related to such an activity.

As mentioned previously, the PVALUCP does identify in its Introduction section that Perris Valley Airport is a "major skydiving center known nationally and internationally. The airport serves both as the departure point for jump aircraft and as the landing spot for skydivers". Although there are no specific skydiving/parachuting policies or criteria in the PVALUCP, the plan does identify the extent and nature of the skydiving/parachuting operations at the airport.

The ALUCP also recognizes "hazards to flight" as a prohibited use, and is defined in footnote 9 in Table 2A as "Hazards to flight include physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations…See Policy 4.3.7." Policy 4.3.7 specifically states:

> ***"Other Flight Hazards: New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:***
> ***(a) Glare or distracting lights which could be mistaken for airport lights;***
> ***(b) Sources of dust, steam, or smoke which may impair pilot visibility;***
> ***(c) Sources of electrical interference with aircraft communications or navigation; and***
> ***(d) Any proposed use, especially landfills and certain agricultural uses, that create an increased attraction for large flocks of birds."***

ALUC staff contends that the strict interpretation of the current ALUCP, through the hazards to flight definition and Policy 4.3.7, is only specific to the safety of aircraft in-flight operations, and that skydiving/parachuting operations are not explicitly identified. At the same time, it was noted by the Commissioners the importance of resolving the FAA OES no hazard letter status and requesting that the applicant provide a mechanical turbulence study to analyze the project's impacts on airport operations. Further description of the FAA OES no hazard letter is provided below and would suggest that any FAA requirements related to mechanical turbulence that may exist would not apply to the project, which is off airport property, since FAA's authority is limited. Notwithstanding, ALUC staff has not been provided with any mechanical turbulence requirements by FAA from the airport manager.

Between February 16 through May 9, 2023, ALUC staff received comments from the Perris Valley Airport Manager Pat Conaster, and from Skydive Perris representatives Dan Brodsky-Chenfeld and Andy Witcomb in opposition to the project. They expressed concerns such as mechanical turbulence and windsheer created by the project impacting the existing airport operations flights and parachuting, a reduction in available area for parachutists to land, and impacts to Code of Federal Regulations (14 CFR) Part 105 regarding sport parachuting.

It was previously determined (under nearby case ZAP1026PV22) that the ALUC does not have the jurisdiction to deal with these issues as set forth by the FAA, CALTRANS, and the 2011 Perris Valley Airport Land Use Compatibility Plan (PVALUCP). Although the proposed project is consistent with the standards and policies as identified in the PVALUCP, and that

the airport manager/airport operator comments are outside of the purview of the plan, ALUC staff agrees that the safety issues regarding impacts to operations should be further analyzed and evaluated in the project's CEQA process as performed and adopted by the City of Perris.

Lastly, the FAA OES issued their Determinations of No Hazard to Air Navigation letters for the project, identifying that the buildings would not be an impact to air navigation provided that they were appropriately marked/lighted, which is part of the ALUC conditions of approval. ***It is noted from Section 3.2.3 of the California Airport Land Use Planning Handbook by the State of California Department of Transportation, Division of Aeronautics, dated October 2011, that "the land use safety compatibility guidance from the FAA is limited to the immediate vicinity of the runway, the runway protection zones at each end of the runway, and the protection of navigable airspace… The FAA criteria apply only to property controlled by the airport proprietor. The FAA has no authority over off-airport land uses—its role is with regard to the safety of aircraft operations." With regards to airspace protection, Section 3.2.4 of the California Airport Land Use Planning describes that the FAA guidance related to FAR Part 77 Airspace Surfaces is a process that requires project sponsors to inform the agency about proposed construction that could affect navigable airspace. The standards by which the FAA conducts these aeronautical studies are set forth in FAR Part 77, Objects Affecting Navigable Airspace. When the FAA receives a Notice of Proposed Construction (Form 7460-1) submitted in accordance with Subpart B requirements, Subpart D dictates that the FAA conduct an aeronautical study of the proposal. After the FAA completes its aeronautical study of the proposed construction, it usually issues a letter indicating its determination as to whether the specific proposal studied would be a "hazard to air navigation." "These studies only address airspace issues… The FAA's jurisdiction, insofar as it relates to local land use regulations, is limited to authority over airspace and environs within the Runway Protection Zone (as long as it's within the confines of airport property)." Therefore, any other FAA criteria unrelated to hazards to air navigation would not apply to the project, which is not on airport property.***

RECOMMENDATION: ***Staff recommends that the Commission <u>CONTINUE</u> the matter to the September 14, 2023, meeting, pending resolution of the status of the FAA OES letter and the submittal of a mechanical turbulence study.*** ~~**Staff recommends that the Development Plan Review and Tentative Parcel Map be found <u>CONSISTENT</u> with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein. It is also advised that the local jurisdiction during the CEQA process analyze and evaluate the project's impacts on the safety of the existing skydiving/parachuting operations.**~~

PROJECT DESCRIPTION: A proposal to construct two industrial warehouse buildings with mezzanines totaling 867,070 square feet and a 343 tractor-trailer truck yard (on a separate 22.88 acre parcel) on a total 82.83 acres. The applicant also proposes a tentative parcel map merging the site into two parcels.

PROJECT LOCATION: The site is located southerly of Ellis Avenue, westerly of Case Road, easterly of Goetz Road, within the City of Perris, approximately 280 feet easterly and westerly of the northwest terminus of Runway 15-33 at Perris Valley Airport.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project boundary is located within Zones A (8.92 acres), B1 (17.49 acres), B2 (30.44 acres), C (14.00 acres), and D (19.09 acres), which limits average intensity to 25 people per acre in Zone B1, 100 people per acre in Zone B2, 75 people per acre in Zone C, and 100 people per acre in Zone D. No development is proposed in Zone A. The project is also located in Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, which does not restrict non-residential intensity.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed buildings:

- Office – 1 person per 200 square feet
- Warehouse – 1 person per 500 square feet

The project proposes to construct two industrial warehouse buildings with mezzanines totaling 867,070 square feet on a 59.95 acre proposed parcel, as well as a 343 tractor-trailer truck yard with a security booth on a separate 22.88 acre parcel which will not generate significant intensity. Therefore, the main intensity analysis will consist of the two industrial buildings on one parcel based on the underlying compatibility zones as indicated below:

- Within Zone B1 (17.49 acres) the project includes from Building 1 16,197 square feet of warehouse area and 1,500 square feet of office area, accommodating an occupancy of 40 people, resulting in an average intensity of 2 people per acre, which is consistent with the Compatibility Zone B1 average intensity criterion of 25 people per acre.

- Within Zone B2 (30.44 acres) the project includes from Building 1 389,919 square feet of warehouse area, and from Building 2 60,315 square feet of warehouse area, accommodating an occupancy of 901 people, resulting in an average intensity of 30 people per acre, which is consistent with the Compatibility Zone B2 average intensity criterion of 100 people per acre.

- Within Zone C (14.00 acres) the project includes from Building 1 169,786 square feet of warehouse area, 10,000 square feet of first floor office area, and 10,000 square feet of second floor office mezzanine area, accommodating an occupancy of 440 people, resulting in an average intensity of 31 people per acre, which is consistent with the Compatibility Zone C average intensity criterion of 75 people per acre.

- Within Zone D (19.09 acres) the project includes from Building 1 127,989 square feet of warehouse area, and from Building 2 5,146 square feet of warehouse area and 6,500 square feet of office area, accommodating an occupancy of 299 people, resulting in an average intensity of 16 people per acre, which is consistent with the Compatibility Zone D average intensity criterion of 100 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). An individual lot-by-lot analysis is included below:

- Parcel 1 includes 530 standard vehicles and 338 trailer spaces, accommodating a total

occupancy of 1,133 people, resulting in an average intensity of 19 people per acre, which is consistent with the Compatibility Zones B1, B2, C and D average intensity criterion of 25 people per acre in Zone B1, 100 people per acre in Zone B2, 75 people per acre in Zone C, and 100 people per acre in Zone D.

- Parcel 2 includes 343 trailer spaces, accommodating a total occupancy of 343 people, resulting in an average intensity of 15 people per acre, which is consistent with the Compatibility Zones B1, B2, C and D average intensity criterion of 25 people per acre in Zone B1, 100 people per acre in Zone B2, 75 people per acre in Zone C, and 100 people per acre in Zone D.

Non-Residential Single-Acre Intensity: Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project boundary is located within Zones A (8.92 acres), B1 (17.49 acres), B2 (30.44 acres), C (14.00 acres), and D (19.09 acres), which limits single acre intensity to 50 people in Zone B1, 200 people in Zone B2, 150 people in Zone C, and 300 people in Zone D. The project is also located in Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, which does not restrict non-residential intensity. No development is proposed in Zone A. The project is also located within March Air Reserve Base/Inland Port Airport Zone E, which does not restrict non-residential intensity.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for each of the buildings in each airport zone are as follows:

- Within Zone B1 the single acre intensity includes Building 1 16,917 square feet of warehouse area and 1,500 square feet of office area, resulting in a single acre intensity of 40 people, which is consistent with the Compatibility Zone B1 single acre intensity criterion maximum of 50 people.

- Within Zone B2 the single acre intensity includes Building 1 43,560 square feet of warehouse area, resulting in a single acre intensity of 87 people, which is consistent with the Compatibility Zone B2 single acre intensity criterion maximum of 200 people.

- Within Zone C the single acre intensity includes Building 1 23,644 square feet of warehouse area, 10,000 square feet of first floor office mezzanine area, and 10,000 square feet second floor office mezzanine area, resulting in a single acre intensity of 147 people, which is consistent with Zone C single acre intensity criterion maximum of 150 people (9,916 square feet of floor area inhabitable).

- Within Zone D the single acre intensity includes Building 1 43,560 square feet of warehouse area, resulting in a single acre intensity of 87 people, which is consistent with Zone D single acre intensity criterion maximum of 300 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones A, B1, B2, C or D.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area below the 60 CNEL range from aircraft noise. The Perris Valley Airport Land Use Compatibility Plan depicts the site as being affected by aircraft noise of 55 - 65 CNEL. Warehouse uses are identified as ‘clearly acceptable’ and ‘normally acceptable’ within this range. As a primarily industrial use not sensitive to noise (and considering typical anticipated building

construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within the office areas of the buildings.

Part 77: The elevation of Perris Valley Airport's Runway 15-33 at its northwesterly terminus is 1,417 feet above mean sea level (AMSL). At a distance of approximately 280 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,420 feet above mean sea level (AMSL). The site's maximum finished floor elevation is 1,424 feet AMSL and the maximum building height is 50 feet, resulting in a top point elevation of 1,474 feet AMSL. Therefore, review of the buildings by the FAA Obstruction Evaluation Service (FAA OES) was required. The applicant has submitted Form 7460-1, and the FAA OES has assigned Aeronautical Study Nos. 2023-AWP-1817-OE thru 2023-AWP-1828-OE to this project.

Determinations of No Hazard to Air Navigation letters were issued by the FAA OES on April 19, 2023, and it was determined that the buildings would not result in an impact to air navigation as long as the buildings were appropriately marked/lighted. The FAA OES conditions have been incorporated into ALUC's conditions.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 280 feet from the runway, and therefore would be subject to the above requirement.

The project includes ~~two bioretention basins~~ **infiltration trenches** totaling 250,000 square feet located in Zones B1, B2, C and D and therefore has the potential to provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such ~~limited~~ basins are permissible in Zones B1, C, and D when used in in conjunction with appropriate landscaping ~~for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes, and that vegetation is selected~~ so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

Open Area: The project site is split between Compatibility Zones A (8.92 acres), B1 (17.49 acres), B2 (30.44 acres), C (14.00 acres), and D (19.09 acres). Compatibility Zones B1 requires 30% (5.25 acres), C requires 20% (2.80 acres), and D requires 10% (1.91 acres) for a total of 9.96 acres of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas (Zone A requires all land to remain open area and Zone B2 does not require open area).

The project provides 25 acres of ALUC eligible open areas consisting of driveway aisles and parking lot areas within the proposed development. The project is conditioned to maintain these areas consistent with ALUC open area requirements of 300 feet by 75 feet minimum shape and prohibit obstructions greater than 4 feet in height that are at least 4 inches in diameter.

Perris Valley Airport Manager Opposition Comments: On February 16, 2023, ALUC staff received comments from the Perris Valley Airport Manager Pat Conaster in opposition to the project citing the following safety concerns (shown in direct quotes, with follow-up ALUC response):

1. "First safety of aircraft landing and departing with such a Large wall of building adjacent to the runway causing potential mechanical turbulence. This mechanical turbulence effecting not only airplanes but parachutists landing in adjacent field drop zone landing areas. Mechanical turbulence causes not only airplanes to crash but parachutes to collapse and potentially kill people".

The 2011 Perris Valley Airport Land Use Compatibility Plan (PVALUCP) identifies runway 15-33 as the officially recognized and designated runway, which is where the noise and safety zones are based on and created. The PVALUCP includes a reference that the "airport serves as a departure point for jump aircraft and a landing spot for skydivers". However, the PVALUCP does not contain any specific criteria or policies that deals directly with skydiving/parachuting operations other than "hazards to flight" which is a prohibited use, which is defined as: "hazards to flight include physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations". The proposed building heights were reviewed by the FAA OES and Determination of No Hazard letters were issued identifying that the buildings would not be an impact to air navigation as long as they were appropriately marked/lighted.

2. "Second this proposed building or buildings are located directly in the world's largest parachute drop zone. Persons and property being dropped day and night directly over, potentially causing damage or injury/fatalities to persons within these structures. 120,000 to 130,000 drops annually on an average".

See response to #1 above. Also, the 2011 State Airport Land Use Planning Handbook does not provide any guidance on skydiving/parachuting operations. The FAA also has Circular 105-2D, which identifies basic safety requirements for skydiving/parachuting, set forth by the United States Parachute Association. It identifies drop zone requirements as "areas used for skydiving should be unobstructed, with the following radial distances to the nearest obstacle: solo students and A-license holders – 330 feet; B and C license holders and all tandem skydives – 165 feet; and D license holders – 40 feet. The Airport Diagram exhibit within the PVALUCP identifies the "main parachute landing area (lawn)" as being located on airport property just east of the runway.

3. "Third it appears from the site plan that the RPZ for runway 15 is encroached with parking and potentially lighting and light poles. Based upon uses his project will have parked truck and trailers that will end up close to 14' high".

The site has been redesigned to relocate the driveaisle completely out of Compatibility Zone A (Runway Protection Zone). The project does not propose any development in Zone A.

4. "Fourth and I'm sure not last is the basins located adjacent to the runway, we already have a bird problem and I'm thinking this will make it worse".

The ALUC wildlife hazard analysis (provided above) indicates that the proposed bioretention basins are permissible in Zones B1, B2, C, and D when used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes, and that vegetation is selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as

providing 48-hour draw down of the basin), thus reducing the potential for wildlife attractant.

5. “In a nutshell it's the sheer size of the project with heights close to 50' changing historic wind and thermal patterns that really scare me. I'm sure you have heard these concerns from me on other projects but this one is literally on the airport. I also know you are aware we are The Perris Valley Public Airport and are open to the public and licensed as such although privately owned”.

Although it has been demonstrated in the above responses that ALUC lacks the jurisdiction to address these issues, it is recommended that the City of Perris, through the California Environmental Quality Act (CEQA) process, has the jurisdiction to further assess the project for these safety hazards as raised by the airport manager. The CEQA process that applies to this project is required to analyze and evaluate safety impacts by the local jurisdiction. Staff recommends that a wind analysis be performed to assess the safety impacts to parachute operations. Therefore, it is reasonable to assume that with the cooperation of the applicant, airport manager, and the City of Perris, that these issues expressed by the airport manager will be analyzed and evaluated during the CEQA process.

On May 9, 2023, Pat Conaster submitted new comments questioning the findings of the project’s FAA OES Aeronautical studies (2023-AWP-1817-OE thru 2023-AWP-1828-OE) which determined that the project’s buildings would not result in an impact to air navigation, as long as they were appropriated marked/lighted (the FAA OES conditions have been incorporated into ALUC’s conditions). The FAA OES reviewed the project’s building top point elevation and determined that the heights of buildings would not penetrate into the navigable airspace at the airport that would result in an impact to air navigation, as long as the buildings were marked/lighted appropriately to FAA OES standards, for the purpose of providing a warning to the pilots of the building’s presence.

At the July 13, 2023, hearing, Pat Conaster (and company) submitted further comments/documents in opposition to the project, arguing the following points: 1) that the project’s issued FAA OES Determination of No Hazard to Air Navigation was invalid, and 2) that the project needed to submit a mechanical turbulence study to analyze its safety impacts on the airport operations. The documents submitted included:

- **“A letter of agreement of airport managers showing parachute jump areas”. Neither the ALUC, FAA, or the project applicant were parties to this agreement, and is therefore non-binding to those parties. The agreement letter pertains to air traffic control, not determinations of height obstruction. The project is located on private land not owned by the airport, and is correctly reviewed by the FAA OES as an “off-airport property”.**
- **“FAA Socal TRACON exhibit for pilot education, showing a 1-mile radius for parachute jumping around Perris Valley Airport”. The exhibit does not have any on the proposed project’s ability to be developed under the criteria of the adopted ALUCP.**

Skydive Perris Opposition Comments: On March 6 and March 7, 2023, ALUC staff received comments from Skydive Perris representatives Dan Brodsky-Chenfeld and Andy Witcomb in opposition to the project. They also expressed concerns regarding the project’s impact on mechanical turbulence and windsheer on existing airport operations and parachuting, as well as a reduction in available area for parachutists to land, and impacts to Code of Federal Regulations (14 CFR) Part 105 regarding sport parachuting (which the FAA has issued Advisory Circular 105-2E providing suggestions for safe sport parachuting).

In 2013, the FAA issued Advisory Circular 105-2E providing suggestions for safe parachuting in compliance with 14 CFR, which the "FAA's primary responsibility with respect to skydiving is the protection of air traffic and persons and property on the ground", which Part 105 was developed to accomplish this task. The FAA recognizes sport parachuting as an aeronautical activity, and regulations requiring airports that have received FAA funding to accommodate this activity. Perris Valley airport is not FAA funded.

The FAA circular references in Section 6.c.2. Parachute Operations Onto Airports, that:

> "Airports may designate suitable parachute landing areas. While skydivers attempt to land in such areas, at times there may be inadvertent landings in other grass or hard-surfaced areas. This could include landings on runways, taxiways, and other hard-surfaced areas. Areas such as runways, taxiways, clearways, and Obstacle Free Zones (OFZ) are not prohibited areas but should not be designated as a primary landing area and should be vacated as soon as practical".

The circular identifies inadvertent landings could occur on runways, taxiways, clearways, and obstacle free zones located on the airport itself, which according to the 2011 PVALUCP, the main parachute landing area is also located on just east of the runway. The circular does not identify appropriate parachute landing area outside of the airport property as it is private property and not required by the 2011 PVALUCP to provide parachute landing area. However, the 2011 PVALUCP does require certain amount of the project area to be designated as ALUC open area to serve as an aircraft emergency landing area. The project provides 25 acres of ALUC eligible open area (which is defined as 300 feet by 75 feet minimum shape and prohibit obstructions greater than 4 feet in height that are at least 4 inches in diameter) in driveway aisles and parking lot areas which could be utilized by the parachutists in an emergency.

14 CFR Part 105, Section 105.5 (General) specifically states that "no person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from an aircraft, if that operation creates a hazard to air traffic or to persons or property on the surface". The 2011 PVALUCP identifies the main parachute landing area as located on the east side of the runway and on airport property. The proposed project is located on private property outside of the airport fence line, and north/northwest of the main parachute landing designated area. The project has been designed to be consistent with the 2011 PVALUCP, and is not required to provide any parachute landing areas.

Lastly, as indicated in the applicant's technical memo, the project has been designed to comply with the FAA Airport Design standards with building setbacks, entrance road locations, truck parking, trailer storage, fence lines, storm water quality basins, and security lighting. In addition, the project facilities are also positioned to exceed FAA and United State Parachute Association landing zone setback guidelines to avoid conflicts with parachute operations and parachute landing zones associated with Skydive Perris operation.

As outlined above, the ALUC lacks the jurisdiction to address these issues, and it is recommended that the City of Perris, through the CEQA process, has the jurisdiction to further assess the project for these safety hazards.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

   (f) Highly noise-sensitive outdoor nonresidential uses.

   (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. Prior to issuance of building permits, the property owner shall convey an avigation easement to the Perris Valley Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Perris.

4. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.

5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. This project has been evaluated as a two industrial warehouse buildings with mezzanines totaling 867,070 square feet on a 59.95 acre proposed parcel, as well as a 343 tractor-trailer truck yard. Any increase in building area, height, change in use to any higher intensity use, change in building location or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. Noise attenuation measures shall be incorporated into the design of the office area, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. At least 9.96 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

9. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and Riverside County as owner and operator of French Valley Airport. In the event of any reasonable complaint about glare related to aircraft operations, the applicant shall agree to such specific mitigation measures as determined or requested by Riverside County.

10. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2023-AWP-1817-OE thru 2023-AWP-1828-OE) and has determined that marking/ lighting of the structures are necessary for aviation safety in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapter 4, 5, (Red), and 15, and shall be maintained in accordance therewith for the life of the project, unless superseded by subsequent FAA determination(s) in writing.

11. The proposed buildings and site elevations shall not exceed the heights identified in the aeronautical studies.

12. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further

review by the Airport Land Use Commission.

13. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the structure heights and site elevations as identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

14. Within five (5) days after construction of the proposed building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

15. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as normal operation is restored, notify the same number.

X:\AIRPORT CASE FILES\Perris Valley\ZAP1028PV23\ZAP1028PV23sr.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

NOTICE

THERE IS AN AIRPORT NEARBY.

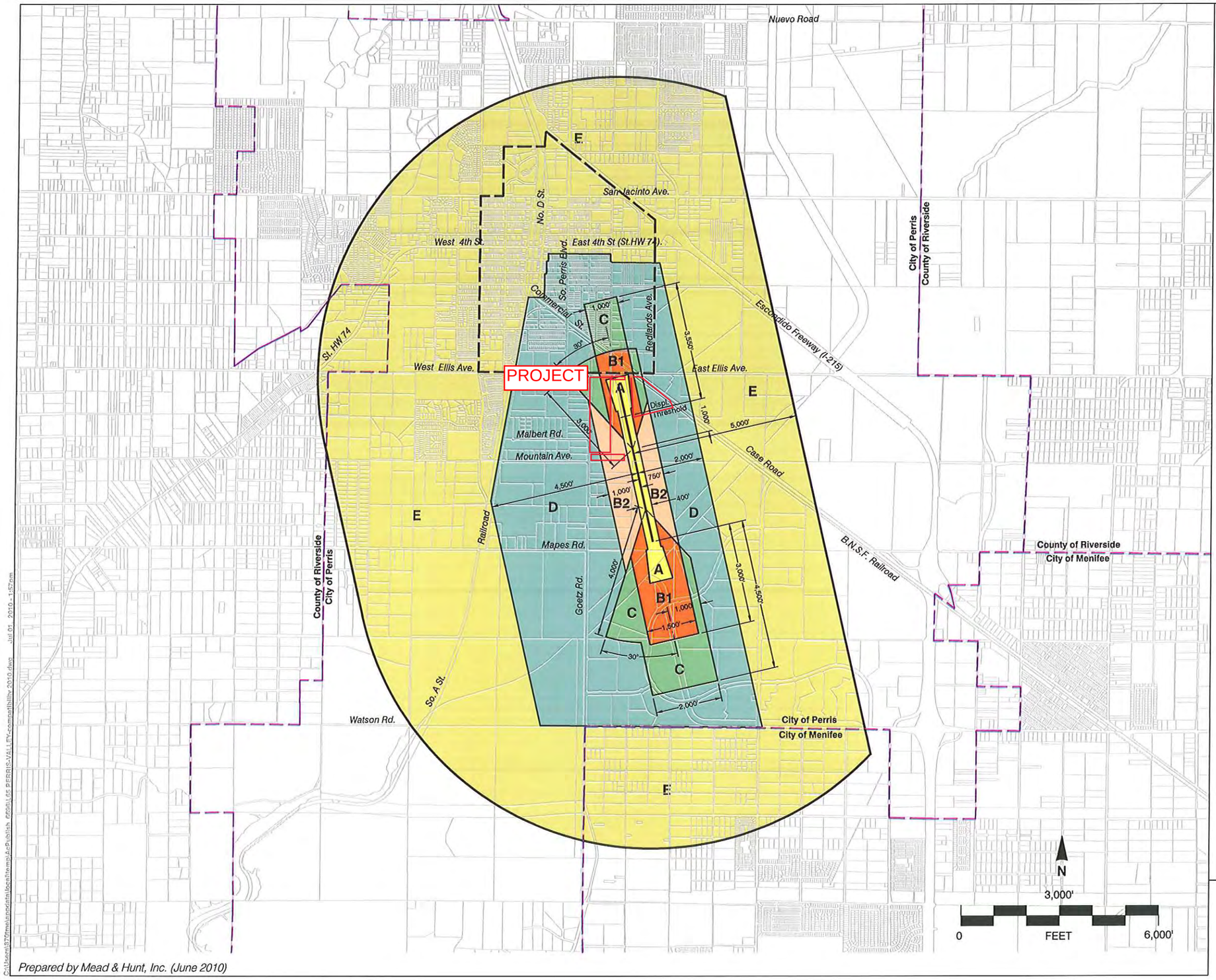
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

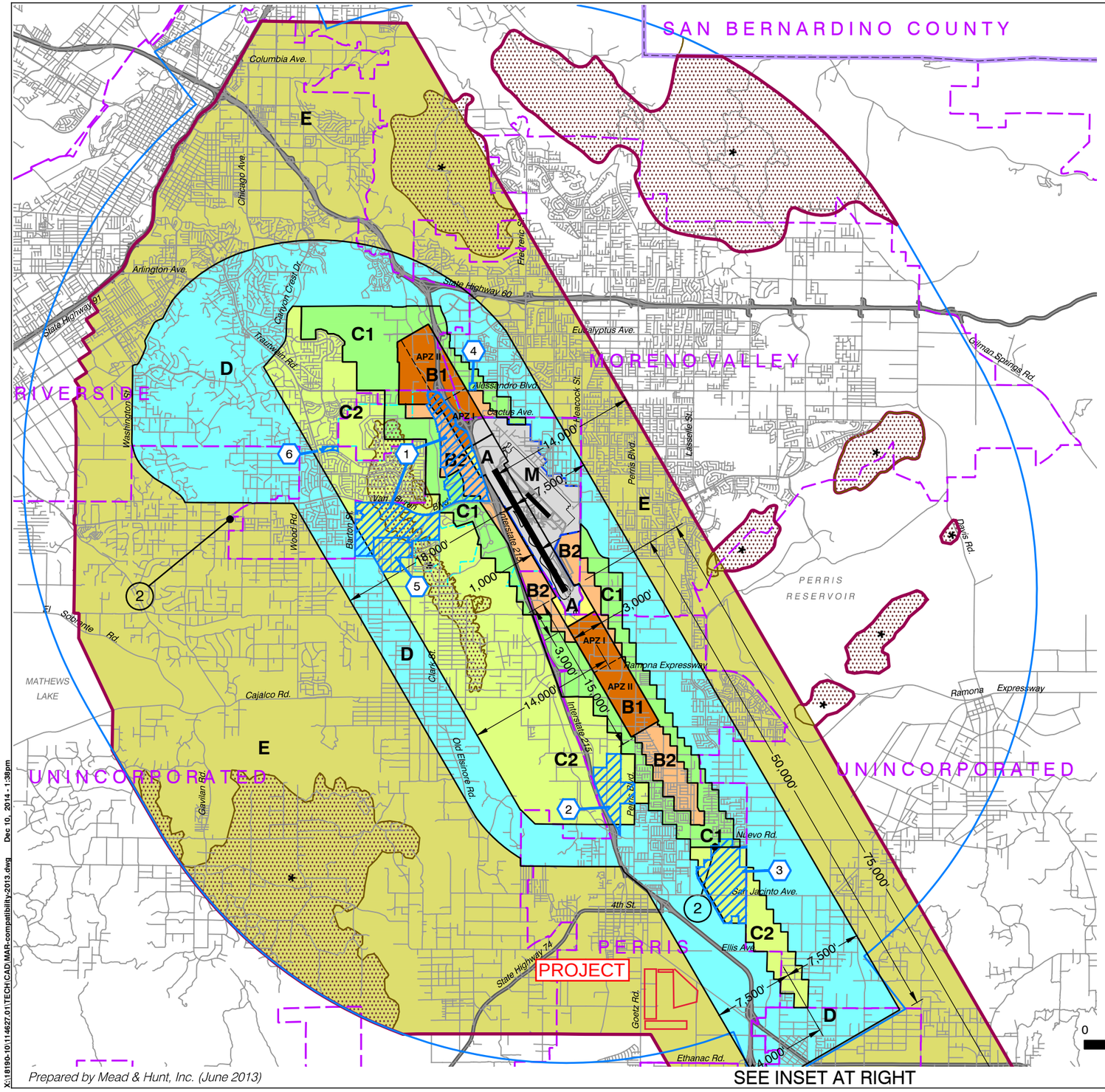
(July 2010 Draft)

Map PV-1

Compatibility Map

Perris Valley Airport

Prepared by Mead & Hunt, Inc. (June 2010)



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

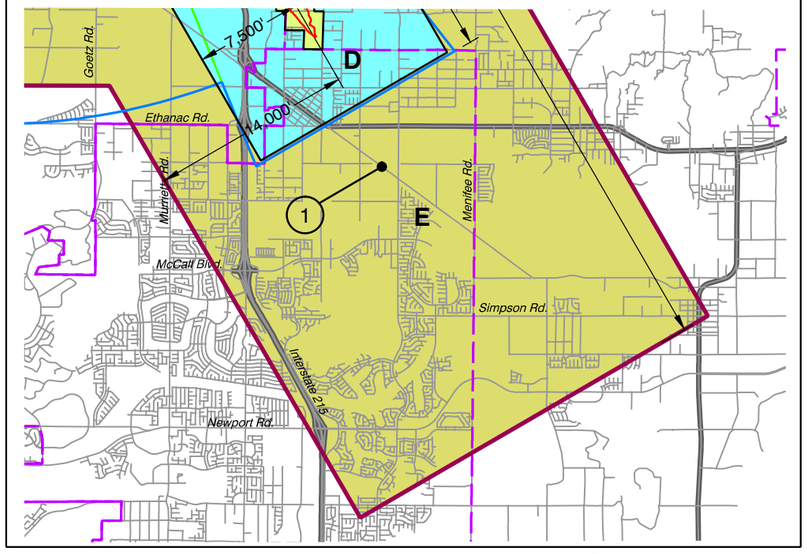
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

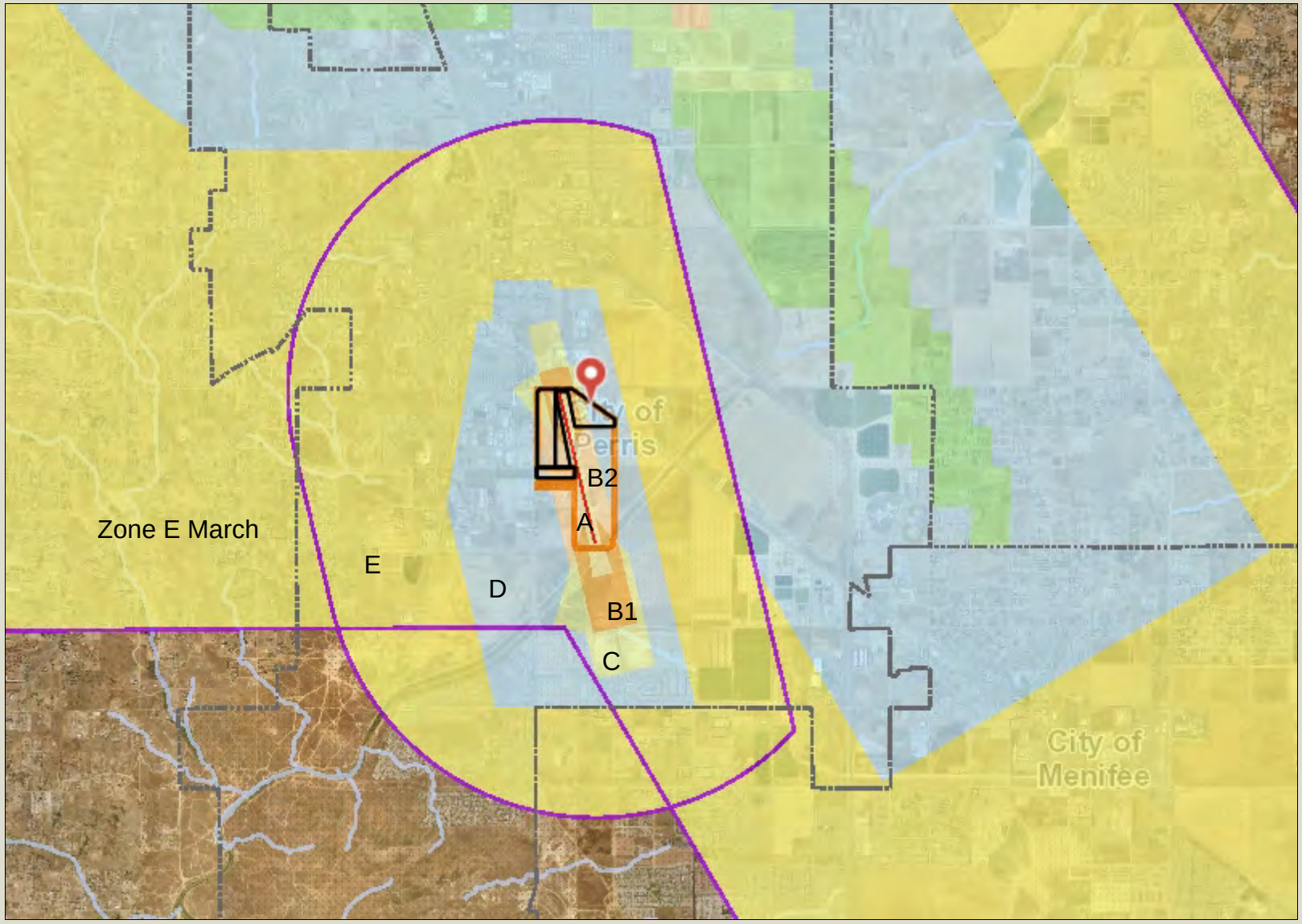
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

RCIT

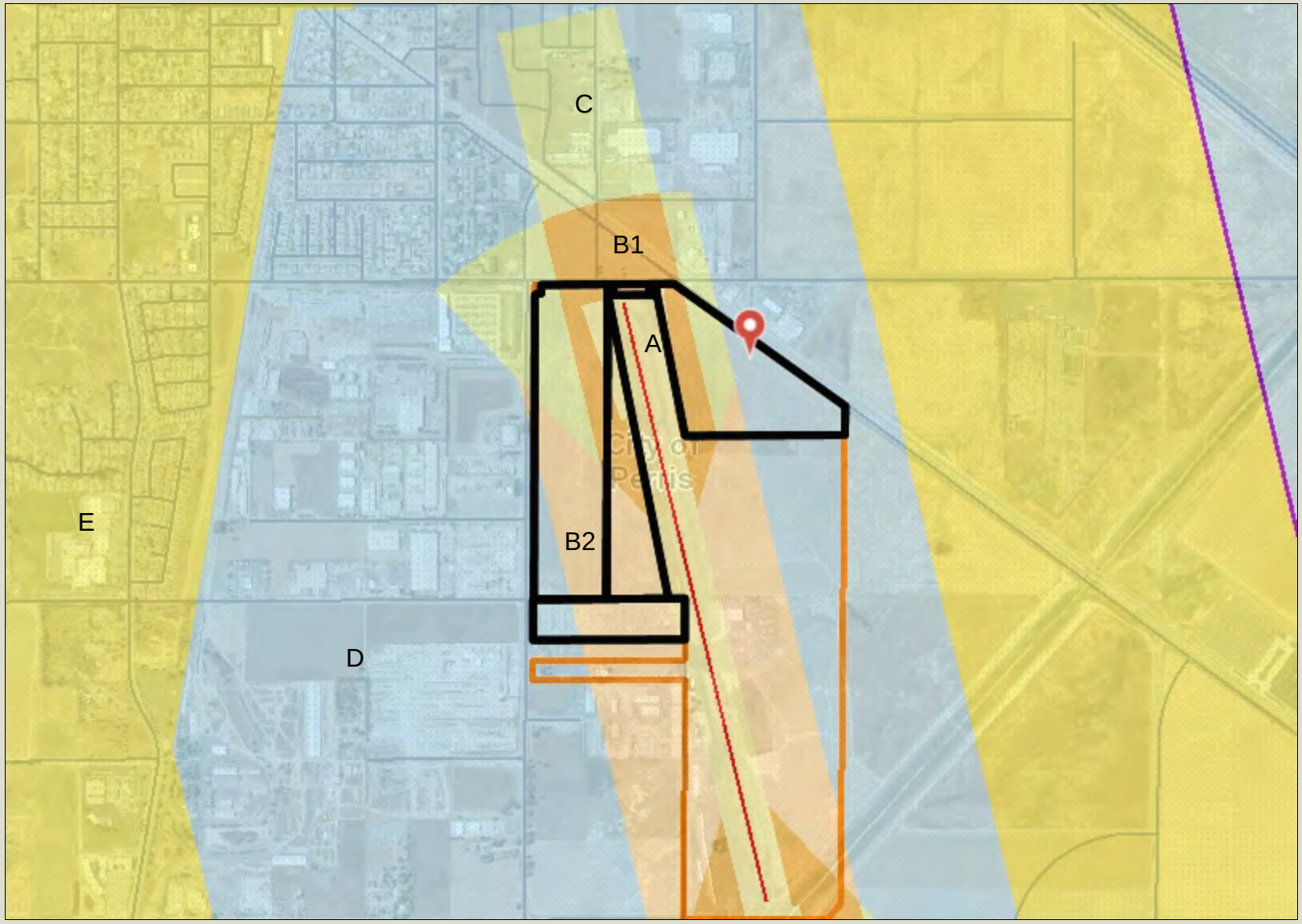
0 6,157 12,314 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 1/30/2023 10:16:19 AM

Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

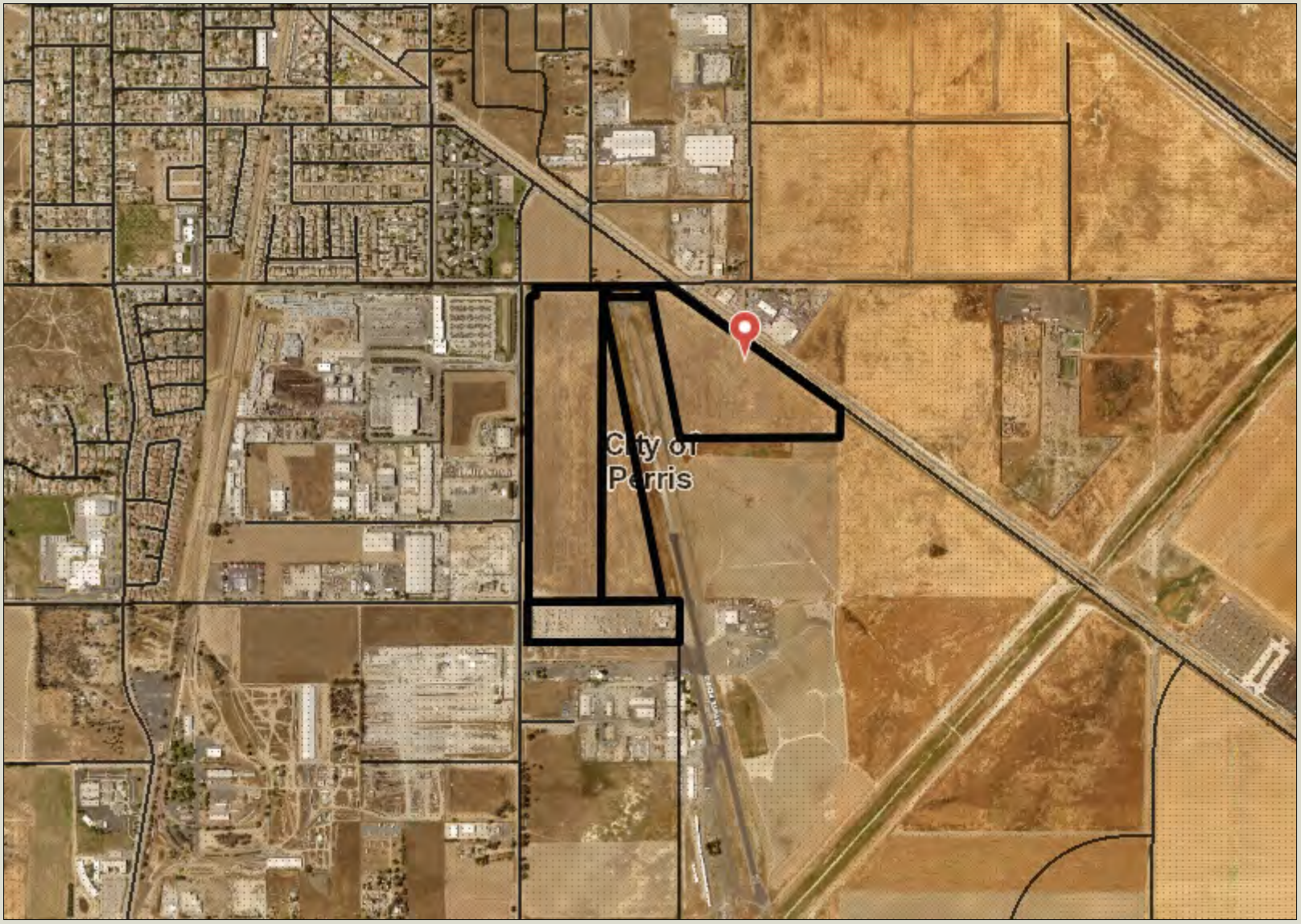
0 1,539 3,079 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 1/30/2023 10:19:54 AM

Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

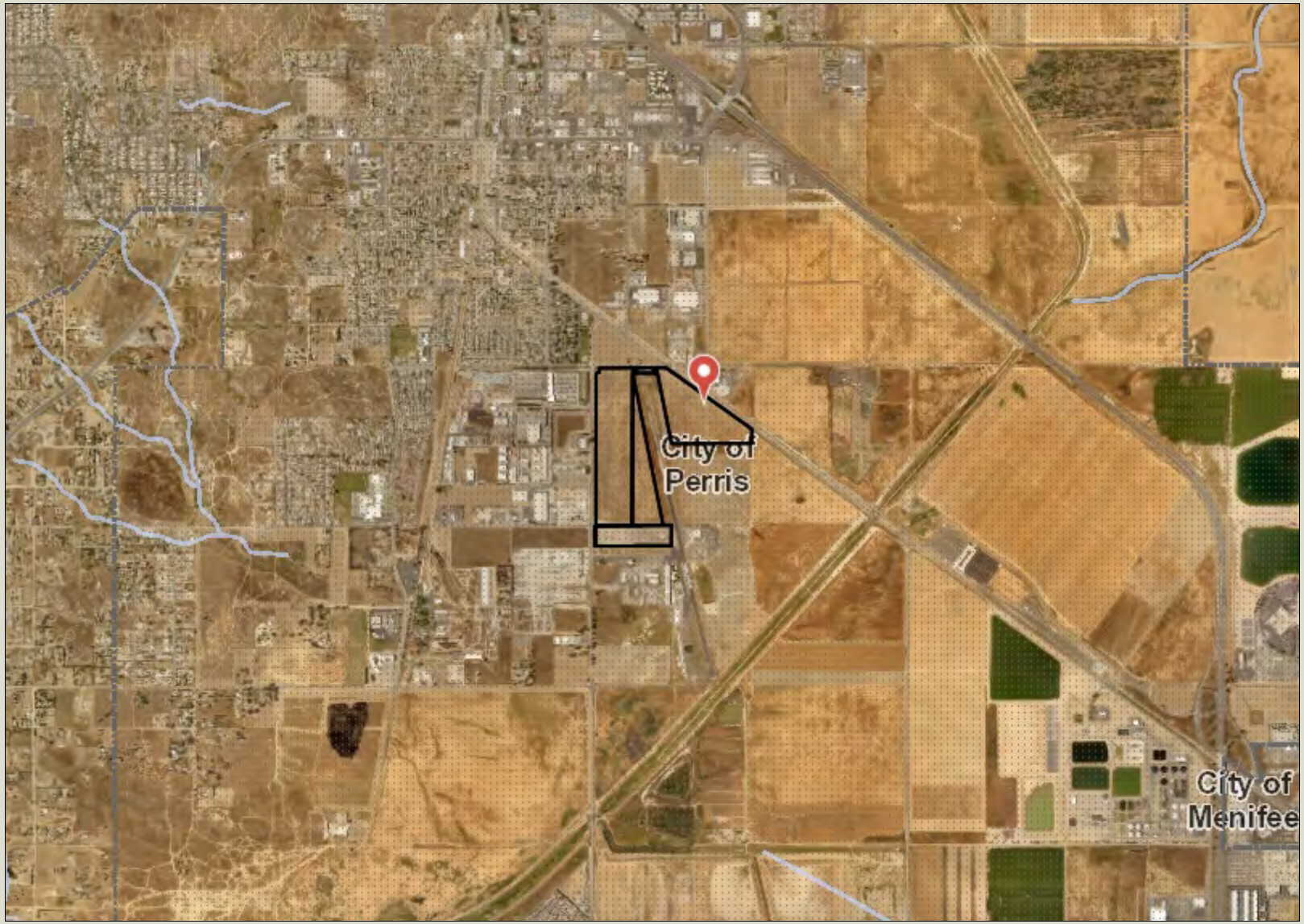
0 1,539 3,079 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 1/30/2023 10:20:54 AM

Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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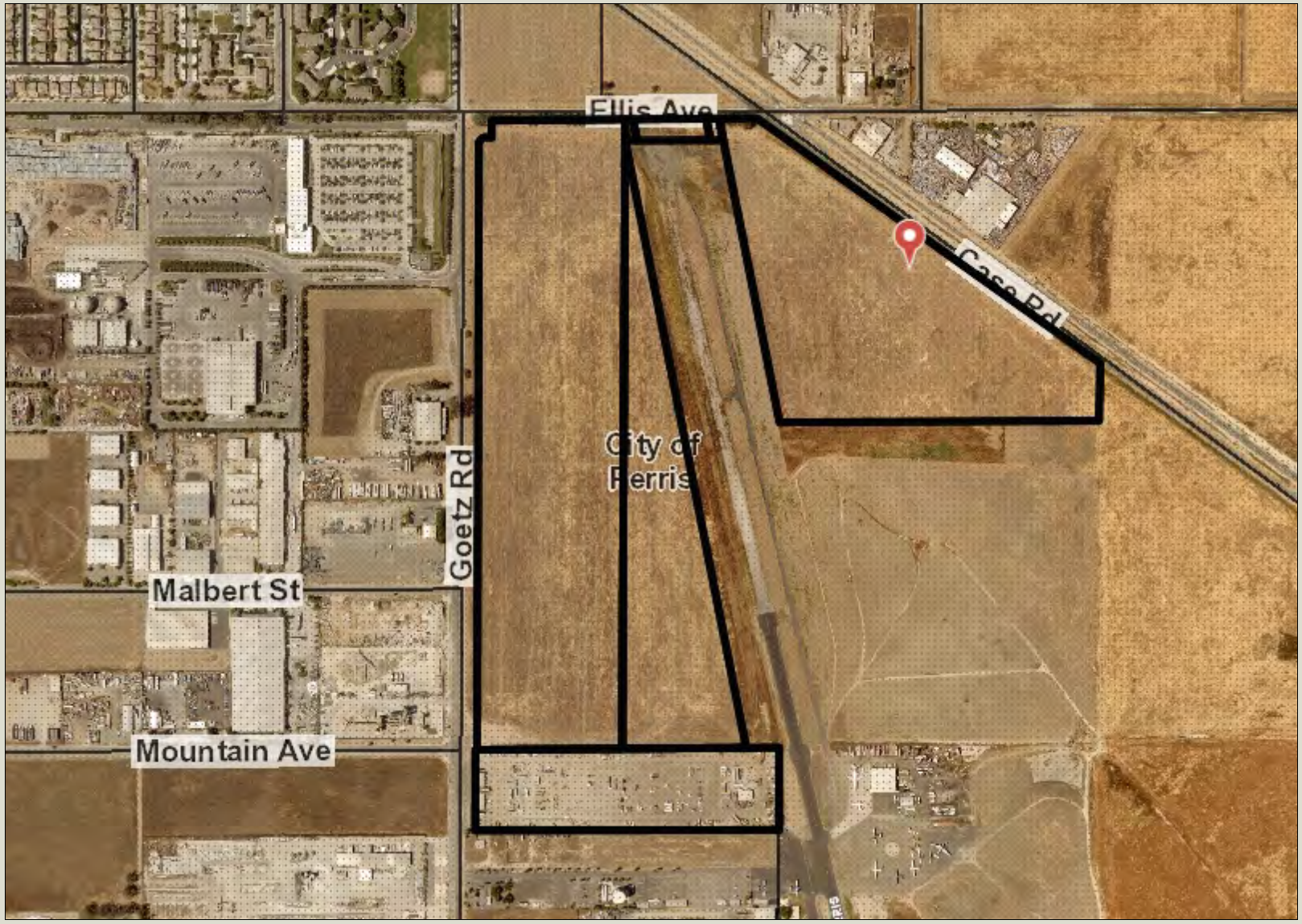
Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 1/30/2023 10:22:49 AM

Notes

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
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Telephone: 949.553.1313 | Facsimile: 949.553.8354
www.allenmatkins.com

Paige H. Gosney
E-mail: pgosney@allenmatkins.com
Direct Dial: 949.851.5444 File Number: 119600.02528/4893-1696-8049.1

Via Email (prull@rivco.org) / U.S. Mail

July 20, 2023

Riverside County
Airport Land Use Commission
Riverside County Administrative Center
Attn: Paul Rull, ALUC Director
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Re: Case No. ZAP1028PV23 - Landstar Companies

Honorable Members of the Commission:

We represent Landstar Companies, the applicant for Case No. ZAP1028PV23, which proposes the construction of two industrial warehouse buildings with mezzanines totaling approximately 867,070 square feet and a tractor trailer storage yard containing 343 spaces on a total of 82.83 acres located west of the Perris Valley Airport ("Project"). On July 13, 2023, the Riverside County Airport Land Use Commission ("ALUC") continued the hearing on Landstar's request for a determination of the Project's consistency with the Perris Valley Airport Land Use Compatibility Plan ("ALUCP") to the meeting scheduled for August 10, 2023.

In order to allow sufficient time for Landstar to comprehensively address the questions and concerns raised by the Commission at the July 13 hearing as well as respond to the claims asserted by those opposed to the Project, Landstar respectfully requests a further continuance of the hearing on the Project's ALUCP consistency to the Commission's regularly-scheduled meeting for September 2023.

We appreciate the Commission's anticipated cooperation and agreement to this request for a brief continuance. Please contact us if you have any questions or wish to discuss this matter in further detail.

Very truly yours,

Paige H. Gosney

PHG

cc: Paul Rull, ALUC Director (via e-mail only)
Barbara Santos, ALUC Commission Secretary (via e-mail only)
Raymond Mistica, ALUC Counsel (via e-mail only)
Nick Johnson, Johnson Aviation (via e-mail only)
Client (via e-mail only)

#3.10

Rull, Paul

From:	Ivana Zivcevski <izivcevski@g10law.com>
Sent:	Wednesday, July 12, 2023 11:32 AM
To:	Lou Galuppo
Cc:	Melania Mirzakhanian
Subject:	FW: Letter to FAA re findings of No Hazard determination
Attachments:	2023-07-10 Letter of objections to FAA findings with enclosure.pdf

Hi Lou,
Here is the email to FAA.

From: Ivana Zivcevski
Sent: Wednesday, July 12, 2023 11:24 AM
To: dan.shoemaker@faa.gov
Cc: victor.globa@faa.gov; charlotte.jones@faa.gov; richard.chao@faa.gov; brian.armstrong@faa.gov; dave.kessler@faa.gov; Rull, Paul <PRull@rivco.org>
Subject: Letter to FAA re findings of No Hazard determination

Hello,

Our office represents the Perris Valley Airport, a concerned stakeholder in the Perris community.

It has come to our attention that the ALUC staff report will be on the Agenda on July 13th ALUC meeting.

After reviewing the staff report, learned that the FAA received twelve applications from CH Realty, who represents the Developer for the development adjacent to the Perris Valley Airport.

Based on the response to such applications and determination issued on April 19, 2023, enclosed please find our letters with a summary of objections to the FAA findings of "No Hazard Determination".

In a behalf of Mr. Galuppo and Ms. Mirzakhanian,

Ivana Zivcevski
Transaction Coordinator/Legal Assistant

G10 Galuppo Watts & Schneider
G10 LAW ATTORNEYS · COUNSELORS · ADVISORS
a Professional Law Corporation
5946 Priestly Drive
Suite 200
Carlsbad, California 92008
tel 760.431.4575
fax 760.431.4579
www.g10law.com

Galuppo Watts & Schneider
G10 LAW
ATTORNEYS · COUNSELORS · ADVISORS

July 10, 2023

Sent via E-Mail to dan.shoemaker@faa.gov

Mr. Daniel Shoemaker
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: OBJECTION TO FAA FINDINGS OF NO HAZARD DETERMINATION AND REQUEST FOR RECONSIDERATION
Applications: 2023-AWP - 1817-OE through 2023-AWP-1828-OE

Mr. Shoemaker:

Our office represents the Perris Valley Airport, a concerned stakeholder in the community, and while reviewing ALUC's staff report published last week in preparation for the scheduled ALUC meeting on July 13th, it has come to our attention that the FAA received twelve applications from CH Realty (the "**Applicant**") in January this year and issued a determination on April 19, 2023 (the "**Project**"). We believe this is an "**on-airport**" development as described below, especially in light of the Agreement described and defined below. Lastly, one of the FAA's missions is to protect existing aviation use. This includes skydiving.

We are writing this letter to express our strong objection to the recent findings of the Federal Aviation Administration (the "**FAA**") regarding the determination of no hazard under **Title 14 Chapter 1 Subchapter E Part 77** and the failure to consider and evaluate the effect of the rights of the operators of the Perris Valley Airport as set forth in the enclosed Letter of Agreement regarding: (1) 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; (2) 14 CFR Part 105, Parachute Operations; (3) Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and (4) FAA Order JO 7210.3 Facility Operation and Administration.

After careful review of the FAA's determination and its possible impact on the surrounding community, especially the Perris Valley Skydiving School and the Perris Valley Airport, we believe that the conclusion reached by the FAA is unjustified and fails to adequately consider the potential risks and perilous adverse impacts on the Perris Valley Skydiving School ("**School**") and the Perris Valley Airport Aviation Services (military, professional parachutists, and pilots - "**Airport**"). The Airport and School supports on average 120 to 150 employees.

We highlight the following points of concern and objection regarding the FAA's findings:

1. **Inadequate Evaluation of Potential Hazards:** The FAA's determination appears to overlook significant hazards and fails to thoroughly evaluate the potential risks posed by the proposed Project as an "**on-airport**" development.

   It is crucial that a comprehensive assessment is conducted, considering factors such as the Project's **proximity** *to the Perris Valley Skydiving School*, and environmentally sensitive regions.

   First, as you are aware of, the FAA mislabeled the proposed Project as an off-airport development when map overlays show that that the proposed Project should be considered an on-airport project which follows different standards for evaluating project. The FAA failed to follow such standards as ***"Evaluations for on-airport proposals are administered by the FAA Airports Division with coordinated assistance from Flight Procedures, Technical Operations and Air Traffic Divisions."***

   Secondly, the proposed drawings and notes state that USPA BSR's are met because the minimum radial distance for landing area is 330 feet clear of obstacles. However, this determination is made on the mistaken presumption that the center point of the landing is used to determine the clearance. In reality, the 330-foot radial distance must be calculated from the *edges* of the landing areas.

   Pursuant to Section 77.29 (a), "*The FAA conducts an aeronautical study to determine the impact of a proposed structure*". Please provide us a copy of the report immediately for our review and assessment.

2. **Lack of Application of the Letter of Agreement, Effective January 7, 2016 ("Agreement"):** The purposes of the letter recognized that Airport and School are near heavy and/or complex traffic flows in Southern California Terminal Radar Approach Control airspace, and Los Angeles Air Route Traffic Control Center airspace. The parties to the Agreement used the contract to set procedures and responsibilities. The FAA cannot ignore an agreement that is a part of its own orders.

   The Agreement expressly added the terms, conditions, restrictions, and delineations as supplements to 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; 14 CFR Part 105, Parachute Operations; Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and FAA Order JO 7210.3 Facility Operation and Administration.

   As a supplement the Code of Federal Regulations and FAA orders dealing with skydiving and parachute operations, the Agreement must be considered and the legal and constructional private, service, and property rights set forth in the letter and otherwise maintained and protected (not ignored and adversely impacted) ("**Rights**"). The prime consideration of these Right is found in section 5.f.(1), which states:

   (1) The Perris Valley Airport parachute jump area is defined as a one nautical mile radius of HDF VOR 220° 1NM fix.

   The area described in the Agreement is depicted below by the brown circle. The green line in the circle is the runway. And, the blue rectangle is the soaring zone for skydivers. Based

on this map, it is easy to see that the Project directly impacts the operation of the Airport and School in violation of the purpose and spirit of the Agreement. Worse, it seems the Project is an "**on-airport**" development; thus, the impacts must be studied, determined, and mitigated (if such is even possible).

3. **Need for Parachute Operations at Perris Valley to be fully considered:** These Federal Regulations and Orders by the FAA, supplemented by the Agreement demands that the Parachute Operations at Perris Valley must be fully considered, in every aspect.

Since April 2011, on average, the Airport has over **76,148** takeoffs/assents, along with **76,148** (on average per year **6,340**) landings/descents. The related drops/jumps during this period are in excess of **1,522,000** (on average per year over **126,000**). In an effort to streamline specification revisions, the U.S. Government has delegated ownership of certain specifications and standards to commercial entities, typically industry groups. The goal is to maintain, update, and disseminate the information contained within such guidelines, specifications, and standards efficiently and accurately. In the United States, the one of best organizations to provide the FAA with safety-based criteria, protocols, and standards for

parachutists in turbulent situations is the U.S. Parachute Association (i.e., [Parachute Industry Association] "**Association**") and related consultants.

For skydivers, the Association provides a simple presentation and teaching materials related to turbulence. It states:

3. Turbulence sometimes occurs in the landing area.
    1. Anticipate turbulence 10-20 times the height of an obstacle on the downwind side.
    2. The effects and likelihood of turbulence increase with wind speed.
    3. Turbulence often occurs—
        1. near runways
        2. alongside roads
        3. where two areas of different colors or textures meet
        4. behind other canopies (wake turbulence)
        5. over irregular terrain
        6. downwind of the propeller wash of a taxiing aircraft

cite: Sky Diver's Information Manual 2023-2024, Section 4 Category C, Section B.3.

This translates to meaning that a turbulence study needs to be made over a period of one year so we can understand the effect of wind effects at Perris Airport (not March Airport Base). Here is an anecdotal example of why Perris Airport's study is needed:

- March Airforce Base – **Winds at 3.45MPH out of NW**

Wind 290° at 3 kts

- Perris Valley Airport – **Winds at 14 MPH out of SE**

4. **Lack of Mandatory Notices and Public Engagement**: The findings made by the FAA seem to have been reached without sufficient transparency and public engagement.

The provision of timely and accurate notices is not only crucial to ensure transparency,

accountability, and the opportunity for meaningful engagement from all affected parties but also a legal required under Part 77.9. By neglecting to fulfill this legal obligation, the FAA has denied us the chance to voice our concerns, provide valuable input, and contribute to the decision-making process.

The FAA must maintain the principles of fairness, transparency, and public participation when assessing potential hazards and determining the impact of projects on the surrounding community and provides clear and accessible information. **The failure to provide adequate notice infringes upon our client's constitutional rights of due process and to be informed, participate in the decision-making process, and voice our concerns regarding potential hazards and risks associated with the project.**

Based on the aforementioned concerns and procedural oversight, we respectfully request that the FAA immediately retract its determination letters for all above-mentioned applications, reopen the matter to conduct more thorough and appropriate assessments of the proposed Project, to permit our client's active participation during the report period and evaluation process.

We appreciate your attention to this urgent matter and look forward to a prompt response. Please acknowledge the receipt of this letter. We look forward to your professional cooperation and courtesies. We very much want to work with you in this regard.

Sincerely,

G10 LAW
a Professional Law Corporation

LOUIS A. GALUPPO
Managing Shareholder

Enclosures: Letter of Agreement

cc: Airport Compliance Specialist (via email)
Airport Safety Specialist (via email)
Airport Improvement Program (via email)
Airport Engineer (via email)
Environmental Program Specialist (via email)
Paul Rull, ALUC Director (via email)

Southern California Terminal Radar Approach Control, Los Angeles Air Route Traffic Control Center, March Air Reserve Base Airport Traffic Control Tower/Ground Controlled Approach, Skydive Elsinore Inc., and Perris Valley Skydiving Center

LETTER OF AGREEMENT

Effective: January 7, 2016

SUBJECT: Parachute Operations at Lake Elsinore and Perris Valley

1. PURPOSE. To establish procedures and responsibilities for coordinating and conducting parachute operations near heavy and/or complex traffic flows in Southern California Terminal Radar Approach Control airspace, and Los Angeles Air Route Traffic Control Center airspace in the vicinity of Lake Elsinore and Perris Valley.

2. CANCELLATION. Southern California Terminal Radar Approach Control, Los Angeles ARTCC, March Field Airport Traffic Control Tower/Ground Controlled Approach, Perris Valley Sky Diving center, Perris Valley Ultralight Park, Adventure Flights Inc., Skydive Elsinore Inc., Skydiving Adventures Parachute School, and Jim Wallace Skydiving School Letter of Agreement, dated May 15, 1996.

3. BACKGROUND. Skydive Elsinore Inc. and Perris Valley Skydiving Center engage in non-emergency parachute operations in close proximity to multiple established traffic flows used by turbojet air carrier aircraft. Due to the concentration of other air traffic and the Skydive Elsinore Inc. and Perris Valley Skydiving Center desire to conduct skydiving operations at altitudes up to and including 17,500' MSL, this Letter of Agreement (LOA) describes operating and coordination procedures to help promote safety for all airspace operators. Changes to this LOA may be proposed by any signatory at any time.

4. SCOPE. The provisions of this LOA apply to Southern California Terminal Radar Approach Control (SCT), Los Angeles Air Route Traffic Control Center (ZLA), March Air Reserve Base Airport Traffic Control Tower (ATCT)/Ground Controlled Approach (GCA), Skydive Elsinore Inc., and Perris Valley Skydiving Center when conducting parachute operations at the Lake Elsinore and Perris Valley drop zones.

a. Aircraft subject to this LOA must be equipped with VOR/DME, LORAN, RNAV or GPS navigational equipment, an operable transponder having mode 3/a 4096 code capability, and an operating radio transceiver. ATC will assign the transponder code(s) and frequency for use while operating in the vicinity of the drop zone.

b. This letter is supplemental to 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; 14 CFR Part 105, Parachute Operations; Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and FAA Order JO 7210.3, Facility Operation and Administration.

5. DEFINITIONS.

a. Climb/Descent Area: Predetermined area where aircraft climb/descend to prepare for or complete jump operations.

b. Drop Zone: Any predetermined area upon which parachutists or objects land after making an intentional parachute jump or drop.

c. Jump Zone: The airspace directly associated with a drop zone. Vertical and horizontal limits may be locally defined.

d. Parachute Drop: The descent of an object to the surface from an aircraft in flight when a parachute is used or intended to be used during all or part of that descent.

e. Parachute Jump: A parachute operation that involves the descent of one or more persons to the surface from an aircraft in flight when an aircraft is used or intended to be used during all or part of that descent.

f. Parachute Jump Area: Predetermined area in which a parachute operation will commence.

(1) The Perris Valley Airport parachute jump area is defined as a one nautical mile radius of HDF VOR 220° 1NM fix.

(2) The Lake Elsinore/Skylark Field parachute jump area is defined as a one nautical mile radius of HDF VOR 198° 10.5NM fix.

g. Parachute Operation: The performance of all activity for the purpose of, or in support of, a parachute jump or a parachute drop. This parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist in command and passenger in tandem parachute operations, drop zone or owner or operator, jump master, certificated parachute rigger, or pilot.

6. RESPONSIBILITIES.

a. All parties will provide current telephone numbers for each ATC facility and operators.

b. Skydive Elsinore Inc. and Perris Valley Skydiving Center must:

(1) Ensure all pilots operating under this LOA for the purpose of parachute operations:

(a) Are familiar with and adhere to the procedures addressed in this LOA, and are aware of traffic flows and air traffic operations impacting the climb/descent areas and

drop zones to include periods of moderate to heavy traffic flows in the vicinity of the drop zones and/or prescribed climb/descent area(s).

(b) Be in communications with SCT at least five minutes before the parachute operation begins to receive information about air traffic activity in vicinity of the parachute operation. Once the last skydiver has departed the aircraft, the aircraft will no longer be considered to be conducting parachute operations.

c. Perris Valley Skydiving Center must:

(1) Remain within prescribed climb/descent area, while in Class C Airspace, depicted in Attachment 1.

d. Skydive Elsinore Inc. must:

(1) Request approval prior to operating outside prescribed climb/descent area depicted in Attachment 2.

e. Radar identification and advisories provided by Air Traffic Control (ATC) to jump aircraft does not imply that separation service is provided. In keeping with 14 CFR Parts 91.123 and 91.155, if ATC issues a clearance or instruction to a parachute pilot, the pilot will comply while still operating under visual flight rules (VFR). If unable, the pilot will advise ATC.

7. PROCEDURES.

a. Pilots conducting parachute operations under this LOA must:

(1) Squawk pre-assigned beacon code from Attachment 4 on departure.

(2) Contact the appropriate ATC facility for VFR traffic advisories. The pilot must advise ATC of the call sign, planned jump altitude(s), and any other pertinent information.

(3) Advise the appropriate ATC facility two minutes prior to releasing jumpers and advise when last jumper is away and aircraft is descending.

(4) Remain above the highest jumper until below 4000' MSL.

b. If during any flight the required radio communication becomes inoperative, any jump activity from the aircraft into controlled airspace must be abandoned. However, if communication becomes inoperative in-flight after release of jumpers, the parachuting activity may be continued. The aircraft must change transponder code to 7600 for one minute and then return to assigned beacon code. This procedure (alternation of beacon codes) must continue until the aircraft is on the ground.

c. Skydive Elsinore Inc. will:

(1) Replace 'November' in call sign/radiotelephony with 'Moonshine' followed by the numbers of the aircraft radiotelephony call sign. *Example: MS1.*

d. Perris Valley Skydiving Center will:

(1) Replace 'November' in call sign/radiotelephony with 'Perris' followed by the numbers of the aircraft radiotelephony call sign. *Example: PS1.*

(2) Contact GCA on frequency 133.5 when open for Class C services.

(3) Contact SCT on frequency 134.0 when GCA is closed or above 5000' MSL.

e. SCT will:

(1) Provide radar flight following service when requested and to the extent possible to parachute jump aircraft contingent upon equipment and workload limitations.

(2) To the extent possible, issue advisories on known traffic that will transit the drop zone.

(3) Advise Skydive Elsinore Inc. and Perris Valley Skydiving Center of any unusual activities that may impact parachute operations.

(4) Point Out jump aircraft prior to entering ZLA or GCA airspace. SCT is not required to point out jump aircraft to GCA that remain within the climb/descent area during ascent.

(5) Advise GCA or ZLA of any intermediate jumps.

f. GCA will:

(1) Upon notification of jump activity:

(a) Ensure that aircraft under their control within Class C and/or delegated airspace remain clear of the drop zone.

(b) Issue advisories in accordance with FAA JO7110.65 to other aircraft under their control that will transit the drop zone.

(c) Provide appropriate separation between aircraft under their control and descending jump aircraft.

(2) Assign frequency 134.0 to aircraft climbing to a jump altitude above 5000' MSL.

g. ZLA will:

(1) Upon acceptance of point out on parachute jump aircraft:

(a) Issue advisories in accordance with FAA JO7110.65 to aircraft under their control that will transit Climb/Descent Area.

(b) Issue traffic advisories on the jump aircraft in accordance with FAA JO7110.65.

(c) Execute Remove Strip on jump aircraft when descending out of ZLA airspace.

8. INTER-FACILITY COORDINATION PROCEDURES.

a. In lieu of a verbal point out, SCT will be authorized to enter ZLA/GCA airspace as described below.

(1) Acceptance of an automated handoff (flashing data block) by ZLA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter Sector 12 airspace up to 14000' MSL within the Climb/Descent Area depicted in Attachment 2. This is also acknowledgment that jump activity will commence when jump aircraft reaches 14000' MSL. ZLA will issue advisories in accordance with FAA JO7110.65.

(2) Acceptance of an automated handoff (flashing data block) by GCA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter GCA airspace as defined in the Climb/Descent area and approval of jump activity. GCA will issue advisories in accordance with FAA JO7110.65.

9. SPECIAL OPERATIONS.

a. Special jump operations must include, but are not limited to, military operations, scheduled special events, competitions, exhibitions, night operations, or anytime a heavier than usual jump schedule is anticipated. To the extent possible, Skydive Elsinore Inc. and Perris Valley Skydiving Center must provide SCT and GCA 10 days advanced notice of such unusual activity.

b. Parachute operations over or into a congested area or an open-air assembly of persons, require an FAA Certificate of Authorization or Waiver and are beyond the purview of this LOA.

10. ATTACHMENTS.

a. Attachment 1 - Depiction of Climb/Descent Areas

b. Attachment 2 - Depiction of Parachute Jump Areas

c. Attachment 3 - Major Traffic Flow Depiction

d. Attachment 4 - Discrete Beacon Codes

e. Attachment 5 – Facility Phone Numbers

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
Perris Valley Skydiving Center
Subject: Parachute Operations at Lake Elsinore and Perris Valley
Effective: January 7, 2016

Approved:

Barry J. Davis
Air Traffic Manager
Southern California TRACON

Dale Westall
Air Traffic Manager
Los Angeles ARTCC

Gary M. Johnson
Air Traffic Representative
Western Service Area

Gerard P. Malloy, Colonel, USAFR
Commander, 452d Operations Group
452d Air Mobility Wing
March Air Reserve Base, California

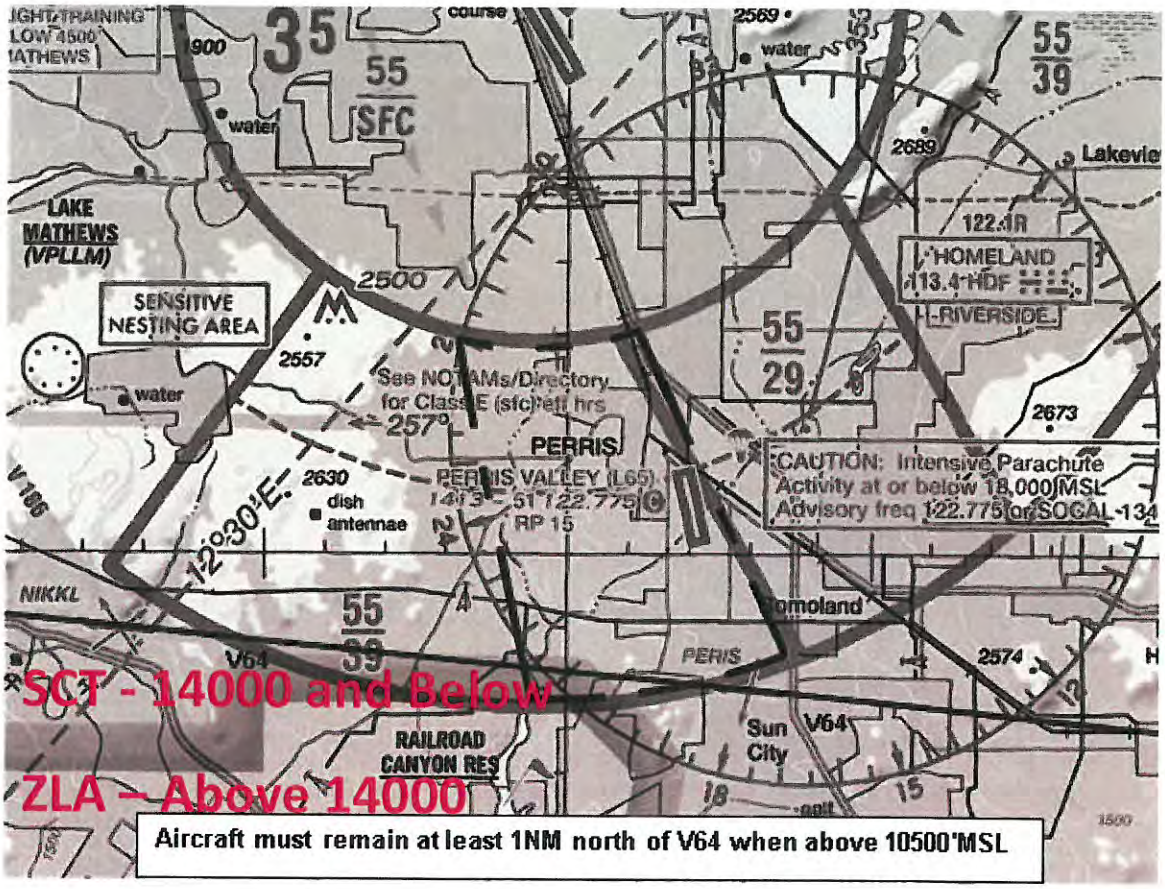
Christopher R. Noel, GS-13, DAF
Air Traffic Manager
452d Operations Support Squadron
March Air Reserve Base, California

Patrick Conatser
President
Perris Valley Aviation Services Inc.

Karl Gulledge
Chief Operating Office
Skydive Elsinore Inc.

DEPICTION OF CLIMB/DESCENT AREAS

1. Perris Climb/Descent Area is defined as that airspace within the March ARB Class C airspace commencing five nautical miles southeast of March ARB at the intersection of Highway 215 and Nuevo Road (33° 48' 00" North 117° 13' 45" West), then southeast via a straight line to the intersection of Highway 215 and McCall Boulevard (33° 43' 25" North 117° 11' 15" West), then clockwise via the southern boundary of the March ARB Class C airspace to a point just south of Kabian County Park (33° 42' 45" North 117° 15' 30" West), then northwest bound via a straight line to the eastern edge of the Mead Valley Refuse Disposal Area (33° 47' 40" North 117° 16'40" West), then eastbound via the March ARB Class C airspace five nautical mile arc to the point of beginning, from the surface up to and including 5500 feet MSL



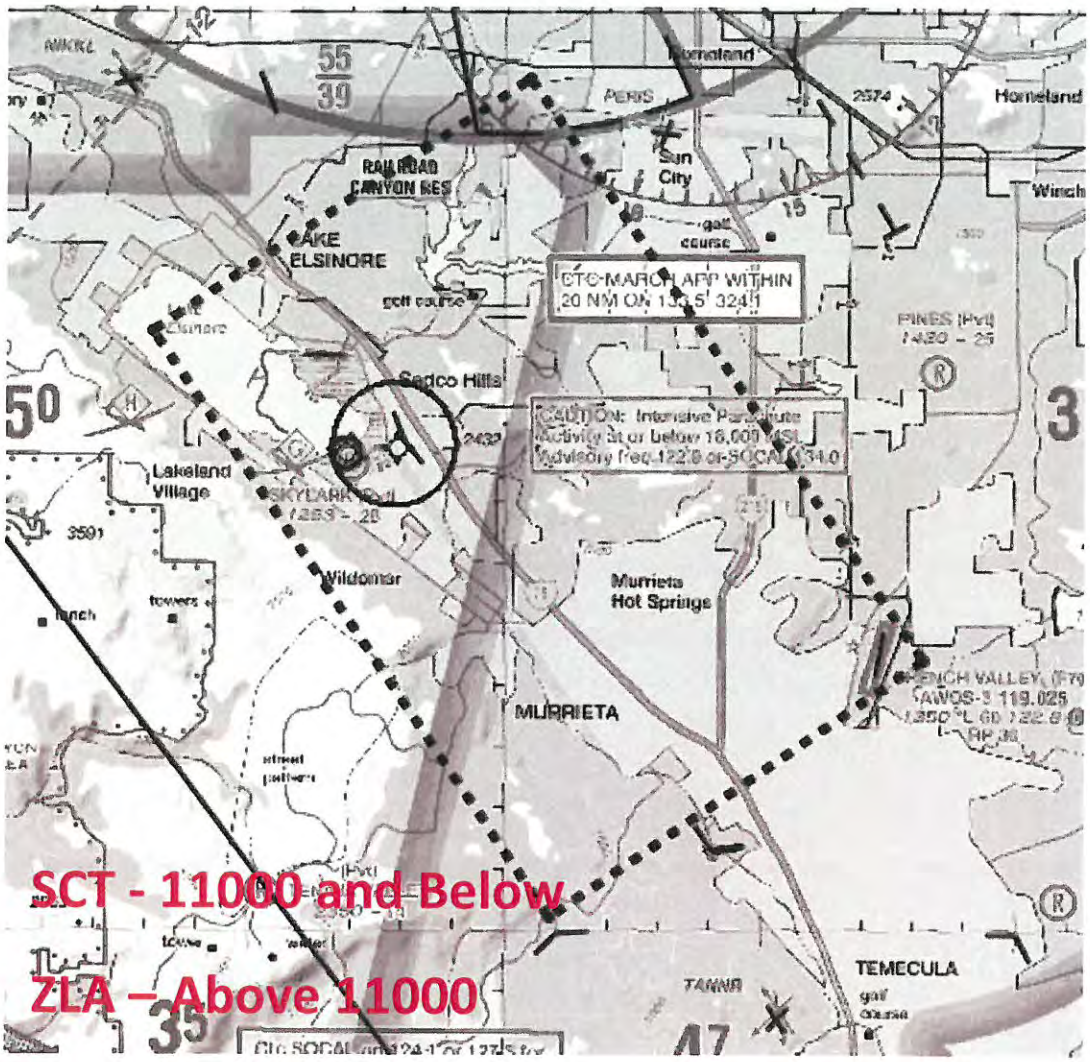
2. Elsinore Climb/Descent Area

a. NW lat/long – N33° 39′ 48.11″ W117° 21′ 51.84″

b. NE lat/long – N33° 43′ 54.58″ W117° 14′ 31.57″

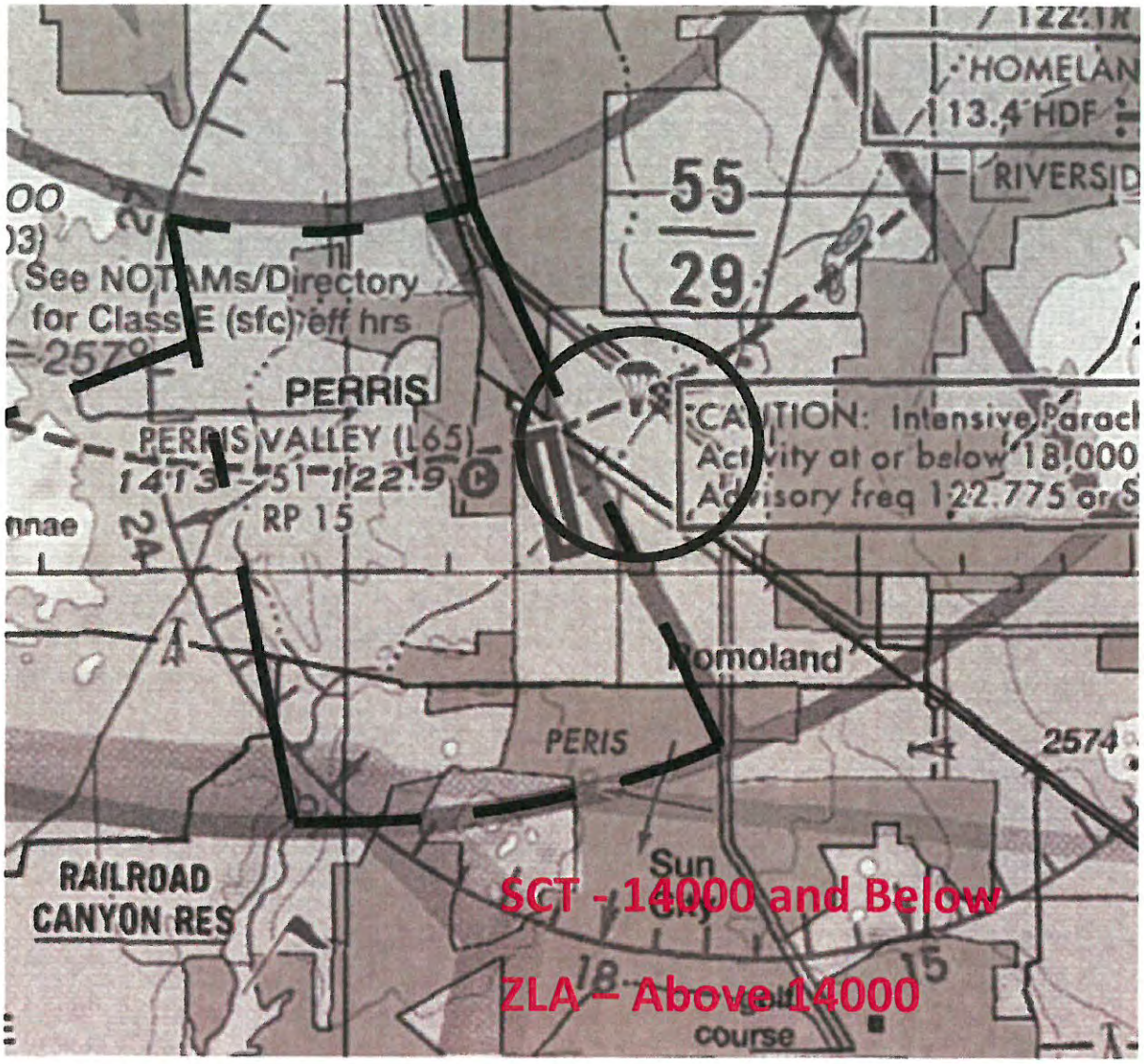
c. SE lat/long – N33° 34′ 26.16″ W117° 06′ 49.11″

d. SW lat/long - N33° 30′ 15.07″ W117° 14′ 09.37″

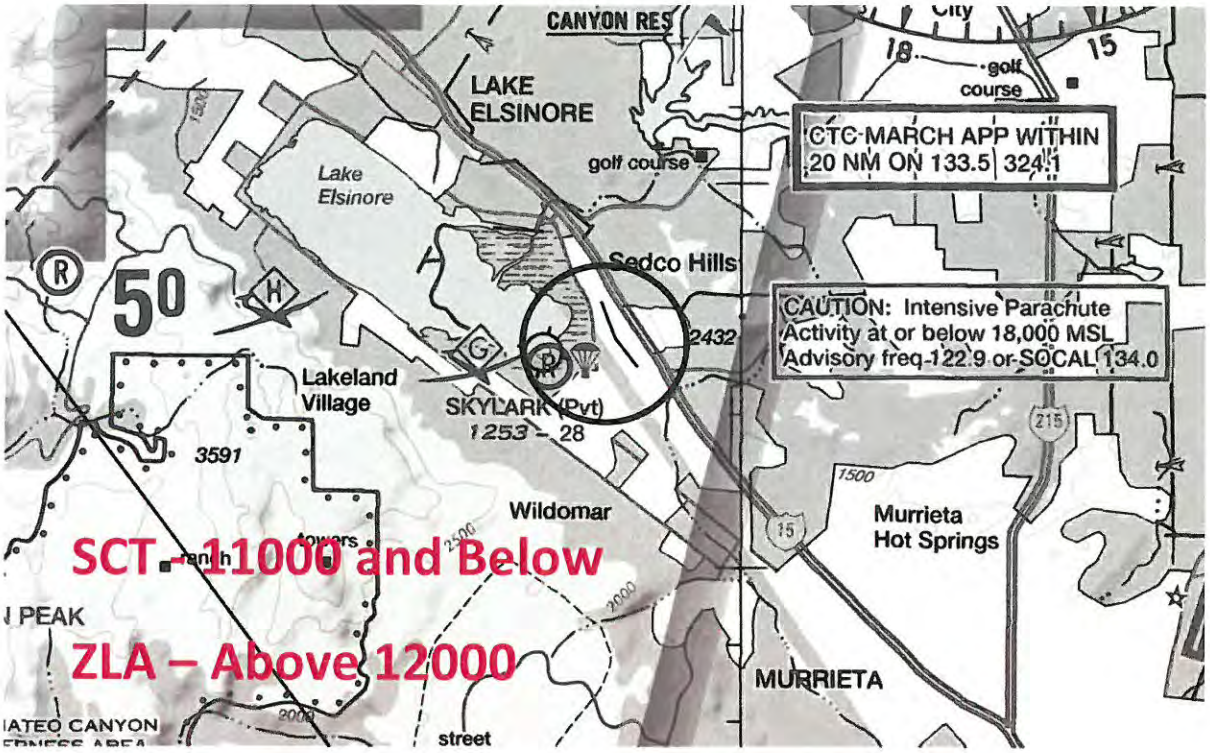


DEPICTION OF PARACHUTE JUMP AREAS

1. Perris Valley Parachute Jump Area – 1NM radius of N33° 46′ 48.73″ W117° 11′ 53.42″

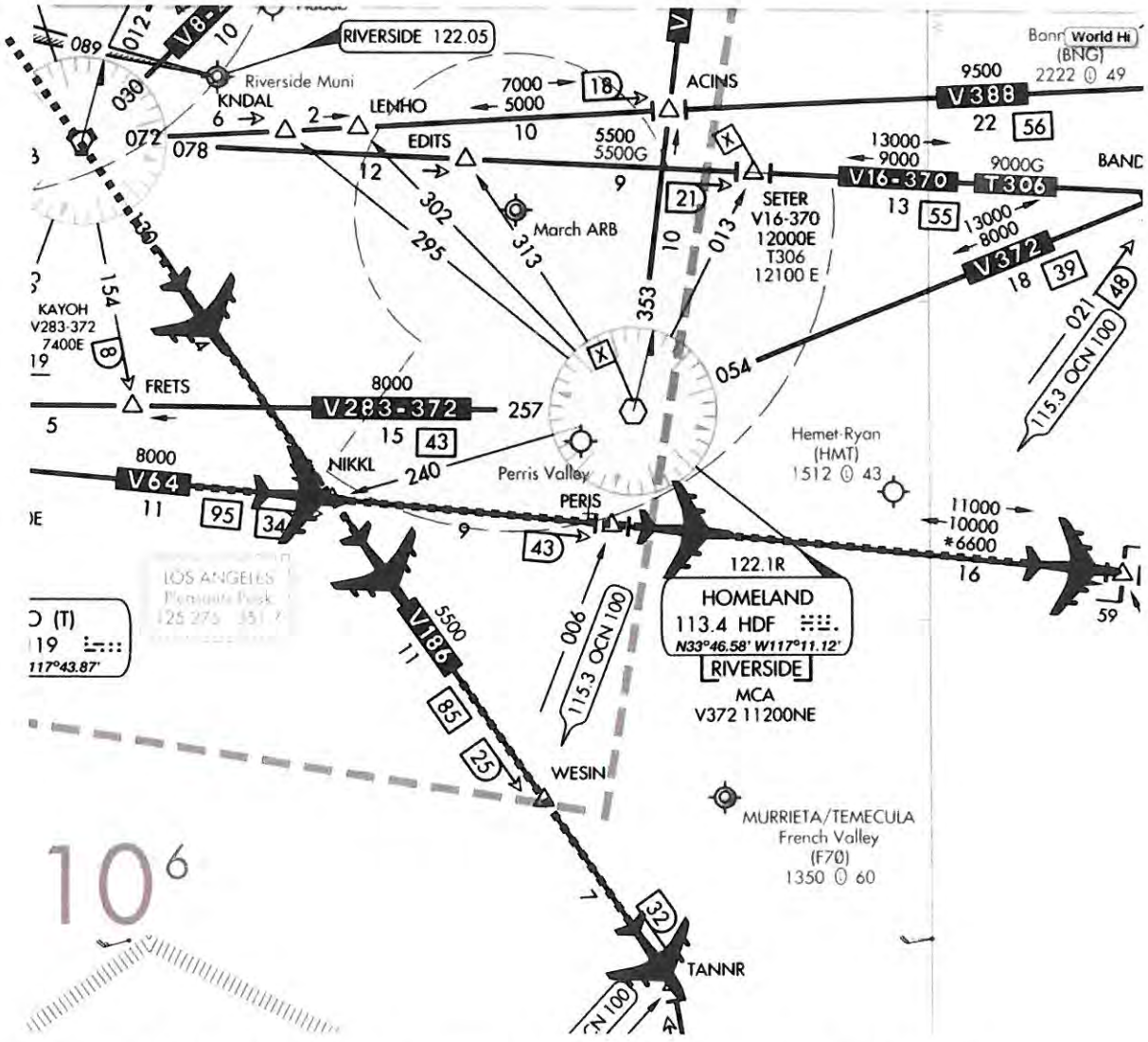


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



MAJOR TRAFFIC FLOWS DEPICTION

V64 and V186 are major airways for IFR traffic through SCT's Airspace. Aircraft operate on V186 at 7,000, 9,000, and 11,000 MSL southeast bound. Aircraft operate on V64 at 11,000, 12,000, and 13,000 MSL. Jet departures off Inland Empire airports climbing southeast bound also navigate via V64 climbing to flight levels.



This chart used only as an example to depict traffic flows, and may not be current

DISCRETE TRANSPONDER CODES

1. The following discrete transponder codes are assigned to the following operators:

a. Perris Valley Skydive Center aircraft:

(1) 4251, PS1, DHC6

(2) 4252, PS2, DHC6

(3) 4253, PS3, DHC6

(4) 4254, PS4, SC7

(5) 4255, PS5, SC7

(6) 4256, PS6, SC7

(7) 4257, PS7, SC7

b. Skydive Elsinore Inc. aircraft:

(1) 4231, MS1, DHC6

(2) 4232, MS2, DHC6

(3) 4233, MS3, C208

(4) 4236, MS4, C208

FACILITY PHONE NUMBERS

1. Los Angeles ARTCC
   a. Operations, Area E: 661-265-8235
   b. Watch Desk: 661-265-8205
2. Southern California Approach Control
   a. Empire Area Supervisor: 858-537-5914
   b. Operations Manager: 858-537-5900
3. March ARB, Air Traffic Control
   a. 951-655-4848
4. Skydive Elsinore Inc.
   a. 951-245-9939
5. Perris Valley Skydiving Center
   a. 951-657-3904

G10 Galuppo Watts & Schneider
G10 LAW
ATTORNEYS · COUNSELORS · ADVISORS

July 11, 2023

Sent via E-Mail to prull@rivco.org

County of Riverside Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Re: OBJECTIONS TO STAFF REPORT DETERMINATION AND REQUEST FOR RECONSIDERATION
Case Number: ZAP1028PV23

Dear Commissioner of the County of Riverside Airport Land Use Commission:

Our office represents the Perris Valley Airport, a concerned stakeholder in the Perris community, and while reviewing the County of Riverside Airport Land Use Commission's (the "**ALUC**") published staff report for the July 13, 2023 hearing it has become apparent that the ALUC's recommendation finding the industrial warehouse building construction with mezzanines and trqctor-trailor yard – case number ZAP1028PV23 (the "**Project**") to be consistent with the ALUC's principles and guidelines is based on an improper presumption that the Federal Aviation Administration (the "**FAA**") properly classified the Project and complied with all legally required procedures when it issued a determination of "*no hazard*" related to the Project.

We question the accuracy and validity of the findings and analysis conducted by the FAA in reaching their conclusion and believe the FAA had many fatal insuffcincies in its process and determination making ALUC's reliance on the FAA's findings and the ALUC's subesquent staff recommendation to be misguided and flawed.

In a separate letter to the FAA, which is hereby enclosed as reference, our office has outlined the deficiencies of the FAA during its process including but not limited to failure to provide notice to the community despite it being a legal requirement, failure to categorize the Project as an on-airport development as pointed out by the FAA AJV-A530 Team Manager; failure to consider a Letter of Agreement between the FAA and our client last amended January 6, 2016 desciribing landing zones

We are writing to express our strong opposition to the proposed Project.

First and foremost, Perris Valley Airport serves as a vital aviation hub for skydiving activities all year round and plays a crucial role in the local community for skydiving enthusiasts as well as internationally for military training purposes. It has been an integral parto f the community for several decades and has remained a family-owned business. The Perris Skydiving School, one piece of the Perris Valley Airport, has set several world records for various sky diving jumps and is home to many well-visited skydiving events that involve two hundred jumpers at once. It caters to a diverse range of aircraft operations,

including military flight training, and skydiving activities. The airport's proximity to the proposed development site raises concerns regarding the safety of these operations, particularly with the increased potential for conflicts between aircraft and ground-based activities.

The proposed Project, if allowed, would introduce obstacles such as 50-foot high structures, over three hundred trailor-trucks parked, and other buildings which with even the slightest wind turbulence will impede the flight paths, and adversely impact the existing unique aviation use as well as affect the safety of both skydivers and pilots.

Pursuant to *Article 3.5 of the California Government Code Section 21674*, the ALUC has powers and duties related to airport land use planning and specifically to the **health, welfare and safety of airports and the public**. The ALUC's review and approval process must ensure that proposed projects are compatible with airport operations, safety requirements and the public welfare. Furthermore, the ALUC is required to consult with airport operators to gather input and guidance on matters related to land use planning and compatibility.

While the FAA's input is crucial in evaluating aviation-related projects, it is essential to consider the possibility of erroneous or incomplete information in their assessment. Given the complexity of the Project and its close proximity to the the Perris Valley Airport with unique characteristics and uses, it is crucial to thoroughly scrutinize the FAA's findings to ensure that they accurately reflect the potential safety risks associated with the proposed Project.

In light of the aforementioned concerns, ***we strongly urge the ALUC to reconsider its misguided support for the Project***. Instead, we implore you to prioritize the safety and well-being of the community, the Perris Valley Airport and especially the thousands of patrons of the Perris Valley Skydiving School, taking into account the potential hazards and risks that this Project might introduce.

Thus, the ALUC's reliance on incorrect findings warrants an immediate retraction of its consistent findings, a rejection of the Project, or in the alternative, postponment of the July 13th hearing to undertake a comprehensive review of the FAA's findings and analysis to ensure that such are factually sound and comprehensive including onsite wind analysis studies to understand the impact of the proposed Project to the Perris Valley Airport and its operations. We believe, it will be unconscionable to hand this Project over to the City of Perris and the CEQA review knowing that incorrect data and analysis may have been utilized.

We trust that the ALUC will take into account the concerns raised in this letter and act in the best interests of the airport, its users, the community, and our national safety. We ask the ALUC to uphold its high standards and integrity in protecintg our airspace and the public. Development around the Perris Valley Airport and the preservation of its surrounding airspace require careful and pertinent consideration and studies to maintain a safe and thriving aviation community.

Thank you for your attention to this matter. We look forward to a favorable resolution that prioritizes the safety and well-being of the community, the Perris Valley Airport and its stakeholders.

Sincerely,

G10 LAW
a Professional Law Corporation

DocuSigned by:
833D4AEFCCC64E8...
MELANIA MIRZAKHANIAN, ESQ.

cc: Barbara Santos, ALUC Commission Secretary
Simon Housman, Project Director for the March Air Reserve Base Compatible Use Study (MCUS)
Jackie Vega, Urban Regional Planner II
Raymond Mistica, ALUC Counsel

G10 Galuppo Watts & Schneider
G10 LAW ATTORNEYS · COUNSELORS · ADVISORS

July 10, 2023

Sent via E-Mail to dan.shoemaker@faa.gov

Mr. Daniel Shoemaker
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: OBJECTION TO FAA FINDINGS OF NO HAZARD DETERMINATION AND REQUEST FOR RECONSIDERATION
Applications: 2023-AWP - 1817-OE through 2023-AWP-1828-OE

Mr. Shoemaker:

Our office represents the Perris Valley Airport, a concerned stakeholder in the community, and while reviewing ALUC's staff report published last week in preparation for the scheduled ALUC meeting on July 13th, it has come to our attention that the FAA received twelve applications from CH Realty (the "**Applicant**") in January this year and issued a determination on April 19, 2023 (the "**Project**"). We believe this is an "**on-airport**" development as described below, especially in light of the Agreement described and defined below. Lastly, one of the FAA's missions is to protect existing aviation use. This includes skydiving.

We are writing this letter to express our strong objection to the recent findings of the Federal Aviation Administration (the "**FAA**") regarding the determination of no hazard under **Title 14 Chapter 1 Subchapter E Part 77** and the failure to consider and evaluate the effect of the rights of the operators of the Perris Valley Airport as set forth in the enclosed Letter of Agreement regarding: (1) 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; (2) 14 CFR Part 105, Parachute Operations; (3) Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and (4) FAA Order JO 7210.3 Facility Operation and Administration.

After careful review of the FAA's determination and its possible impact on the surrounding community, especially the Perris Valley Skydiving School and the Perris Valley Airport, we believe that the conclusion reached by the FAA is unjustified and fails to adequately consider the potential risks and perilous adverse impacts on the Perris Valley Skydiving School ("**School**") and the Perris Valley Airport Aviation Services (military, professional parachutists, and pilots - "**Airport**"). The Airport and School supports on average 120 to 150 employees.

We highlight the following points of concern and objection regarding the FAA's findings:

1. **Inadequate Evaluation of Potential Hazards:** The FAA's determination appears to overlook significant hazards and fails to thoroughly evaluate the potential risks posed by the proposed Project as an "**on-airport**" development.

   It is crucial that a comprehensive assessment is conducted, considering factors such as the Project's **proximity** *to the Perris Valley Skydiving School*, and environmentally sensitive regions.

   First, as you are aware of, the FAA mislabeled the proposed Project as an off-airport development when map overlays show that that the proposed Project should be considered an on-airport project which follows different standards for evaluating project. The FAA failed to follow such standards as ***"Evaluations for on-airport proposals are administered by the FAA Airports Division with coordinated assistance from Flight Procedures, Technical Operations and Air Traffic Divisions."***

   Secondly, the proposed drawings and notes state that USPA BSR's are met because the minimum radial distance for landing area is 330 feet clear of obstacles. However, this determination is made on the mistaken presumption that the center point of the landing is used to determine the clearance. In reality, the 330-foot radial distance must be calculated from the *edges* of the landing areas.

   Pursuant to Section 77.29 (a), "*The FAA conducts an aeronautical study to determine the impact of a proposed structure*". Please provide us a copy of the report immediately for our review and assessment.

2. **Lack of Application of the Letter of Agreement, Effective January 7, 2016 ("Agreement"):** The purposes of the letter recognized that Airport and School are near heavy and/or complex traffic flows in Southern California Terminal Radar Approach Control airspace, and Los Angeles Air Route Traffic Control Center airspace. The parties to the Agreement used the contract to set procedures and responsibilities. The FAA cannot ignore an agreement that is a part of its own orders.

   The Agreement expressly added the terms, conditions, restrictions, and delineations as supplements to 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; 14 CFR Part 105, Parachute Operations; Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and FAA Order JO 7210.3 Facility Operation and Administration.

   As a supplement the Code of Federal Regulations and FAA orders dealing with skydiving and parachute operations, the Agreement must be considered and the legal and constructional private, service, and property rights set forth in the letter and otherwise maintained and protected (not ignored and adversely impacted) ("**Rights**"). The prime consideration of these Right is found in section 5.f.(1), which states:

   (1) The Perris Valley Airport parachute jump area is defined as a one nautical mile radius of HDF VOR 220° 1NM fix.

   The area described in the Agreement is depicted below by the brown circle. The green line in the circle is the runway. And, the blue rectangle is the soaring zone for skydivers. Based

on this map, it is easy to see that the Project directly impacts the operation of the Airport and School in violation of the purpose and spirit of the Agreement. Worse, it seems the Project is an "**on-airport**" development; thus, the impacts must be studied, determined, and mitigated (if such is even possible).

3. **Need for Parachute Operations at Perris Valley to be fully considered:** These Federal Regulations and Orders by the FAA, supplemented by the Agreement demands that the Parachute Operations at Perris Valley must be fully considered, in every aspect.

Since April 2011, on average, the Airport has over **76,148** takeoffs/assents, along with **76,148** (on average per year **6,340**) landings/descents. The related drops/jumps during this period are in excess of **1,522,000** (on average per year over **126,000**). In an effort to streamline specification revisions, the U.S. Government has delegated ownership of certain specifications and standards to commercial entities, typically industry groups. The goal is to maintain, update, and disseminate the information contained within such guidelines, specifications, and standards efficiently and accurately. In the United States, the one of best organizations to provide the FAA with safety-based criteria, protocols, and standards for

parachutists in turbulent situations is the U.S. Parachute Association (i.e., [Parachute Industry Association] "**Association**") and related consultants.

For skydivers, the Association provides a simple presentation and teaching materials related to turbulence. It states:

3. Turbulence sometimes occurs in the landing area.
    1. Anticipate turbulence 10-20 times the height of an obstacle on the downwind side.
    2. The effects and likelihood of turbulence increase with wind speed.
    3. Turbulence often occurs—
        1. near runways
        2. alongside roads
        3. where two areas of different colors or textures meet
        4. behind other canopies (wake turbulence)
        5. over irregular terrain
        6. downwind of the propeller wash of a taxiing aircraft

cite: Sky Diver's Information Manual 2023-2024, Section 4 Category C, Section B.3.

This translates to meaning that a turbulence study needs to be made over a period of one year so we can understand the effect of wind effects at Perris Airport (not March Airport Base). Here is an anecdotal example of why Perris Airport's study is needed:

- March Airforce Base – **Winds at 3.45MPH out of NW**

Wind 290° at 3 kts

- Perris Valley Airport – **Winds at 14 MPH out of SE**

4. **Lack of Mandatory Notices and Public Engagement**: The findings made by the FAA seem to have been reached without sufficient transparency and public engagement.

The provision of timely and accurate notices is not only crucial to ensure transparency,

accountability, and the opportunity for meaningful engagement from all affected parties but also a legal required under Part 77.9. By neglecting to fulfill this legal obligation, the FAA has denied us the chance to voice our concerns, provide valuable input, and contribute to the decision-making process.

The FAA must maintain the principles of fairness, transparency, and public participation when assessing potential hazards and determining the impact of projects on the surrounding community and provides clear and accessible information. **The failure to provide adequate notice infringes upon our client's constitutional rights of due process and to be informed, participate in the decision-making process, and voice our concerns regarding potential hazards and risks associated with the project.**

Based on the aforementioned concerns and procedural oversight, we respectfully request that the FAA immediately retract its determination letters for all above-mentioned applications, reopen the matter to conduct more thorough and appropriate assessments of the proposed Project, to permit our client's active participation during the report period and evaluation process.

We appreciate your attention to this urgent matter and look forward to a prompt response. Please acknowledge the receipt of this letter. We look forward to your professional cooperation and courtesies. We very much want to work with you in this regard.

Sincerely,

G10 LAW
a Professional Law Corporation

LOUIS A. GALUPPO
Managing Shareholder

Enclosures: Letter of Agreement

cc: Airport Compliance Specialist (via email)
Airport Safety Specialist (via email)
Airport Improvement Program (via email)
Airport Engineer (via email)
Environmental Program Specialist (via email)
Paul Rull, ALUC Director (via email)

Southern California Terminal Radar Approach Control, Los Angeles Air Route Traffic Control Center, March Air Reserve Base Airport Traffic Control Tower/Ground Controlled Approach, Skydive Elsinore Inc., and Perris Valley Skydiving Center

LETTER OF AGREEMENT

Effective: January 7, 2016

SUBJECT: Parachute Operations at Lake Elsinore and Perris Valley

1. PURPOSE. To establish procedures and responsibilities for coordinating and conducting parachute operations near heavy and/or complex traffic flows in Southern California Terminal Radar Approach Control airspace, and Los Angeles Air Route Traffic Control Center airspace in the vicinity of Lake Elsinore and Perris Valley.

2. CANCELLATION. Southern California Terminal Radar Approach Control, Los Angeles ARTCC, March Field Airport Traffic Control Tower/Ground Controlled Approach, Perris Valley Sky Diving center, Perris Valley Ultralight Park, Adventure Flights Inc., Skydive Elsinore Inc., Skydiving Adventures Parachute School, and Jim Wallace Skydiving School Letter of Agreement, dated May 15, 1996.

3. BACKGROUND. Skydive Elsinore Inc. and Perris Valley Skydiving Center engage in non-emergency parachute operations in close proximity to multiple established traffic flows used by turbojet air carrier aircraft. Due to the concentration of other air traffic and the Skydive Elsinore Inc. and Perris Valley Skydiving Center desire to conduct skydiving operations at altitudes up to and including 17,500' MSL, this Letter of Agreement (LOA) describes operating and coordination procedures to help promote safety for all airspace operators. Changes to this LOA may be proposed by any signatory at any time.

4. SCOPE. The provisions of this LOA apply to Southern California Terminal Radar Approach Control (SCT), Los Angeles Air Route Traffic Control Center (ZLA), March Air Reserve Base Airport Traffic Control Tower (ATCT)/Ground Controlled Approach (GCA), Skydive Elsinore Inc., and Perris Valley Skydiving Center when conducting parachute operations at the Lake Elsinore and Perris Valley drop zones.

a. Aircraft subject to this LOA must be equipped with VOR/DME, LORAN, RNAV or GPS navigational equipment, an operable transponder having mode 3/a 4096 code capability, and an operating radio transceiver. ATC will assign the transponder code(s) and frequency for use while operating in the vicinity of the drop zone.

b. This letter is supplemental to 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; 14 CFR Part 105, Parachute Operations; Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and FAA Order JO 7210.3, Facility Operation and Administration.

5. DEFINITIONS.

a. Climb/Descent Area: Predetermined area where aircraft climb/descend to prepare for or complete jump operations.

b. Drop Zone: Any predetermined area upon which parachutists or objects land after making an intentional parachute jump or drop.

c. Jump Zone: The airspace directly associated with a drop zone. Vertical and horizontal limits may be locally defined.

d. Parachute Drop: The descent of an object to the surface from an aircraft in flight when a parachute is used or intended to be used during all or part of that descent.

e. Parachute Jump: A parachute operation that involves the descent of one or more persons to the surface from an aircraft in flight when an aircraft is used or intended to be used during all or part of that descent.

f. Parachute Jump Area: Predetermined area in which a parachute operation will commence.

(1) The Perris Valley Airport parachute jump area is defined as a one nautical mile radius of HDF VOR 220° 1NM fix.

(2) The Lake Elsinore/Skylark Field parachute jump area is defined as a one nautical mile radius of HDF VOR 198° 10.5NM fix.

g. Parachute Operation: The performance of all activity for the purpose of, or in support of, a parachute jump or a parachute drop. This parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist in command and passenger in tandem parachute operations, drop zone or owner or operator, jump master, certificated parachute rigger, or pilot.

6. RESPONSIBILITIES.

a. All parties will provide current telephone numbers for each ATC facility and operators.

b. Skydive Elsinore Inc. and Perris Valley Skydiving Center must:

(1) Ensure all pilots operating under this LOA for the purpose of parachute operations:

(a) Are familiar with and adhere to the procedures addressed in this LOA, and are aware of traffic flows and air traffic operations impacting the climb/descent areas and

drop zones to include periods of moderate to heavy traffic flows in the vicinity of the drop zones and/or prescribed climb/descent area(s).

(b) Be in communications with SCT at least five minutes before the parachute operation begins to receive information about air traffic activity in vicinity of the parachute operation. Once the last skydiver has departed the aircraft, the aircraft will no longer be considered to be conducting parachute operations.

c. Perris Valley Skydiving Center must:

(1) Remain within prescribed climb/descent area, while in Class C Airspace, depicted in Attachment 1.

d. Skydive Elsinore Inc. must:

(1) Request approval prior to operating outside prescribed climb/descent area depicted in Attachment 2.

e. Radar identification and advisories provided by Air Traffic Control (ATC) to jump aircraft does not imply that separation service is provided. In keeping with 14 CFR Parts 91.123 and 91.155, if ATC issues a clearance or instruction to a parachute pilot, the pilot will comply while still operating under visual flight rules (VFR). If unable, the pilot will advise ATC.

7. PROCEDURES.

a. Pilots conducting parachute operations under this LOA must:

(1) Squawk pre-assigned beacon code from Attachment 4 on departure.

(2) Contact the appropriate ATC facility for VFR traffic advisories. The pilot must advise ATC of the call sign, planned jump altitude(s), and any other pertinent information.

(3) Advise the appropriate ATC facility two minutes prior to releasing jumpers and advise when last jumper is away and aircraft is descending.

(4) Remain above the highest jumper until below 4000' MSL.

b. If during any flight the required radio communication becomes inoperative, any jump activity from the aircraft into controlled airspace must be abandoned. However, if communication becomes inoperative in-flight after release of jumpers, the parachuting activity may be continued. The aircraft must change transponder code to 7600 for one minute and then return to assigned beacon code. This procedure (alternation of beacon codes) must continue until the aircraft is on the ground.

c. Skydive Elsinore Inc. will:

(1) Replace 'November' in call sign/radiotelephony with 'Moonshine' followed by the numbers of the aircraft radiotelephony call sign. *Example: MS1.*

d. Perris Valley Skydiving Center will:

(1) Replace 'November' in call sign/radiotelephony with 'Perris' followed by the numbers of the aircraft radiotelephony call sign. *Example: PS1.*

(2) Contact GCA on frequency 133.5 when open for Class C services.

(3) Contact SCT on frequency 134.0 when GCA is closed or above 5000' MSL.

e. SCT will:

(1) Provide radar flight following service when requested and to the extent possible to parachute jump aircraft contingent upon equipment and workload limitations.

(2) To the extent possible, issue advisories on known traffic that will transit the drop zone.

(3) Advise Skydive Elsinore Inc. and Perris Valley Skydiving Center of any unusual activities that may impact parachute operations.

(4) Point Out jump aircraft prior to entering ZLA or GCA airspace. SCT is not required to point out jump aircraft to GCA that remain within the climb/descent area during ascent.

(5) Advise GCA or ZLA of any intermediate jumps.

f. GCA will:

(1) Upon notification of jump activity:

(a) Ensure that aircraft under their control within Class C and/or delegated airspace remain clear of the drop zone.

(b) Issue advisories in accordance with FAA JO7110.65 to other aircraft under their control that will transit the drop zone.

(c) Provide appropriate separation between aircraft under their control and descending jump aircraft.

(2) Assign frequency 134.0 to aircraft climbing to a jump altitude above 5000' MSL.

g. ZLA will:

(1) Upon acceptance of point out on parachute jump aircraft:

(a) Issue advisories in accordance with FAA JO7110.65 to aircraft under their control that will transit Climb/Descent Area.

(b) Issue traffic advisories on the jump aircraft in accordance with FAA JO7110.65.

(c) Execute Remove Strip on jump aircraft when descending out of ZLA airspace.

8. INTER-FACILITY COORDINATION PROCEDURES.

a. In lieu of a verbal point out, SCT will be authorized to enter ZLA/GCA airspace as described below.

(1) Acceptance of an automated handoff (flashing data block) by ZLA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter Sector 12 airspace up to 14000' MSL within the Climb/Descent Area depicted in Attachment 2. This is also acknowledgment that jump activity will commence when jump aircraft reaches 14000' MSL. ZLA will issue advisories in accordance with FAA JO7110.65.

(2) Acceptance of an automated handoff (flashing data block) by GCA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter GCA airspace as defined in the Climb/Descent area and approval of jump activity. GCA will issue advisories in accordance with FAA JO7110.65.

9. SPECIAL OPERATIONS.

a. Special jump operations must include, but are not limited to, military operations, scheduled special events, competitions, exhibitions, night operations, or anytime a heavier than usual jump schedule is anticipated. To the extent possible, Skydive Elsinore Inc. and Perris Valley Skydiving Center must provide SCT and GCA 10 days advanced notice of such unusual activity.

b. Parachute operations over or into a congested area or an open-air assembly of persons, require an FAA Certificate of Authorization or Waiver and are beyond the purview of this LOA.

10. ATTACHMENTS.

a. Attachment 1 - Depiction of Climb/Descent Areas

b. Attachment 2 - Depiction of Parachute Jump Areas

c. Attachment 3 - Major Traffic Flow Depiction

d. Attachment 4 - Discrete Beacon Codes

e. Attachment 5 – Facility Phone Numbers

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
Perris Valley Skydiving Center
Subject: Parachute Operations at Lake Elsinore and Perris Valley
Effective: January 7, 2016

Approved:

Barry J. Davis
Air Traffic Manager
Southern California TRACON

Dale Westall
Air Traffic Manager
Los Angeles ARTCC

Gary M. Johnson
Air Traffic Representative
Western Service Area

Gerard P. Malloy, Colonel, USAFR
Commander, 452d Operations Group
452d Air Mobility Wing
March Air Reserve Base, California

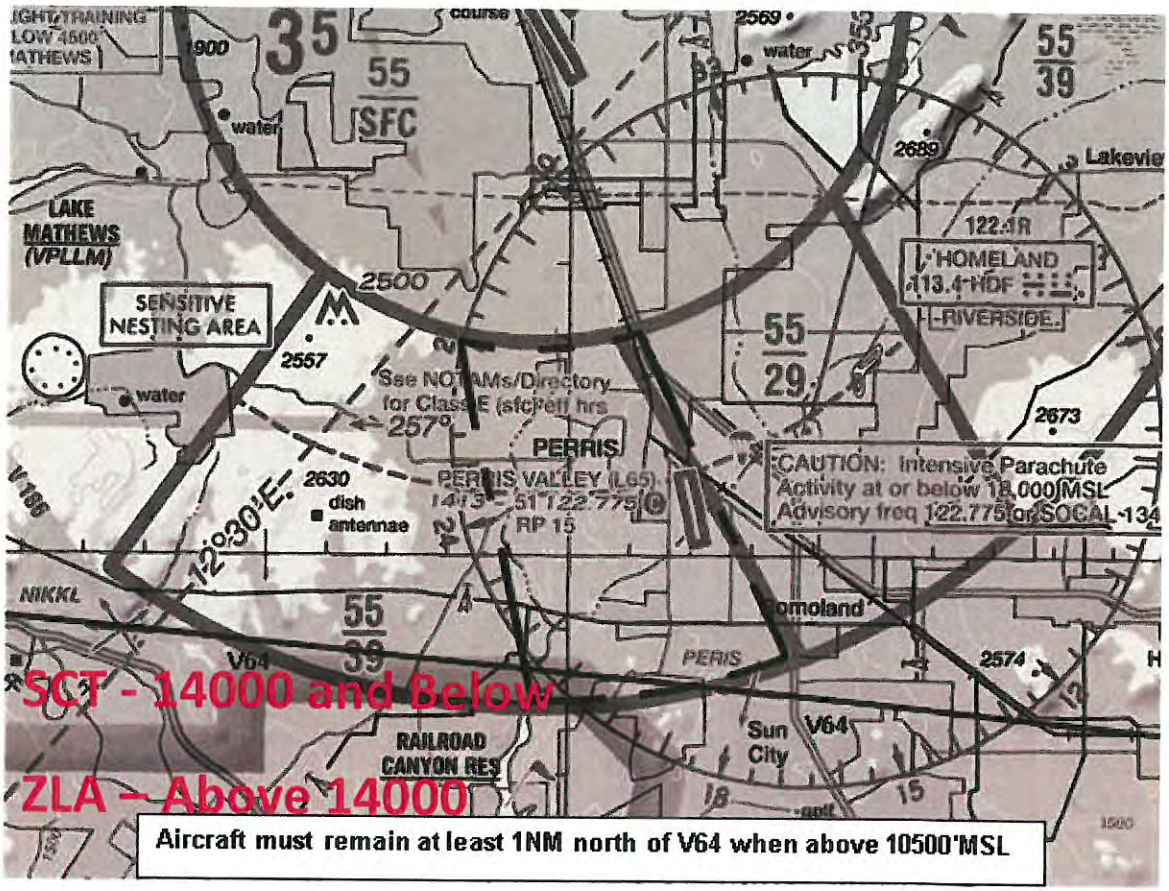
Christopher R. Noel, GS-13, DAF
Air Traffic Manager
452d Operations Support Squadron
March Air Reserve Base, California

Patrick Conatser
President
Perris Valley Aviation Services Inc.

Karl Gulledge
Chief Operating Office
Skydive Elsinore Inc.

DEPICTION OF CLIMB/DESCENT AREAS

1. Perris Climb/Descent Area is defined as that airspace within the March ARB Class C airspace commencing five nautical miles southeast of March ARB at the intersection of Highway 215 and Nuevo Road (33° 48' 00" North 117° 13' 45" West), then southeast via a straight line to the intersection of Highway 215 and McCall Boulevard (33° 43' 25" North 117° 11' 15" West), then clockwise via the southern boundary of the March ARB Class C airspace to a point just south of Kabian County Park (33° 42' 45" North 117° 15' 30" West), then northwest bound via a straight line to the eastern edge of the Mead Valley Refuse Disposal Area (33° 47' 40" North 117° 16'40" West), then eastbound via the March ARB Class C airspace five nautical mile arc to the point of beginning, from the surface up to and including 5500 feet MSL



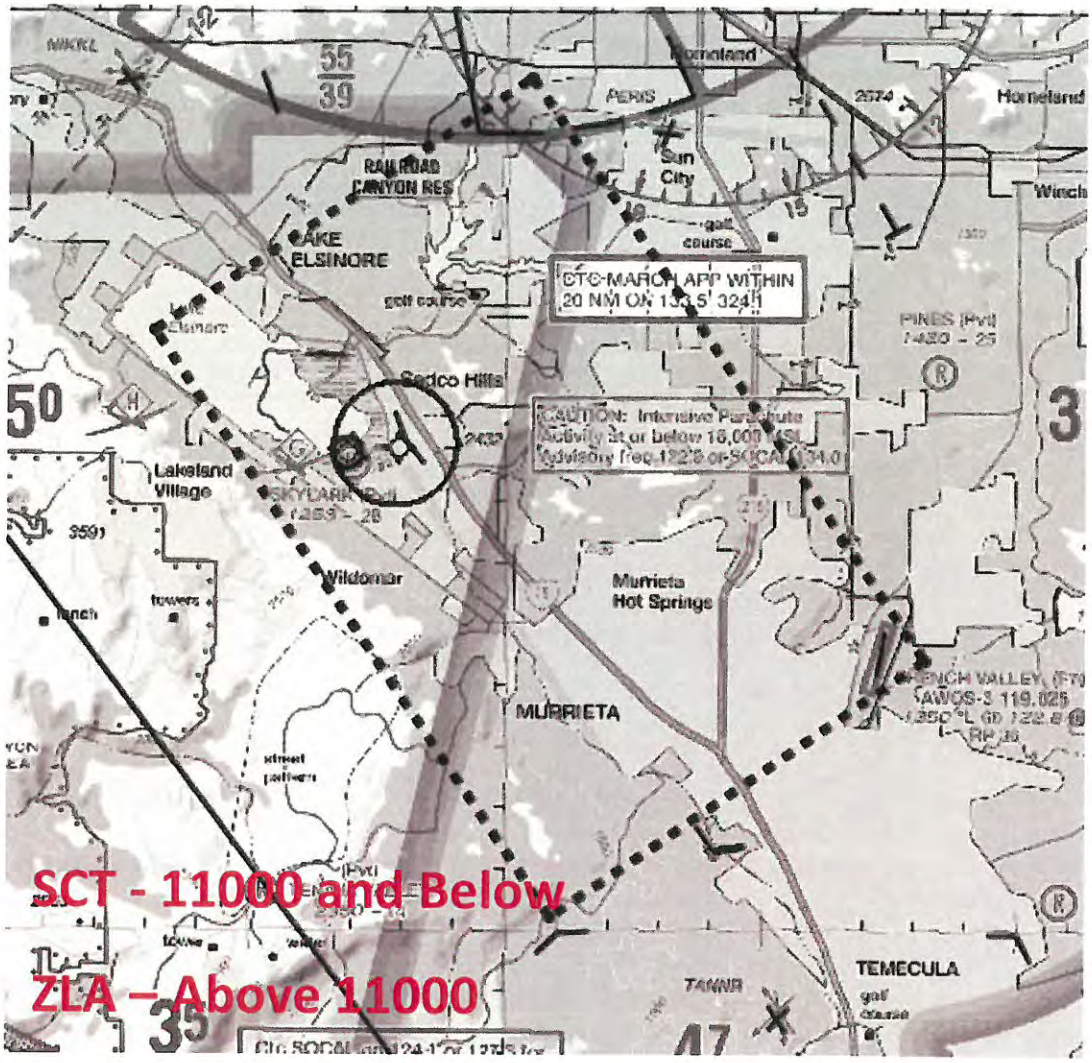
2. Elsinore Climb/Descent Area

a. NW lat/long – N33° 39′ 48.11″ W117° 21′ 51.84″

b. NE lat/long – N33° 43′ 54.58″ W117° 14′ 31.57″

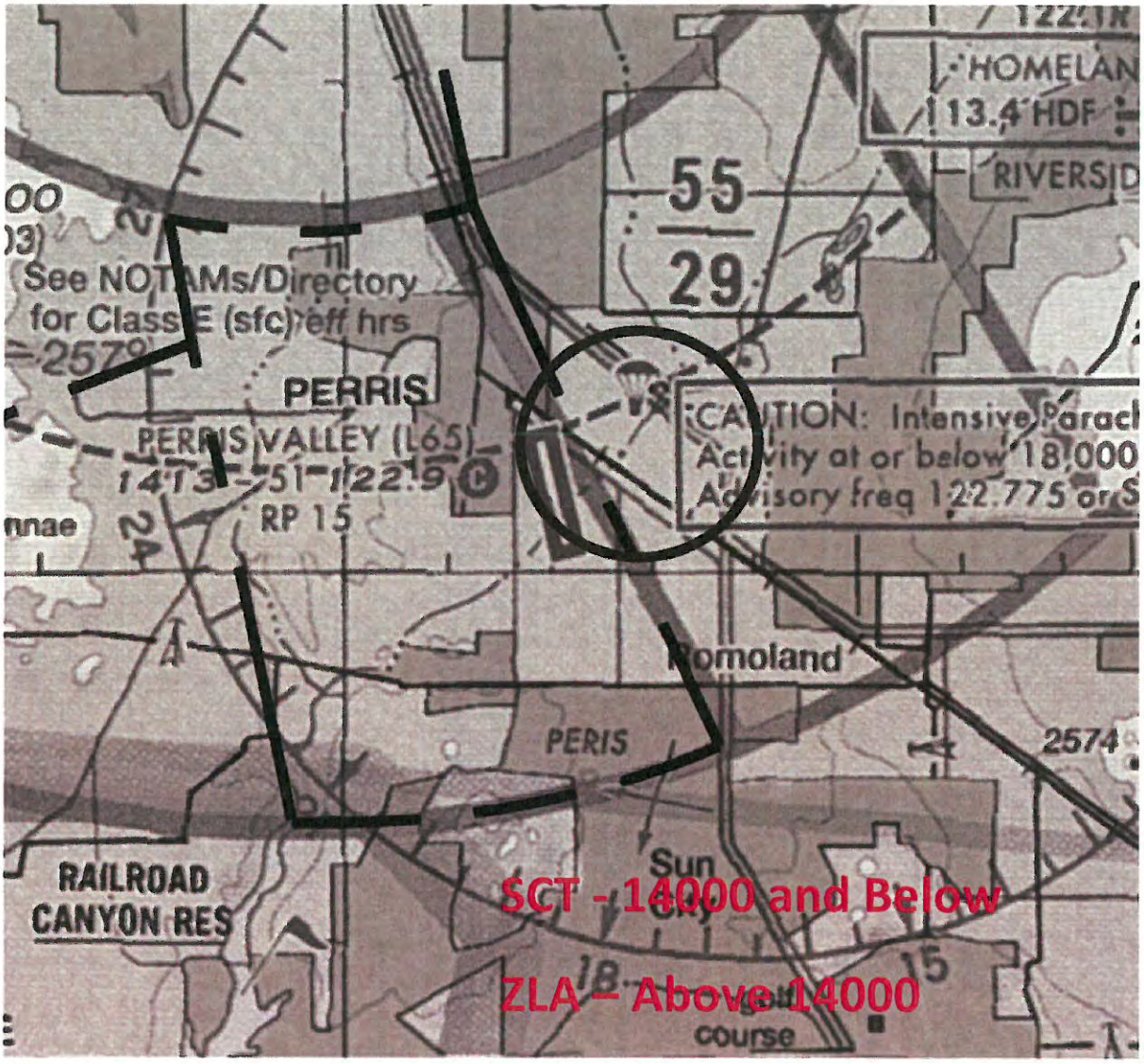
c. SE lat/long – N33° 34′ 26.16″ W117° 06′ 49.11″

d. SW lat/long - N33° 30′ 15.07″ W117° 14′ 09.37″

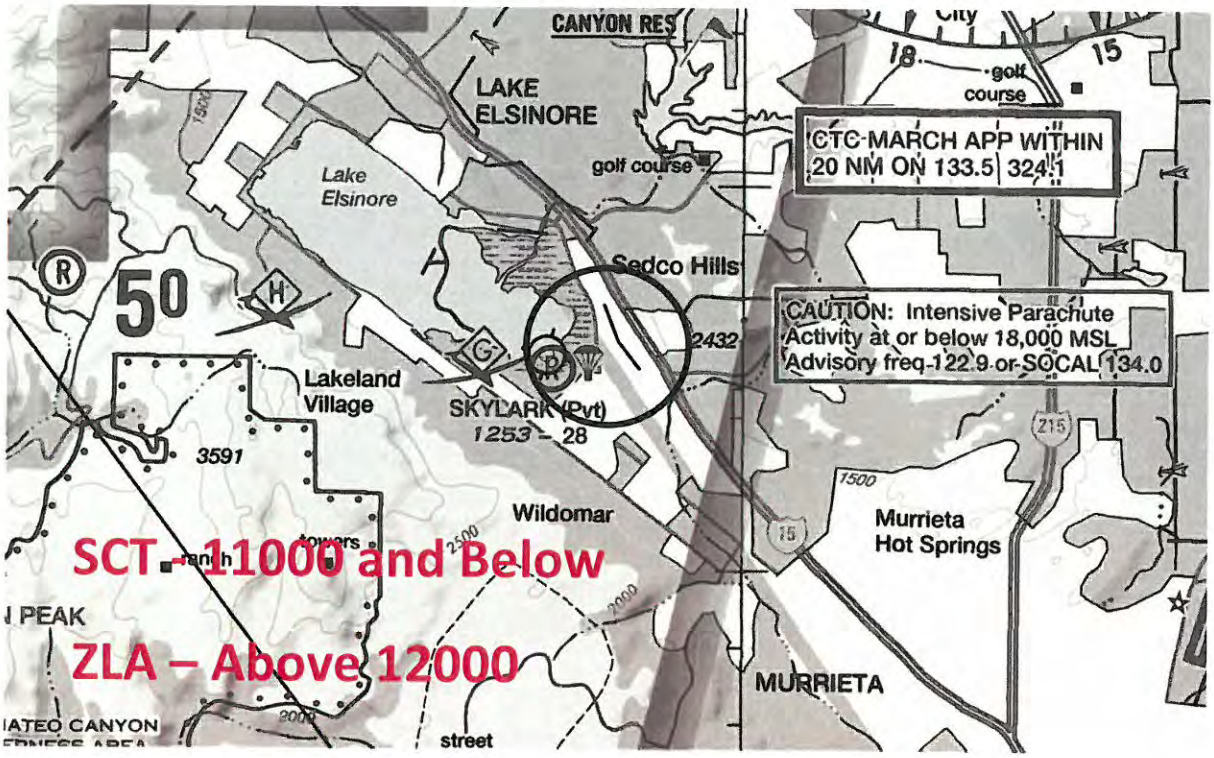


DEPICTION OF PARACHUTE JUMP AREAS

1. Perris Valley Parachute Jump Area – 1NM radius of N33° 46′ 48.73″ W117° 11′ 53.42″

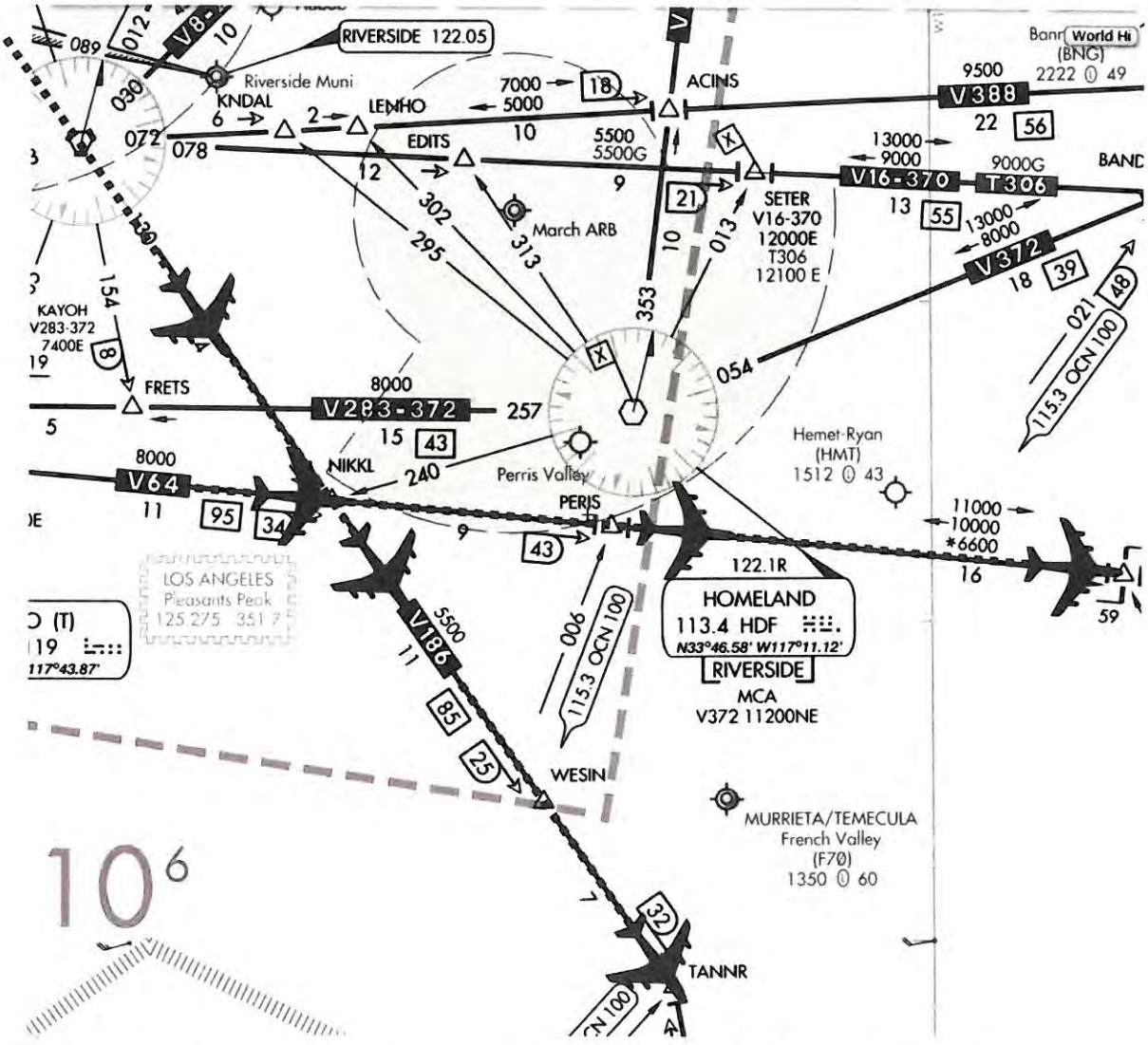


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



MAJOR TRAFFIC FLOWS DEPICTION

V64 and V186 are major airways for IFR traffic through SCT's Airspace. Aircraft operate on V186 at 7,000, 9,000, and 11,000 MSL southeast bound. Aircraft operate on V64 at 11,000, 12,000, and 13,000 MSL. Jet departures off Inland Empire airports climbing southeast bound also navigate via V64 climbing to flight levels.



This chart used only as an example to depict traffic flows, and may not be current

DISCRETE TRANSPONDER CODES

1. The following discrete transponder codes are assigned to the following operators:

a. Perris Valley Skydive Center aircraft:

(1) 4251, PS1, DHC6

(2) 4252, PS2, DHC6

(3) 4253, PS3, DHC6

(4) 4254, PS4, SC7

(5) 4255, PS5, SC7

(6) 4256, PS6, SC7

(7) 4257, PS7, SC7

b. Skydive Elsinore Inc. aircraft:

(1) 4231, MS1, DHC6

(2) 4232, MS2, DHC6

(3) 4233, MS3, C208

(4) 4236, MS4, C208

FACILITY PHONE NUMBERS

1. Los Angeles ARTCC
   a. Operations, Area E: 661-265-8235
   b. Watch Desk: 661-265-8205
2. Southern California Approach Control
   a. Empire Area Supervisor: 858-537-5914
   b. Operations Manager: 858-537-5900
3. March ARB, Air Traffic Control
   a. 951-655-4848
4. Skydive Elsinore Inc.
   a. 951-245-9939
5. Perris Valley Skydiving Center
   a. 951-657-3904

Rull, Paul

From: Pat Conatser <skydiveperrispat@me.com>
Sent: Tuesday, July 11, 2023 4:17 PM
To: Rull, Paul
Subject: Map provided by FAA

Hi Paul this is what was provided to us from the FAA socal tracon for our Pilot education this is what they see on their screens control wise. Please post if possible Thank you Pat

Sent from my iPad


RIV
SNA
Arrivals
V372 / KAYOT
HDF
215 Fwy
Perris window
V64
Sun City
Canyon Lake

Rull, Paul

From: Melanie Conatser <melanie@skydiveperris.com>
Sent: Tuesday, July 11, 2023 3:47 PM
To: Rull, Paul; Santos, Barbara; Housman, Simon; Vega, Jaqueline; Mistica, Raymond; Rull, Paul
Cc: Pat Conatser; Lou Galuppo; Melania Mirzakhanian
Subject: ALUC 13 July 2023- ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation)
Attachments: Patrick Conatser 7-13-2023 ALUC Statment R3.pdf; ALUC MEETING, DAN BC'S STATEMENT .docx; DJ Styles ALUC.docx

Hello ALUC Commissioners,

My name is Melanie Conatser, Co-Owner of Skydive Perris at the Perris Valley Airport. We look forward to seeing you at the ALUC meeting this Thursday, but thought it might be helpful to send in advance a few letters with our concerns for you review.

Thank you for your consideration,
Melanie Conatser

Skydive Perris
Melanie Conatser
2091 Goetz Road
Perris, CA. 92572

Re: ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation)

Hello ALUC Commissioners,

My name is Melanie Conatser, co-owner with my brother Patrick Conatser, of Skydive Perris. We have been business partners for 33+ years and the Perris Valley Airport has been in our family for 47 years. Skydiving and flying have been two of my greatest passions for the past 30 years. I have roughly 6,000 skydives, have traveled around the world skydiving, have numerous skydiving world records, most of which were achieved right here at the Perris Valley Airport. I am a private and multi engine pilot with aspirations of getting my type rating in our DC-3.

Today you heard from a few of our core professional, experts in our field, safety-oriented management team. We employee 125-150 annually, all, like-minded individuals that strive to provide a safe, fun, customer service oriented skydiving center.

There have been conclusions and opinions made, showing architectural renderings of the airport property, our facilities and even assumptions of how we utilize our property. These documents were submitted by the Applicant and included in the Staff Report prior to this meeting. Most are incorrect or at least inaccurate. We plan to address each of them as we work through this process.

In addition to this proposed development, there is at least one other project similar in size. It's proposed location is directly south of this development, on the west side at the other 1/3 end of our runway. We've been shown the plans and met the developer, this project is coming next. We have grave concern about the potentially 5,000 ft long industrial building wall, creating wind sheers, mechanical turbulence, not to mention new surrounding hazards leaving more concern for Public Safety.

We ask that as you reconsider approving this project in its current status for a number of reasons. Our shared concerns and the the premature, favorable determination of Part 77 –

- Without public notice and comment or any reasonable effort to inform Airport owners or City of Perris
- The project doesn't adhere to the 7 to 1 building restriction's set by ALUC

It is in ALL of our best interest to find resolution. We want to and are ready to work with the Applicant.

We also know that we deserve the opportunity to continue to grow Skydive Perris, a family business, who's involved in its community, bringing thousands of customers annually to the Inland Empire. Together, we set ourselves up as compatible neighbors AND keep the safety of the public behind our decision making to save human lives first and foremost!

We ask that the Commission recognize the significant public safety concern and request the Applicant, before this project is approved, hire a professional wind analysis company. I have knowledge that they have retained a company that we believe can achieve this. Together, with our management team and other industry professionals we will provide the parachuting and operational data for accurate information and real modeling. Through this process, we can determine and support a safe size, location and the best placement of the other obstacles.

We are asking your help in protecting public safety at the Perris Valley Airport- L65, Skydive Perris.

Thank you,

Melanie Conatser
Co-Owner
Perris Valley Aviation Services, dba Skydive Perris and Perris Valley Skydiving School

Andy Witcomb
Military Operations Manager of Skydive Perris
2091 Goetz Road
Perris, CA. 92570

Re: **ALUC 13 July 2023-** ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation)

My name is Andy Witcomb and I am the Military operations Manager at Skydive Perris. I retired from the Military after 22 years and first Parachuted in 1985. I worked in Air Operations in the Special Forces Community. I have just fewer than 11500 jumps; have held all the Military and USPA Instructional Ratings in Skydiving. I served as the Parachute Team Safety Officer for the Seal Community in NSW and hold FAA Pilot and FAA Senior Rigger certificates.

My role at Skydive Perris involves managing the Military and Government Training, Surveys and Safety Audits, management of contracts and the day to day Operations of our Military groups. Safety is of the upmost importance in our line of work. We are proud and privileged to be selected by the Top tier of our Military for this essential training. They have the choice of anywhere in the United States. We are committed to ensuring the continued, safest training environment for our Operators, SOCOM, JSOC and the US Allied Forces at Perris.

At Skydive Perris we routinely land in several different locations on our property to accommodate training requirements. However careful consideration, between the Drop Zone Safety Officer and myself is given to the locations, winds and turbulence prior to jumping. Currently, we have a low concentration of obstacles surrounding the Droptone training areas. However, if this project and future projects are permitted to go ahead, without the proper impact study and consideration, Public Safety, Aviation and the health and well being of the people using the airport will be severely affected. Eventually our location will have a 60ft wall of incredibly large buildings along it's entire west boundary. The mechanical and thermal turbulence from these structures will threaten the safety of Aviation, the Military that protect our freedoms and the larger public.

Military training is normally over an intensive period of between 2 to 4 weeks per unit. Throughout this period they have to meet all their training objectives, jumping in the day and night, each Operator making up to 8 jumps, in combat configuration with rucksacks loaded up to a AUM of 350lbs. Careful management of the weather conditions and location provide the safe conduct of this training. The changing winds in our high desert location mean turbulence and the effects of obstacles is a real safety concern.

I urge the committee to please consider these Safety issues and apply the appropriate weight to the threat to life and limb. Our Military is one of the Nation's most important assets and continue to select Skydive Perris as an Operational training venue. They are incredibly dedicated and we owe it to them to maintain the maximum safety and protection we can. If they get in an uncomfortable position 'on finals', they cannot simply power up and go around!

Thank you for your consideration,

Andy Witcomb
Military Operations Manager of Skydive Perris

Patrick Conatser

Perris Valley Airport (L65)

2091 Goetz Rd. Perris, California 92570

July 11, 2023

Hi, I am Patrick Conatser I am the co-owner and manager of the Perris Valley Public Airport (L-65) and am opposed to the project ZAP1028PV23 as proposed.

A little about me I am an Airline Transport Pilot, Type Rated in The Douglas DC-9, a Flight Engineer with approximately 7000 flight hours. A licensed Aircraft Mechanic with Inspection Authorization and a skydiver. I checked my logbook the other day and I have approximately 9000 takeoffs and 9000 landings in and out of the Perris Valley Airport.

We at the airport are adamantly opposed to the proposed project due to public safety concerns that potentially will negatively impact the airports recognized existing aviation uses and public safety as a whole. Public safety concerns not only for the pilots and parachutists but also the occupants of the proposed buildings.

Hopefully you read the letter I sent to Mr. Rull as a part of public comment dated May 5, 2023.

In that letter one of our major Public Safety concerns as stated in the letter was the FAA Part 77 review and the process. The Part 77 review was conducted and completed without any input or knowledge by or from anyone at the airport. Consequently, there was no public opposition and we never received notice that the review was taking place and nor were ever contacted.

I did receive notice that the FAA Part 77 review had been completed and "A Determination of No Hazard to Navigation " was issued. I then tried to contact the P.O.C as listed as a Mrs. Vivian Villaro on the notice. I got a message that she was on an extended leave of absence. I then did some research online and found and contacted Mr. Dan Shoemaker, Mrs. Villaro's manager. I then asked him, why would they approve a project that in a minimum of four places extends into the 7 to 1 clear space requirement as much 27 feet?? He said "there was no public opposition and so they approved it". He then said that when he first looked at the

project due to the proximity, he thought it should probably be reviewed as an "ON Airport Project" as it wraps all around the main runway.

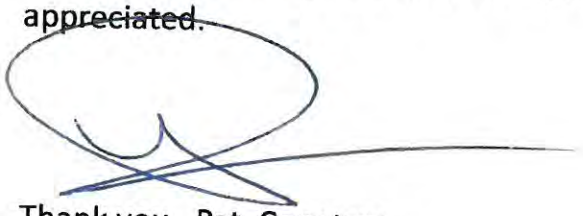
I believe due to the lack of a thorough investigation the study is flawed and even breaks your established clear space rules. Rules that we at the airport on all new construction have had to comply with, our wind tunnel is one example. I would like to see the FAA Part 77 study revisited for the sake of the Public's Safety with all the accurate information available to be considered.

The proposed project as I see it is twofold. A giant wall of concrete maybe 50 feet high that extends for close to a third the length of the runway on one side with many hazards and obstructions parked around it. Then on approximately 30 acres on the east side of the runway over 300 parked trucks and trailers including light standards and water retention basins. Not to mention that This whole project area is an area for approximately 40 years we leased for runway extension and parachute landing area. We did purchase a major portion of this property when it became available, purchased as much as we could afford with the intention to buy the rest.

This in my mind is all a public safety hazard potentially impacting our existing recognized aviation uses at the airport being aircraft operation and parachuting. All of this project is in the Perris Airport Drop Zone which is FAA established and recognized. This drop zone established in 1962 is a one-mile radius of the Perris Airport. Perris is one of, if not the busiest drop zones in the world with an average of 120,00 to 13000 jumps annually. I believe at a minimum a proper in-depth wind aeronautical study taking into all local annual conditions performed to evaluate the potential impacts upon the recognized uses.

You may have seen the picture I added to the public record as well. That is a near fatal aircraft accident in which I was involved in which I directly attribute mechanical turbulence from one of our much smaller buildings, one that measures 30 feet high by 100 feet by 100 feet outside the 7 to 1. Crazy enough a fuel truck actually saved my life and that is why I'm able to speak with you here today. I do believe I have personal experience with turbulence off a building and I

do believe if this project is built as proposed has the potential to kill or injure the public. A public that may be a pilot in an airplane, a parachutist landing or someone just sitting at their desk. Your support, help and diligence is always appreciated.



Thank you. Pat Conatser

Dan Brodsky-Chenfeld
General Manager of Skydive Perris
2091 Goetz Road
Perris, CA. 92570

To whom it may concern,

Regarding: ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation)

My name is Dan Brodsky-Chenfeld. I am the Manager of Skydive Perris and have been since 2003.

- Started skydiving in 1980
- Have made over 30,000 jumps
- Captain for the US Skydiving Team from 1994 to 1999; have jumped at dozens of locations across the US and world
- Single and Multi Engine Pilot with over 2500 hours (nearly all that time flying skydivers)
- FAA Senior Parachute Rigger
- Other UPSA skydiving ratings include Tandem, Accelerated Freefall and Static Line Instructor; PRO Rated Demonstration jumper; Safety and Training Advisor
- Within the International Skydiving Community I am considered an expert and authority on safe operations regarding both parachuting and aviation. Last year I was invited to do safety seminars at the European Skydiving Symposium and the Parachute Industry Association Symposium in the US.
- My Safety articles and videos have been seen worldwide and used as training for skydivers and skydiving centers.

Buildings of this size, dimensions and locations of those proposed here are a great safety concern to both skydivers and pilots using our airport. The FAA does extensive research before issuing safety rules and guideline. Part 77.19 states that:

These surfaces must extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1.

Simply put the FAA's own determination of safe clearance is a minimum of 7 feet horizontal for each 1 foot vertical.

The proposed buildings are up to 27' in excess of FAA limitations. They should never have been approved in the current configuration. Skydive Perris strictly follows FAA and USPA safety rules. These are rules we live by and would never intentionally ignore the way Part 77.19 was ignored in this situation by approving these structures. In addition this only took aircraft landing on the runway into consideration. The 120,000+ parachute landings were not considered at all.

I am one of the most experienced skydivers in the world. I have jumped at many different locations and done difficult demonstration or production jumps into very tight locations. The first things I do when looking at a new landing location is evaluate open space, obstacles and potential mechanical turbulence. I have experienced different degrees of mechanical turbulence

coming off of structures and several times have cancelled or postponed a jump because these conditions caused it to be unsafe.

There is a large building adjacent to the Perris Airport, which was built before the adoption of ALUC protections was established. It is west of our grass landing area. This building which is much smaller than the buildings proposed, causes significant turbulence in our grass landing area when there are westerly winds. If the jumpers are expecting westerly winds they avoid this area by staying north or south of the building. But the winds in our area are very variable and sometimes switch to westerly too late for jumpers to change their pattern. Unfortunately, skydivers can't go around like an aircraft can.

The proposed new buildings would run the entire northern half of the runway without leaving the same outs to our jumpers. In addition skydivers would not have enough available space to the east to safely share the airspace. It would be very difficult for them to be able to stay clear of each other in the minimal area that would be free of the turbulence these conditions would cause.

Skydive Perris is one of, if not the, largest skydiving center in the world. Because of our facilities, aircraft fleet and location we host many large international sport skydiving events that at times have in excess of 200 skydivers jumping at once. The sport skydivers regularly utilize our entire available landing area. We also are the training location for US, UK, Canadian and German special forces units who also spread out across our landing area.

In any conditions with westerly winds the proposed structures will produce significant turbulent conditions for aircraft landing on Runway 15. This is why the rule in Part 77 was written as is. This would also significantly reduce if not eliminate the safe landing area for skydivers.

The proposed development on the North and East sides of the airport, though less severe, will also cause dangerous mechanical turbulence when the winds are from that direction. This along with the reduction in available safe landing area caused by using this area for parking will nearly eliminate safe parachute landing areas with certain, very common, wind conditions.

Because of thermal activity and other conditions desert like areas such as ours have very variable wind conditions. The wind direction and speed can change with little warning. It is not unusual to be flying in on base and turning to final when suddenly we're downwind. But in downwind or crosswind conditions we can still land safely. However, regardless of the pilot's or skydiver's skill and experience, serious mechanical turbulence can leave us unable to control our flight and insure safe landings. If the proposed structures were to be completed as designed every time there were steady or variable westerly winds a potentially dangerous landing situation would be created, every time. But, I guess there is no reason for me to point this out. This is why the rules in Part 77.19 are written as they are. And why they should be followed.

Sincerely,

Dan Brodsky-Chenfeld
danbc@skydiveperris.com
951-551-4825

Perris Valley Skydiving School
2091 Goetz Rd.
Perris, CA 92570
(951)657-1664

To Whom It May Concern,

My name is Dj Styles UPT Tandem Instructor Examiner, USPA Safety and Training Advisor, Tandem Instructor, AFF Instructor, Static Line Instructor, Assisted Deployment Instructor, FAA Rigger, and I am the manager at Perris Valley Skydiving School.

The management and instructors at the skydiving school have concerns about this proposed structure and how it will affect our ability to operate safely. Our school is known as one of the best in the industry and students travel from all over the world to participate in our student program. We do thousands of students skydives each year. Students are individuals with no prior experience, who are learning to skydive. As you can imagine, these students do not start out being great. This is especially true for landing accuracy. In the proposed drawings and notes it is stated that USPA BSR's are met because the minimum radial distance for landing area is 330 feet clear of obstacles. However, they make this circle from the center of a point. Our students are not going to be accurate enough to land in the center of anything. Trust me, we wish this were the case as this would make our jobs significantly easier. But you must remember how good you were the first time you tried something new. Odds are, you weren't great. Our student landing area is not a small spot on the ground, it is the entirety of the dirt in the South field. It is also the entirety of the dirt in the North field. The 330-foot radial distance should be from the edges of the entirety of these landing areas, not from the center. What is great about our dropzone is the clear open space we have allows students to learn in the safest environment possible. Additionally, I would like to note that our students routinely use the North landing area. This has become one of two primary student landing areas. Our North field is also an important landing area for students to avoid other canopies, avoid dust devils, as well as a variety of other scenarios that would make this a safer landing option. Our students are taught to use both landing areas and determine which one is best and the safest at the time. By adding a large parking structure in the North field, we are eliminating safe, clean airspace for our students to land. We are creating hazards and obstacles for students to hit. Additionally, we are creating turbulence and affecting the microclimate in this field. Turbulence can have dramatic and dire effects on canopies, resulting in partial or total collapses.

The United States Parachute Association (or USPA) advises that we can expect turbulence downwind of an obstacle at ten to 20 times its height, depending on the strength of the winds. If we have a 50-foot structure, we can expect turbulence 500 to 1000 feet downwind of the object. So, any wind out of the W or NW will have a significant impact on the runway and our landing areas. This is also true for the semis and large vehicles that will now be parked in this parking structure and now North winds will also create turbulence. In the reading a response stated that, and a I quote, "none of the accident data found attributes any of the accidents, injuries, or fatalities due to the existence of buildings." You can very easily access the USPA website incident reports and find many incidents related to turbulence and the effect it has on parachutists. Some of these incidents being fatal to the parachutist. I've experienced and seen many instances of turbulence and just how badly it can affect landings. The turbulence from these structures as well as the added hazards to the landing area will, without a doubt, put our

Perris Valley Skydiving School
2091 Goetz Rd.
Perris, CA 92570
(951)657-1664

students' lives at risk. Like any other individual landing in the turbulent zones these structures will create, whether they are under a parachute or in an airplane. Our parachutists do not have an engine, they cannot power up and do a go around. They are forced to land in whatever condition is present. We want to want to provide them the safest options and conditions we can.

We ask that you ensure proper research is conducted before agreeing to approve these buildings. As it stands, I do not see due diligence being met in any of the data or responses. Instead, the information is being cherry picked and viewed from only the side that benefits the builders. We ask that the safety of those who come here to visit, jump, or fly are a top priority. We do not want to see people get hurt, as I know you don't either. But I am telling you, based on my professional experience, the currently proposed structures will hurt, or even worse, kill people.

Thank you,
Dj Styles
Manager/Lead Instructor
Perris Valley Skydiving School

Rull, Paul

From: skydiveperrispat@aol.com
Sent: Tuesday, July 11, 2023 12:04 PM
To: Rull, Paul
Subject: Letter of Agreement with the FAA
Attachments: 110 - INLAND EMPIRE SKYDIVING COORDINATION PROCEDURES .pdf

Hi Paul I hope this is not too late to add it shows the legal drop zone 1 mile radius for the airport. I may have an additional couple pages a little later. Thank you your help is appreciated. Pat Conatser

Southern California Terminal Radar Approach Control, Los Angeles Air Route Traffic Control Center, March Air Reserve Base Airport Traffic Control Tower/Ground Controlled Approach, Skydive Elsinore Inc., and Perris Valley Skydiving Center

LETTER OF AGREEMENT

Effective: January 7, 2016

SUBJECT: Parachute Operations at Lake Elsinore and Perris Valley

1. PURPOSE. To establish procedures and responsibilities for coordinating and conducting parachute operations near heavy and/or complex traffic flows in Southern California Terminal Radar Approach Control airspace, and Los Angeles Air Route Traffic Control Center airspace in the vicinity of Lake Elsinore and Perris Valley.

2. CANCELLATION. Southern California Terminal Radar Approach Control, Los Angeles ARTCC, March Field Airport Traffic Control Tower/Ground Controlled Approach, Perris Valley Sky Diving center, Perris Valley Ultralight Park, Adventure Flights Inc., Skydive Elsinore Inc., Skydiving Adventures Parachute School, and Jim Wallace Skydiving School Letter of Agreement, dated May 15, 1996.

3. BACKGROUND. Skydive Elsinore Inc. and Perris Valley Skydiving Center engage in non-emergency parachute operations in close proximity to multiple established traffic flows used by turbojet air carrier aircraft. Due to the concentration of other air traffic and the Skydive Elsinore Inc. and Perris Valley Skydiving Center desire to conduct skydiving operations at altitudes up to and including 17,500' MSL, this Letter of Agreement (LOA) describes operating and coordination procedures to help promote safety for all airspace operators. Changes to this LOA may be proposed by any signatory at any time.

4. SCOPE. The provisions of this LOA apply to Southern California Terminal Radar Approach Control (SCT), Los Angeles Air Route Traffic Control Center (ZLA), March Air Reserve Base Airport Traffic Control Tower (ATCT)/Ground Controlled Approach (GCA), Skydive Elsinore Inc., and Perris Valley Skydiving Center when conducting parachute operations at the Lake Elsinore and Perris Valley drop zones.

a. Aircraft subject to this LOA must be equipped with VOR/DME, LORAN, RNAV or GPS navigational equipment, an operable transponder having mode 3/a 4096 code capability, and an operating radio transceiver. ATC will assign the transponder code(s) and frequency for use while operating in the vicinity of the drop zone.

b. This letter is supplemental to 14 Code of Federal Regulations (CFR) Part 91, General Operating and Flight Rules; 14 CFR Part 105, Parachute Operations; Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control; and FAA Order JO 7210.3, Facility Operation and Administration.

5. DEFINITIONS.

a. Climb/Descent Area: Predetermined area where aircraft climb/descend to prepare for or complete jump operations.

b. Drop Zone: Any predetermined area upon which parachutists or objects land after making an intentional parachute jump or drop.

c. Jump Zone: The airspace directly associated with a drop zone. Vertical and horizontal limits may be locally defined.

d. Parachute Drop: The descent of an object to the surface from an aircraft in flight when a parachute is used or intended to be used during all or part of that descent.

e. Parachute Jump: A parachute operation that involves the descent of one or more persons to the surface from an aircraft in flight when an aircraft is used or intended to be used during all or part of that descent.

f. Parachute Jump Area: Predetermined area in which a parachute operation will commence.

(1) The Perris Valley Airport parachute jump area is defined as a one nautical mile radius of HDF VOR 220° 1NM fix.

(2) The Lake Elsinore/Skylark Field parachute jump area is defined as a one nautical mile radius of HDF VOR 198° 10.5NM fix.

g. Parachute Operation: The performance of all activity for the purpose of, or in support of, a parachute jump or a parachute drop. This parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist in command and passenger in tandem parachute operations, drop zone or owner or operator, jump master, certificated parachute rigger, or pilot.

6. RESPONSIBILITIES.

a. All parties will provide current telephone numbers for each ATC facility and operators.

b. Skydive Elsinore Inc. and Perris Valley Skydiving Center must:

(1) Ensure all pilots operating under this LOA for the purpose of parachute operations:

(a) Are familiar with and adhere to the procedures addressed in this LOA, and are aware of traffic flows and air traffic operations impacting the climb/descent areas and

drop zones to include periods of moderate to heavy traffic flows in the vicinity of the drop zones and/or prescribed climb/descent area(s).

(b) Be in communications with SCT at least five minutes before the parachute operation begins to receive information about air traffic activity in vicinity of the parachute operation. Once the last skydiver has departed the aircraft, the aircraft will no longer be considered to be conducting parachute operations.

c. Perris Valley Skydiving Center must:

(1) Remain within prescribed climb/descent area, while in Class C Airspace, depicted in Attachment 1.

d. Skydive Elsinore Inc. must:

(1) Request approval prior to operating outside prescribed climb/descent area depicted in Attachment 2.

e. Radar identification and advisories provided by Air Traffic Control (ATC) to jump aircraft does not imply that separation service is provided. In keeping with 14 CFR Parts 91.123 and 91.155, if ATC issues a clearance or instruction to a parachute pilot, the pilot will comply while still operating under visual flight rules (VFR). If unable, the pilot will advise ATC.

7. PROCEDURES.

a. Pilots conducting parachute operations under this LOA must:

(1) Squawk pre-assigned beacon code from Attachment 4 on departure.

(2) Contact the appropriate ATC facility for VFR traffic advisories. The pilot must advise ATC of the call sign, planned jump altitude(s), and any other pertinent information.

(3) Advise the appropriate ATC facility two minutes prior to releasing jumpers and advise when last jumper is away and aircraft is descending.

(4) Remain above the highest jumper until below 4000' MSL.

b. If during any flight the required radio communication becomes inoperative, any jump activity from the aircraft into controlled airspace must be abandoned. However, if communication becomes inoperative in-flight after release of jumpers, the parachuting activity may be continued. The aircraft must change transponder code to 7600 for one minute and then return to assigned beacon code. This procedure (alternation of beacon codes) must continue until the aircraft is on the ground.

c. Skydive Elsinore Inc. will:

(1) Replace 'November' in call sign/radiotelephony with 'Moonshine' followed by the numbers of the aircraft radiotelephony call sign. *Example: MS1.*

d. Perris Valley Skydiving Center will:

(1) Replace 'November' in call sign/radiotelephony with 'Perris' followed by the numbers of the aircraft radiotelephony call sign. *Example: PS1.*

(2) Contact GCA on frequency 133.5 when open for Class C services.

(3) Contact SCT on frequency 134.0 when GCA is closed or above 5000' MSL.

e. SCT will:

(1) Provide radar flight following service when requested and to the extent possible to parachute jump aircraft contingent upon equipment and workload limitations.

(2) To the extent possible, issue advisories on known traffic that will transit the drop zone.

(3) Advise Skydive Elsinore Inc. and Perris Valley Skydiving Center of any unusual activities that may impact parachute operations.

(4) Point Out jump aircraft prior to entering ZLA or GCA airspace. SCT is not required to point out jump aircraft to GCA that remain within the climb/descent area during ascent.

(5) Advise GCA or ZLA of any intermediate jumps.

f. GCA will:

(1) Upon notification of jump activity:

(a) Ensure that aircraft under their control within Class C and/or delegated airspace remain clear of the drop zone.

(b) Issue advisories in accordance with FAA JO7110.65 to other aircraft under their control that will transit the drop zone.

(c) Provide appropriate separation between aircraft under their control and descending jump aircraft.

(2) Assign frequency 134.0 to aircraft climbing to a jump altitude above 5000' MSL.

g. ZLA will:

(1) Upon acceptance of point out on parachute jump aircraft:

(a) Issue advisories in accordance with FAA JO7110.65 to aircraft under their control that will transit Climb/Descent Area.

(b) Issue traffic advisories on the jump aircraft in accordance with FAA JO7110.65.

(c) Execute Remove Strip on jump aircraft when descending out of ZLA airspace.

8. INTER-FACILITY COORDINATION PROCEDURES.

a. In lieu of a verbal point out, SCT will be authorized to enter ZLA/GCA airspace as described below.

(1) Acceptance of an automated handoff (flashing data block) by ZLA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter Sector 12 airspace up to 14000' MSL within the Climb/Descent Area depicted in Attachment 2. This is also acknowledgment that jump activity will commence when jump aircraft reaches 14000' MSL. ZLA will issue advisories in accordance with FAA JO7110.65.

(2) Acceptance of an automated handoff (flashing data block) by GCA constitutes Point Out Approved for VFR jump aircraft (call signs in Attachment 4) under SCT control to enter GCA airspace as defined in the Climb/Descent area and approval of jump activity. GCA will issue advisories in accordance with FAA JO7110.65.

9. SPECIAL OPERATIONS.

a. Special jump operations must include, but are not limited to, military operations, scheduled special events, competitions, exhibitions, night operations, or anytime a heavier than usual jump schedule is anticipated. To the extent possible, Skydive Elsinore Inc. and Perris Valley Skydiving Center must provide SCT and GCA 10 days advanced notice of such unusual activity.

b. Parachute operations over or into a congested area or an open-air assembly of persons, require an FAA Certificate of Authorization or Waiver and are beyond the purview of this LOA.

10. ATTACHMENTS.

a. Attachment 1 - Depiction of Climb/Descent Areas

b. Attachment 2 - Depiction of Parachute Jump Areas

c. Attachment 3 - Major Traffic Flow Depiction

d. Attachment 4 - Discrete Beacon Codes

e. Attachment 5 – Facility Phone Numbers

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
Perris Valley Skydiving Center
Subject: Parachute Operations at Lake Elsinore and Perris Valley
Effective: January 7, 2016

Approved:

Barry J. Davis
Air Traffic Manager
Southern California TRACON

Dale Westall
Air Traffic Manager
Los Angeles ARTCC

Gary M. Johnson
Air Traffic Representative
Western Service Area

Gerard P. Malloy, Colonel, USAFR
Commander, 452d Operations Group
452d Air Mobility Wing
March Air Reserve Base, California

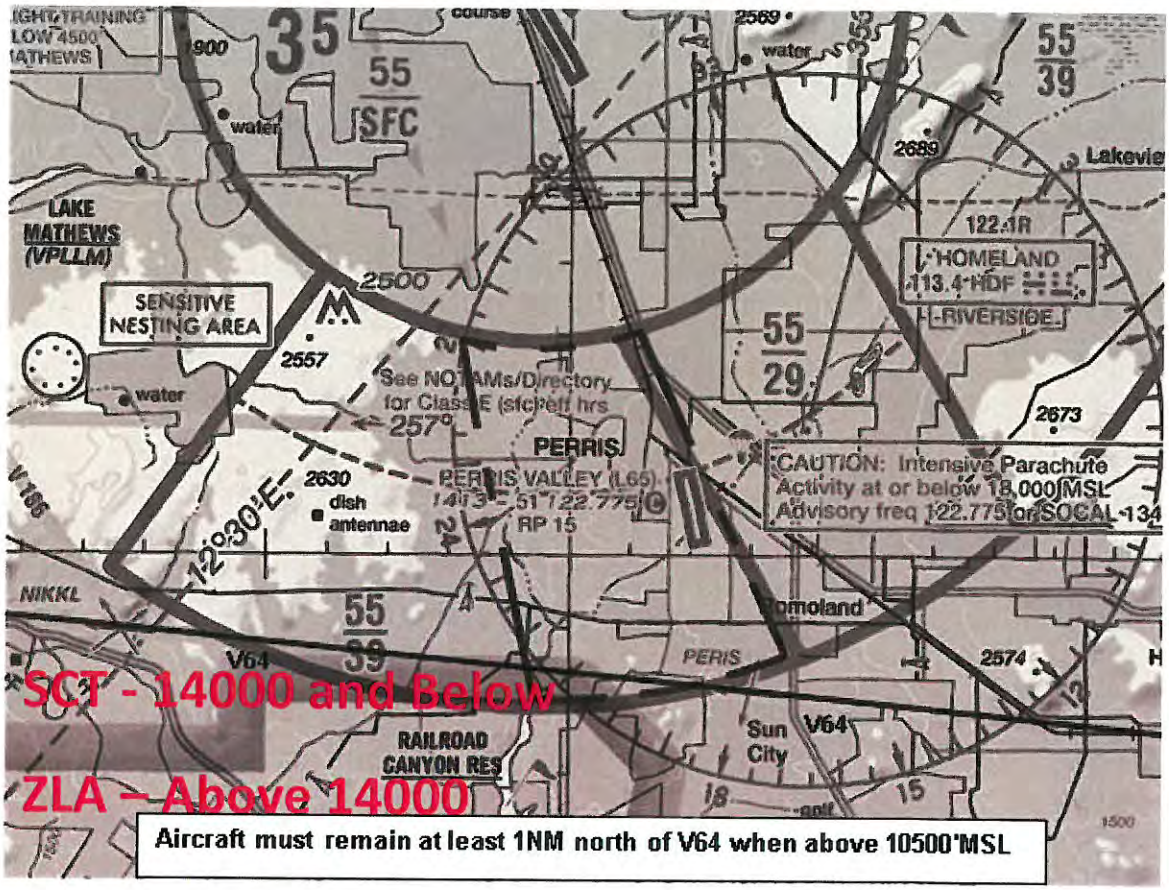
Christopher R. Noel, GS-13, DAF
Air Traffic Manager
452d Operations Support Squadron
March Air Reserve Base, California

Patrick Conatser
President
Perris Valley Aviation Services Inc.

Karl Gulledge
Chief Operating Office
Skydive Elsinore Inc.

DEPICTION OF CLIMB/DESCENT AREAS

1. Perris Climb/Descent Area is defined as that airspace within the March ARB Class C airspace commencing five nautical miles southeast of March ARB at the intersection of Highway 215 and Nuevo Road (33° 48' 00" North 117° 13' 45" West), then southeast via a straight line to the intersection of Highway 215 and McCall Boulevard (33° 43' 25" North 117° 11' 15" West), then clockwise via the southern boundary of the March ARB Class C airspace to a point just south of Kabian County Park (33° 42' 45" North 117° 15' 30" West), then northwest bound via a straight line to the eastern edge of the Mead Valley Refuse Disposal Area (33° 47' 40" North 117° 16'40" West), then eastbound via the March ARB Class C airspace five nautical mile arc to the point of beginning, from the surface up to and including 5500 feet MSL



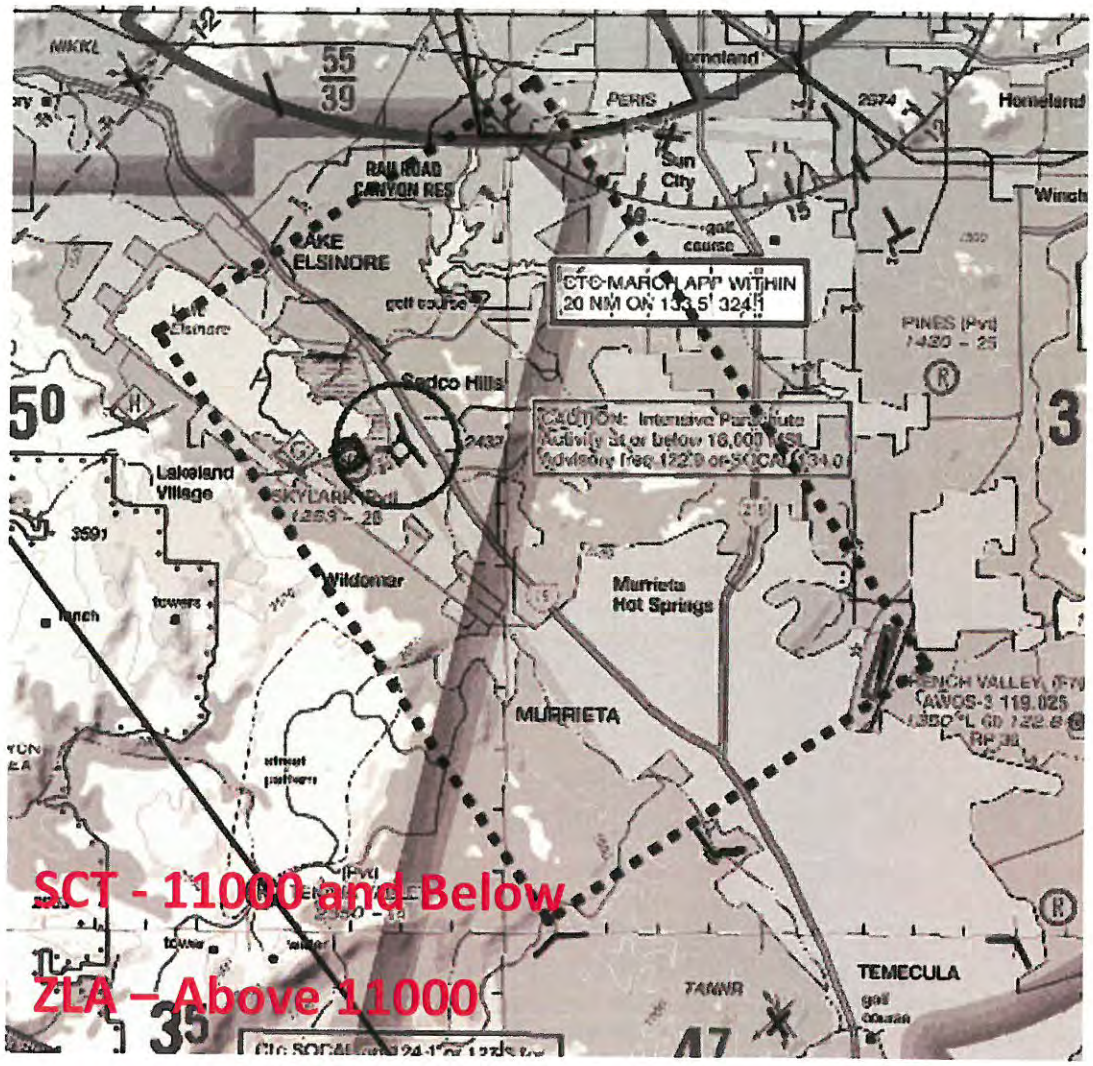
2. Elsinore Climb/Descent Area

a. NW lat/long – N33° 39′ 48.11″ W117° 21′ 51.84″

b. NE lat/long – N33° 43′ 54.58″ W117° 14′ 31.57″

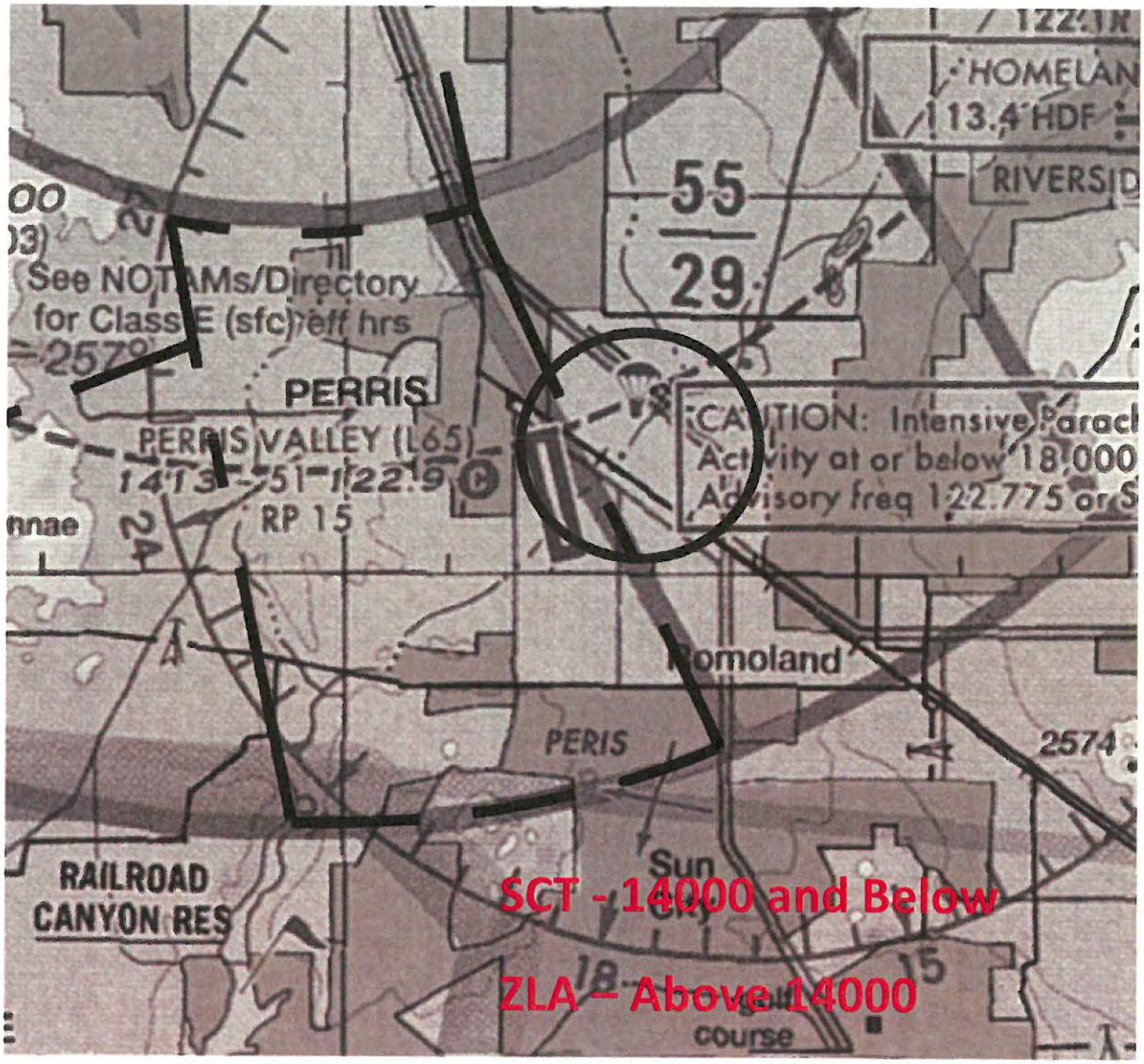
c. SE lat/long – N33° 34′ 26.16″ W117° 06′ 49.11″

d. SW lat/long - N33° 30′ 15.07″ W117° 14′ 09.37″

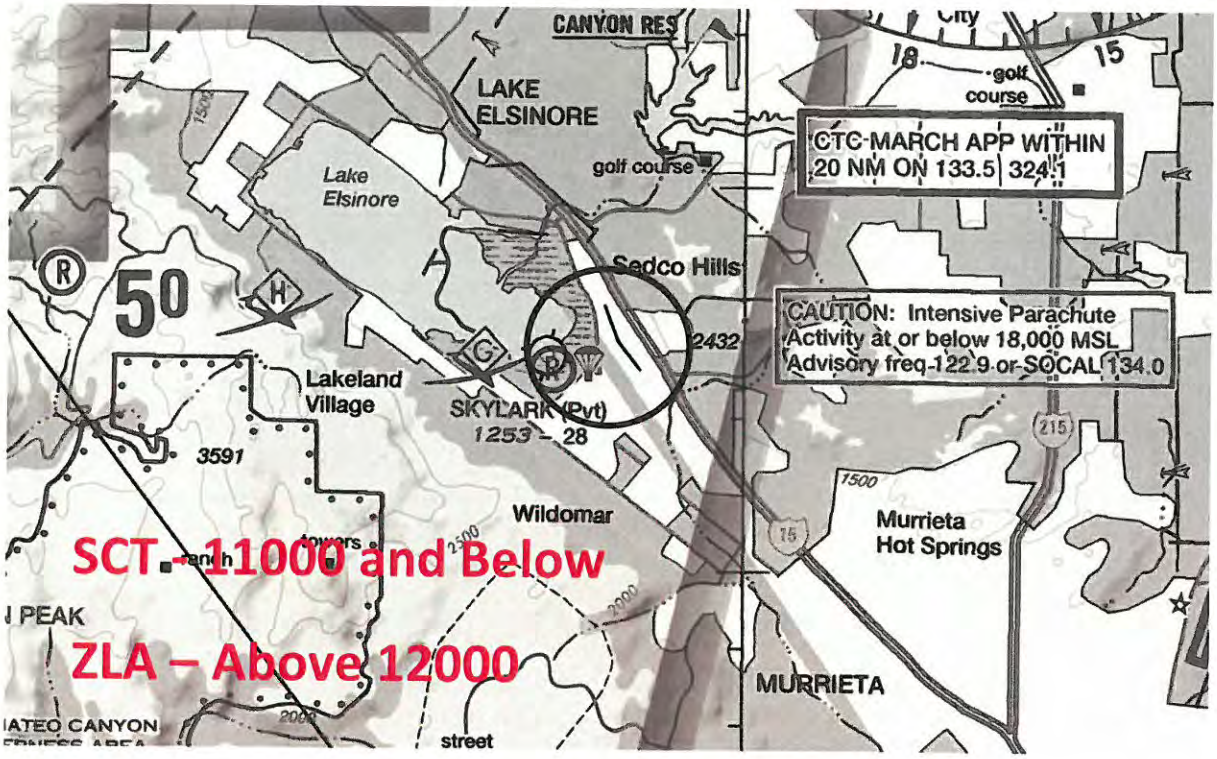


DEPICTION OF PARACHUTE JUMP AREAS

1. Perris Valley Parachute Jump Area – 1NM radius of N33° 46′ 48.73″ W117° 11′ 53.42″

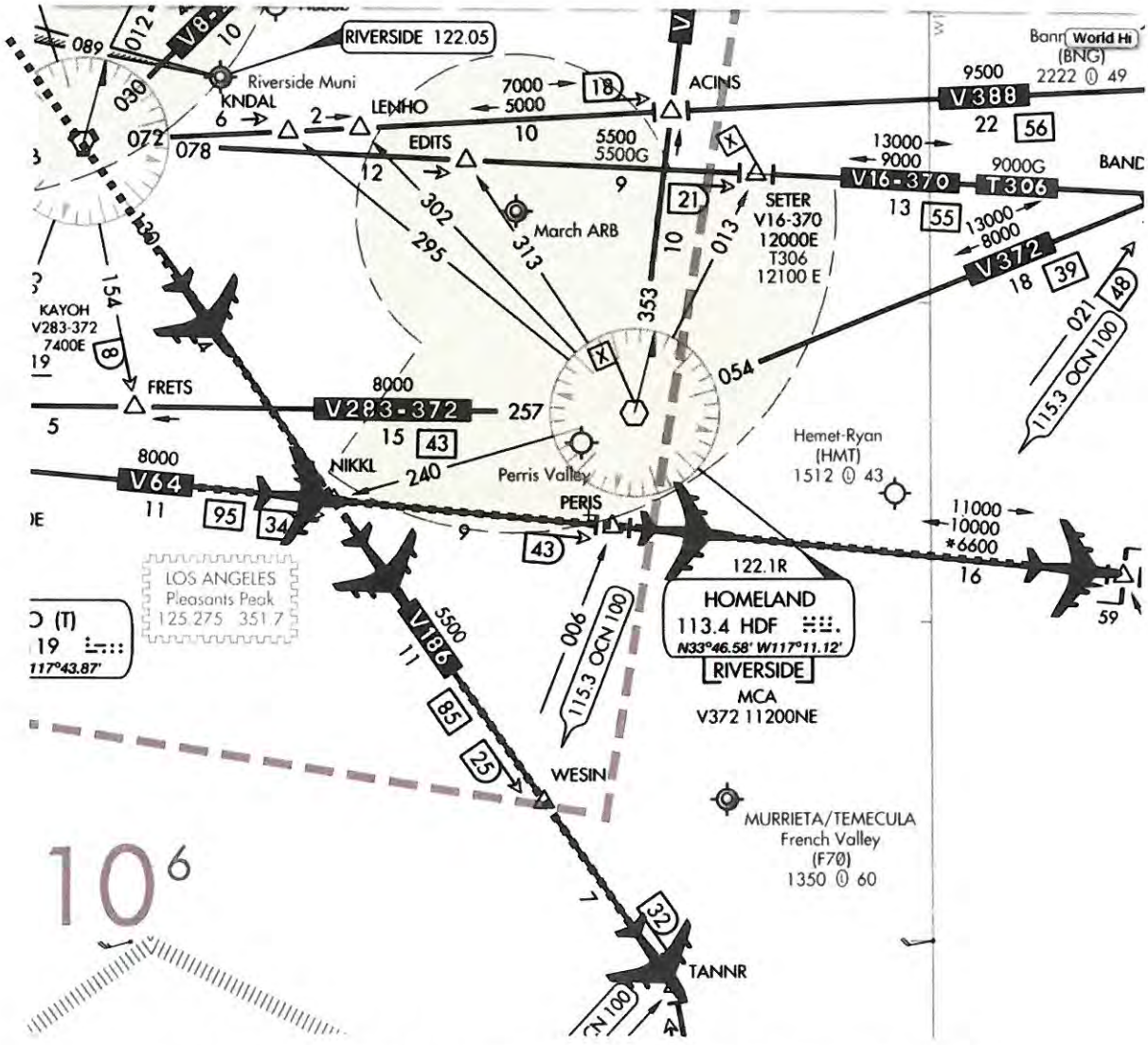


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



MAJOR TRAFFIC FLOWS DEPICTION

V64 and V186 are major airways for IFR traffic through SCT's Airspace. Aircraft operate on V186 at 7,000, 9,000, and 11,000 MSL southeast bound. Aircraft operate on V64 at 11,000, 12,000, and 13,000 MSL. Jet departures off Inland Empire airports climbing southeast bound also navigate via V64 climbing to flight levels.



This chart used only as an example to depict traffic flows, and may not be current

DISCRETE TRANSPONDER CODES

1. The following discrete transponder codes are assigned to the following operators:

a. Perris Valley Skydive Center aircraft:

(1) 4251, PS1, DHC6

(2) 4252, PS2, DHC6

(3) 4253, PS3, DHC6

(4) 4254, PS4, SC7

(5) 4255, PS5, SC7

(6) 4256, PS6, SC7

(7) 4257, PS7, SC7

b. Skydive Elsinore Inc. aircraft:

(1) 4231, MS1, DHC6

(2) 4232, MS2, DHC6

(3) 4233, MS3, C208

(4) 4236, MS4, C208

FACILITY PHONE NUMBERS

1. Los Angeles ARTCC
   a. Operations, Area E: 661-265-8235
   b. Watch Desk: 661-265-8205
2. Southern California Approach Control
   a. Empire Area Supervisor: 858-537-5914
   b. Operations Manager: 858-537-5900
3. March ARB, Air Traffic Control
   a. 951-655-4848
4. Skydive Elsinore Inc.
   a. 951-245-9939
5. Perris Valley Skydiving Center
   a. 951-657-3904

Perris Valley Airport

2091 Goetz RD.

Perris, California 92570

Ph. 951-657-3904

Cell 951-203-5668

May 5, 2023

City of Perris

Planning Department

Attn: Mr. Nathan Perez

The Proposed Project:

This is regarding the proposed Perris Airport Industrial Project the project consists of the following I believe six APNs 330-090-031,-033,-034,-036,-038,-040.

This project is bounded by Goetz Rd. to the West, Ellis Rd. to the North, Case Rd. to the East and is bisected by the Perris Valley Airport. This project literally wraps around the Perris Airport Runway and Parachute landing zones. This proposed project will be in what was a property we leased for over 40 years for the sole purpose of a parachute landing area.

Airport Background:

As I'm sure you know the Perris Valley Airport was first certified as the city Perris Valley Airport in 1933. The airport has been an FAA approved parachute drop zone since 1962. The airport is zoned Public and operated as such. The Conatser family has owned and operated the airport since 1976. The Perris Valley Airport today is most likely the largest and busiest parachute drop zone in the world. We currently have numerous military contracts training pretty much all NATO militaries including many units of our own.

Potential Public Safety Issues:

We do approximately 120,000 +/- jumps annually, that means over 100,00 times a year people and equipment will be in the air at 130 mph directly over or near this proposed project site. There are many public safety concerns for not only the skydiver but the people inside the proposed structures. A few of the factors that are potential hazards are the physical Size of these proposed structures. The sheer size alone will have a change in the natural microclimate surrounding the airport. The mechanical turbulence off these huge structures potentially

effecting not only the of safe flying aircraft but the safe landing of parachutes. Parachutes do not have the ability to power up and go around like an airplane. If a parachute hits wind turbulence/ mechanical turbulence and it's strong enough it can just collapse the parachute. There are many other potential safety factors if an off target landing occurs, and it does happen. The proposed project is directly adjacent to one of our primary Military Landing Areas. Physical hazards like light standards, fences, vehicle parking, all being a safety hazard if hit. Then there is the mechanical turbulence off those structures as well. As you can see heights and distances from the runway and the parachute landing areas are critical for Public Safety.

Recent Developments:

We at the airport try and stay informed and in front of the local surrounding projects to maintain the safety of the airport operation as a whole and have done so for almost 50 years. We attend any City or ALUC meetings to ascertain the potential impacts of any proposed construction. Last week I was notified that the Federal Aviation Administration conducted and concluded a site study regarding the safety of navigation regarding this proposed project. A "Determination of No Hazard to Air Navigation" was found, not sure really what that means. The study was supposed to be open for public comment yet we at the airport were Never contacted or notified so we had no input in the determination. I spoke to Mr. Dan Shoemaker of the obstruction evaluation group and he said" there was no opposing public comment so they approved it". Hard for me to believe as the proposed structures exceed the federal standards by as much as 26 feet in one case??? In my mind these studies were done very poorly without looking at actual data and public safety concerns. The OE/AA report numbers are as follows 2023-AWP-1818-OE through 2023-1828 inclusive. The ALUC review of this project is currently scheduled for July 13, 2023. We will be there on record opposing the proposed project as proposed.

Our opinion:

The project will be a Safety to the Public issue that will more than likely kill or injure the Public in the air and or on the ground if it is built as planned.

As long as we are here and this is the Perris Valley Airport we will continue to fight for the City's Airport.

For the record we at the airport are adamantly opposed to this project for Safety of the Public concerns.

Your help in these matters is always appreciated.

Patrick Conatser Melanie Conatser

Perris Valley Airport

From:	skydiveperrispat@aol.com
To:	guerin060872@outlook.com; Rull, Paul; Vega, Jaqueline
Subject:	Re: L65 Perris Valley AirportFAA OEAAA Study 2023-AWP-1817-OE thru 1828 OE Inclusive
Date:	Tuesday, May 9, 2023 9:57:20 AM
Attachments:	Proposed Perris Airport Industrial Letter R1.docx

Mr. Guerin, Mr. Rull, Mrs. Vega, We had a meeting with the City of Peris Planning yesterday and I'm attaching a letter we provided. I'm forwarding it to you as delivered but if you like I can send one directed to you in this regard. Your attention is always appreciated. Pat Conatser Perris Valley Airport 951-203-5668 anytime

-----Original Message-----
From: skydiveperrispat@aol.com
To: guerin060872@outlook.com <guerin060872@outlook.com>; prull@rivco.org <prull@rivco.org>; javega@rivco.org <javega@rivco.org>
Sent: Thu, May 4, 2023 10:31 am
Subject: L65 Perris Valley AirportFAA OEAAA Study 2023-AWP-1817-OE thru 1828 OE Inclusive

Hi John, Paul and Jackie, This is regarding FAA studies 2023-AWP-1817-OE thru 1823-OE inclusive. I just received notice last Friday April 28th that these studies were done by the FAA without any input from anyone at L65. Thes studies came up with a "Determination of No Hazard to Air Navigation" ?? They clearly show in at least four locations that the proposed structures exceed the 7 to 1 by as much as 27 feet, crazy in my mind. These proposed huge structures, close to one million square feet and 1/3 of a mile long Will affect the microclimate of the airport. Adjacent to main parachute landing areas and the whole North end of runway 15. I have personal experience of mechanical turbulence and the effect on airplanes let alone unpowered parachutes. I just about got killed in an airplane at Perris from a rotor off of a 100'x100' X 32' high building that was out of the 7 to 1, fraction of the size destroyed the airplane. I know this project has been pushed back a few times and I understand it will come back to you on July 13th 2023. I definitely would like to be there for that, we at the Perris Valley Airport are adamantly opposed to the project as proposed. I know in the past we have been opposed to and modified local projects for public safety reasons, but this project Will kill people, Skydivers and Pilots. Yor help is always appreciated.

Patrick Conatser
Perris Valley Airport Owner/ Manager
2091 Goetz Rd. Perris, CA. 92570
my cell 951-203-5668 anytime

Rull, Paul

From: skydiveperrispat@aol.com
Sent: Thursday, February 16, 2023 11:10 AM
To: Rull, Paul
Cc: melanie@skydiveperris.com
Subject: Re: ZAP1028PV23 ALUC project

Hi Paul, after a quick review of the proposed project this is what I'm seeing. As you probably figured we at the airport are Opposed to the project as a whole for many safety concerns. Safety concerns for all of these reasons and probably more: First safety of aircraft landing and departing with such a Large wall of building adjacent to the runway causing potential mechanical turbulence. This mechanical turbulence effecting not only airplanes but parachutists landing in adjacent field drop zone landing areas. Mechanical turbulence causes not only airplanes to crash but parachutes to collapse and potentially kill people. Second this proposed building or buildings are located directly in the world's largest parachute drop zone. Persons and property being dropped day and night directly over, potentially causing damage or injury/fatalities to persons within these structures. 120,000 to 130,000 drops annually on an average. Third it appears from the site plan that the RPZ for runway 15 is encroached with parking and potentially lighting and light poles. Based upon uses his project will have parked truck and trailers that will end up close to 14' high. Fourth and I'm sure not last is the basins located adjacent to the runway, we already have a bird problem and I'm thinking this will make it worse. In a nutshell it's the sheer size of the project with heights close to 50' changing historic wind and thermal patterns that really scare me. I'm sure you have heard these concerns from me on other projects but this one is literally on the airport. I also know you are aware we are The Perris Valley Public Airport and are open to the public and licensed as such although privately owned. Your help and attention is always appreciated. Pat Conatser 951-203-5668 anytime

-----Original Message-----
From: Patrick Conatser <skydiveperrispat@aol.com>
To: Rull, Paul <PRull@rivco.org>
Cc: melanie@skydiveperris.com
Sent: Tue, Jan 31, 2023 1:21 pm
Subject: Re: ZAP1028PV23 ALUC project

Thank you Paul we will see you there! Pat Conatser 951-203-5668 anytime

Sent from my iPhone

On Jan 31, 2023, at 9:23 AM, Rull, Paul <PRull@rivco.org> wrote:

Good Morning Pat and Melanie,

I wanted to inform you that the ALUC has received the Perris Valley Airport Industrial Project and is reviewing the project for a tentative public hearing meeting date of March 9 (which you will get an official notice). The project is located within Airport Zones A , B1, B2, C, and D and I have attached the project's site plan and project description.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Director

Rull, Paul

From: Dan Brodsky-Chenfeld <danbc@skydiveperris.com>
Sent: Monday, March 6, 2023 2:52 PM
To: Rull, Paul
Subject: RE: ZAP1028PV23 ALUC project

Hello Mr. Rull,

My name is Dan Brodsky-Chenfeld. Please allow me to give you a little background about myself. I have been the Manager of Skydive Perris for the last 20 years. In addition to my long history in Perris I have a degree in Aviation from the Ohio State University. I am a Single and Multi Engine Pilot, and FAA Parachute Rigger and United States Parachute Association Safety and Training advisor. I have been skydiving for 43 years, have over 30,000 jumps and am considered and international expert in the sport especially in regard to skydiving safety. Over the last few months I have done safety seminars at both the US and European Parachute Industry Symposiums.

It is my opinion that the Perris Valley Airport Industrial Project will negatively impact safety at the Perris Airport. A building that large, both vertically and horizontally, will inevitably cause significantly increased turbulence on the runway and parachute landing areas. This turbulence can make landing at the airport hazardous for both light airplanes and skydivers. In doing so greatly reducing both our usable landing area and the range of wind conditions we will be comfortable operating in. Not to mention the parking lot being proposed in the north corner.

Skydive Perris is arguably the largest skydiving center in the world. We are uniquely set up as a training facility for international military groups and to host large skydiving events. We often do jumps with over 200 skydivers at a time. One of the reasons Skydive Perris is chosen as the host for these groups and events is because we have a large open area on and surrounding the airport. This allows hundreds of jumpers the safe space to land at the same time. We have this while also being nicely tucked into the highly developed Inland Empire. Other skydiving centers who can host the same groups and events are deep in the desert in the middle of nowhere. Skydivers and military groups don't want to travel to the middle of nowhere.

The negative impact the Perris Valley Airport Industrial Project would have on the airport could limit the size and frequency of groups and events we host at Perris. This would not only negatively impact our business. This will have a negative impact on the local economy as literally the thousands of people who travel from around the world to Perris with these military groups and for these events may no longer do so.

The buildings and lots as proposed will at times create unsafe wind conditions and will always limit potential landing areas. Anything that can be done to reduce the height and coverage of both of these would be a benefit. Not building them at all would be ideal.

Thank you for your time and consideration.

Dan Brodsky-Chenfeld

Rull, Paul

From: andy witcomb <andy@skydiveperris.com>
Sent: Tuesday, March 7, 2023 5:35 PM
To: Rull, Paul
Subject: Aluc L65
Attachments: winmail.dat

Hello Sir,

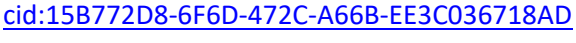
I wonder if you could help me. I wasn't sure of the correct channels to comment on the above Project being reviewed on Thursday 9 March 2023. My apologies, if this is the incorrect method. I look after the Military and Government Groups that currently train at L65. We are privileged to be selected by these groups for essential training. They have the choice of anywhere in the United States and select our location to train and our community to invest in.

I read the documents with interest and are concerned about the impact it may have. The study seems to focus on the effects on Aircraft operations and the FAA guidance. There are some comments relating to 'safety and over flights', but as a formal recognized aviation activity, under Federal Aviation Regulation Pt 105, parachuting and parachutists routinely (sometimes several times a day) overfly the subject area at relatively lower altitudes. Reducing the surrounding area footprint, placing large structures and increasing the likely hood of turbulence, will have a negative impact on our essential training and the safety, of all personnel on the ground and in the air.

It surprised me that the aviation activity under FAR Pt 105 wasn't mentioned and I wondered if I could politely ask for consideration in this important matter. The safety of all is paramount, parachuting is just one facet of aviation, but I felt the need to highlight my concerns.

Very Respectfully

Andy Witcomb



Technical Memorandum

To: Philip Cyburt, CH Realty Partners, LLC
From: Nick Johnson, Johnson Aviation, Inc.
Date: May 29, 2023

Subject: **Response to Comments, Riverside County ALUC - Perris Valley Airport Industrial Project**

Purpose

The Riverside County Airport Land Use Commission (ALUC) staff and City of Perris ("City") Planning Department staff received comments related to the Perris Valley Airport Industrial Project ("Project") in response to ALUC staff emailing a copy of the Project site plan and Project description to the owners/operators of the Perris Valley Airport (L65 or "Airport") and Skydive Perris. The purpose of this technical memorandum is to provide responses to the comments received by ALUC. Comments in each of the email messages sent to the ALUC are parsed to directly address the subject of each comment offered. The full comments are provided for reference as Exhibits A through E to this memo.

Background

The Project is a proposed industrial use, with two warehouse buildings and a trailer storage yard, located in the City and within the Airport Influence Area (AIA) of the Airport and March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is compatible with the City's existing Light Industrial zoning. Allowed Light Industrial uses include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations. An Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) is currently in preparation for the Project. That study will fully address the environmental impacts of the Project including health and safety issues and hazards impacts raised in the comments to the ALUC.

An airport land use compatibility assessment was completed for the Project based on the adopted Perris Valley Airport Land Use Compatibility Plan (ALUCP) and other relevant documents for the Airport, which consider the compatibility concerns of aircraft noise, safety, overflight, and airspace protection. The Project site is within ALUCP Safety Compatibility Zones A through D. The warehouses, trailer storage, employee parking, and retention basins are specifically in Zones B1 through D. The assessment found the Project compatible within Zones B1 through D and consistent with the development criteria in the ALUCP. The assessment also found the Project compatible within the MARB/IP ALUCP Zone E.

Review of the Project by ALUC was documented in a draft staff report prepared for the July 13, 2023 Project hearing date and recommends a finding of CONDITIONALLY CONSISTENT with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. This finding is subject to the conditions included therein, and such additional conditions as may be required by the Federal Aviation Administration (FAA).

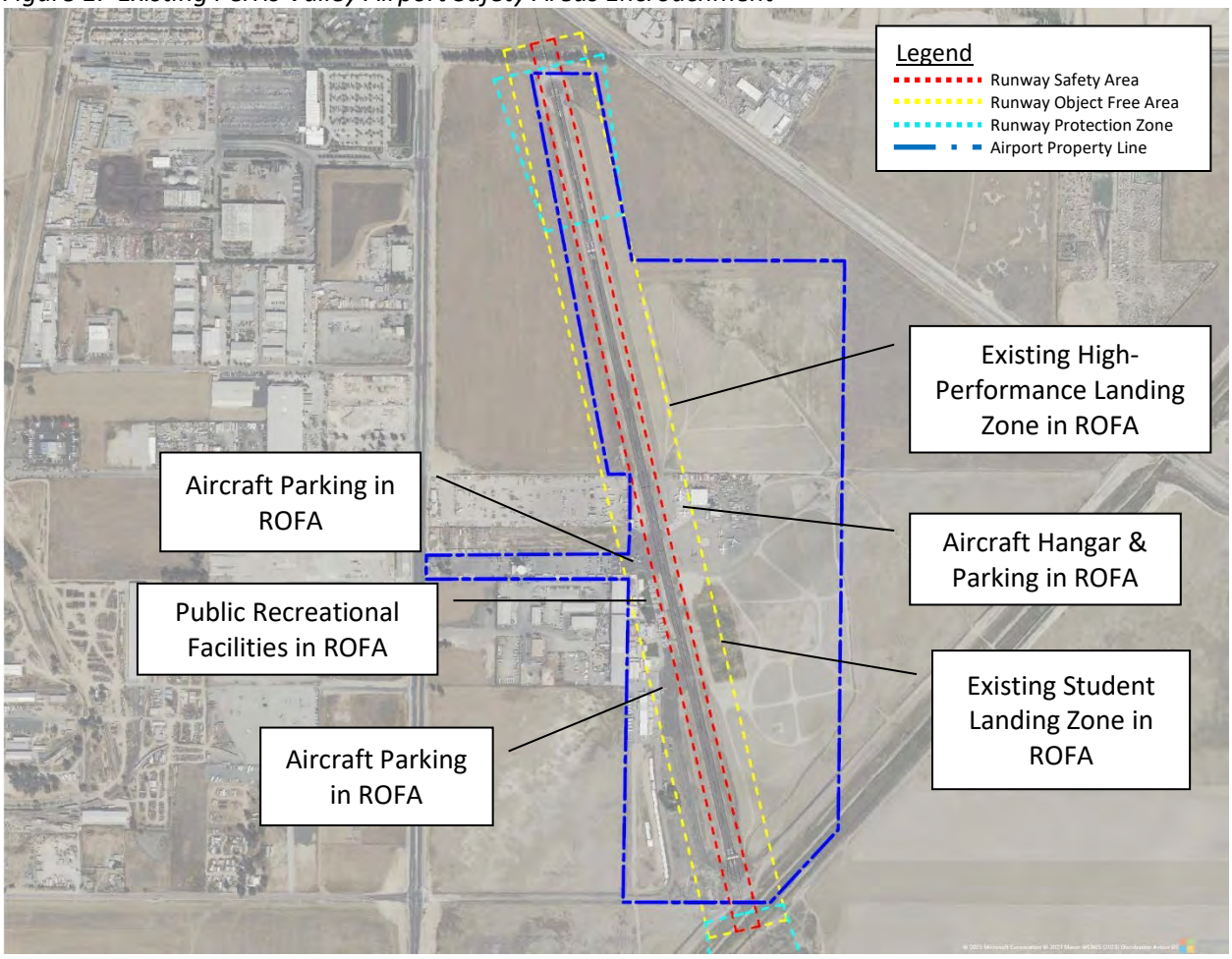
The FAA completed an aeronautical study of the Project buildings and issued Determinations of No Hazard to Air Navigation associated with the proposed location and heights of the buildings on April 19, 2023.

The Airport and all its facilities are owned and operated by the Conatser Family ("Conatsers"). They are responsible for the location and use of the Airport facilities on their property as a public use airport (available for use by the general public without a requirement for prior approval of the owner or

operator) (See Figure 1). The Airport has a landing permit issued by the State of California[1], Division of Aeronautics and Notice to the FAA[2] that the Airport is open and available to the public. Both the FAA and the State require that the Airport be operated and maintained to meet the basic runway safety area standards for airport design. There are three primary safety areas associated with the FAA's Airport Design[3] standards that provide critical separation distances from runways to on- and off-airport land uses. These include the Runway Safety Area (RSA), Runway Object Free Area (ROFA) and Runway Protection Zone (RPZ). These setback distances associated with these safety areas correspond to the size and speed of the aircraft that regularly use the runway. The current aircraft hangars, aircraft parking areas, public assembly areas, restaurant, recreational facilities, automobile parking, fences, trees, parachute landing zones on the Airport do not meet these basic safety setback standards (See Figure 1).

[1] California Department of Transportation, Division of Aeronautics, Corrected Airport Permit No. RIV-020, Pursuant to California Public Utilities Code, Section 21662, August 22, 2011. The most recent State permit compliance inspection was conducted on May 18, 2022 and corrective action was issued on June 7, 2022.
[2] 14 CFR Part 157, Notice of Construction, Alteration, Activation and Deactivation of Airports, https://www.govinfo.gov/content/pkg/CFR-2013-title14-vol3/xml/CFR-2013-title14-vol3-part157.xml
[3] Advisory Circular 150/5300-13B, *Airport Design*, issued March 31, 2022, available at, https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5300-13

Figure 1: Existing Perris Valley Airport Safety Areas Encroachment



The Project has been designed to comply with FAA Airport Design standards with building setbacks, entrance road locations, truck parking, trailer storage, fence lines, storm water quality basins, and security lighting (See Figure 2). These facilities are also positioned to exceed FAA and United States Parachute Association (USPA) landing zone setback guidelines to avoid conflicts with parachute operations and parachute landing zones associated with the Skydive Perris operation. The existing Airport facilities and parachute land zone locations do not meet the FAA and USPA safety setbacks as depicted in Figures 2, 3 and 4.

Figure 2: Proposed Project Consistent with Perris Valley Airport Safety Areas

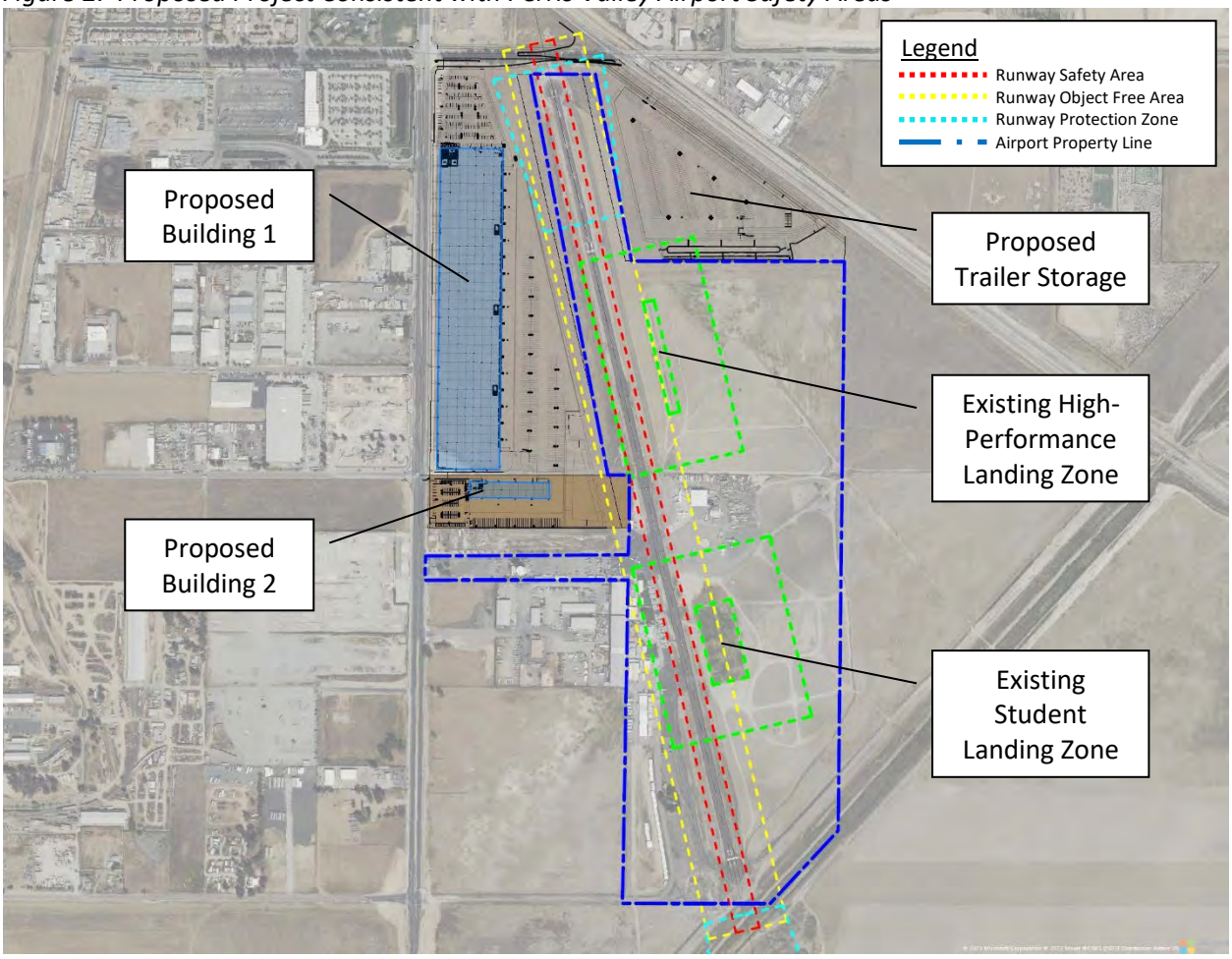


Figure 3: Comparison of Existing Airport Facilities to Proposed Project Facilities

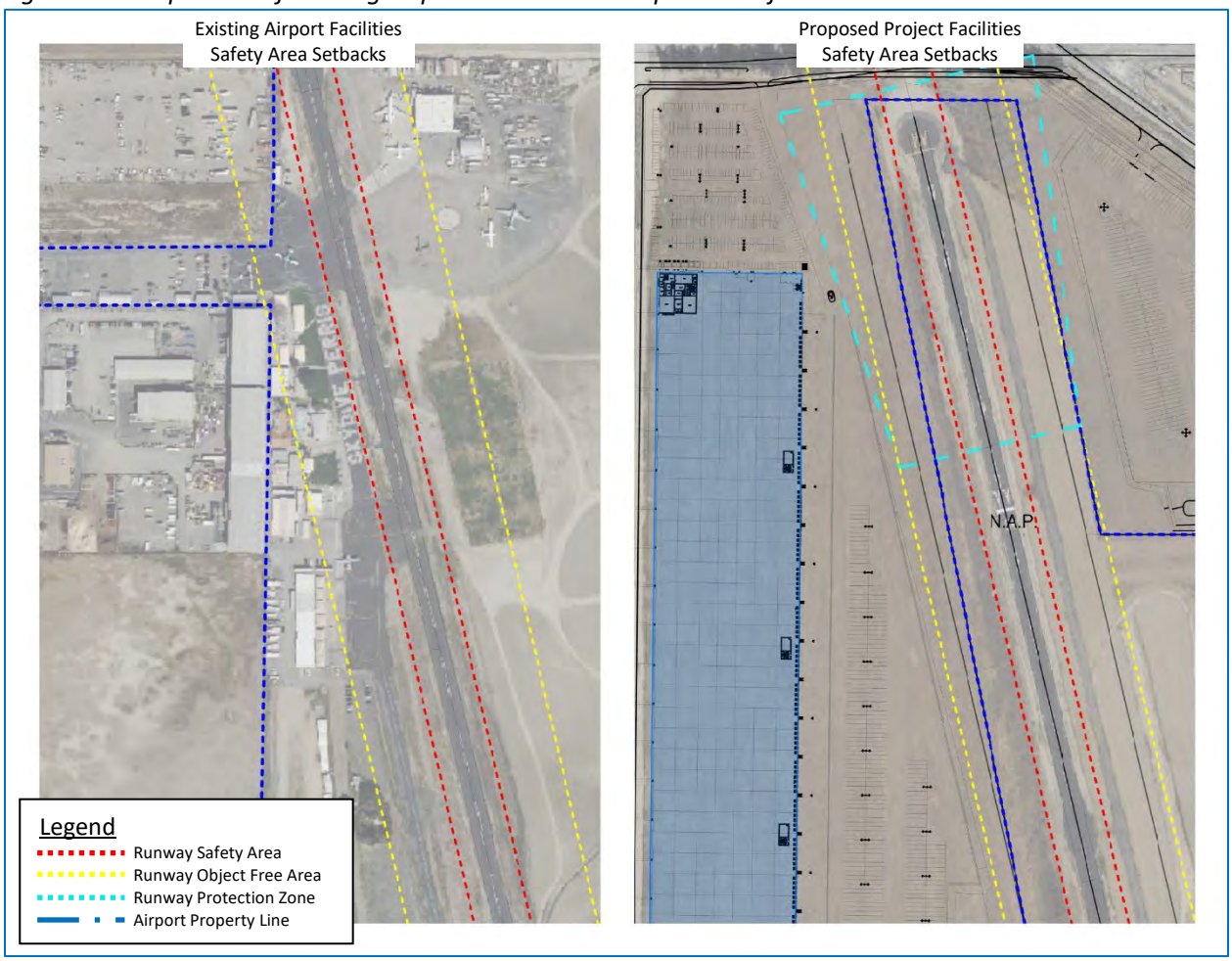
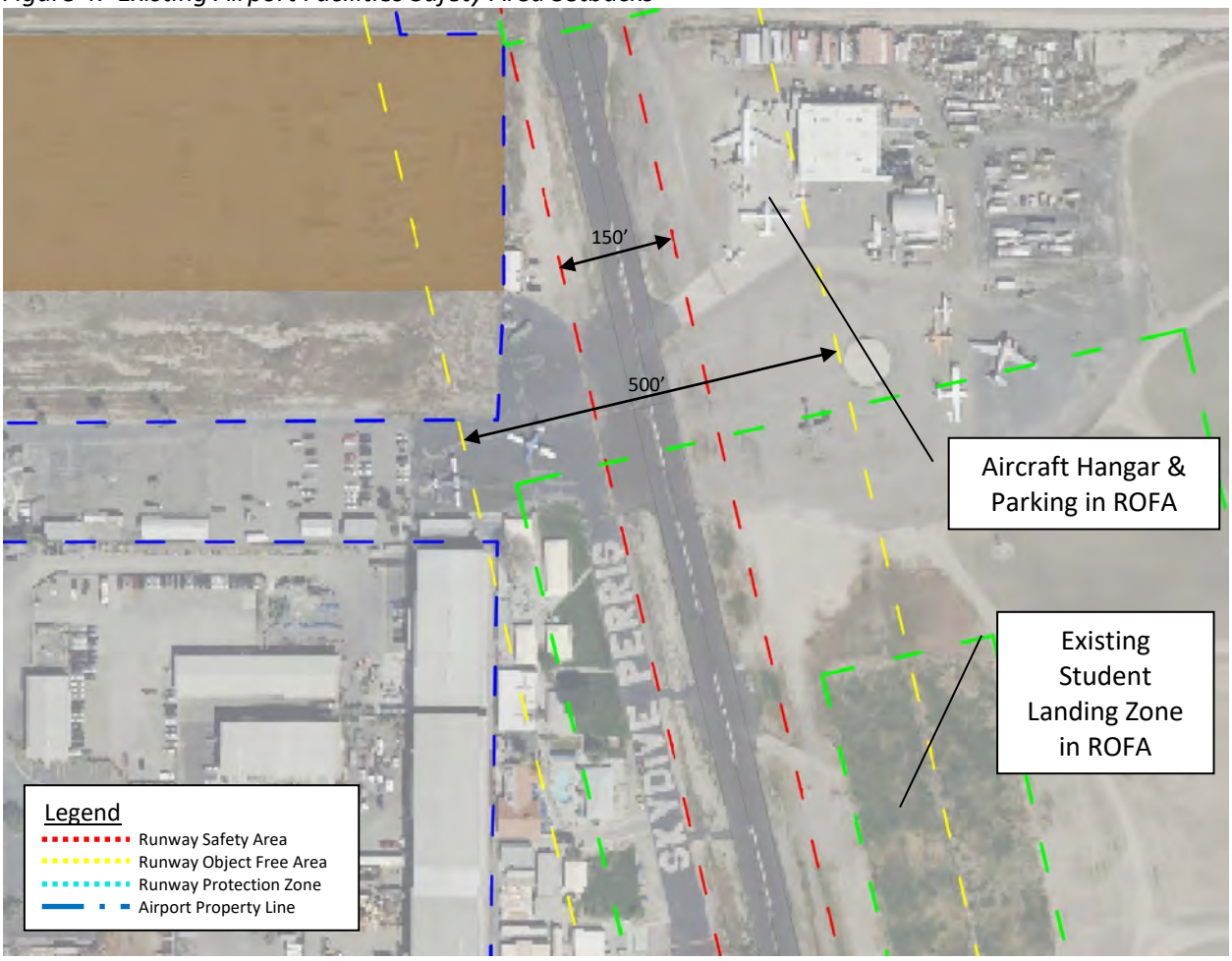


Figure 4: Existing Airport Facilities Safety Area Setbacks



Response to Comments

The following comments and responses are parsed by letter and by subject. Each comment reference corresponds to the letter received and the sequential comments raised in each letter.

Email to ALUC Staff on February 16, 2023 (See Exhibit A)

Comment A1. "First safety of aircraft landing and departing with such a large wall of building adjacent to the runway causing potential mechanical turbulence."

Response A1. The commenter provides no study or report data that supports the assertion in the comment. Pilots encounter mechanical turbulence, which is caused by the friction between air and ground from terrain and built structures that cause eddies and associated turbulence close to the ground. The intensity of this turbulence is proportional to the wind speed, the nature of the surface and the stability of the air mass. Generally, the surface winds need to be 20 knots or greater to create significant turbulence. Pilots train to recognize and prepare for wind variability when taking off and landing. Aircraft are also rated by the FAA and manufacturer for demonstrated crosswind capability and individual pilots train for their own crosswind proficiency.

Aircraft land and takeoff using the runway best aligned into the direction of the prevailing wind. The Project's proposed buildings would be located on the west side of Runway 15/33 and north of the runway midpoint. When winds are from the west or northwest, aircraft arriving and departing the Airport will be using Runway 33 toward the north/northwest. With 5,100 feet of runway length, aircraft in the Skydive Perris fleet have the performance to take off and land over a 50-foot obstacle within the first third of the runway length (approximately 1,700 feet or less). This allows them to operate currently without encountering surface wind mechanical turbulence from their own existing buildings and facilities and immediately adjacent shop buildings that are located west of the runway centerline and south of the runway midpoint. Also, the proposed buildings are set back from the runway by more than 500 feet from the runway to clear the effective distance of wind over a 50-foot obstacle when winds exceed 20 knots (23 miles per hour). When winds are from the south or southeast, aircraft arriving and departing the Airport will be using Runway 15 toward the south/southeast. The Project's proposed buildings would be downwind from the runway and of no consequence to the operation. However, Skydive Perris' existing hangars east of the runway at midfield will continue to interrupt wind flows over the runway and potentially cause mechanical turbulence.

The Project also meets or exceeds the FAA Airport Design Standards for Airports. The Project facilities are being designed to comply with the FAA's Runway Safety Area (RSA), Runway Object Free Area (ROFA), and Runway Protection Zone (RPZ) setbacks and the building heights are designed to comply with federal airspace protection regulations[4]. These design standards comply with the FAA's airport design standards and substantially exceed the existing conditions under which the Airport and its various facilities, aircraft parking locations, aircraft fueling and aircraft operations are currently maintained by the Airport Owners and operators.

Therefore, the proposed Project buildings would be in a location where they would not cause mechanical turbulence for aircraft operations to and from the Airport runway. These proposed Project buildings are designed to comply with FAA Airport design standards for setback from the runway. However, existing facilities owned and operated by the Airport owners would remain in locations that could cause mechanical turbulence for their own aircraft operations and those of the general public due to the public-use status of the Airport.

Comment A2. This mechanical turbulence [a]ffecting not only airplanes but parachutists landing in adjacent field drop zone landing areas.

Response A2. The commenter provides no study or report data that supports the assertion in the comment. Skydive Perris has two designated parachute landing areas that are located more than 500 feet from the proposed Project buildings and proposed Project trailer storage yard. The identified landing areas for both students and "high-performance" landings are located on the east side of the runway centerline. The proposed Project buildings are on the west side of the runway centerline and the proposed trailer storage lot is located north of the "high-performance" landing zone (See Figure 3).

FAA AC 150/105-2E, Sport Parachuting, provides suggestions to improve sport parachuting safety, and disseminates information to assist all parties associated with sport parachuting to be conducted in compliance with Title 14 of CFR Part 105. Section 5, Skydiver Safety, (f), Parachute Landing Area. This recommendation states: "The FAA recommends that areas used as parachute landing areas remain

[4] 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77

unobstructed, with sufficient minimum radial distances to the nearest hazard." The guidelines in the United States Parachute Association (USPA) Basic Safety Requirements (BSR)[5] provide an industry measure for determining the adequacy of the landing area.

The USPA BSRs state the following with regard to drop zone requirements:

> J. Drop Zone Requirements - Areas used for skydiving should be unobstructed, with the following minimum radial distances to the nearest hazard:
>
> Solo students and A-license holders—330 feet
>
> B- and C-license holders and all tandem skydives—165 feet
>
> D-license holders—40 feet

The proposed Project buildings and trailer storage lot are more than 500 feet from the student landing area and the high-performance landing area and therefore would exceed skydiving industry standards for landing area clearing and setbacks and thereby avoid the potential for mechanical turbulence effects on skydiving operations. However, existing facilities owned and operated by the Skydive Perris owners would remain in locations that could cause mechanical turbulence from their own facilities, aircraft parking areas, runway, RSA and ROFA in proximity to the student landing area.

[5] Skydiver's Information Manual, Section 2: Basic Safety Requirements and Waivers, https://www.uspa.org/SIM/2

Figure 5: Skydive Perris High Performance Parachute Landing Zone and Project Setbacks

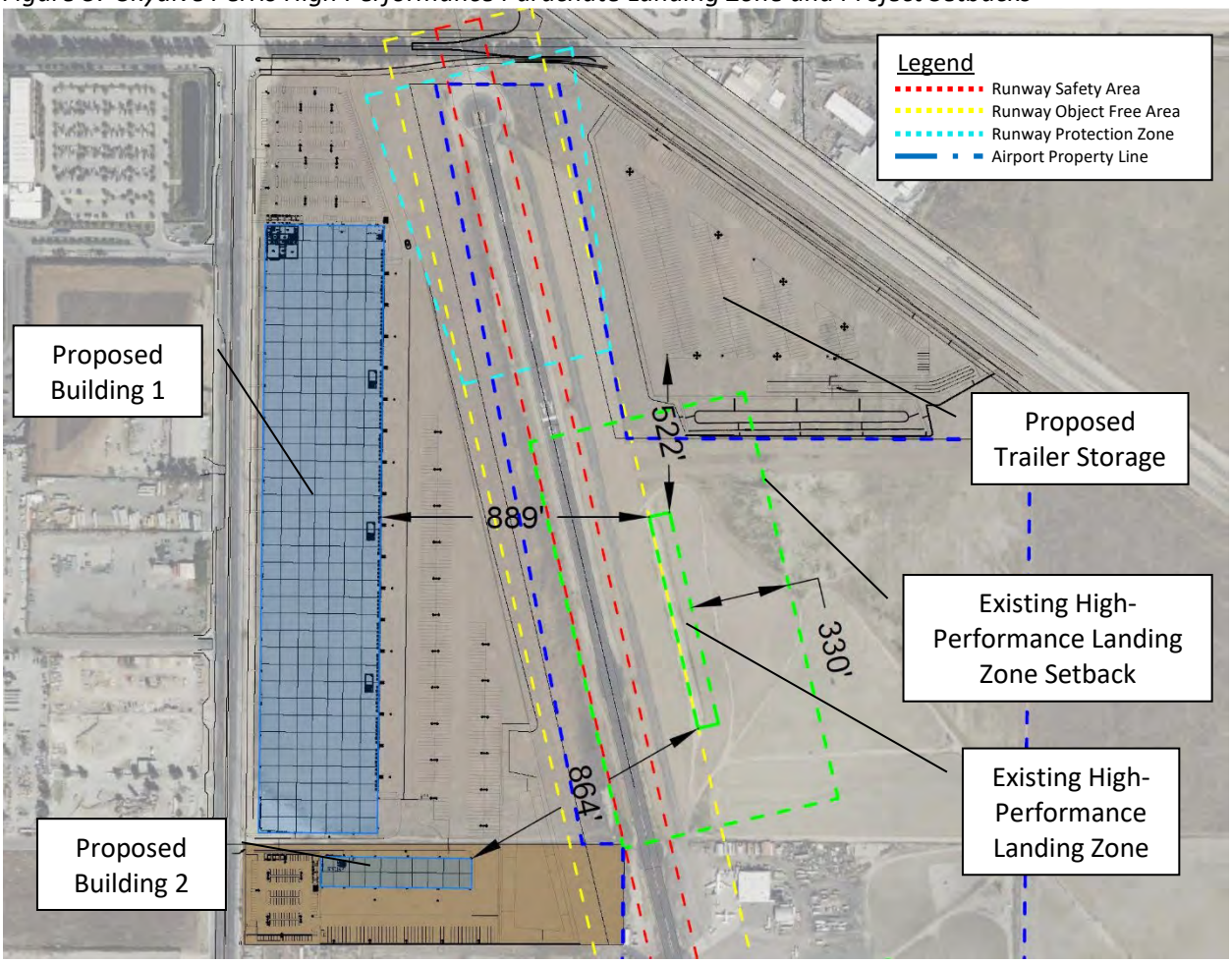
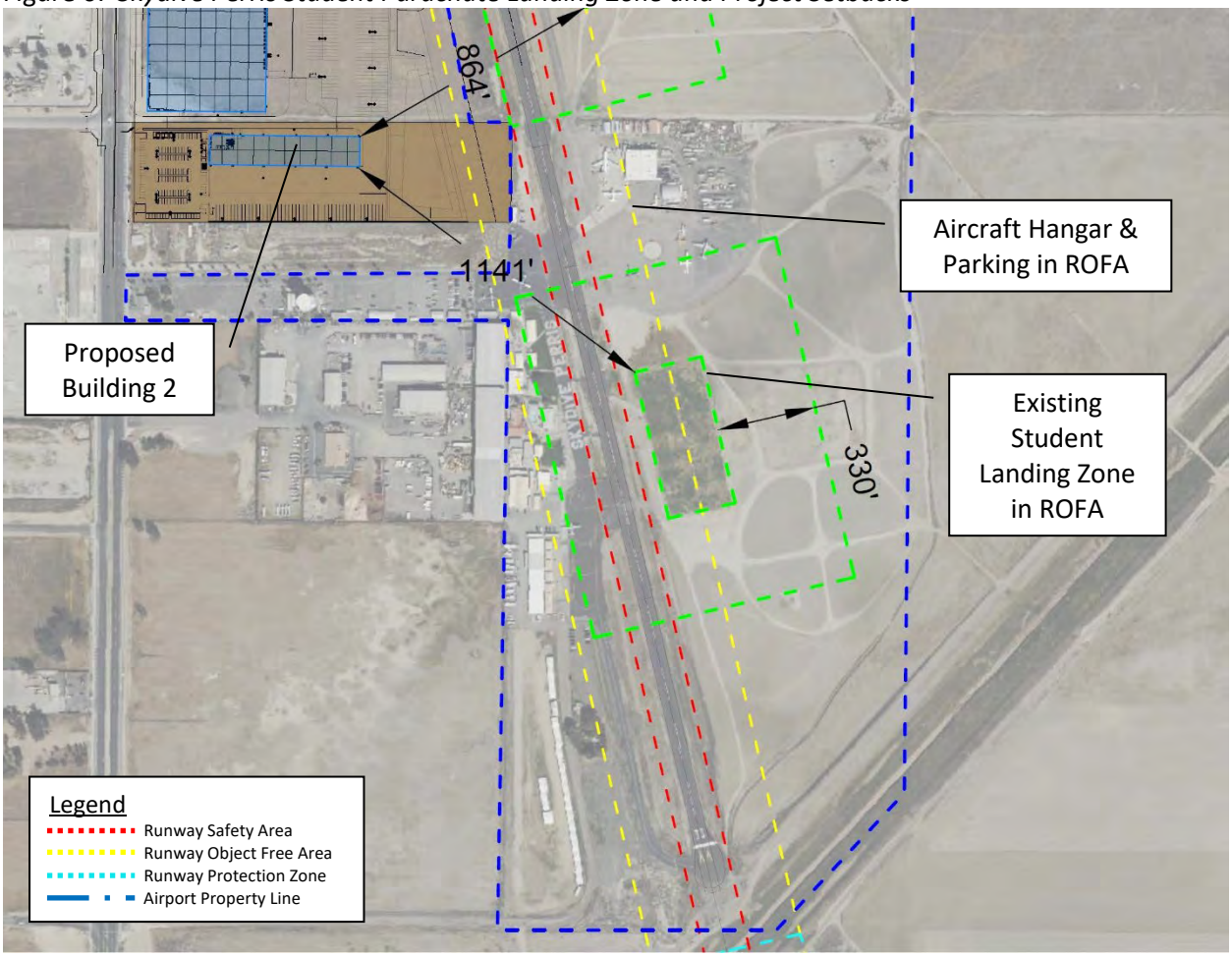


Figure 6: *Skydive Perris Student Parachute Landing Zone and Project Setbacks*



Comment A3. Mechanical turbulence causes not only airplanes to crash but parachutes to collapse and potentially kill people.

Response A3. Specific to the Project site, the National Transportation Safety Board (NTSB) recorded and investigated 24 accidents at Perris Valley Airport between 1984 to present (https://data.ntsb.gov/carol-main-public). Of these accidents, seven included fatalities. Based on the type of aircraft that are used by Skydive Perris and the NTSB reports, five of those 24 accidents are attributed to skydiving, and two involved fatalities. Most significantly, in 1992, 16 people were killed and six were seriously injured when the pilot inadvertently feathered the wrong propeller following an engine power loss. The NTSB does not report on skydiving accidents or incidents separately from aircraft. An internet search for news articles related to skydiving accidents at Perris Valley Airport found that there have been approximately 15 skydiving deaths reported since 2000.

Of the NTSB investigated accidents at Perris Valley Airport, 15 (65%) occurred during the takeoff, climb, approach, landing, or traffic pattern phase of flight; the remainder occurred during the enroute (cruise) portion of flight. One accident involved people on the ground when an aircraft collided with a parked DC-3 and three people were waiting to board the DC-3 (one was seriously injured). One accident involved impact with a building under construction and a camping trailer.

Pilots are required to be aware of the wind conditions in which they are operating and to not exceed their own proficiency with crosswinds and general wind conditions. Likewise, skydivers and skydiving instructors are required to be aware of the wind conditions in which they are performing and not exceed their own proficiency or that of their students. None of the accident data found attributes any of the accidents, injuries, or fatalities due to the existence of buildings.

Comment A4. Second this proposed building or buildings are located directly in the world's largest parachute drop zone. Persons and property being dropped day and night directly over, potentially causing damage or injury/fatalities to persons within these structures. 120,000 to 130,000 drops annually on an average.

Response A4. The commenter provides no study or report data that supports the assertion in the comment. The Project is not located in a parachute drop zone or in a "hazardous area" as shown in Figure 5. As per the SkyDive Perris website (https://skydiveperris.com/experienced/skydiving-safety-rules) the student landing area is east of Runway 15-33, directly adjacent to the airport operator's existing facilities. A high-performance landing area is also east of Runway 15-33 on the opposite side of the runway from the proposed Project buildings and south of the trailer storage lot. This landing area is more than 889 feet from the nearest proposed building and more than 522 feet from the nearest trailer storage position.

Comment A5. Third it appears from the site plan that the RPZ for runway 15 is encroached with parking and potentially lighting and light poles. Based upon uses this project will have parked truck and trailers that will end up close to 14' high.

Response A5. The RPZ for Runway 15 is not encroached with parking, lighting, or poles. All Project facilities are designed outside of the RPZ including the warehouses, truck yards, employee parking, entrance/exit roads and retention basins as shown in Figure 5.

Comment A6. Fourth and I'm sure not last is the basins located adjacent to the runway, we already have a bird problem and I'm thinking this will make it worse.

Response A6. The commenter provides no study or report data that supports the assertion in the comment. The two bioretention basins are dry-bottom facilities designed to the best management practices (BMPs) in the Riverside County Wildlife Hazard Management Plan for Riverside County Airports, which aims to deter birds by requiring that stormwater management basins must be capable of draining within 48 hours of a rain event. Landscaping near the proposed basins and on all of the Project property is also compliant with the Wildlife Hazard Management Plan.

Comment A7. In a nutshell it's the sheer size of the project with heights close to 50' changing historic wind and thermal patterns that really scare me.

Response A7. The commenter provides no study or report data that supports the assertion in the comment. The building height for Building 1 ranges from 47 feet to 50 feet to top of parapet; for Building 2 it is 41 feet to 45 feet to top of parapet. An aeronautical study by the FAA was initiated for the buildings associated with the Project and each received Determinations of No Hazard to Air Navigation. The aeronautical studies assessed the building locations, planned heights and whether there is a need for any associated lighting or markings to ensure that the buildings are conspicuous at night and during low visibility weather conditions. Also see Response A1 with regard to the position of the proposed buildings relative to the takeoff and landing of aircraft on Runway 15/33.

Comment A8. I'm sure you have heard these concerns from me on other projects but this one is literally on the airport.

Response A8. The proposed Project is located on private property adjacent to the Perris Valley Airport and is not located on property owned or otherwise controlled by the airport operators. The closest structures to the Airport and the runway are structures owned by the Airport operator that do not meet FAA Airport Design safety standards for public use airports.

Comment A9. I also know you are aware we are The Perris Valley Public Airport and are open to the public and licensed as such although privately owned.

Response A9. The proposed Project is located on private property adjacent to the Perris Valley Airport and is not located on property owned or otherwise controlled by the airport operators. Further the proposed Project is designed to meet or exceed FAA Airport Design separation standards from runways. The existing airport facilities and skydiving facilities do not currently meet the FAA Airport Design standards or the FAA design guidelines for sport parachuting drop zones despite being open to the public for public use.

Email to ALUC Staff on March 6, 2023 (See Exhibit B)

Comment B1. It is my opinion that the Perris Valley Airport Industrial Project will negatively impact safety at the Perris Airport.

Response B1. The commenter provides no study or report data that supports the assertion in the comment. The Project design follows the airport safety design criteria, as per FAA AC 150/5300-13B, Airport Design. The Project does not encroach on parachute landing areas, as per FAA AC 150/105-2E, Sport Parachuting and the diagrams provided on the SkyDive Perris website. The FAA issued Determinations of No Hazard to Air Navigation associated with the proposed Project buildings. The Project is compatible within ALUCP Safety Compatibility Zones A through D as per the safety criteria outlined in Table 2A in the Countywide Policies of the Riverside County ALUCP.

Comment B2. A building that large, both vertically and horizontally, will inevitably cause significantly increased turbulence on the runway and parachute landing areas. This turbulence can make landing at the airport hazardous for both light airplanes and skydivers. In doing so greatly reducing both our usable landing area and the range of wind conditions we will be comfortable operating in.

Response B2. SEE RESPONSES A1, A2, AND A3.

Comment B3. Not to mention the parking lot being proposed in the north corner.

Response B3. SEE RESPONSES A1, A2, AND A3.

Comment B4. Skydive Perris is arguably the largest skydiving center in the world. We are uniquely set up as a training facility for international military groups and to host large skydiving events. We often do jumps with over 200 skydivers at a time. One of the reasons Skydive Perris is chosen as the host for these groups and events is because we have a large open area on and surrounding the airport. This allows hundreds of jumpers the safe space to land at the same time. We have this while also being nicely tucked into the highly developed Inland Empire. Other skydiving centers who can host the same groups and events are deep in the desert in the middle of nowhere. Skydivers and military groups don't want to travel to the middle of nowhere.

Response B4. The proposed Project is designed to meet or exceed the FAA Airport Design standards and the FAA Sport Parachuting recommendations for designated landing areas. Use of additional airport property east of the designated landing zones is unobstructed by the proposed Project. The airport owners own approximately 74 acres east of the runway and east of the existing Runway Object Free Area (ROFA) that is theirs to continue to use and accommodate large skydiving events and would be compliant with FAA Airport Design standards.

Comment B5. The negative impact the Perris Valley Airport Industrial Project would have on the airport could limit the size and frequency of groups and events we host at Perris. This would not only negatively impact our business. This will have a negative impact on the local economy as literally the thousands of people who travel from around the world to Perris with these military groups and for these events may no longer do so.

Response B5. The proposed Project is located on private property and is not affiliated with the skydiving operations at Perris Valley Airport. The airport owners own approximately 74 acres east of the runway and east of the existing Runway Object Free Area (ROFA) that is theirs to continue to use and accommodate large skydiving events and would be compliant with FAA Airport Design standards. Also, as stated in the above responses, development and operation of the Project will not have safety impacts on the Airport or its skydiving operations.

Comment B6. The buildings and lots as proposed will at times create unsafe wind conditions and will always limit potential landing areas. Anything that can be done to reduce the height and coverage of both of these would be a benefit. Not building them at all would be ideal.

Response B6. SEE RESPONSES A1, A2, AND A3.

Email to ALUC Staff on March 7, 2023 (See Exhibit C)

Comment C1. There are some comments relating to 'safety and over flights', but as a formal recognized aviation activity, under Federal Aviation Regulation Pt 105, parachuting and parachutists routinely (sometimes several times a day) overfly the subject area at relatively lower altitudes.

Response C1. Safety and Overflight as used in the context of airport land use compatibility planning refers to the limitation of people living and working in the vicinity of the airport and the type of land uses that are compatible with airport operations.

To the commenter's point, parachutists similarly cannot fly at any altitude or in any airspace and cannot create a hazard to air traffic or to persons and property on the ground. As the commenter notes and as per 14 CFR Part 105, Section 23, at non-towered airports, "a parachutist may drift over that airport with a fully deployed and properly functioning parachute if the parachutist is at least 2,000 feet above that airport's traffic pattern and avoids creating a hazard to air traffic or to persons and property on the ground".

As per 14 CFR Part 105, Section 25, no parachute operation may be conducted in "Class E or G airspace area unless the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude is notified of the parachute operation no earlier than 24 hours before or no later than 1 hour before the parachute operation begins".

Therefore, the parachutists are required to comply with 14 CFR Part 105 and thus have a duty to surrounding landowners to avoid creating hazards to people and property on the ground and to avoid creating hazards in the air to aircraft.

Comment C2. Reducing the surrounding area footprint, placing large structures and increasing the likely hood [sic] of turbulence, will have a negative impact on our essential training and the safety, of all personnel on the ground and in the air.

Response C2. SEE RESPONSES A1, A2, AND A3.

Comment C3. It surprised me that the aviation activity under FAR Pt 105 wasn't mentioned and I wondered if I could politely ask for consideration in this important matter. The safety of all is paramount, parachuting is just one facet of aviation, but I felt the need to highlight my concerns.

Response C3. Perris Valley Airport is a public-use, privately-owned airport without an operating control tower, and is known as a skydiving center. 14 CFR Part 105 (also referred to as FAR Part 105) provides regulations for parachute operations. Section 23 and Section 25 address airports and airspace safety. The following excerpts from the regulations are provided for information regarding these responsibilities skydivers and skydiving instructors operating at Skydive Perris. FAR Part 105 only imposes obligations on those who operate parachute facilities pilots and the parachuters themselves and does not impose regulations upon the development and operation of the Proposed Project.

Section 105.23, Parachute operations over or onto airports:

> No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, over or onto any airport unless -
>
> (a) For airports with an operating control tower [DOES NOT APPLY TO PERRIS VALLEY]:
>
> > (1) Prior approval has been obtained from the management of the airport to conduct parachute operations over or on that airport.
> >
> > (2) Approval has been obtained from the control tower to conduct parachute operations over or onto that airport.
> >
> > (3) Two-way radio communications are maintained between the pilot of the aircraft involved in the parachute operation and the control tower of the airport over or onto which the parachute operation is being conducted.
>
> (b) [APPLIES TO PERRIS VALLEY] For airports without an operating control tower, prior approval has been obtained from the management of the airport to conduct parachute operations over or on that airport.
>
> (c) [APPLIES TO PERRIS VALLEY] A parachutist may drift over that airport with a fully deployed and properly functioning parachute if the parachutist is at least 2,000 feet above that airport's traffic pattern, and avoids creating a hazard to air traffic or to persons and property on the ground.

Section 105.25, Parachute operations in designated airspace:

> (a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft -

(1) Over or within a restricted area or prohibited area unless the controlling agency of the area concerned has authorized that parachute operation;

(2) Within or into a Class A, B, C, D airspace area without, or in violation of the requirements of, an air traffic control authorization issued under this section;

(3) Except as provided in paragraph (c) and (d) of this section, within or into Class E or G airspace area unless the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude is notified of the parachute operation no earlier than 24 hours before or no later than 1 hour before the parachute operation begins.

(b) Each request for a parachute operation authorization or notification required under this section must be submitted to the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude and must include the information prescribed by § 105.15(a) of this part.

(c) For the purposes of paragraph (a)(3) of this section, air traffic control facilities may accept a written notification from an organization that conducts parachute operations and lists the scheduled series of parachute operations to be conducted over a stated period of time not longer than 12 calendar months. The notification must contain the information prescribed by § 105.15(a) of this part, identify the responsible persons associated with that parachute operation, and be submitted at least 15 days, but not more than 30 days, before the parachute operation begins. The FAA may revoke the acceptance of the notification for any failure of the organization conducting the parachute operations to comply with its requirements.

(d) Paragraph (a)(3) of this section does not apply to a parachute operation conducted by a member of an Armed Force within a restricted area that extends upward from the surface when that area is under the control of an Armed Force.

Email to ALUC Staff on May 4, 2023 (See Exhibit D)

Comment D1. This is regarding FAA studies 2023-AWP-1817-OE thru 1823-OE inclusive. I just received notice last Friday April 28th that these studies were done by the FAA without any input from anyone at L65.

Response D1. FAA performs aeronautical studies of proposed development on and near airports under the requirements of 14 CFR Part 77[6]. The Project owners prepared proper notice to the FAA of the proposed buildings associated with the Project. The FAA prepared aeronautical studies based on the height and location of the proposed buildings to ensure that they would meet FAA safety standards. The FAA notifies airport owners and operators of these studies as well as other interested aviation parties. It is the responsibility of airport owners and operators to respond timely to these studies to provide substantive aeronautical comment.

[6] 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77

Comment D2. These studies came up with a "Determination of No Hazard to Air Navigation" ?? They clearly show in at least four locations that the proposed structures exceed the 7 to 1 by as much as 27 feet, crazy in my mind.

Response D2. 14 CFR Part 77 imaginary surfaces around the runway are in place to identify objects planned around the runway for further study. The FAA considers the specific types of aircraft operations taking place on the runway during its aeronautical study and the exact location of the planned building or facility. Exceeding Part 77 surfaces, particularly the sideline transitional surface to the runway, is not considered a hazard to air navigation when a facility is outside of the Runway Safety Area (RSA), Runway Object Free Area (ROFA) and Runway Protection Zone (RPZ) as is the case of the proposed Project.

Comment D3. These proposed huge structures, close to one million square feet and 1/3 of a mile long Will affect the microclimate of the airport.

Response D3. The commenter provides no study or report data that supports the assertion in the comment. The FAA's aeronautical study of the proposed Project buildings included the height, size and location of the buildings relative to Runway 15/33 at Perris Valley Airport. Also see Responses A1, A2, AND A3 for responses regarding wind and weather effects of the Project.

Comment D4. Adjacent to main parachute landing areas and the whole North end of runway 15. I have personal experience of mechanical turbulence and the effect on airplanes let alone unpowered parachutes. I just about got killed in an airplane at Perris from a rotor off of a 100'x100' X 32' high building that was out of the 7 to 1, fraction of the size destroyed the airplane.

Response D4. SEE RESPONSES A1, A2, AND A3. The commenter provides no study or report data that supports the assertion in the comment. Also see Appendix A for the full NTSB Aviation Investigation Final Report on the referenced accident by the commentor. Of note is the fact that the accident airplane ran into a fuel truck parked within the ROFA that sheared off the right wing of the aircraft and came to rest approximately 90 feet from the skydiving parachute packing facilities that are also located within the ROFA (See Figure 7). These substandard existing facilities in fact put unsuspecting members of the public within unenclosed tents and outdoor facilities within the ROFA. Parked aircraft and other airport vehicles within the ROFA increase the risk to pilots and their passengers in the case of runway excursions like the subject aircraft accident.

Figure 7: NTSB Accident Investigation Docket GAA17CA30 (Photo Courtesy of FAA)

Comment D5. I know this project has been pushed back a few times and I understand it will come back to you on July 13th 2023. I definitely would like to be there for that, we at the Perris Valley Airport are adamantly opposed to the project as proposed. I know in the past we have been opposed to and modified local projects for public safety reasons, but this project Will kill people, Skydivers and Pilots. Yor help is always appreciated.

Response D5. The commenter provides no study or report data that supports the assertion in the comment.

Letter to City of Perris Planning Department and Copied to ALUC Staff (See Exhibit E)

Comment E1. This project is bounded by Goetz Rd. to the West, Ellis Rd. to the North, Case Rd. to the East and is bisected by the Perris Valley Airport. This project literally wraps around the Perris Airport Runway and Parachute landing zones. This proposed project will be in what was a property we leased for over 40 years for the sole purpose of a parachute landing area.

Response E1. The property associated with the proposed Project is wholly owned by the Project proponent. The Airport operators do not currently have a lease or operating rights associated with the Project property.

Comment E2. We do approximately 120,000 +/- jumps annually, that means over 100,00 times a year people and equipment will be in the air at 130 mph directly over or near this proposed project site. There are many public safety concerns for not only the skydiver but the people inside

the proposed structures. A few of the factors that are potential hazards are the physical Size of these proposed structures.

Response E2. The commenter provides no study or report data that supports the assertion in the comment. The proposed Project buildings and their industrial warehouse use are consistent with the ALUCP Safety Zones and with the City's Zoning Code. Also SEE RESPONSES A1, A2, AND A3.

Comment E3. The sheer size alone will have a change in the natural microclimate surrounding the airport. The mechanical turbulence off these huge structures potentially effecting not only the of safe flying aircraft but the safe landing of parachutes. Parachutes do not have the ability to power up and go around like an airplane. If a parachute hits wind turbulence/ mechanical turbulence and it's strong enough it can just collapse the parachute. There are many other potential safety factors if an off target landing occurs, and it does happen. The proposed project is directly adjacent to one of our primary Military Landing Areas. Physical hazards like light standards, fences, vehicle parking, all being a safety hazard if hit. Then there is the mechanical turbulence off those structures as well. As you can see heights and distances from the runway and the parachute landing areas are critical for Public Safety.

Response E3. SEE RESPONSES A1, A2, AND A3. The commenter provides no study or report data that supports the assertion in the comment.

Comment E4. Recent Developments: We at the airport try and stay informed and in front of the local surrounding projects to maintain the safety of the airport operation as a whole and have done so for almost 50 years. We attend any City or ALUC meetings to ascertain the potential impacts of any proposed construction. Last week I was notified that the Federal Aviation Administration conducted and concluded a site study regarding the safety of navigation regarding this proposed project. A "Determination of No Hazard to Air Navigation" was found, not sure really what that means. The study was supposed to be open for public comment yet we at the airport were Never contacted or notified so we had no input in the determination. I spoke to Mr. Dan Shoemaker of the obstruction evaluation group and he said" there was no opposing public comment so they approved it". Hard for me to believe as the proposed structures exceed the federal standards by as much as 26 feet in one case??? In my mind these studies were done very poorly without looking at actual data and public safety concerns. The OE/AA report numbers are as follows 2023-AWP-1818-OE through 2023-1828 inclusive. The ALUC review of this project is currently scheduled for July 13, 2023. We will be there on record opposing the proposed project as proposed.

Response E4. SEE RESPONSES D1, D2, AND D3.

Comment E5. Our opinion: The project will be a Safety to the Public issue that will more than likely kill or injure the Public in the air and or on the ground if it is built as planned.

Response E5. The commenter provides no study or report data that supports the assertion in the comment.

Comment E6. As long as we are here and this is the Perris Valley Airport we will continue to fight for the City's Airport. For the record we at the airport are adamantly opposed to this project for Safety of the Public concerns. Your help in these matters is always appreciated.

Response E6. As stated previously, the Airport is privately owned and open to the public. It is not owned and/or operated by the City of Perris or any other public entity and the City has no financial stake in the Airport ownership or operation. Comment noted.

Comment Letters Received by ALUC regarding ALUC Case ZAP1028PV23

The following letters were received by ALUC staff regarding the Project.

Exhibit A: Email to ALUC Staff on February 16, 2023

Subject: Re: ZAP1028PV23 ALUC project

Hi Paul, after a quick review of the proposed project this is what I'm seeing. As you probably figured we at the airport are Opposed to the project as a whole for many safety concerns. Safety concerns for all of these reasons and probably more: First safety of aircraft landing and departing with such a Large wall of building adjacent to the runway causing potential mechanical turbulence . This mechanical turbulence effecting not only airplanes but parachutists landing in adjacent field drop zone landing areas. Mechanical turbulence causes not only airplanes to crash but parachutes to collapse and potentially kill people. Second this proposed building or buildings are located directly in the world's largest parachute drop zone. Persons and property being dropped day and night directly over, potentially causing damage or injury/fatalities to persons within these structures . 120,000 to 130,000 drops annually on an average. Third it appears from the site plan that the RPZ for runway 15 is encroached with parking and potentially lighting and light poles. Based upon uses his project will have parked truck and trailers that will end up close to 14' high. Fourth and I'm sure not last is the basins located adjacent to the runway, we already have a bird problem and I'm thinking this will make it worse. In a nutshell it's the sheer size of the project with heights close to 50' changing historic wind and thermal patterns that really scare me. I'm sure you have heard these concerns from me on other projects but this one is literally on the airport. I also know you are aware we are The Perris Valley Public Airport and are open to the public and licensed as such although privately owned. Your help and attention is always appreciated. Pat Conatser 951-203-5668 anytime

Exhibit B: Email to ALUC Staff on March 6, 2023

Subject: RE: ZAP1028PV23 ALUC project

Hello Mr. Rull,

My name is Dan Brodsky-Chenfeld. Please allow me to give you a little background about myself. I have been the Manager of Skydive Perris for the last 20 years. In addition to my long history in Perris I have a degree in Aviation from the Ohio State University. I am a Single and Multi Engine Pilot, and FAA Parachute Rigger and United States Parachute Association Safety and Training advisor. I have been skydiving for 43 years, have over 30,000 jumps and am considered and international expert in the sport especially in regard to skydiving safety. Over the last few months I have done safety seminars at both the US and European Parachute Industry Symposiums.

It is my opinion that the Perris Valley Airport Industrial Project will negatively impact safety at the Perris Airport. A building that large, both vertically and horizontally, will inevitably cause significantly increased turbulence on the runway and parachute landing areas. This turbulence can make landing at the airport hazardous for both light airplanes and skydivers. In doing so greatly reducing both our usable landing area and the range of wind conditions we will be comfortable operating in. Not to mention the parking lot being proposed in the north corner.

Skydive Perris is arguably the largest skydiving center in the world. We are uniquely set up as a training facility for international military groups and to host large skydiving events. We often do jumps with over 200 skydivers at a time. One of the reasons Skydive Perris is chosen as the host for these groups and events is because we have a large open area on and surrounding the airport. This allows hundreds of jumpers the safe space to land at the same time. We have this while also being nicely tucked into the highly developed Inland Empire. Other skydiving centers who can host the same groups and events are deep in the desert in the middle of nowhere. Skydivers and military groups don't want to travel to the middle of nowhere.

The negative impact the Perris Valley Airport Industrial Project would have on the airport could limit the size and frequency of groups and events we host at Perris. This would not only negatively impact our business. This will have a negative impact on the local economy as literally the thousands of people who travel from around the world to Perris with these military groups and for these events may no longer do so.

The buildings and lots as proposed will at times create unsafe wind conditions and will always limit potential landing areas. Anything that can be done to reduce the height and coverage of both of these would be a benefit. Not building them at all would be ideal.

Thank you for your time and consideration.

Dan Brodsky-Chenfeld

Exhibit C: Email to ALUC Staff on March 7, 2023

Subject: Aluc L65

Hello Sir,

I wonder if you could help me. I wasn't sure of the correct channels to comment on the above Project being reviewed on Thursday 9 March 2023. My apologies, if this is the incorrect method. I look after the Military and Government Groups that currently train at L65. We are privileged to be selected by these groups for essential training. They have the choice of anywhere in the United States and select our location to train and our community to invest in.

I read the documents with interest and are concerned about the impact it may have. The study seems to focus on the effects on Aircraft operations and the FAA guidance. There are some comments relating to

'safety and over flights', but as a formal recognized aviation activity, under Federal Aviation Regulation Pt 105, parachuting and parachutists routinely (sometimes several times a day) overfly the subject area at relatively lower altitudes. Reducing the surrounding area footprint, placing large structures and increasing the likely hood of turbulence, will have a negative impact on our essential training and the safety, of all personnel on the ground and in the air.

It surprised me that the aviation activity under FAR Pt 105 wasn't mentioned and I wondered if I could politely ask for consideration in this important matter. The safety of all is paramount, parachuting is just one facet of aviation, but I felt the need to highlight my concerns.

Very Respectfully

Andy Witcomb

Andy Witcomb
Military Operations Manager
Skydive Perris
Office:(951) 657-3904
Cell: (619)971-1362

Exhibit D: Email to ALUC Staff on May 4, 2023

Subject: L65 Perris Valley Airport FAA OEAAA Study 2023-AWP-1817-OE thru 1828 OE Inclusive

Hi John, Paul and Jackie, This is regarding FAA studies 2023-AWP-1817-OE thru 1823-OE inclusive. I just received notice last Friday April 28th that these studies were done by the FAA without any input from anyone at L65. Thes studies came up with a "Determination of No Hazard to Air Navigation" ?? They clearly show in at least four locations that the proposed structures exceed the 7 to 1 by as much as 27 feet, crazy in my mind. These proposed huge structures, close to one million square feet and 1/3 of a mile long Will affect the microclimate of the airport. Adjacent to main parachute landing areas and the whole North end of runway 15. I have personal experience of mechanical turbulence and the effect on airplanes let alone unpowered parachutes. I just about got killed in an airplane at Perris from a rotor off of a 100'x100' X 32' high building that was out of the 7 to 1, fraction of the size destroyed the airplane. I know this project has been pushed back a few times and I understand it will come back to you on July 13th 2023. I definitely would like to be there for that, we at the Perris Valley Airport are adamantly opposed to the project as proposed. I know in the past we have been opposed to and modified local projects for public safety reasons, but this project Will kill people, Skydivers and Pilots. Yor help is always appreciated.

Patrick Conatser
Perris Valley Airport Owner/ Manager
2091 Goetz Rd. Perris, CA. 92570
my cell 951-203-5668 anytime

Exhibit E: Letter to City of Perris Planning Department on May 5, 2023

Perris Valley Airport
2091 Goetz RD.
Perris, California 92570
Ph. 951-657-3904
Cell 951-203-5668

May 5, 2023
City of Perris
Planning Department
Attn: Mr. Nathan Perez

The Proposed Project:
This is regarding the proposed Perris Airport Industrial Project the project consists of the following I believe six APNs 330-090-031,-033,-034,-036,-038,-040.

This project is bounded by Goetz Rd. to the West, Ellis Rd. to the North, Case Rd. to the East and is bisected by the Perris Valley Airport. This project literally wraps around the Perris Airport Runway and Parachute landing zones. This proposed project will be in what was a property we leased for over 40 years for the sole purpose of a parachute landing area.

Airport Background:
As I'm sure you know the Perris Valley Airport was first certified as the city Perris Valley Airport in 1933. The airport has been an FAA approved parachute drop zone since 1962. The airport is zoned Public and operated as such. The Conatser family has owned and operated the airport since 1976. The Perris Valley Airport today is most likely the largest and busiest parachute drop zone in the world. We currently have numerous military contracts training pretty much all NATO militaries including many units of our own.

Potential Public Safety Issues:
We do approximately 120,000 +/- jumps annually, that means over 100,00 times a year people and equipment will be in the air at 130 mph directly over or near this proposed project site. There are many public safety concerns for not only the skydiver but the people inside the proposed structures. A few of the factors that are potential hazards are the physical Size of these proposed structures. The sheer size alone will have a change in the natural microclimate surrounding the airport. The mechanical turbulence off these huge structures potentially effecting not only the of safe flying aircraft but the safe landing of parachutes. Parachutes do not have the ability to power up and go around like an airplane. If a parachute hits wind turbulence/ mechanical turbulence and it's strong enough it can just collapse the parachute. There are many other potential safety factors if an off target landing occurs, and it does happen. The proposed project is directly adjacent to one of our primary Military Landing Areas. Physical hazards like light standards, fences, vehicle parking, all being a safety hazard if hit. Then there is the mechanical turbulence off those structures as well. As you can see heights and distances from the runway and the parachute landing areas are critical for Public Safety.

Recent Developments:
We at the airport try and stay informed and in front of the local surrounding projects to maintain the safety of the airport operation as a whole and have done so for almost 50 years. We attend any City or ALUC meetings to ascertain the potential impacts of any proposed construction. Last week I was notified that the Federal Aviation Administration conducted and concluded a site study regarding the safety of navigation regarding this proposed project. A "Determination of No Hazard to Air Navigation" was found, not sure really what that means. The study was supposed to be open for public comment yet we at the airport were Never contacted or notified so we had no input in the determination. I spoke to Mr. Dan Shoemaker of the obstruction evaluation group and he said" there was no opposing public comment so they approved it". Hard for me to believe as the proposed structures exceed the federal standards by as much as 26 feet in one case??? In my mind these studies were done very poorly without looking at actual data and public safety concerns. The OE/AA report numbers are as follows 2023-AWP-1818-OE through 2023-1828 inclusive. The ALUC review of this project is currently scheduled for July 13, 2023. We will be there on record opposing the proposed project as proposed.

Our opinion:
The project will be a Safety to the Public issue that will more than likely kill or injure the Public in the air and or on the ground if it is built as planned.

As long as we are here and this is the Perris Valley Airport we will continue to fight for the City's Airport. For the record we at the airport are adamantly opposed to this project for Safety of the Public concerns. Your help in these matters is always appreciated.

Patrick Conatser Melanie Conatser

Perris Valley Airport

Appendix A – National Transportation Safety Board – Aviation Investigation Final Report, GAA17CA303, May 24, 2017.

Aviation Investigation Final Report

Location:	Perris, California	**Accident Number:**	GAA17CA303
Date & Time:	May 24, 2017, 15:15 Local	**Registration:**	N708PV
Aircraft:	DEHAVILLAND DHC 6	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot of the twin-engine, turbine-powered airplane reported that, while providing flights for skydivers throughout the day, he had a potential new hire pilot flying with him in the right seat. He added that, on the eighth flight of the day, the new pilot was flying during the approach and "approximately 200' [ft.] south from the threshold of [runway] 15 at approximately 15 feet AGL [above ground level] the bottom violently and unexpectedly dropped out. [He] believe[d] some kind of wind shear caused the aircraft [to] slam onto [the] runway and bounce into the air at a 45 to 60-degree bank angle to the right." The prospective pilot then said, "you got it." The pilot took control of the airplane and initiated a go-around by increasing power, which aggravated the "off runway heading." The right wing contacted the ground, the airplane exited the runway to the right and impacted a fuel truck, and the right wing separated from the airplane. The impact caused the pilot to unintentionally add max power, and the airplane, with only the left engine functioning, ground looped to the right, coming to rest nose down.

The airplane sustained substantial damage to the fuselage and right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 8 nautical miles from the accident site reported that, about the time of the accident, the wind was from 280° at 7 knots, visibility 10 statute miles, few clouds at 20,000 ft agl, temperature 86°F, dew point 45°F, and altimeter 29.81 inches of mercury. The pilot landed on runway 15.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The prospective pilot's improper landing flare and the pilot's delayed remedial action to initiate a go-around, which resulted in a runway excursion.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Copilot
Personnel issues	Delayed action - Pilot
Environmental issues	Windshear - Effect on operation
Environmental issues	Ground vehicle - Contributed to outcome

Factual Information

History of Flight

Landing	Windshear or thunderstorm
Landing	Loss of control in flight (Defining event)
Landing-aborted after touchdown	Abnormal runway contact
Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Dragged wing/rotor/float/other
Landing-aborted after touchdown	Runway excursion
Landing-aborted after touchdown	Collision with terr/obj (non-CFIT)
Landing-aborted after touchdown	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Flight engineer	**Age:**	56,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	December 27, 2016
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 23, 2017
Flight Time:	(Estimated) 3358 hours (Total, all aircraft), 2131 hours (Total, this make and model), 3198 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial	**Age:**	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	Lap only
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	September 22, 2016
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	March 15, 2016
Flight Time:	(Estimated) 1893 hours (Total, all aircraft), 12 hours (Total, this make and model), 1725 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	**Registration:**	N708PV
Model/Series:	DHC 6 300	**Aircraft Category:**	Airplane
Year of Manufacture:	1976	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	489
Landing Gear Type:	Tricycle	**Seats:**	24
Date/Type of Last Inspection:	May 1, 2017 100 hour	**Certified Max Gross Wt.:**	12500 lbs
Time Since Last Inspection:		**Engines:**	2 Turbo prop
Airframe Total Time:	37885.7 Hrs at time of accident	**Engine Manufacturer:**	Pratt & Whitney
ELT:	C126 installed, not activated	**Engine Model/Series:**	PT6A-27
Registered Owner:		**Rated Power:**	620 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None
Operator Does Business As:	SKYDIVE PERRIS	**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KRIV,1536 ft msl	**Distance from Accident Site:**	8 Nautical Miles
Observation Time:	21:58 Local	**Direction from Accident Site:**	349°
Lowest Cloud Condition:	Few / 20000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	280°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	29.8 inches Hg	**Temperature/Dew Point:**	30°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Perris, CA (L65)	**Type of Flight Plan Filed:**	None
Destination:	Perris, CA (L65)	**Type of Clearance:**	VFR;Traffic advisory
Departure Time:	14:45 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	PERRIS VALLEY L65	**Runway Surface Type:**	Asphalt
Airport Elevation:	1413 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	15	**IFR Approach:**	None
Runway Length/Width:	5100 ft / 50 ft	**VFR Approach/Landing:**	Full stop;Straight-in;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	33.761112,-117.218055(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Patrick Gates; FAA; Riverside, CA
Original Publish Date:	August 3, 2017
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=95231

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1817-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-1
Location:	Perris, CA
Latitude:	33-46-13.66N NAD 83
Longitude:	117-13-23.62W
Heights:	1422 feet site elevation (SE)
	53 feet above ground level (AGL)
	1475 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

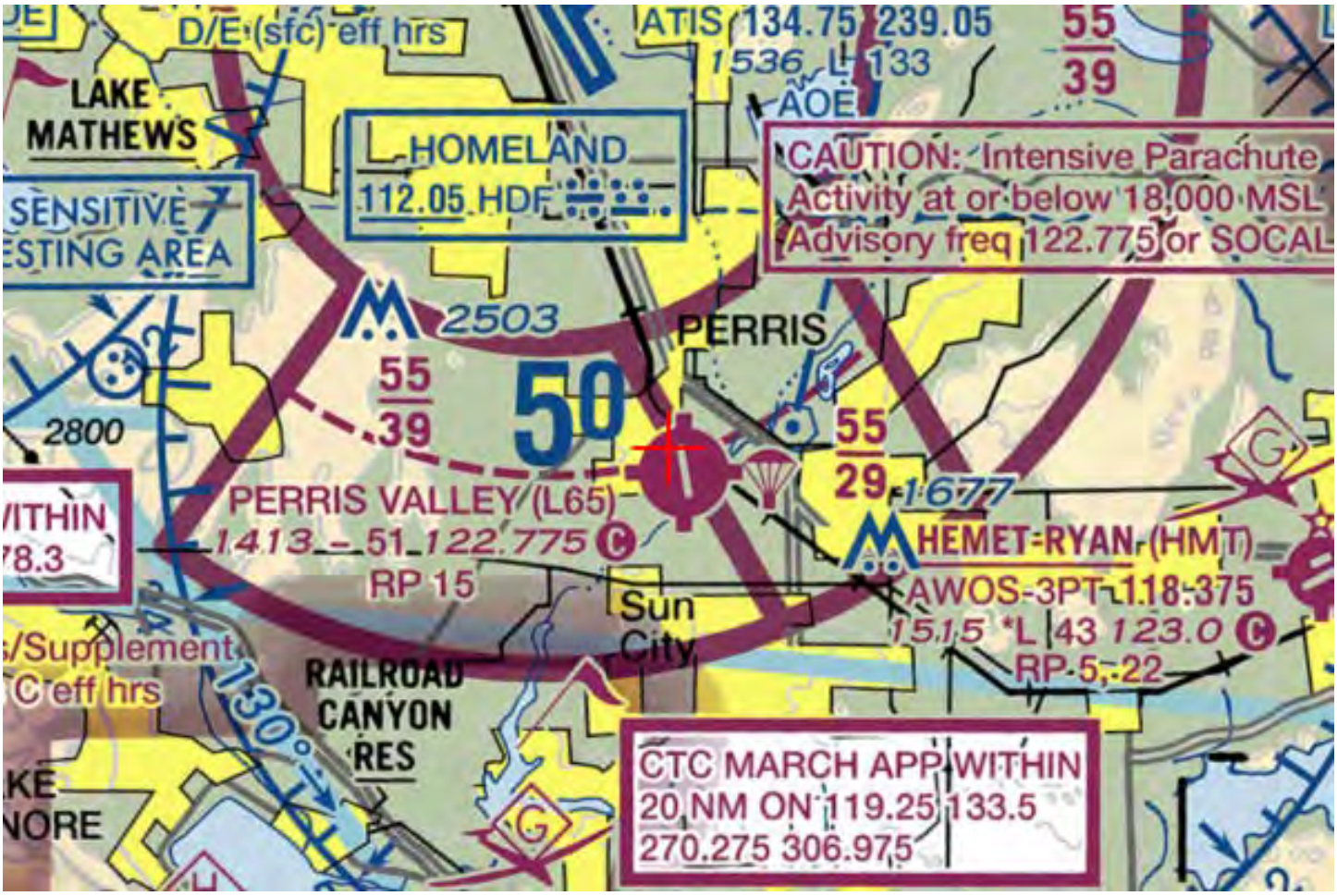
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1817-OE.

Signature Control No: 569690155-581801816 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1817-OE

Sectional Map for ASN 2023-AWP-1817-OE



Mail Processing Center
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1818-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-2
Location:	Perris, CA
Latitude:	33-46-13.64N NAD 83
Longitude:	117-13-18.99W
Heights:	1421 feet site elevation (SE) 51 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1818-OE.

Signature Control No: 569690156-581799326 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

AERONAUTICAL STUDY NO. 2023-AWP-1818-through-1821-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - Nautical Mile
AMSL - Above Mean Sea Level
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

CH Realty IX-MC I Riverside Perris Airport Center is proposing to construct two industrial buildings west of Perris Valley Airport. The proposed structures have been identified as an obstruction under Part 77 standards. The proposal would be located 0.29 nautical miles northwest of the Perris Valley Airport (L65) airport reference point (ARP) in Perris, CA. L65 elevation is 1413 feet MSL.

Aeronautical Study Number	AGL/AMSL	L65 ARP	Coordinates	BLDG
2023-AWP-1818-OE	51/1472	0.38	33-46-13.64/117-13-18.99	1-2
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2023-AWP-1820-OE	50/1472	0.32	33-46-09.60/117-13-19.00	1-4
2023-AWP-1821-OE	50/1472	0.29	33-46-07.56/117-13-19.01	1-5

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(e) - These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. The proposed structure would exceed L65 transitional surface for the existing RWY 15/33 by the values shown below:

Aeronautical Study Number	Transitional Surface exceeds by
2023-AWP-1818-OE	27 feet
2023-AWP-1819-OE	20 feet
2023-AWP-1820-OE	13 feet
2023-AWP-1821-OE	6 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There is no penetration into the VFR traffic pattern airspace.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

The L65 Airport Master Record can be viewed or downloaded at https://adip.faa.gov/agis/public/#/airportData/L65 It states that there are eight (8) single engine, twelve (12) multi-engine and one (1) jet aircraft based there with 27,550 operations for the 12 months ending 04/30/2022 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comment on March 7, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

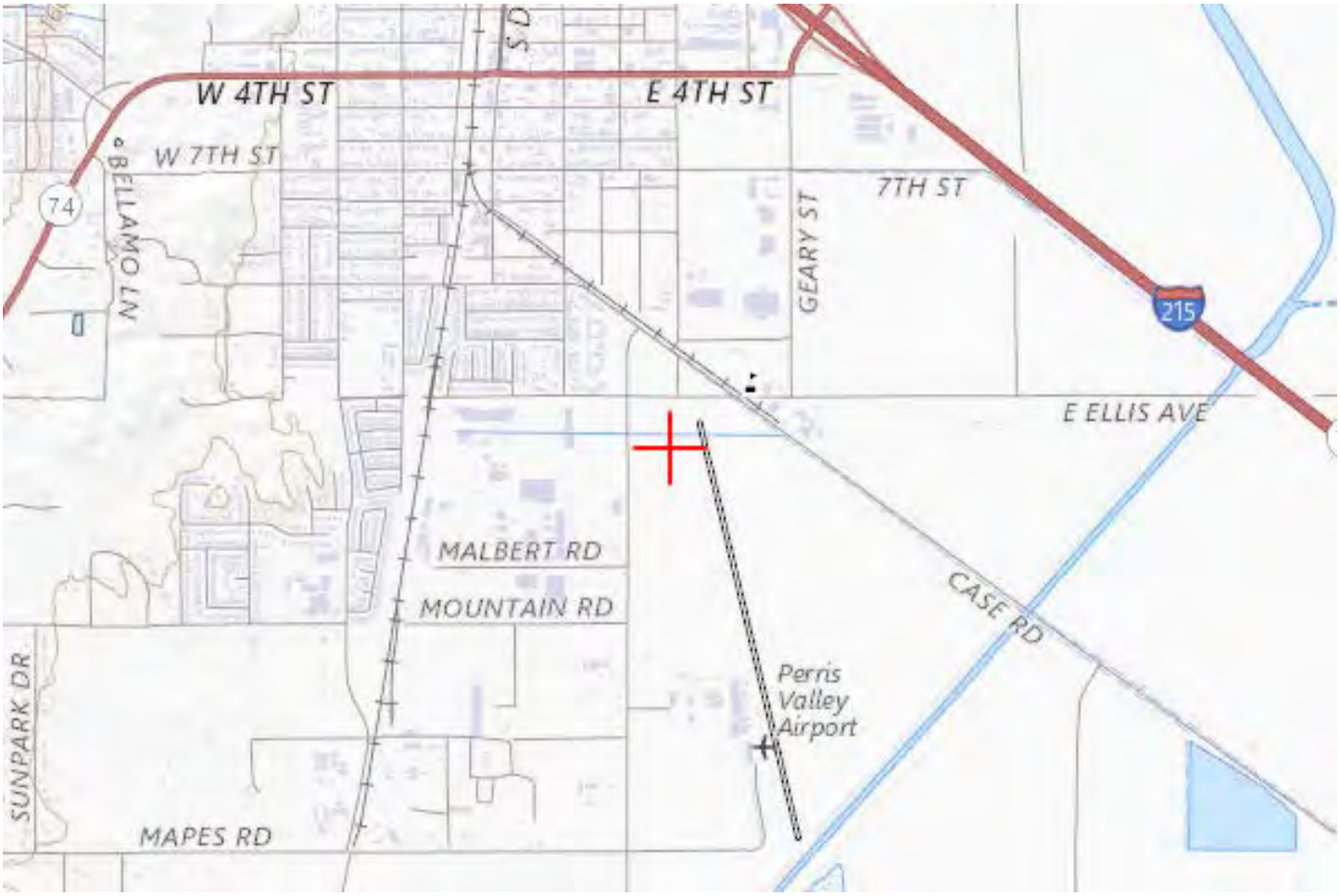
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed the RWY 15/33 transitional surface by the values listed above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. The incorporation of obstruction lighting will provide pilot conspicuity for VFR and IFR aircraft operations in the vicinity of the airport.

7. CONDITIONS

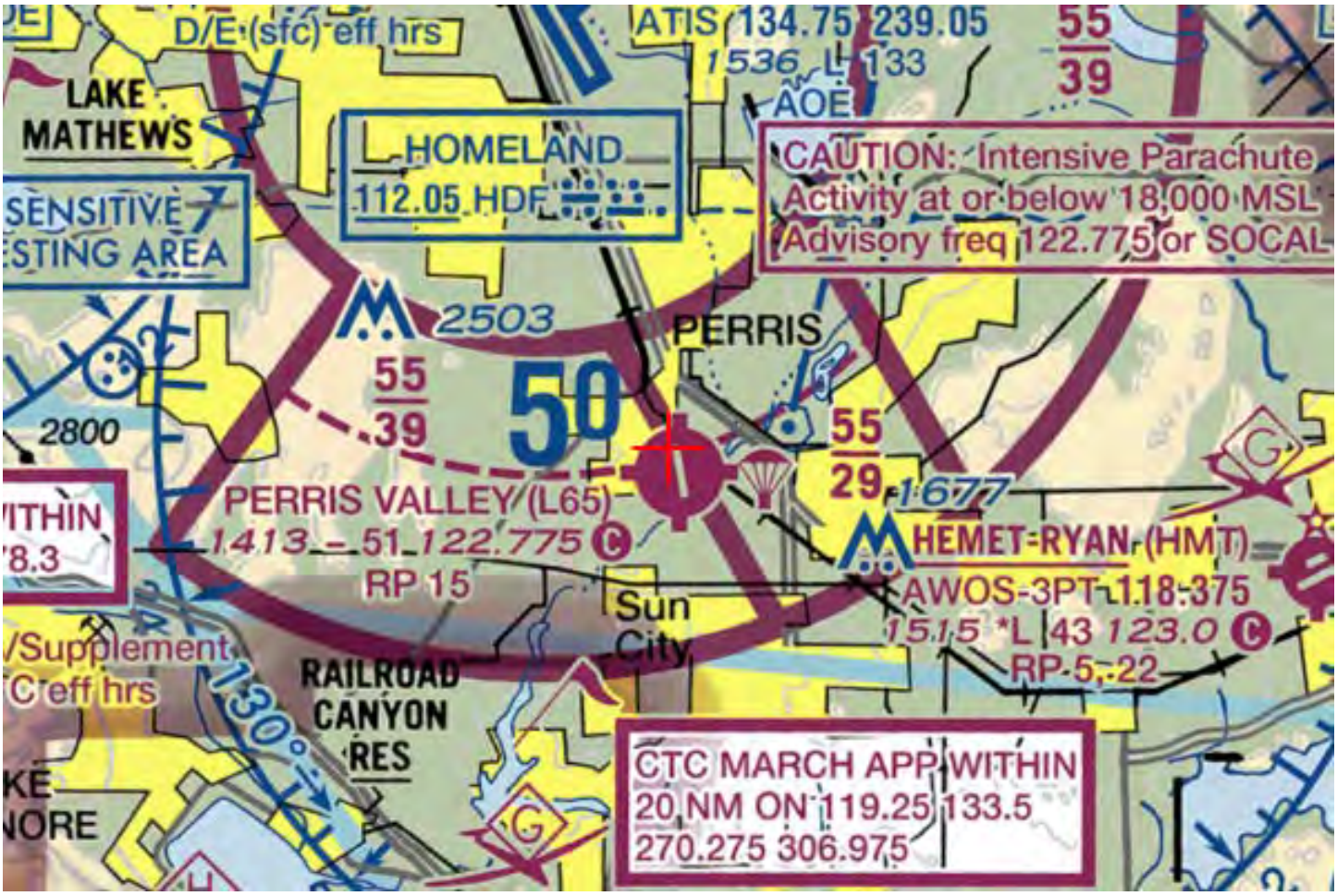
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (https://oeaaaa.faa.gov/oeaaa). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2023-AWP-1818-OE



Sectional Map for ASN 2023-AWP-1818-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1819-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-3
Location:	Perris, CA
Latitude:	33-46-11.66N NAD 83
Longitude:	117-13-18.99W
Heights:	1422 feet site elevation (SE) 50 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1819-OE.

Signature Control No: 569690158-581799328 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

AERONAUTICAL STUDY NO. 2023-AWP-1818-through-1821-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - Nautical Mile
AMSL - Above Mean Sea Level
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

CH Realty IX-MC I Riverside Perris Airport Center is proposing to construct two industrial buildings west of Perris Valley Airport. The proposed structures have been identified as an obstruction under Part 77 standards. The proposal would be located 0.29 nautical miles northwest of the Perris Valley Airport (L65) airport reference point (ARP) in Perris, CA. L65 elevation is 1413 feet MSL.

Aeronautical Study Number	AGL/AMSL	L65 ARP	Coordinates	BLDG
2023-AWP-1818-OE	51/1472	0.38	33-46-13.64/117-13-18.99	1-2
2023-AWP-1819-OE	50/1472	0.35	33-46-11.66/117-13-18.99	1-3
2023-AWP-1820-OE	50/1472	0.32	33-46-09.60/117-13-19.00	1-4
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2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(e) - These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. The proposed structure would exceed L65 transitional surface for the existing RWY 15/33 by the values shown below:

Aeronautical Study Number	Transitional Surface exceeds by
2023-AWP-1818-OE	27 feet
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3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There is no penetration into the VFR traffic pattern airspace.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

The L65 Airport Master Record can be viewed or downloaded at https://adip.faa.gov/agis/public/#/airportData/L65 It states that there are eight (8) single engine, twelve (12) multi-engine and one (1) jet aircraft based there with 27,550 operations for the 12 months ending 04/30/2022 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comment on March 7, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

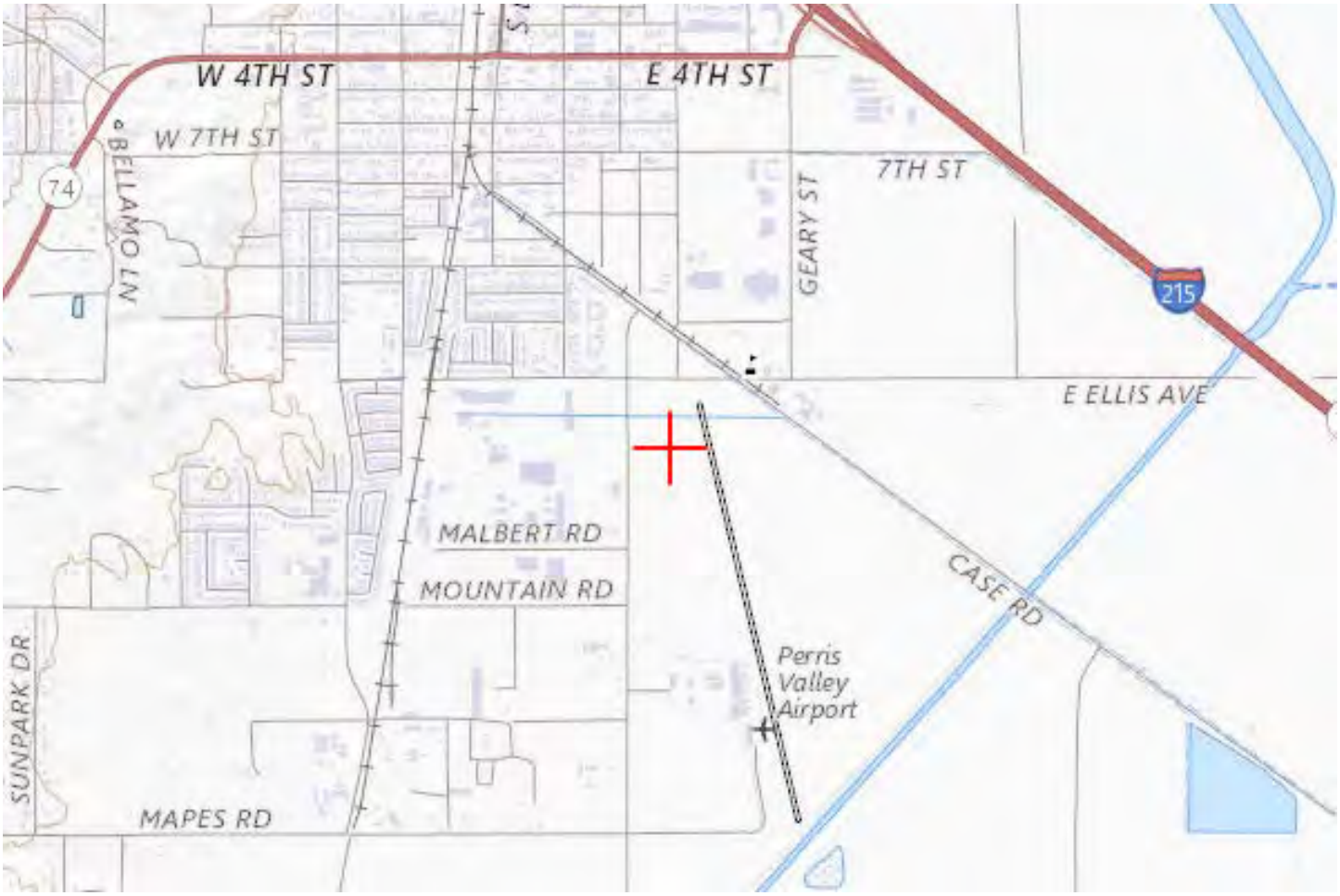
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed the RWY 15/33 transitional surface by the values listed above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. The incorporation of obstruction lighting will provide pilot conspicuity for VFR and IFR aircraft operations in the vicinity of the airport.

7. CONDITIONS

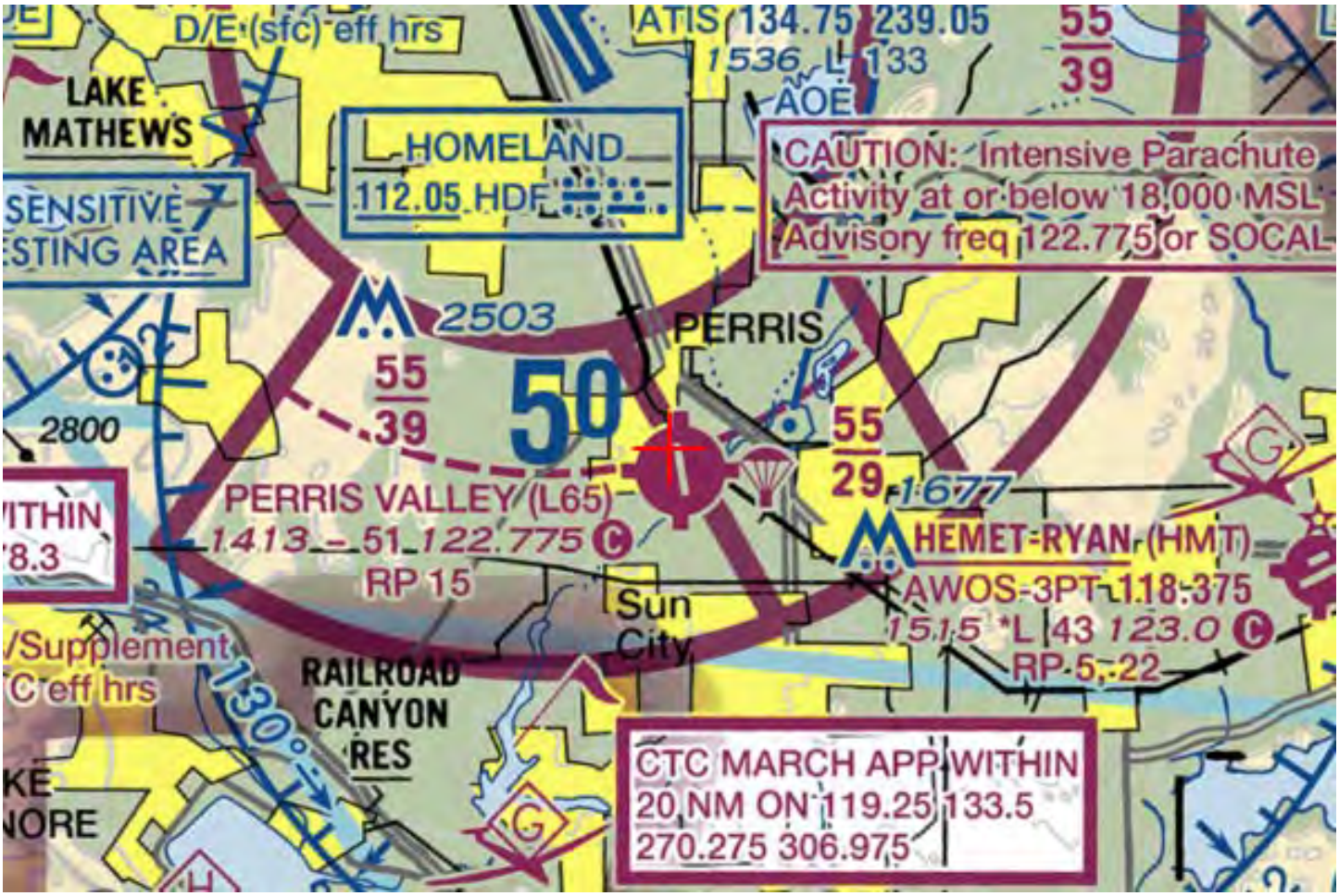
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (https://oeaaaa.faa.gov/oeaaa). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2023-AWP-1819-OE



Sectional Map for ASN 2023-AWP-1819-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1820-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-4
Location:	Perris, CA
Latitude:	33-46-09.60N NAD 83
Longitude:	117-13-19.00W
Heights:	1422 feet site elevation (SE) 50 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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Signature Control No: 569690159-581799329 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

AERONAUTICAL STUDY NO. 2023-AWP-1818-through-1821-OE

Abbreviations

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2. OBSTRUCTION STANDARDS EXCEEDED

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3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There is no penetration into the VFR traffic pattern airspace.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

The L65 Airport Master Record can be viewed or downloaded at https://adip.faa.gov/agis/public/#/airportData/L65 It states that there are eight (8) single engine, twelve (12) multi-engine and one (1) jet aircraft based there with 27,550 operations for the 12 months ending 04/30/2022 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comment on March 7, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

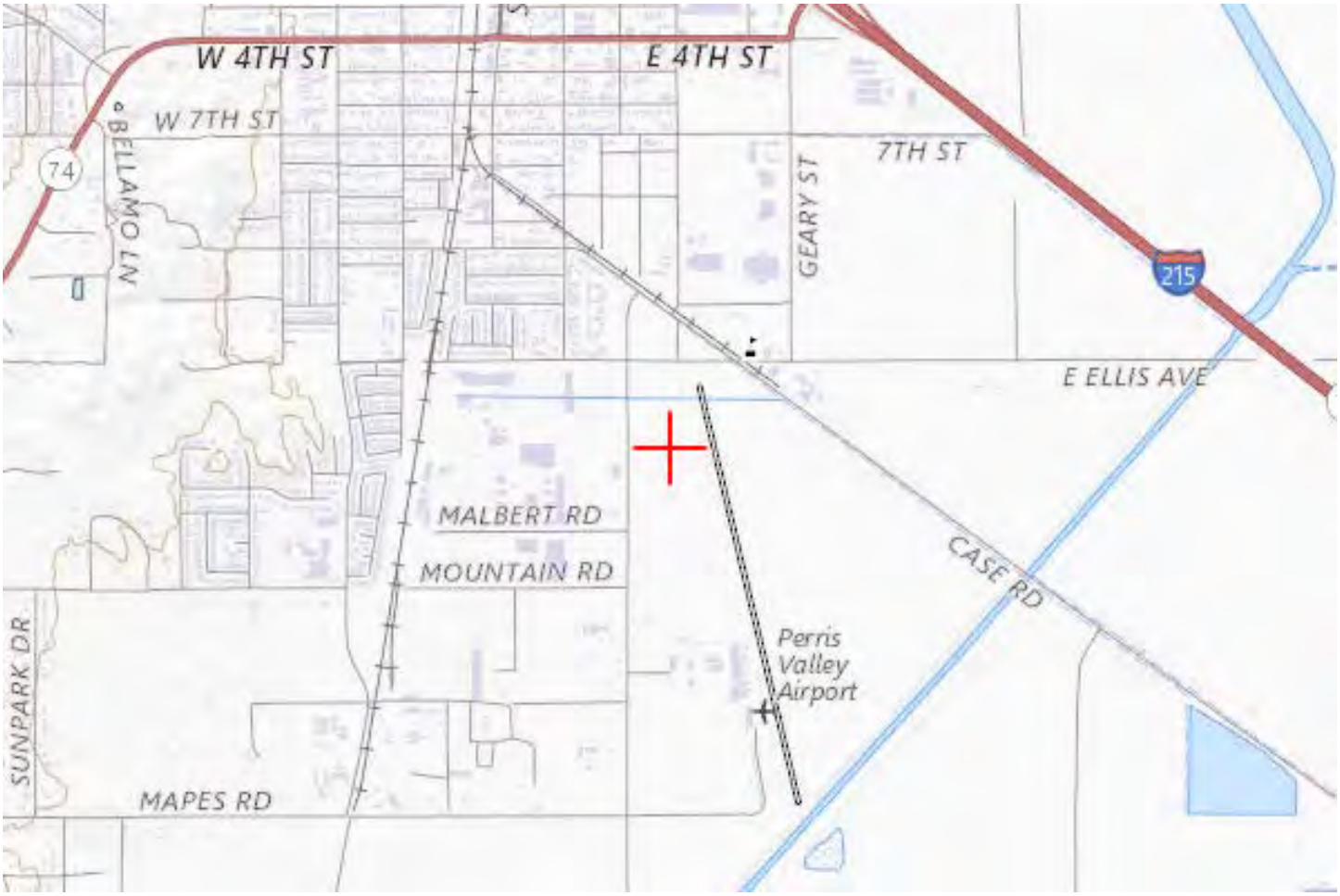
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed the RWY 15/33 transitional surface by the values listed above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. The incorporation of obstruction lighting will provide pilot conspicuity for VFR and IFR aircraft operations in the vicinity of the airport.

7. CONDITIONS

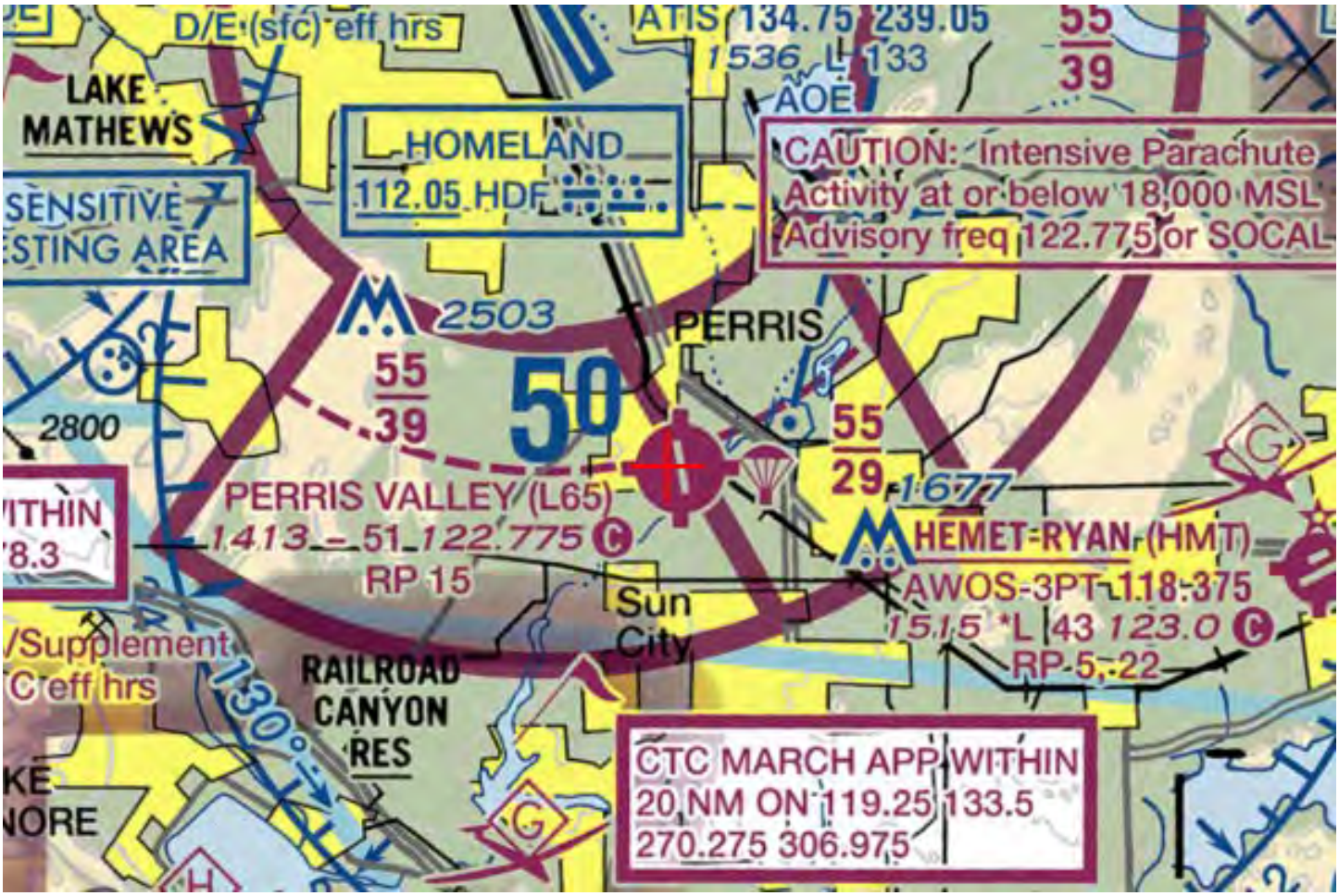
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (https://oeaaaa.faa.gov/oeaaa). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2023-AWP-1820-OE



Sectional Map for ASN 2023-AWP-1820-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1821-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
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Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-5
Location:	Perris, CA
Latitude:	33-46-07.56N NAD 83
Longitude:	117-13-19.01W
Heights:	1422 feet site elevation (SE) 50 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 19, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on May 29, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1821-OE.

Signature Control No: 569690160-581799327 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

AERONAUTICAL STUDY NO. 2023-AWP-1818-through-1821-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - Nautical Mile
AMSL - Above Mean Sea Level
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

CH Realty IX-MC I Riverside Perris Airport Center is proposing to construct two industrial buildings west of Perris Valley Airport. The proposed structures have been identified as an obstruction under Part 77 standards. The proposal would be located 0.29 nautical miles northwest of the Perris Valley Airport (L65) airport reference point (ARP) in Perris, CA. L65 elevation is 1413 feet MSL.

Aeronautical Study Number	AGL/AMSL	L65 ARP	Coordinates	BLDG
2023-AWP-1818-OE	51/1472	0.38	33-46-13.64/117-13-18.99	1-2
2023-AWP-1819-OE	50/1472	0.35	33-46-11.66/117-13-18.99	1-3
2023-AWP-1820-OE	50/1472	0.32	33-46-09.60/117-13-19.00	1-4
2023-AWP-1821-OE	50/1472	0.29	33-46-07.56/117-13-19.01	1-5

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(e) - These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. The proposed structure would exceed L65 transitional surface for the existing RWY 15/33 by the values shown below:

Aeronautical Study Number	Transitional Surface exceeds by
2023-AWP-1818-OE	27 feet
2023-AWP-1819-OE	20 feet
2023-AWP-1820-OE	13 feet
2023-AWP-1821-OE	6 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
There is no penetration into the VFR traffic pattern airspace.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.

The L65 Airport Master Record can be viewed or downloaded at https://adip.faa.gov/agis/public/#/airportData/L65 It states that there are eight (8) single engine, twelve (12) multi-engine and one (1) jet aircraft based there with 27,550 operations for the 12 months ending 04/30/2022 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comment on March 7, 2023. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

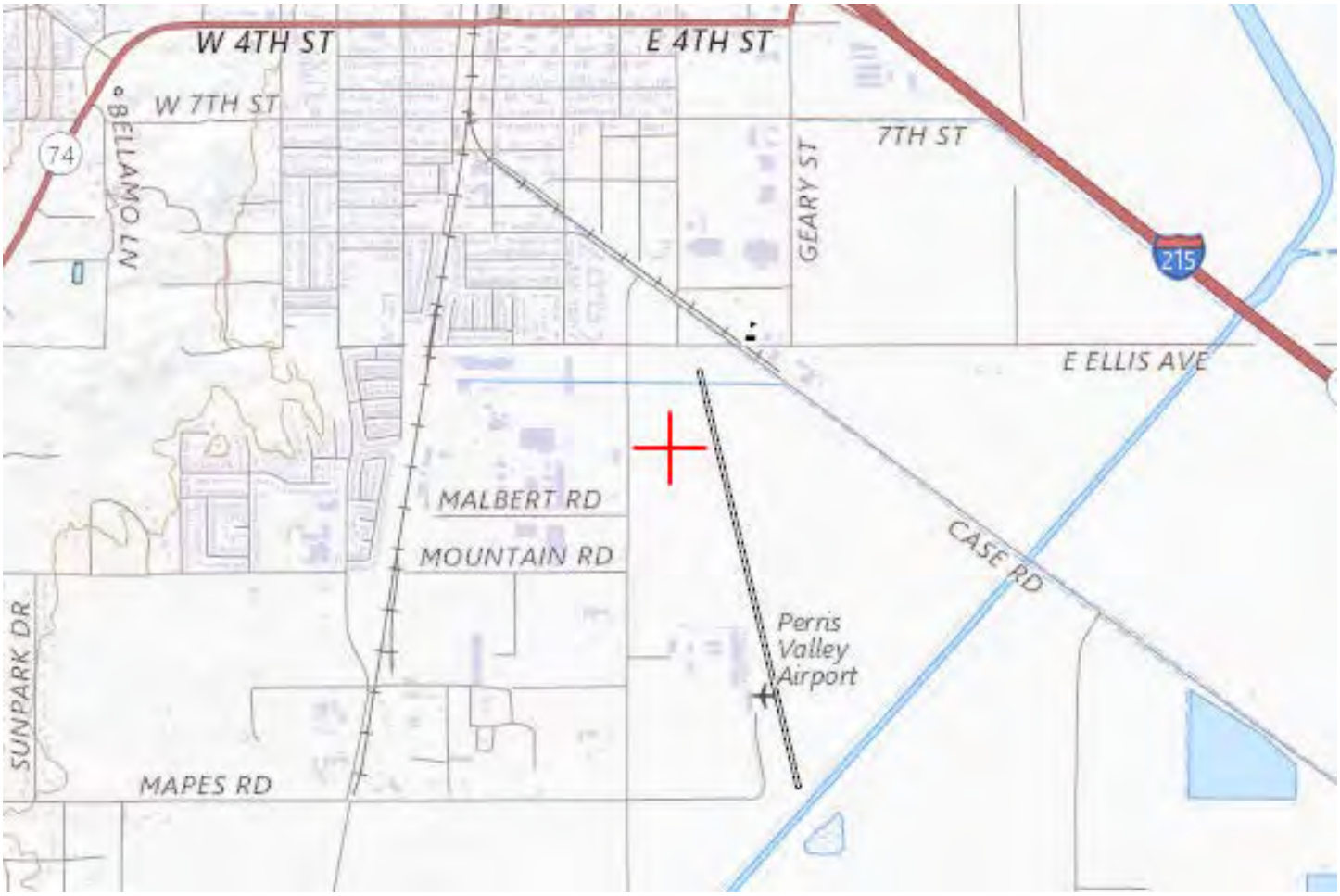
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case the proposal would exceed the RWY 15/33 transitional surface by the values listed above, however, it would not conflict with airspace required to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. The incorporation of obstruction lighting will provide pilot conspicuity for VFR and IFR aircraft operations in the vicinity of the airport.

7. CONDITIONS

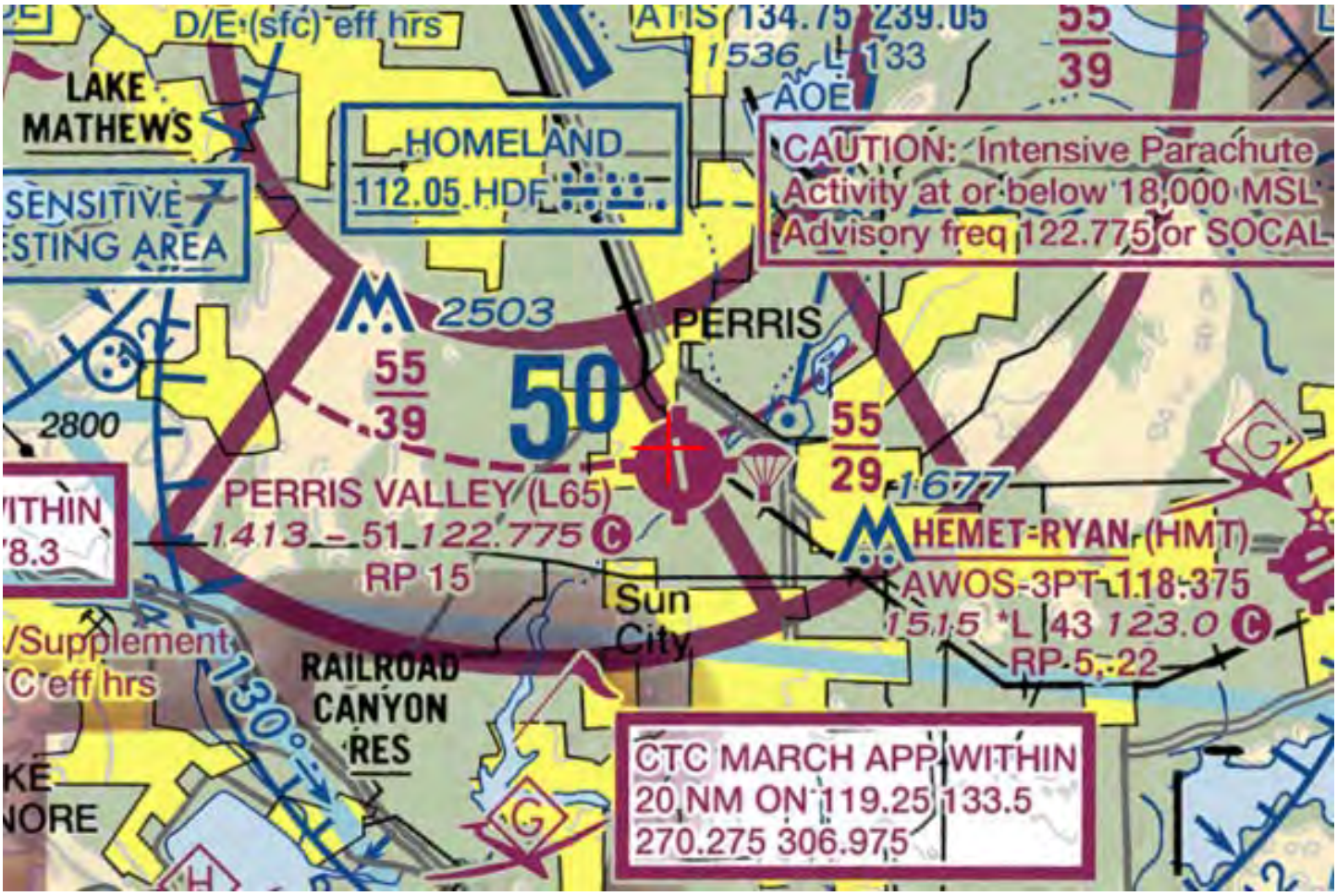
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (https://oeaaaa.faa.gov/oeaaa). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2023-AWP-1821-OE



Sectional Map for ASN 2023-AWP-1821-OE



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Aeronautical Study No.
2023-AWP-1822-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
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Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-6
Location:	Perris, CA
Latitude:	33-46-02.83N NAD 83
Longitude:	117-13-19.02W
Heights:	1422 feet site elevation (SE) 50 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

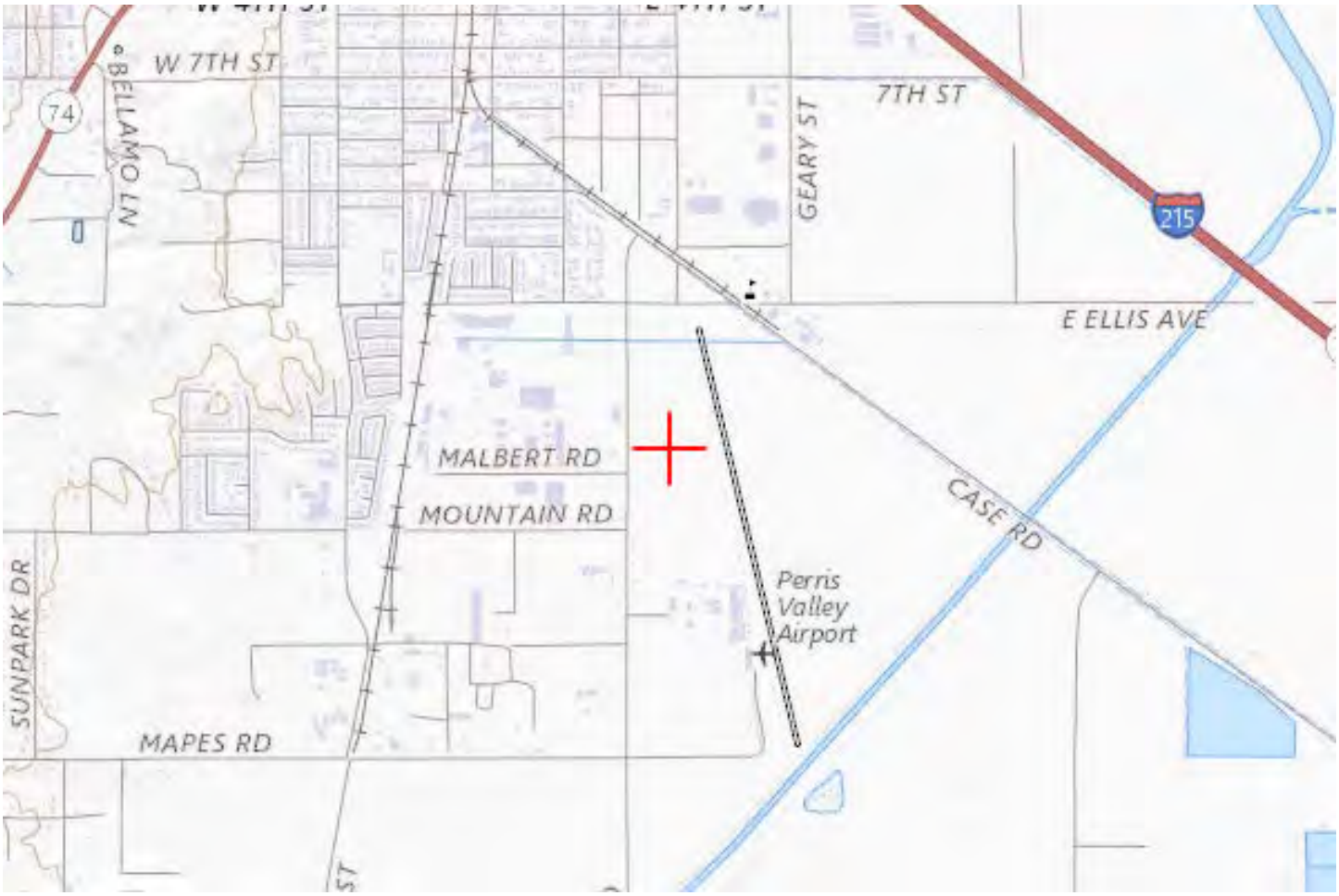
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1822-OE.

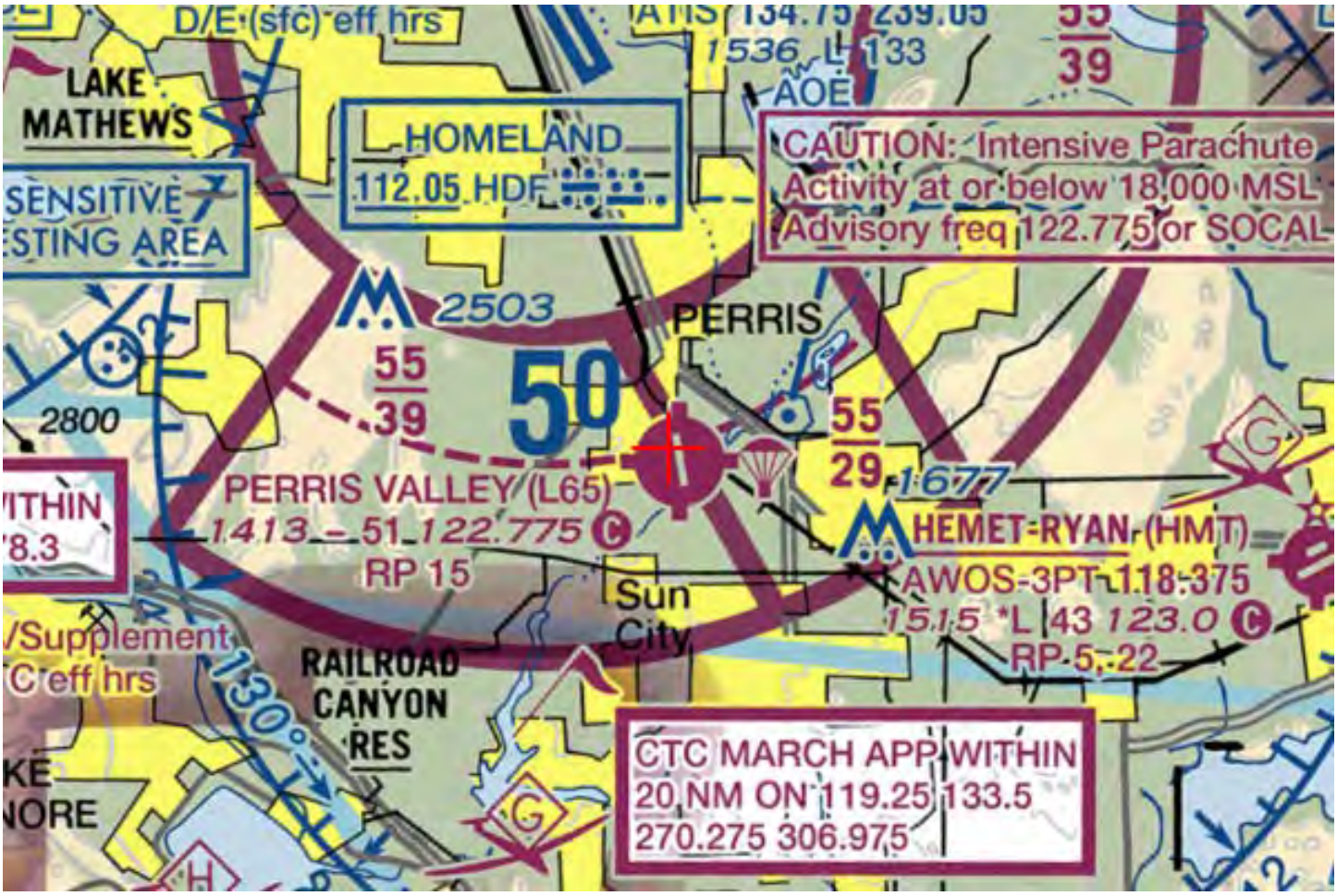
Signature Control No: 569690161-581801817 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1822-OE



Sectional Map for ASN 2023-AWP-1822-OE



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Aeronautical Study No.
2023-AWP-1823-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-7
Location:	Perris, CA
Latitude:	33-45-53.79N NAD 83
Longitude:	117-13-19.07W
Heights:	1420 feet site elevation (SE) 52 feet above ground level (AGL) 1472 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

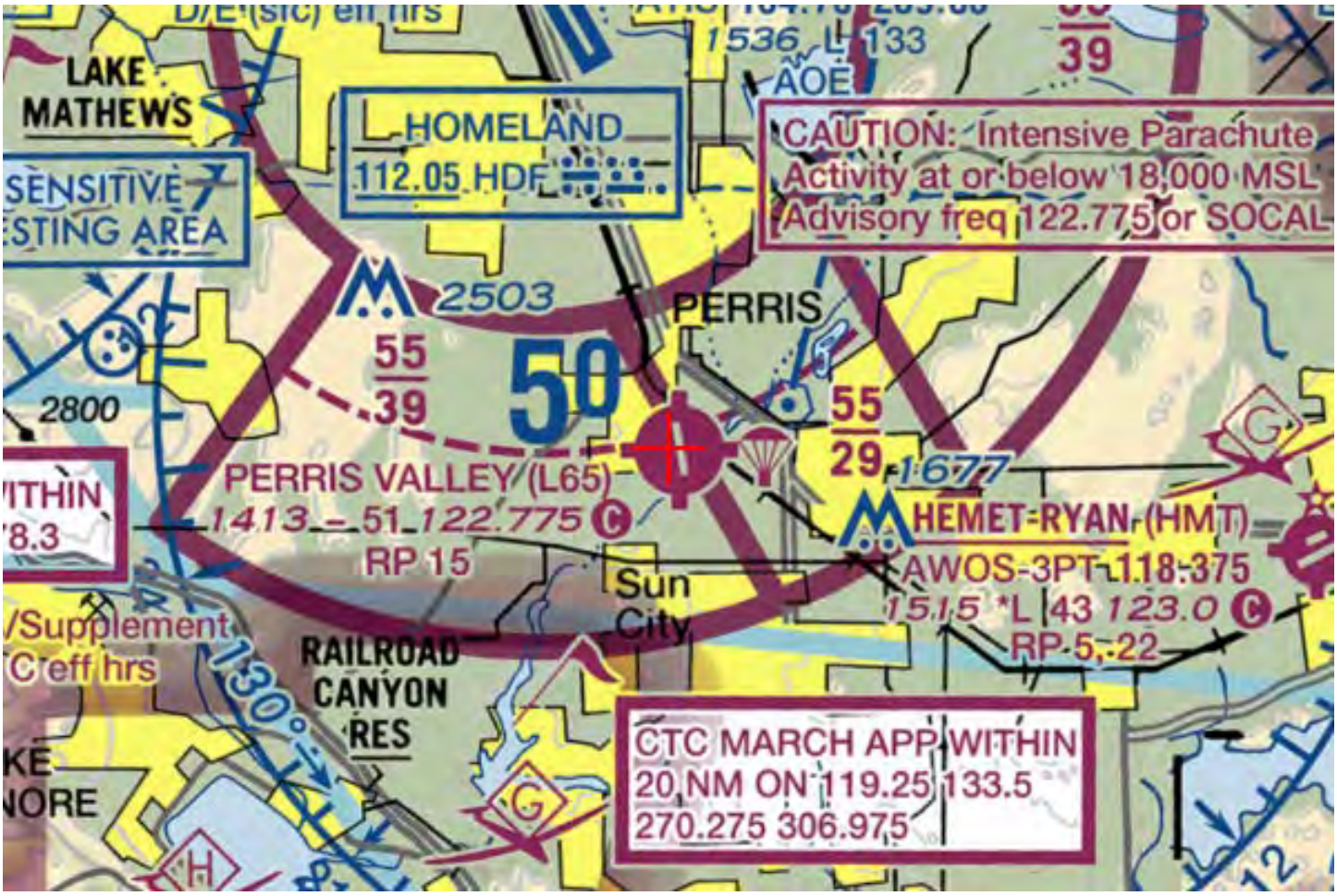
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1823-OE.

Signature Control No: 569690162-581801814 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1823-OE

Sectional Map for ASN 2023-AWP-1823-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1824-OE

Issued Date: 04/19/2023

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CH Realty IX-MC I Riverside Perris Airport Center
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1-8
Location:	Perris, CA
Latitude:	33-45-53.81N NAD 83
Longitude:	117-13-23.67W
Heights:	1423 feet site elevation (SE) 52 feet above ground level (AGL) 1475 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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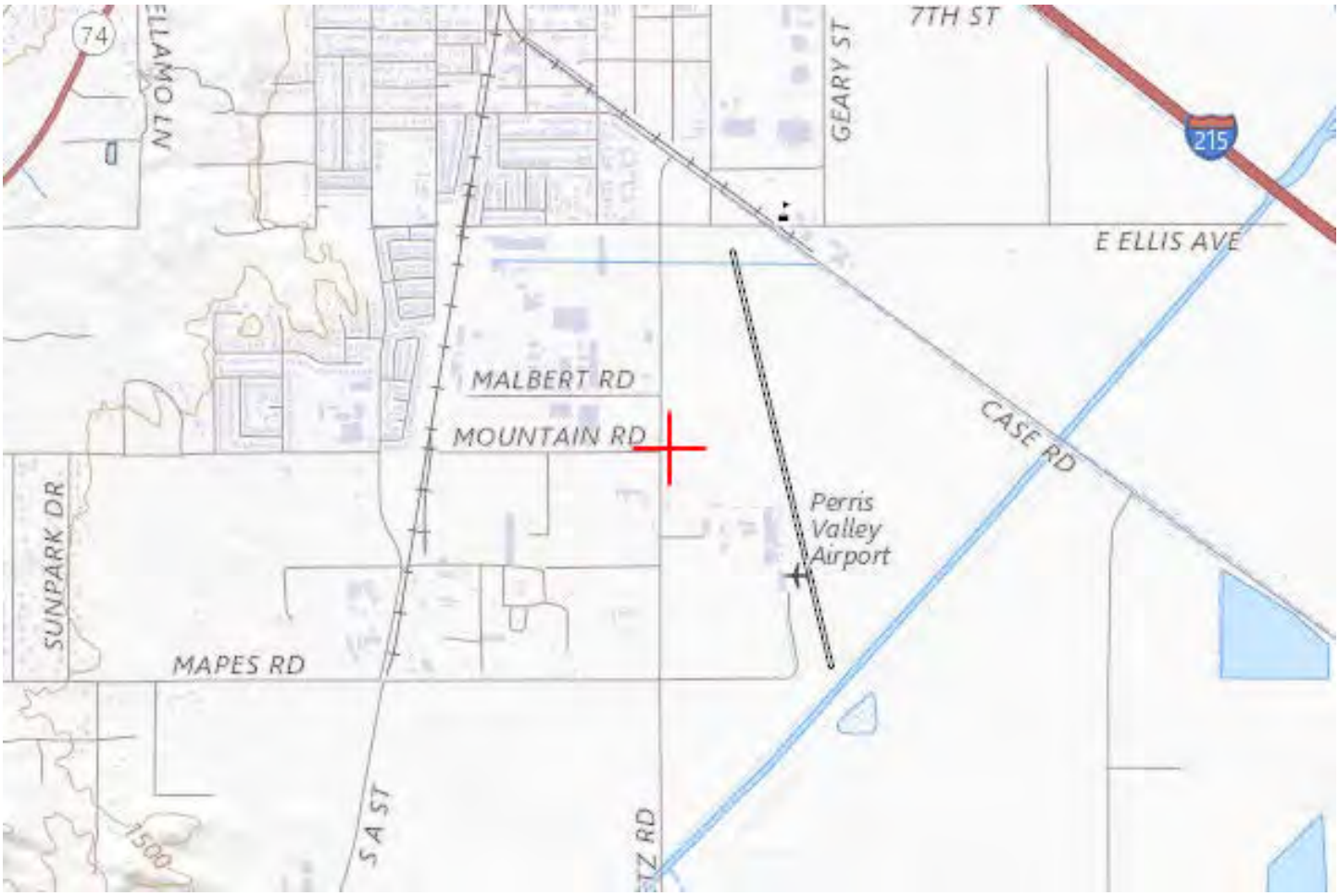
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1824-OE.

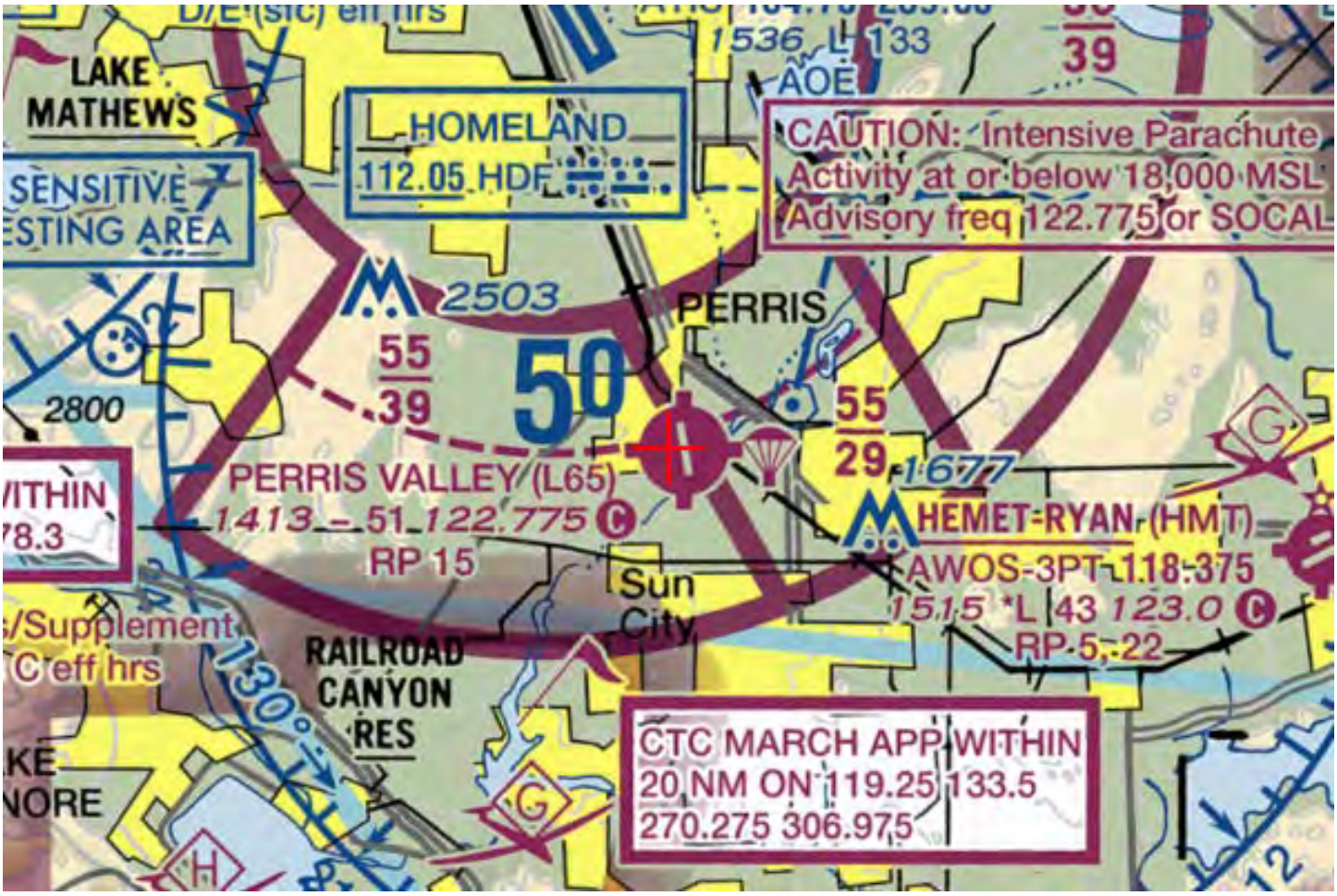
Signature Control No: 569690163-581801815 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1824-OE



Sectional Map for ASN 2023-AWP-1824-OE



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Aeronautical Study No.
2023-AWP-1825-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 2-1
Location:	Perris, CA
Latitude:	33-45-53.02N NAD 83
Longitude:	117-13-21.22W
Heights:	1419 feet site elevation (SE) 51 feet above ground level (AGL) 1470 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

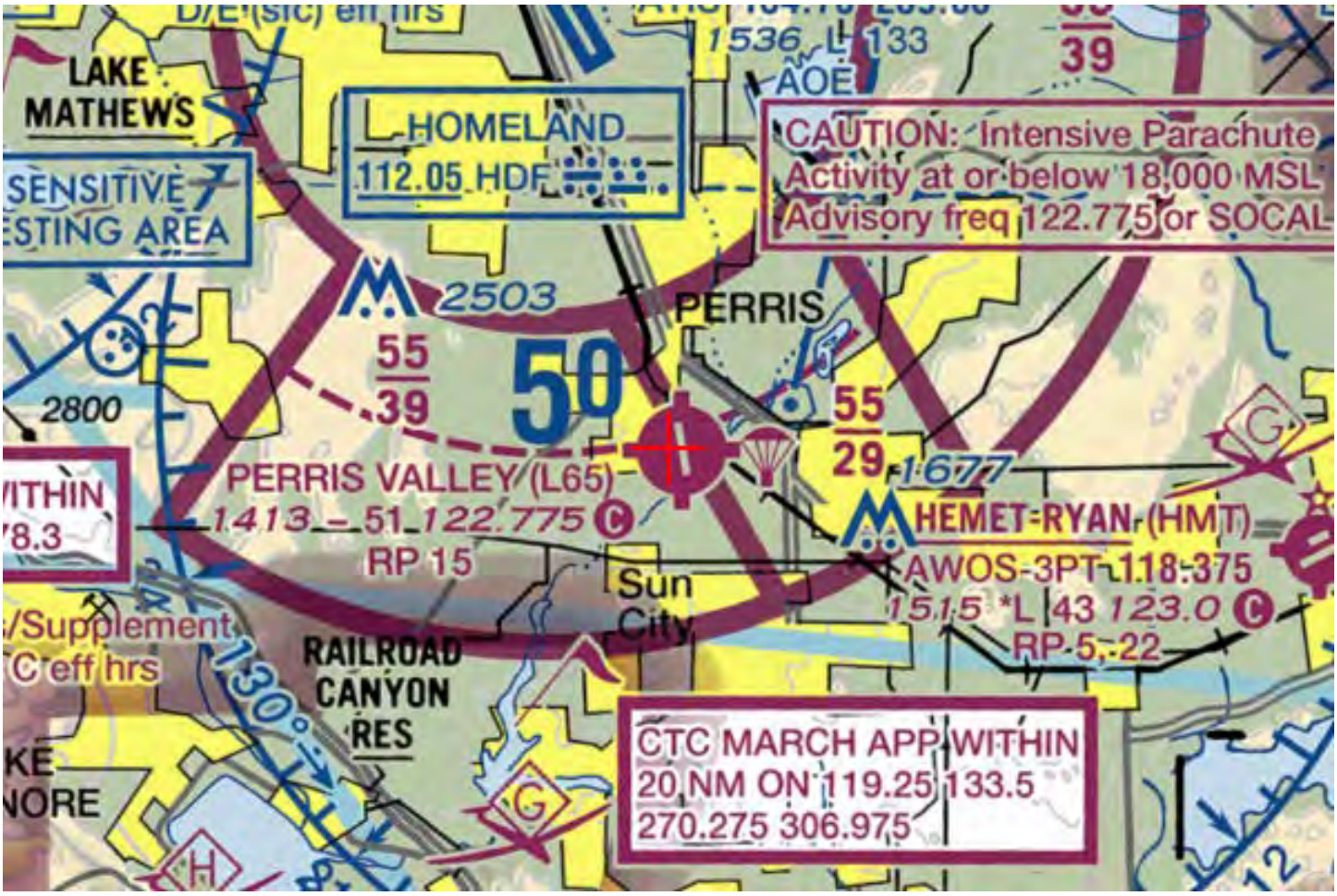
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1825-OE.

Signature Control No: 569690164-581800011 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1825-OE

Sectional Map for ASN 2023-AWP-1825-OE



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1826-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 2-2
Location:	Perris, CA
Latitude:	33-45-53.01N NAD 83
Longitude:	117-13-15.35W
Heights:	1417 feet site elevation (SE) 53 feet above ground level (AGL) 1470 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/19/2024 unless:

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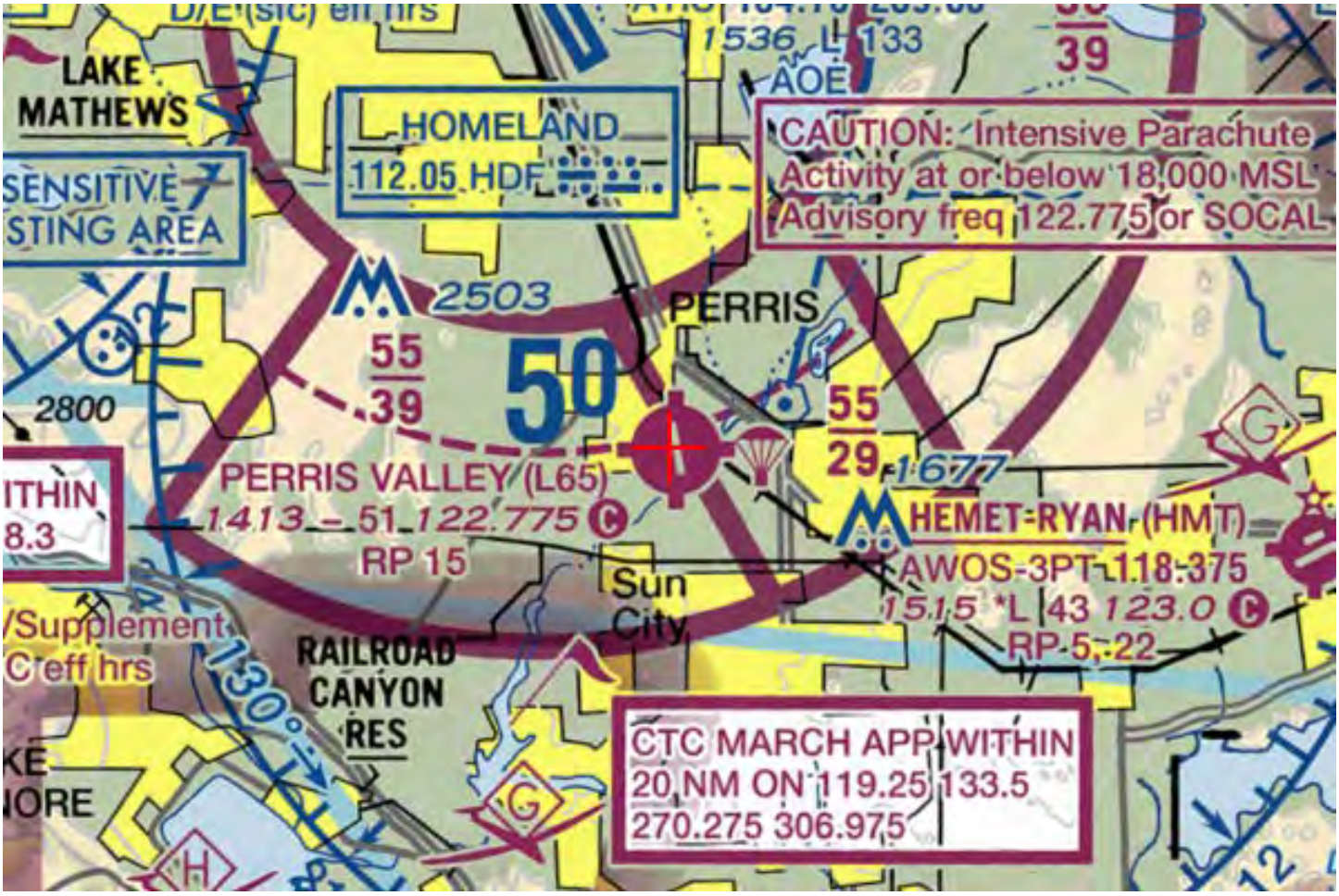
Signature Control No: 569690165-581800013 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1826-OE

Sectional Map for ASN 2023-AWP-1826-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1827-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 2-3
Location:	Perris, CA
Latitude:	33-45-52.02N NAD 83
Longitude:	117-13-15.36W
Heights:	1416 feet site elevation (SE) 54 feet above ground level (AGL) 1470 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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Signature Control No: 569690166-581800015 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

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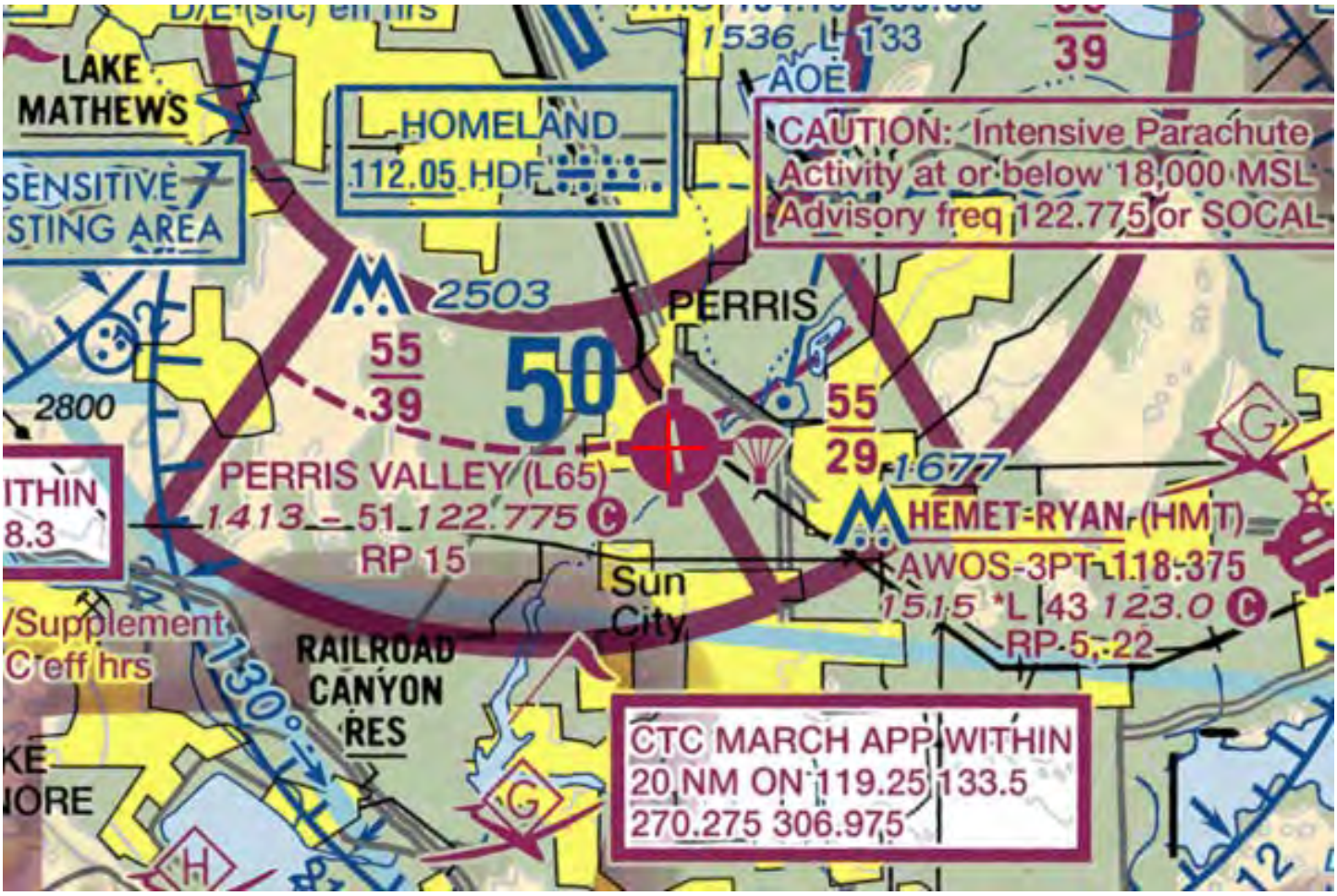
Sectional Map for ASN 2023-AWP-1827-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-1828-OE

Issued Date: 04/19/2023

Michael Masterson
CH Realty IX-MC I Riverside Perris Airport Center
18032 Lemon Drive
Suite 367
Yorba Linda, CA 92886

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 2-4
Location:	Perris, CA
Latitude:	33-45-52.04N NAD 83
Longitude:	117-13-21.28W
Heights:	1419 feet site elevation (SE) 51 feet above ground level (AGL) 1470 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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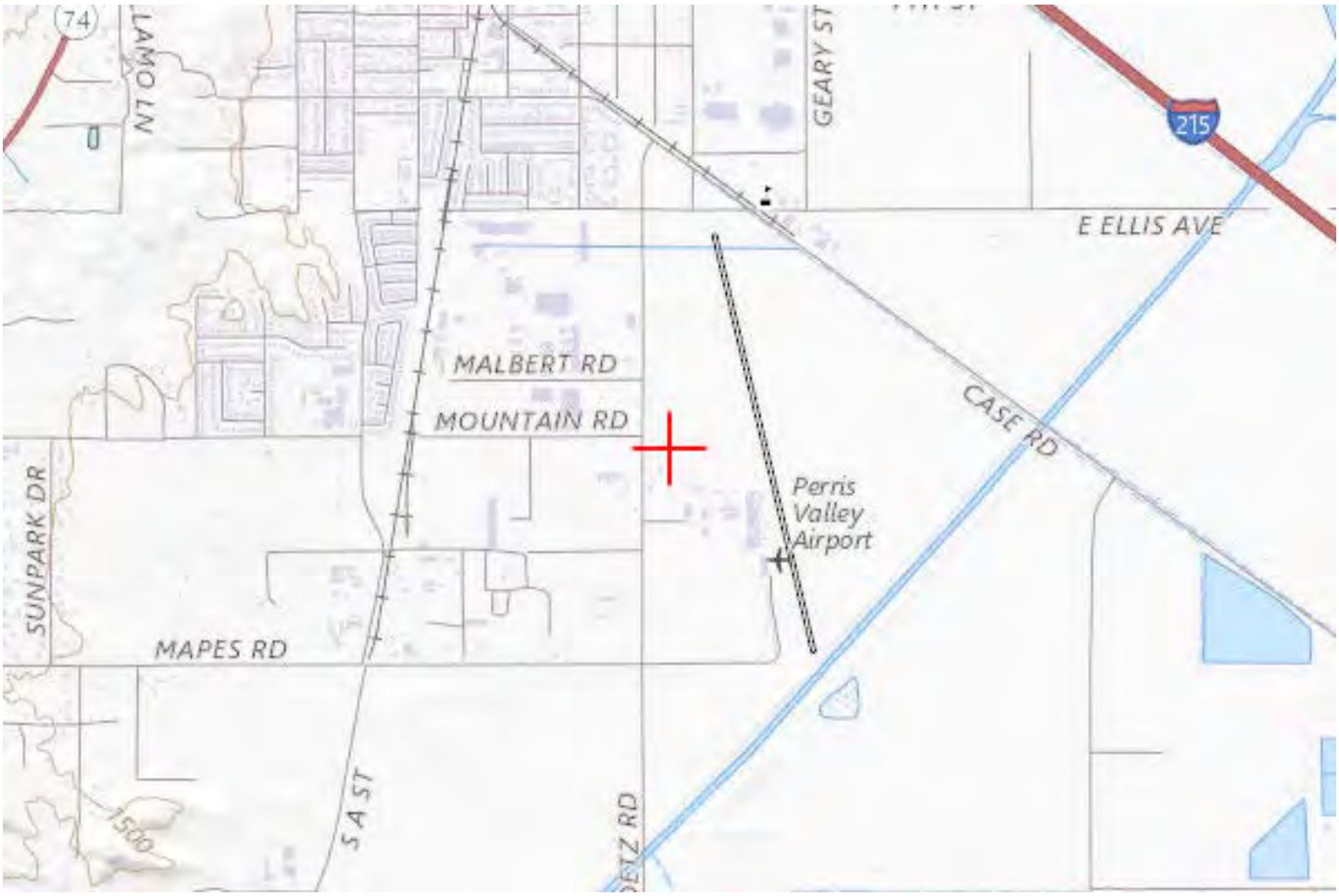
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1828-OE.

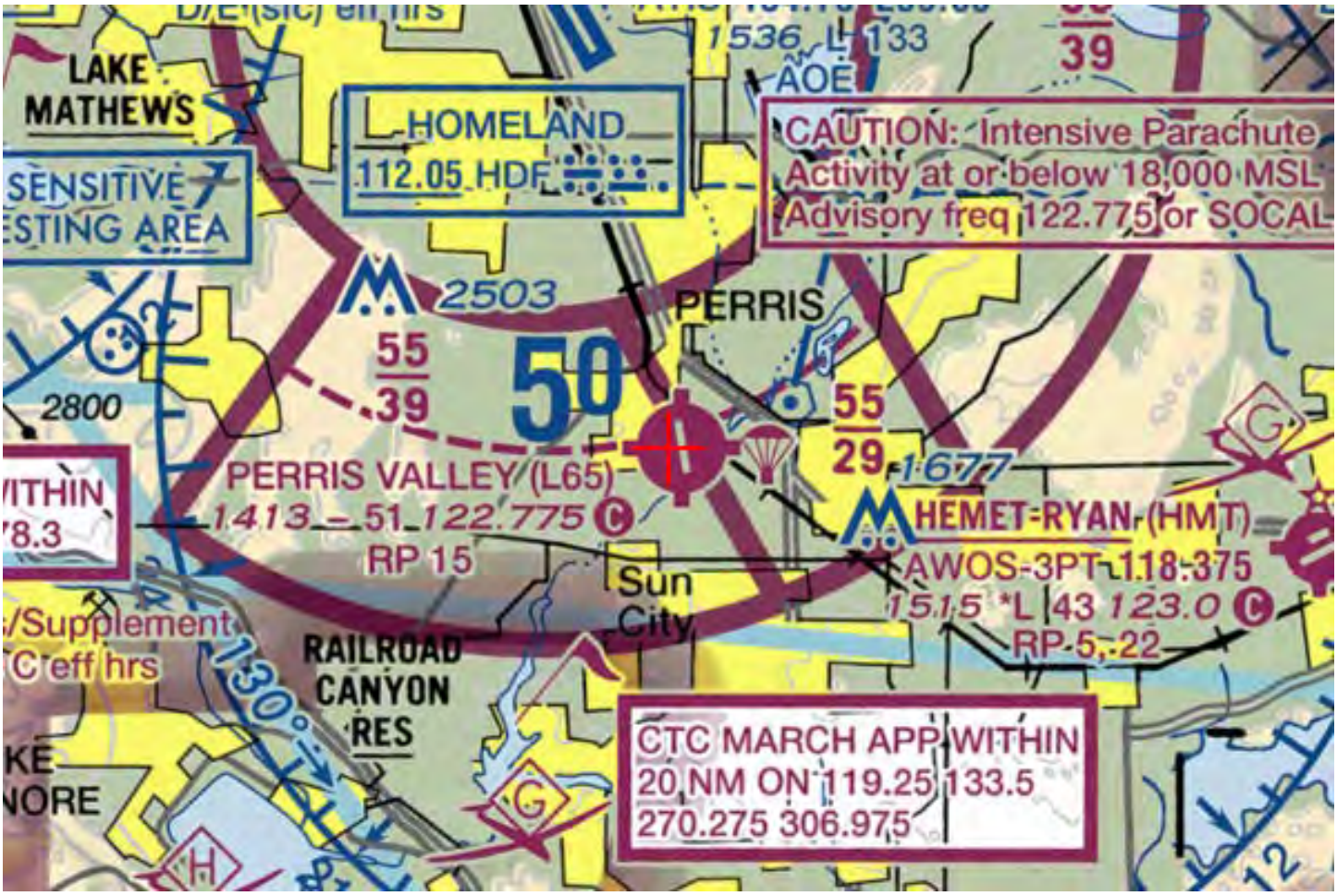
Signature Control No: 569690167-581800014 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1828-OE



Sectional Map for ASN 2023-AWP-1828-OE



Technical Memorandum - DRAFT

To: Christine Saunders, Christine Saunders & Associates
From: Nick Johnson, Johnson Aviation, Inc.
Date: February 14, 2023

Subject: Perris Valley Airport Industrial Project - Goetz Road & Mountain Avenue, Perris, CA - Airport Land Use Compatibility

A. Introduction and Finding

The Perris Valley Airport Industrial Project (Project) is a proposed industrial use, with two warehouse buildings and a trailer parking yard (truck yard), located in the City of Perris, California (City) and within the Airport Influence Area (AIA) of Perris Valley Airport (L65 or Airport). The Project is also located within the AIA of the March Air Reserve Base/Inland Port (MARB/IP). Coordination with the City of Perris and Riverside County Airport Land Use Commission (ALUC) staff are required. The Perris Valley Airport Land Use Compatibility Plan[1] (ALUCP) was adopted by the ALUC in 2011 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies[2] adopted in 2004. The Project is also subject to height restrictions by the Federal Aviation Administration (FAA) and other development restrictions by the City of Perris and the owners of the Airport. The FAA is required under 14 Code of Federal Regulations (CFR) Part 77[3] to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation. The City adopted its General Plan Land Use Element in 2005 and amended it in 2016[4].

The Project site is zoned Light Industrial, which includes limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations. The allowable floor area ratio (FAR) for light industrial is 0.75:1 FAR and the minimum lot size is 10,000 square feet. The Project is compatible with the General Plan and zoning.

Countywide ALUC Policies, Section 1.5.1(a) and State Law require an ALUC determination of consistency with the ALUCP prior to approval by the City. The intended use of the Project site is compatible within both the Perris Valley and MARB/IP AIAs. The Project site is compatible within the Perris Valley ALUCP Zones B1, B2, C, and D. The Project site is compatible within the MARB/IP ALUCP Zones E. The occupancy analysis using the Perris Valley ALUCP guidance indicates that the total site intensity (people per acre) is less than the allowable parameters and both average and single-acre intensity are consistent with the ALUCP Zone limits. The Project site meets the open land requirements of the Perris Valley ALUCP. Because the MARB/IP Zone E has no explicit upper limit on usage intensity, an occupancy analysis is not required. The MARB/IP Zone E has no open land requirements. ***Therefore, the proposed Project is found to be compatible with the parameters of the General Plan, the 2011 Perris Valley ALUCP, and the 2014 MARB/IP ALUCP.***

[1] https://rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183
[2] https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/04-%20Vol.%201%20County%20wide%20Policies.pdf
[3] 14 CFR Part 77 – *Safe, Efficient Use, and Preservation of the Navigable Airspace*, https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77
[4] https://www.cityofperris.org/home/showpublisheddocument/457/637203139714030000

B. Purpose and Project Description

The purpose of this Technical Memorandum is to complete an airport land use compatibility assessment for the Project that addresses aviation safety, aircraft noise impacts, aircraft overflight, airspace protection, and the operational risk to people and property within the Project site. This assessment is based on a review of relevant documents, local knowledge, and publicly available information.

The Project site is 85.2 net-acres located in Planning Area 8 – Perris Valley Airport, of the City of Perris General Plan. The Project site is on either side of Runway 15-33. Goetz Road is to the west; Case Road is to the east and East Ellis Avenue is to the north of the Project site. The Project is two warehouse buildings and a truck yard. Building 1 is a total of 792,688 SF that includes 20,000 SF of office space. Building 1 has a racking system and product staging areas in front of the dock doors (Figure 3). Building 2 is a total of 50,026 SF that includes 6,500 SF of office space. The truck yard is 996,653 SF.

The Project site is within the airport influence area (AIA) of Perris Valley Airport, which is privately-owned, has one runway (Runway 15-33) and is a skydiving center. Figure 1 shows the Property in relation to the Airport. Figure 2 shows the site plan for the Project.

Figure 1 - Project Site Relative to L65

Figure 2 – Site Plan

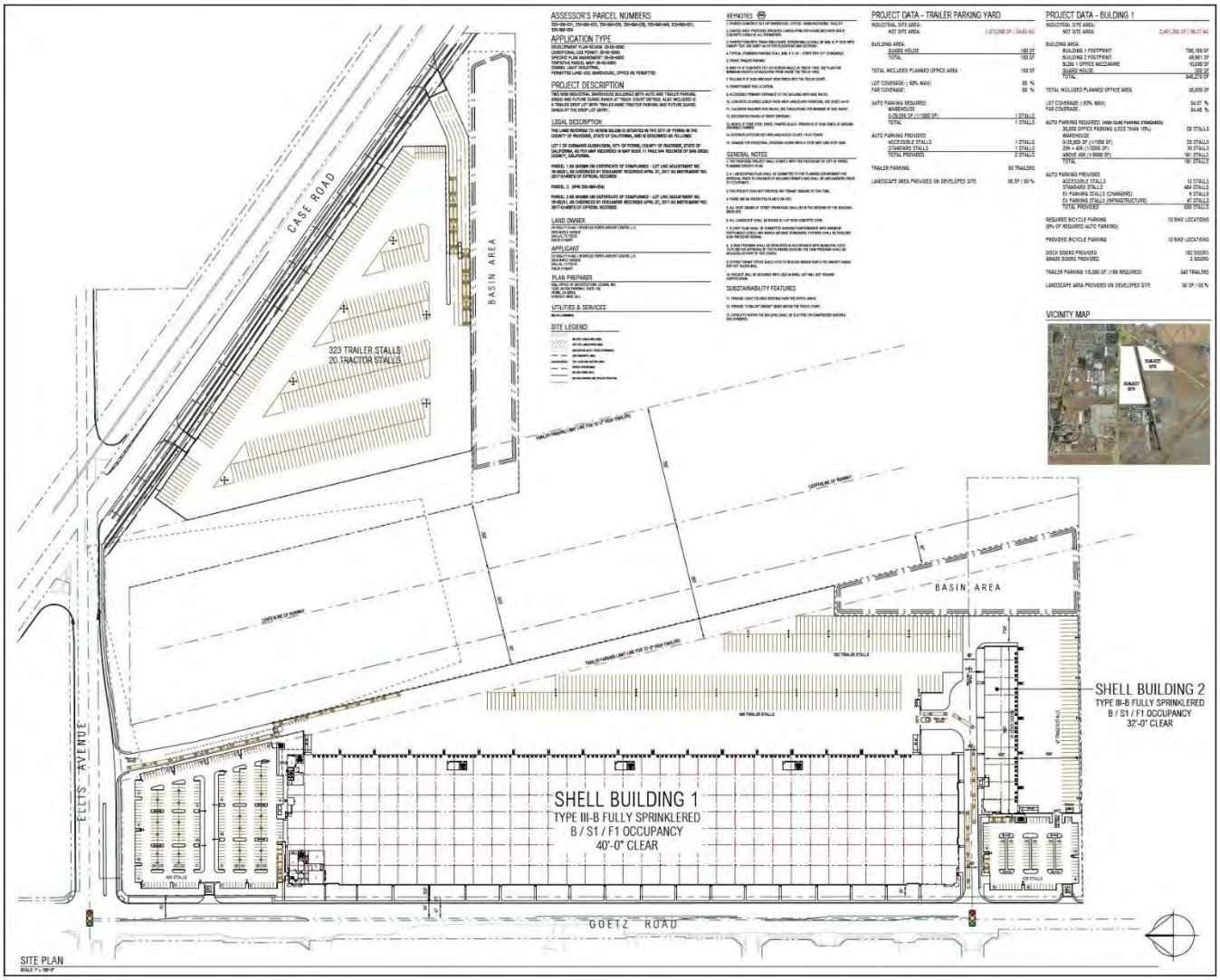
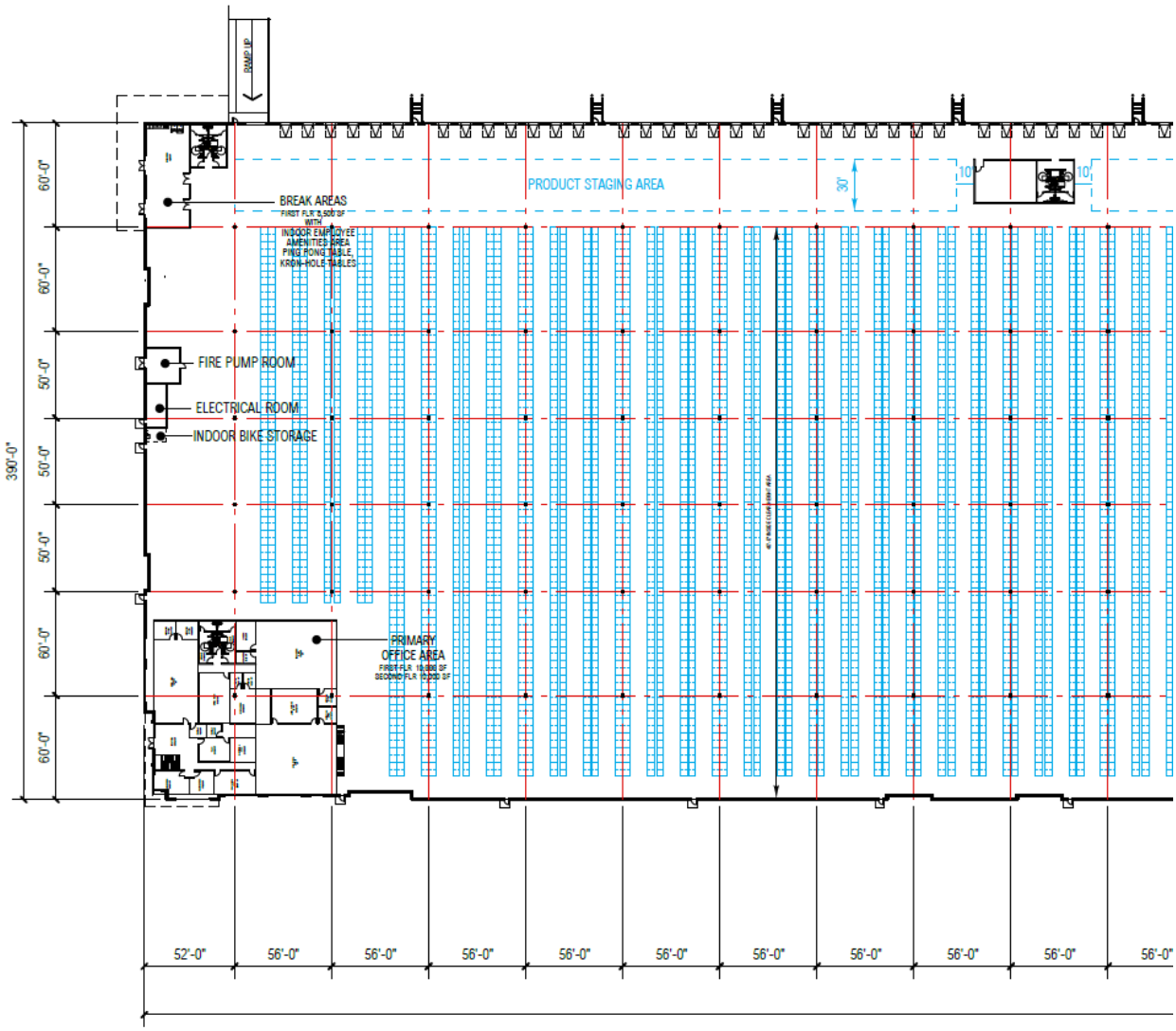


Figure 3 – Building 1 Racking System

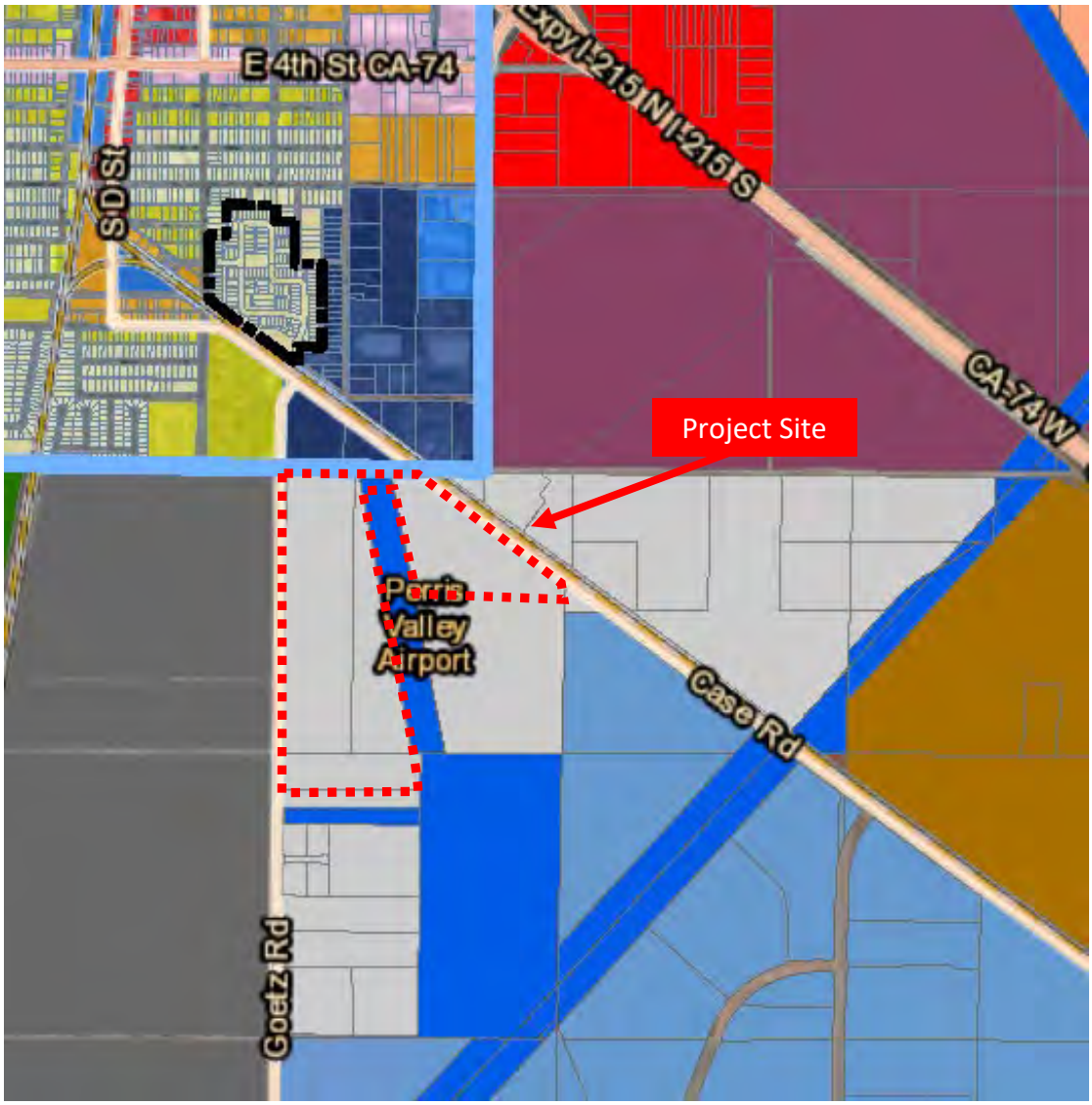


C. Land Use Jurisdiction and Compatibility

City of Perris General Plan

The City of Perris adopted the Land Use Element of its General Plan in 2005 and last amended the Land Use Element in 2016. The Project site is zoned Light Industrial, which includes limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations (Figure 4). The allowable floor area ratio (FAR) for light industrial is 0.75:1FAR and the minimum lot size is 10,000 square feet.

Figure 4 – Perris Valley General Plan Land Use Designations

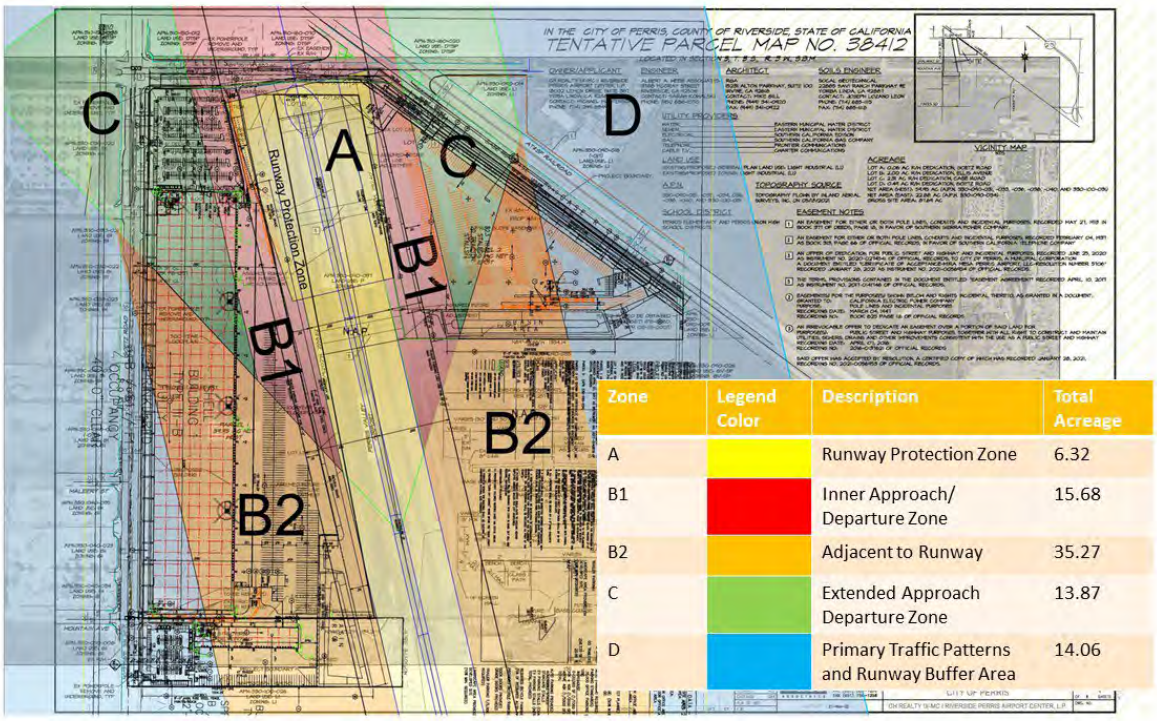


Perris Valley ALUCP

The Project is within the Perris Valley Airport AIA. The Perris Valley ALUCP was adopted by the ALUC in 2011 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies adopted in 2004. The ALUCP is used to evaluate land use compatibility and development proposals in the vicinity of the Airport. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each zone consider the compatibility concerns of noise, safety, overflight, and airspace protection.

Because of its proximity to the runway, the Project site is within Compatibility Zones A through D (Figure 5). The warehouses, truck yard, employee parking, and retention basins are specifically in Zones B1 through D. Table 1 summarizes the noise, safety, and land use compatibility criteria in the ALUCP for Zones A through D. Warehouses and truck yards are permitted in Zones B1 through D.

Figure 5 – Property Safety Zone Split



Zone	Legend Color	Description	Total Acreage
A		Runway Protection Zone	6.32
B1		Inner Approach/ Departure Zone	15.68
B2		Adjacent to Runway	35.27
C		Extended Approach Departure Zone	13.87
D		Primary Traffic Patterns and Runway Buffer Area	14.06

With regards to the maximum density for "other uses", i.e. non-residential, the ALUCP allows a range depending on the zone. Zone B1 is most restrictive, allowing an average intensity (people per acre) of 25. This means the total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Zone D is less restrictive and has an average intensity of 100. The ALUCP allows a single acre intensity of 50 in Zone B1 and 300 in Zone D. Clustering of nonresidential development is permitted in Zones B1 through D; however no single acre of a project site shall exceed the indicated number of people per acre. Intensive manufacturing or office uses do not comply in Zone B1. An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants if an aircraft collides with the building:

The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

Building design features which would enable application of an intensity bonus include, but are not limited to, the following: using concrete walls, limiting the number and size of windows, upgrading the strength of the building roof, avoiding skylights, enhancing the fire sprinkler system, limiting buildings to a single story, and increasing the number of emergency exits.

Zone B1 has an open land requirement of 30 percent. Zone C has an open land requirement of 20 percent and Zone D has open land requirement of 10 percent. All land in Zone A should be open as that is the intent of the RPZ. As per the ALUCP, to qualify as open land, an area should be: 1) Free of most structures and other major obstacles such as walls, large trees, or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires, and 2) Have minimum dimensions of approximately 75 feet by 300 feet. Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria. Figure 6 shows the available open land in each zone. Based on the ALUCP, there is enough open land in each zone to accommodate the ALUCP requirements.

Figure 6 – Available Open Land

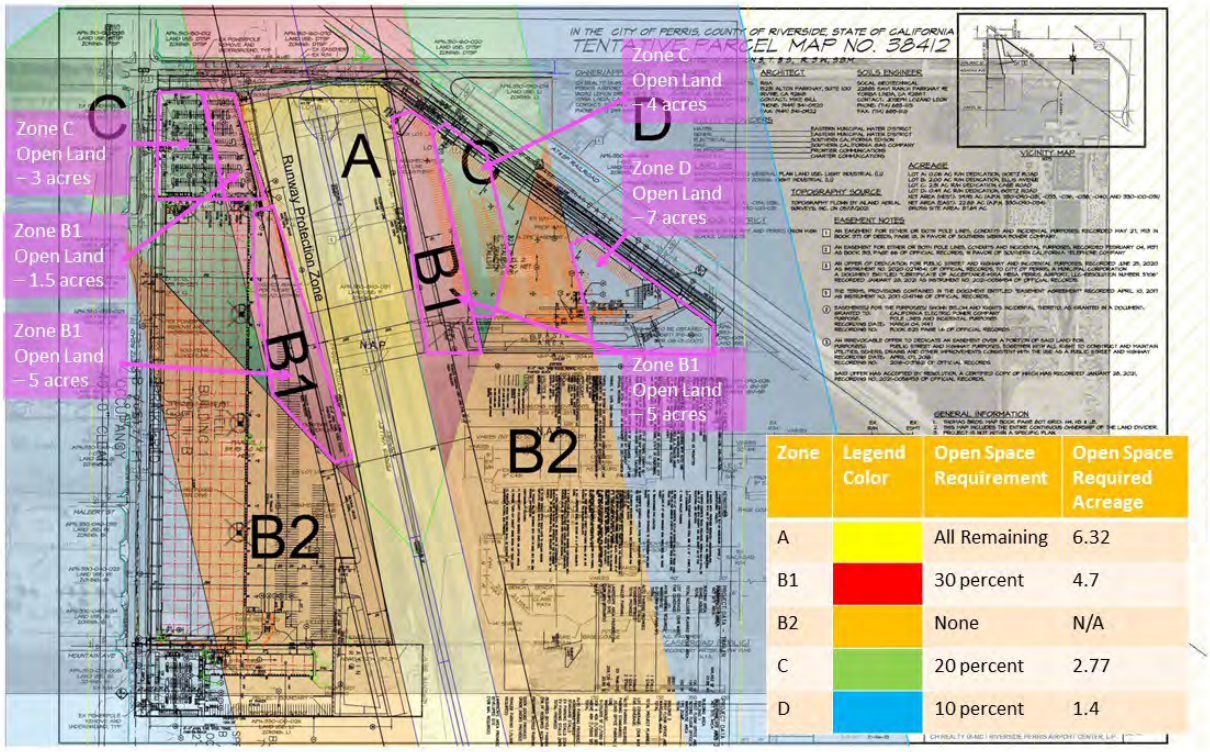


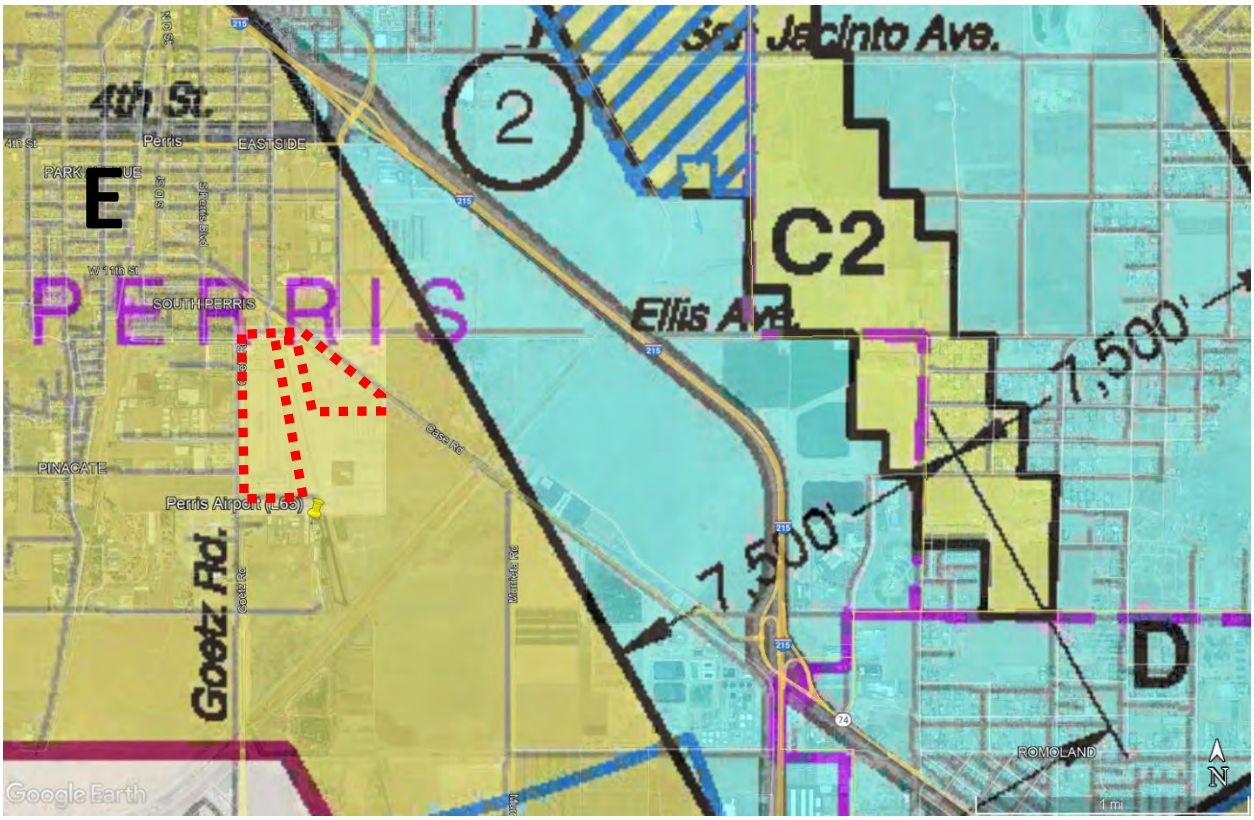
Table 1 – ALUCP Safety Zone Compatibility

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) [1]	Other Uses (people/ac) [2] Average [6]	Single Acre [7]	with Bonus [8]	Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [9]	› Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Aboveground bulk storage of hazardous materials [11] › Critical community infrastructure facilities [12] › Hazards to flight [9]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >70 feet tall [15] › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	**(1)** ≤0.2 (average parcel size ≥5.0 ac.) *or* [16] **(2)** ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Airspace review required for objects >70 feet tall [15] › Children's schools, hospitals, nursing homes discouraged [17] › Deed notice required

March Air Reserve Base ALUCP

The Project is also within the March Air Reserve Base/Inland Port (MARB/IP) AIA (Figure 7). The MARB/IP ALUCP was adopted by the ALUC in 2014 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies adopted in 2004. The Project is within Compatibility Zone E, which means noise impacts are low and the accident risk level is low. Zone E has no explicit upper limit on usage intensity and no open land requirements. Uses that attract very high concentrations of people in confined areas are discouraged near the arrival and departure flight tracks. Hazards to flight are prohibited (physical, visual, and electronic forms of interference with the safety of aircraft operations; practices that attract birds and the growth of certain crops). Based on the compatibility criteria associated within the MARB/IP Zone E and the proposed uses for the Project site (industrial, warehouse use), the Project is considered compatible.

Figure 7 – MARB/IP Zone E



D. Maximum Occupancy

The intended use of the Property is industrial. The Project consists of two warehouse buildings and a trailer parking yard (truck yard). One warehouse building has a total of 792,688 SF and includes 20,000 SF of office area. Building 1 has a racking system and product staging areas in front of the dock doors. The second warehouse building is 50,026 SF and includes 6,500 SF of office area. The site includes 530 parking stalls, parking for 338 trailers, and two bioretention basins (approximately 250,00 SF total).

The Perris Valley ALUCP provides methods for determining concentrations of people using either the number of parking spaces provided or the California Building Code. The following tables provide the occupancy levels for the two warehouse buildings. The total site intensity falls within the allowable parameters. The maximum single-acre intensity and average people per acre are also within the allowable parameters of the ALUCP.

Table 2 – Industrial Warehouse Occupancy

Industrial Building Occupancy

Industrial Building Zone	Land Use	Building Size (sqft)	Zone Site Area (acreage)	Single Acre Area	Occupancy Rate (sqft/occupant)[1]	ALUCP Single Acre Intensity (people/acre)[2]	Maximum Single Acre Intensity (people/acre)	ALUCP Average Intensity (people/acre)[3]	Occupancy (average people/acre)
B1	Warehouse 1	17,792	15.68	17,792	500	50	36	25	2.27
	Unoccupied Product Staging	7,928	15.68						
	Unoccupied Restroom	544	15.68						
	Office/ Breakroom 1	1,500	15.68	1,500	100	50	8	25	0.48
						TOTAL ZONE B1	**43**	**TOTAL ZONE B1**	**2.75**
B2	Warehouse 1	389,919	35.27	43,560	500	200	87	100	22.11
	Unoccupied Product Staging	37,181							
B2	Warehouse 2	42,565	35.27	42,565	500	200	85	100	2.41
						TOTAL ZONE B2	**172**	**TOTAL ZONE B2**	**24.52**
C	Warehouse 1	179,418	13.87	23,560	500	150	47	75	25.87
	Unoccupied Product Staging	12,841							
C	Office 1	10,000	13.87	10,000	100	150	50	75	3.60
C	Office Mezzanine 1	10,000	13.87	10,000	100	150	50	75	3.60
						TOTAL ZONE C	**147**	**TOTAL ZONE C**	**33.08**
D	Warehouse 1	125,565	14.06	43,560	500	300	87	100	17.86
D	Warehouse 2	961	14.06	961	500	300	2	100	0.14
D	Office 2	6,500	14.06	6,500	100	300	33	100	2.31
						TOTAL ZONE D	**122**	**TOTAL ZONE D**	**20.31**
	TOTAL BLDG SQFT	***842,714***							

1 - Occupancy rates as per Riverside County ALUCP California Building Code table (Appendix C)
2 - Single Acre Intensity Allowed as per Perris Valley ALUCP
3 - Average Intensity Allowed as per Perris Valley ALUCP

Table 3 – Industrial Warehouse Occupancy - Total on Site

Industrial Building Occupancy - TOTAL ON SITE

Industrial Building Zone	Land Use	Building Size (sqft)	Zone Site Area (acreage)	Single Acre Area	Occupancy Rate (sqft/occupant)[/1]	Maximum on Site Permitted (people)	Maximum on Site (people)
B1	Warehouse 1	17,792	15.68	17,792	500	392	36
	Unoccupied Product Staging	7,928					
	Unoccupied Restroom	544					
	Office/ Breakroom 1	1,500	15.68	1,500	100		15
B2	Warehouse 1	389,919	35.27	43,560	500	3,527	780
	Unoccupied Product Staging	37,181					
B2	Warehouse 2	42,565	35.27	42,565	500		85
C	Warehouse 1	179,418	13.87	23,560	500	1,040	359
	Unoccupied Product Staging	12,841					
C	Office 1	10,000	13.87	10,000	100		50
C	Office Mezzanine 1	10,000	13.87	10,000	100		50
D	Warehouse 1	125,565	14.06	43,560	500	1,406	251
D	Warehouse 2	961	14.06	961	500		2
D	Office 2	6,500	14.06	6,500	100		33
	TOTAL BLDG SQFT	***842,714***				***6,365***	***1,660***

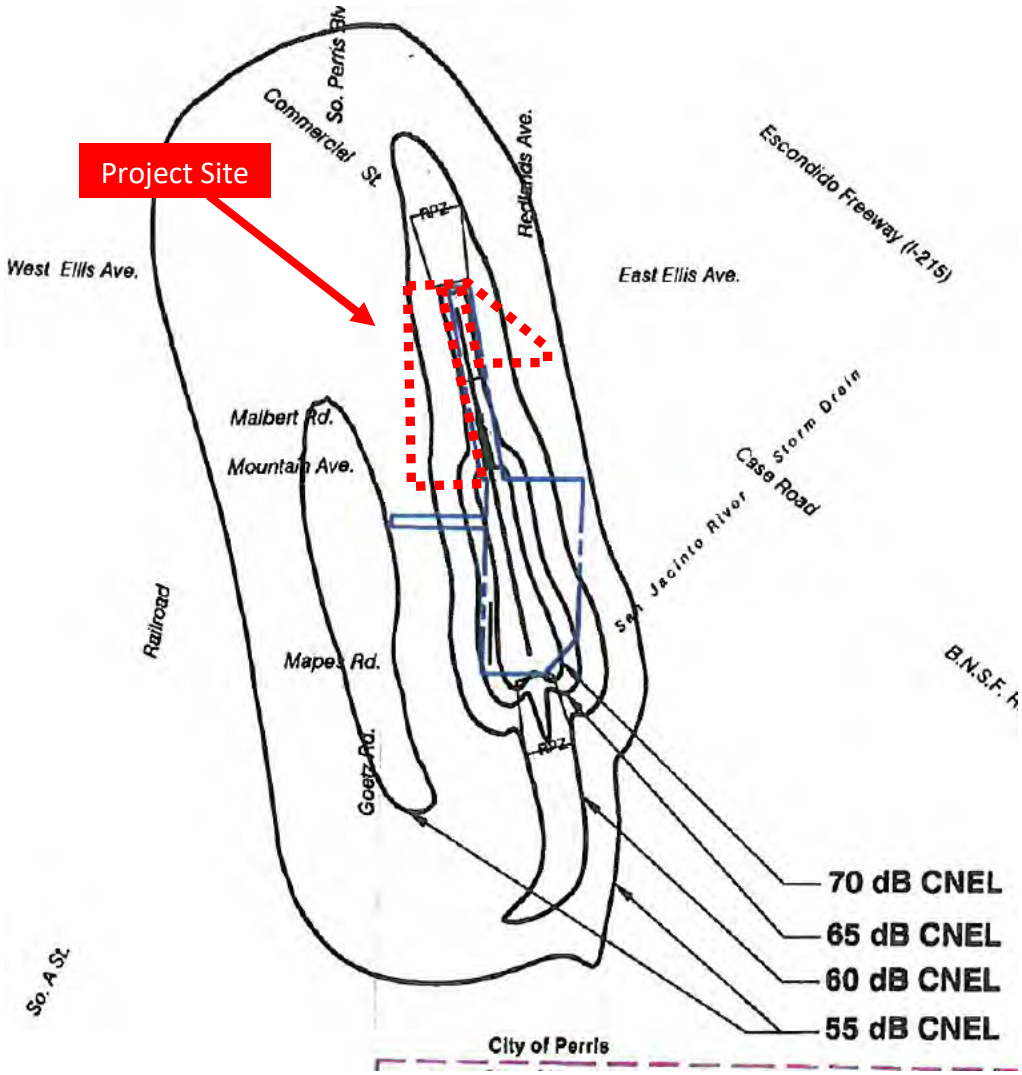
1 - Occupancy rates as per Riverside County ALUCP California Building Code table (Appendix C)

E. Aircraft Noise Impacts

Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise, especially in urban areas. The ultimate noise contours presented in the ALUCP are based on 52,000 annual operations (141 average annual day). At the time of the ALUCP preparation (2010) this was considered a 53 percent increase over the estimated activity level of 34,000 operations. The most recent Airport Master Record (FAA Form 5010) notes 27,550 total operations (for 12 months ending December 2022). Highly noise-sensitive outdoor nonresidential uses such as amphitheaters and drive-in theaters are prohibited within Zones B1, B2, C, and D. A minimum NRL of 20 dB in residences and office buildings is required in Zones B1, B2, and C. The maximum, aircraft-related, interior noise level considered acceptable for office buildings is 45 dB CNEL.

As shown in Figure 8, the Property is within the 65-, 60-, and 55-dB community noise equivalent level (CNEL) contours. Since the property will be used for industrial purposes, no noise impacts are anticipated.

Figure 8 – 2011 Perris Valley ALUCP Noise Contours



F. Airspace Protection/Height Zoning/Hazards to Air Navigation

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. Title 14 of the United States Code of Federal Regulations Part 77 defines the regulations and process for providing these protections. 14 CFR § 77.19 establishes civil airport imaginary surfaces around each runway to ensure that proposed temporary and permanent structures and activities near airports will be studied by the FAA for their effects on the safe and efficient use of navigable airspace.

The building height for the larger industrial warehouse (Building 1) ranges from 47 feet to 50 feet to parapet; for the smaller industrial warehouse (Building 2) it is 41 feet to 45 feet to parapet. Figures 9 and 10 show the elevation ranges for both buildings. The ALUCP states that Airspace review is required for objects greater than 35 feet tall in Zones B1 and B2 and for objects greater than 70 feet tall in Zones C and D, however, that is considered general guidance. An aeronautical study by the FAA was initiated for the buildings associated with the Property (Appendix A). The aeronautical study will assess the building locations, planned heights and whether there is a need for any associated lighting or markings to ensure that the buildings are conspicuous at night and during low visibility weather conditions. Within Zone B1 and B2, new buildings are limited to no more than two occupied floors above ground. Within Zone C, new buildings are limited to no more than three occupied floors above ground.

Avigation easements are required in Zones B1 and B2. A deed notice and disclosure are required within Zones C and D as a condition of residential development, which does not apply to this Project. Hazards to flight are prohibited in Zones B1, B2, C, and D; this includes physical, visual, and electronic forms of interference to aircraft operations, and land uses that attract birds. In Zones B1 and B2, aboveground bulk storage of hazardous materials and critical community infrastructure facilities are prohibited.

Figure 9 – Building 1 Elevation Range

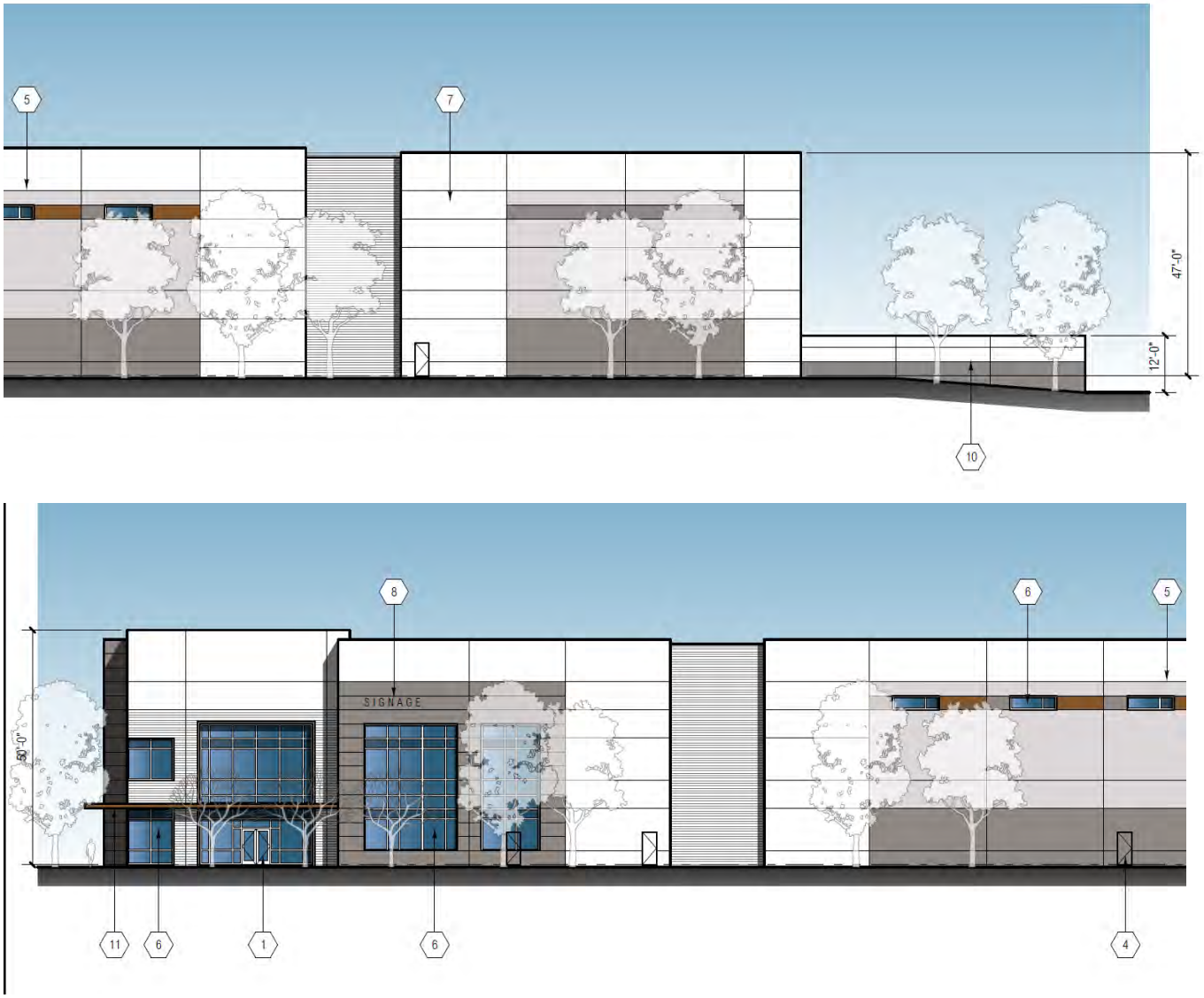


Figure 10 – Building 2 Elevation Range

G. Aircraft Overflight

Perris Valley Airport is a public-use, privately-owned airport, and known as a skydiving center. A variety of aircraft service the skydiving industry at L65; from DC-9s to smaller jump planes. There is also a high volume of ultralight aircraft operations. The Airport has one runway (Runway 15-33) that is 5,100 feet in length. There is also a separate turf strip in the southwestern corner of the property. Because of the nearby approach to March Air Reserve Base to the east, most aircraft approach and depart L65 to the west. Nearby land uses vary from agricultural to urban. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. The City of Menifee also has residential about a mile south of Runway 15-33.

All property within the airport influence area (AIA) is subject to routine aircraft overflight. The outer edge of the Part 77 conical surface defines the AIA to the north, west, and south of the Airport. The designated traffic pattern is right traffic for Runway 15 and left traffic for Runway 33. This locates all local traffic on the west side of L65. The AIA to the east is not as broad and ends 5,000 feet from the runway centerline. The boundaries of Zone E define the AIA.

The Project site is not directly under the general traffic pattern envelope. However, because of its proximity to the runway, the Project site is within an area where aircraft departure and approach accident risk is greater.

H. Findings

The following airport land use compatibility findings for the Project are provided for consideration during the review process.

Findings of Fact

- The Project is a proposed industrial use, with two warehouse buildings and a truck yard, located within the AIA of Perris Valley Airport and located on either side of Runway 15-33.
- The Project site is zoned Light Industrial, which includes limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations. The Project is compatible with the General Plan and zoning.
- Because of its proximity to the runway, the Project site is within Compatibility Zones A through D. The warehouses, truck staging (long term parking), employee parking, and retention basins are specifically in Zones B1 through D. Zone B1 is most restrictive with regards to uses and maximum density and Zone D is less restrictive. Based on the proposed uses for the Project site (industrial, warehouse use), the Project is considered compatible within Zones B1 through D.
- Zone B1, C, and D have open land requirements. Based on the site layout, there is enough open land in each zone to accommodate the ALUCP requirement.
- The Perris Valley ALUCP provides methods for determining concentrations of people (occupancy). The total site intensity falls within the allowable parameters. The maximum single-acre intensity and average people per acre are also within the allowable parameters of the ALUCP.
- The Project is also within the MARB/IP AIA and Compatibility Zone E, which means noise impacts are low and the accident risk level is low. Zone E has no explicit upper limit on usage intensity and no open land requirements. The Project is considered compatible within this zone.
- Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise, especially in urban areas. The Property is within the 65-, 60-, and 55-dB community noise

equivalent level (CNEL) contours. Since the property will be used for industrial purposes, no noise impacts are anticipated.

- The FAA is responsible for protecting and preserving airspace from hazards to air navigation. An aeronautical study by the FAA was initiated for the buildings associated with the Property (Appendix A). Avigation easements are required in Zones B1 and B2.
- All property within the airport influence area (AIA) is subject to routine aircraft overflight. the Project site is not directly under the general traffic pattern envelope. However, because of its proximity to the runway, the Project site is within an area where aircraft departure and approach accident risk is greater.

APPENDIX A

Federal Aviation Administration

« OE/AAA

Project Submission Success
Project Name: CH RE-000772835-23

Project CH RE-000772835-23 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2023-AWP-1817-OE
2023-AWP-1818-OE
2023-AWP-1819-OE
2023-AWP-1820-OE
2023-AWP-1821-OE
2023-AWP-1822-OE
2023-AWP-1823-OE
2023-AWP-1824-OE
2023-AWP-1825-OE
2023-AWP-1826-OE
2023-AWP-1827-OE
2023-AWP-1828-OE

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

It is the responsibility of each e-filer to exercise due diligence to determine if coordination of the proposed construction or alteration is necessary with their state aviation department. Please use the link below to contact your state aviation department to determine their requirements:
State Aviation Contacts

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

Industrial Building Occupancy

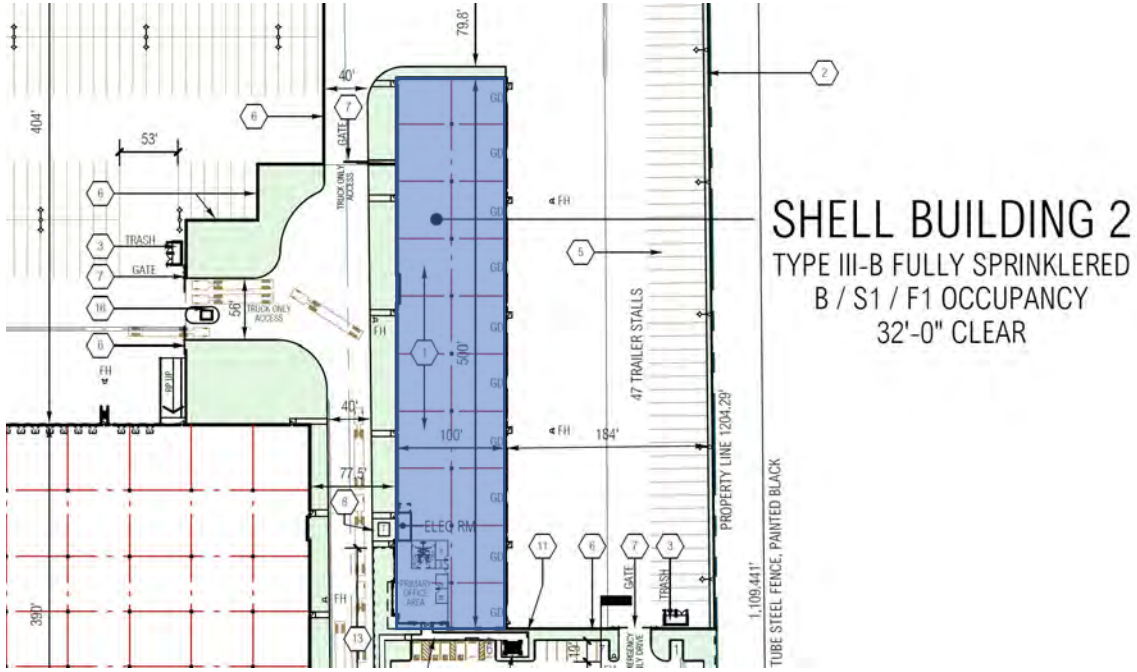
Industrial Building Zone	Land Use	Building Size (sqft)	Zone Site Area (acreage)	Single Acre Area	Occupancy Rate (sqft/occupant)[/1]	ALUCP Single Acre Intensity (people/acre)[2]	Single Acre Occupancy (people/acre)	Maximum on Site Permitted (people)	Maximum Occupancy on Site (people)	ALUCP Average Intensity (people/acre)[3]	Average Occupancy (average people/acre)
B1	Warehouse 1	16,197	17.49	16,197	500	50	32	437	32	25	1.85
	Unoccupied Product Staging	8,113									
	Unoccupied Racking	1,123									
	Unoccupied Restroom	544									
	Office/ Breakroom 1	1,500	17.49	1,500	100	50	8			25	0.43
						TOTAL ZONE B1	**40**			**TOTAL ZONE B1**	**2.28**
B2	Warehouse 1	389,919	30.44	43,560	500	200	87	3,044	780	100	25.62
	Unoccupied Product Staging	37,181									
B2	Warehouse 2	60,315	30.44	42,500	500	200	85	3,044	121	100	3.96
						TOTAL ZONE B2	**172**			**TOTAL ZONE B2**	**29.58**
C	Warehouse 1	169,786	14.00	23,644	500	150	47	1,050	340	75	24.26
	Unoccupied Product Staging	12,841									
	Unoccupied Racking	9,916									
C	Office 1	10,000	14.00	10,000	100	150	50		50	75	3.57
C	Office Mezzanine 1	10,000	14.00	10,000	100	150	50			75	3.57
						TOTAL ZONE C	**147**			**TOTAL ZONE C**	**31.40**
D	Warehouse 1	127,989	19.09	43,560	500	300	87	1,909	256	100	13.41
D	Warehouse 2	5,146	19.09	961	500	300	2	1,909	10	100	0.54
D	Office 2	6,500	19.09	6,500	100	300	33		33	100	1.70
						TOTAL ZONE D	**122**			**TOTAL ZONE D**	**15.65**
	TOTAL BLDG SQFT	***867,070***						***11,393***	***1,621***		

1 - Occupancy rates as per Riverside County ALUCP California Building Code table (Appendix C)

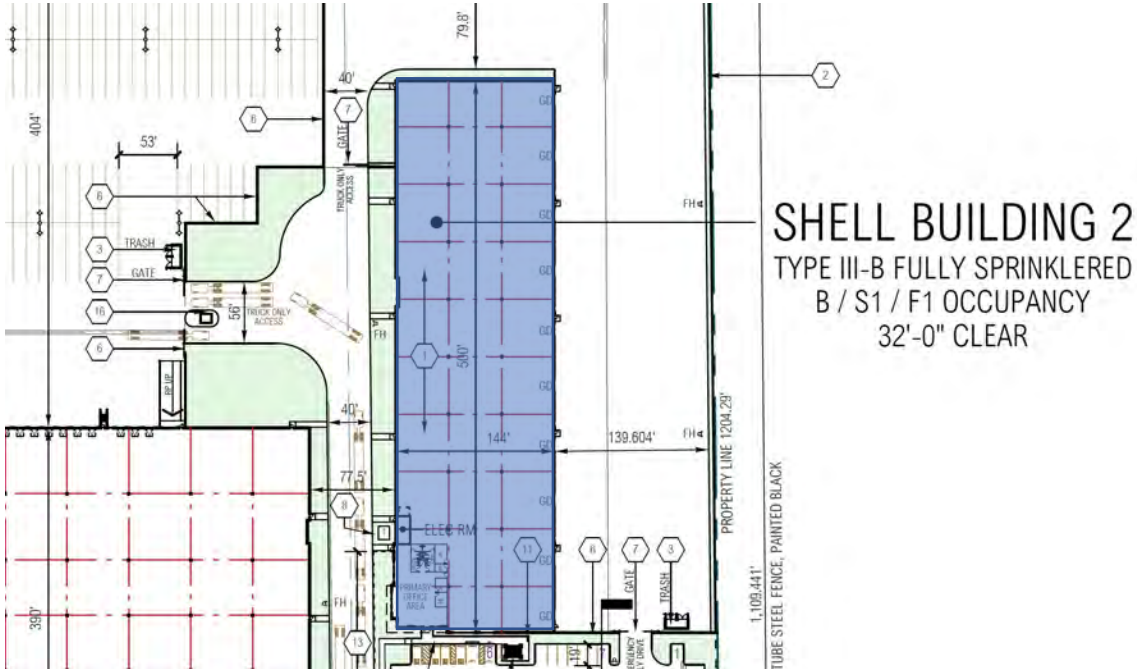
2 - Single Acre Intensity Allowed as per Perris Valley ALUCP

3 - Average Intensity Allowed as per Perris Valley ALUCP

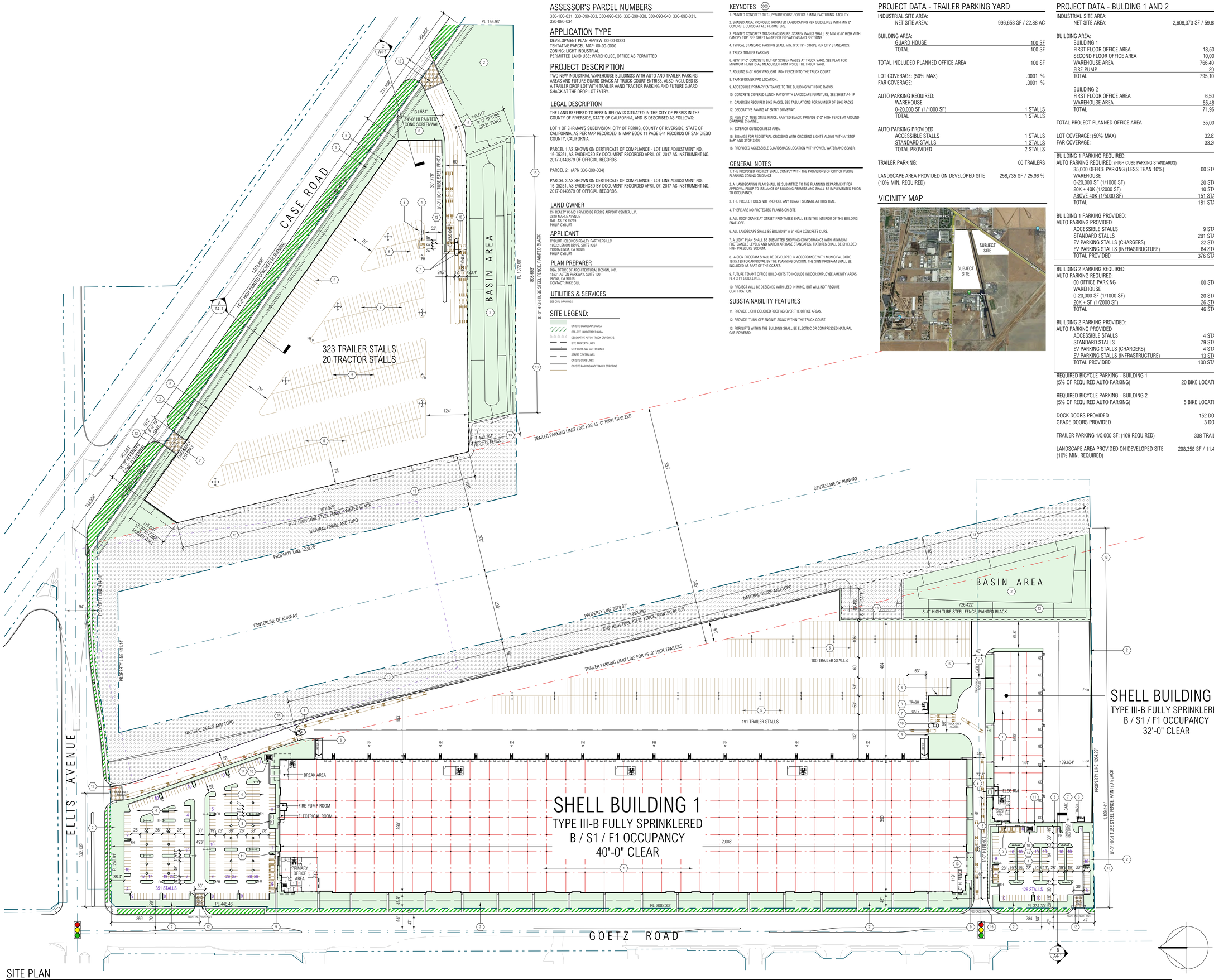
ZAP1028PV23 – Landstar Companies Building 2 Revision



Original Building 2 – 49,961 sf
Approx. 500’ x 100’
42,565 sf Zone B1; 7,396 sf Zone D



Revised Building 2 – 71,961 sf
Approx. 500’ x 144’
+22,000 sf (+17,750 Zone B1; +4,250 Zone D)
Total – 60,315 sf Zone B1; 11,646 sf Zone D



SITE PLAN

SCALE: 1" = 100'-0"

ASSESSOR'S PARCEL NUMBERS

330-100-031, 330-090-033, 330-090-036, 330-090-038, 330-090-040, 330-090-031, 330-090-034

APPLICATION TYPE

DEVELOPMENT PLAN REVIEW 00-00-0000
TENTATIVE PARCEL MAP: 00-00-0000
ZONING: LIGHT INDUSTRIAL
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

TWO NEW INDUSTRIAL WAREHOUSE BUILDINGS WITH AUTO AND TRAILER PARKING AREAS AND FUTURE GUARD SHACK AT TRUCK COURT ENTRIES. ALSO INCLUDED IS A TRAILER DROP LOT WITH TRAILER AAND TRACTOR PARKING AND FUTURE GUARD SHACK AT THE DROP LOT ENTRY.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 1 OF EHRMAN'S SUBDIVISION, CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP BOOK 11 PAGE 544 RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140879 OF OFFICIAL RECORDS

PARCEL 2: (APN 330-090-034)

PARCEL 3 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140879 OF OFFICIAL RECORDS.

LAND OWNER

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.
3819 MAPLE AVENUE
DALLAS, TX 75219
PHILIP CYBURT

APPLICANT

CYBURT HOLDINGS REALTY PARTNERS LLC
18332 LEMON DRIVE, SUITE #367
YORBA LINDA, CA 92886
PHILIP CYBURT

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A4-1P FOR ELEVATIONS AND SECTIONS
4. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - STRIPE PER CITY STANDARDS.
5. TRUCK TRAILER PARKING
6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
10. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A4-1P
11. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS
12. DECORATIVE PAVING AT ENTRY DRIVEWAY.
13. NEW 8'-0" TUBE STEEL FENCE, PAINTED BLACK. PROVIDE 6'-0" HIGH FENCE AT AROUND DRAINAGE CHANNEL
14. EXTERIOR OUTDOOR REST AREA.
15. SIGNAGE FOR PEDESTRIAN CROSSING WITH CROSSING LIGHTS ALONG WITH A "STOP BAR" AND STOP SIGN
16. PROPOSED ACCESSIBLE GUARDSHACK LOCATION WITH POWER, WATER AND SEWER.

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF CITY OF PERRIS PLANNING ZONING ORDDANCE
2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.
5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.
9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.
10. PROJECT WILL BE DESIGNED WITH LEED IN MIND, BUT WILL NOT REQUIRE CERTIFICATION.

SUBSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
12. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
13. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

PROJECT DATA - TRAILER PARKING YARD

INDUSTRIAL SITE AREA:	
NET SITE AREA:	996,653 SF / 22.88 AC
BUILDING AREA:	
GUARD HOUSE	100 SF
TOTAL	100 SF
TOTAL INCLUDED PLANNED OFFICE AREA	100 SF
LOT COVERAGE: (50% MAX)	.0001 %
FAR COVERAGE:	.0001 %
AUTO PARKING REQUIRED:	
WAREHOUSE	
0-20,000 SF (1/1000 SF)	1 STALLS
TOTAL	1 STALLS
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	1 STALLS
STANDARD STALLS	1 STALLS
TOTAL PROVIDED	2 STALLS
TRAILER PARKING:	00 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (10% MIN. REQUIRED)	258,735 SF / 25.96 %

VICINITY MAP

PROJECT DATA - BULDING 1 AND 2

INDUSTRIAL SITE AREA:	
NET SITE AREA:	2,608,373 SF / 59.88 AC
BUILDING AREA:	
BUILDING 1	
FIRST FLOOR OFFICE AREA	18,500 SF
SECOND FLOOR OFFICE AREA	10,000 SF
WAREHOUSE AREA	766,409 SF
FIRE PUMP	200 SF
TOTAL	795,109 SF
BUILDING 2	
FIRST FLOOR OFFICE AREA	6,500 SF
WAREHOUSE AREA	65,461 SF
TOTAL	71,961 SF
TOTAL PROJECT PLANNED OFFICE AREA	35,000 SF
LOT COVERAGE: (50% MAX)	32.82 %
FAR COVERAGE:	33.20 %

BUILDING 1 PARKING REQUIRED:
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)

35,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	151 STALLS
TOTAL	181 STALLS

BUILDING 1 PARKING PROVIDED:
AUTO PARKING PROVIDED

ACCESSIBLE STALLS	9 STALLS
STANDARD STALLS	281 STALLS
EV PARKING STALLS (CHARGERS)	22 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	64 STALLS
TOTAL PROVIDED	376 STALLS

BUILDING 2 PARKING REQUIRED:
AUTO PARKING REQUIRED:

00 OFFICE PARKING	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + SF (1/2000 SF)	26 STALLS
TOTAL	46 STALLS

BUILDING 2 PARKING PROVIDED:
AUTO PARKING PROVIDED

ACCESSIBLE STALLS	4 STALLS
STANDARD STALLS	79 STALLS
EV PARKING STALLS (CHARGERS)	4 STALLS
EV PARKING STALLS (INFRASTRUCTURE)	13 STALLS
TOTAL PROVIDED	100 STALLS

REQUIRED BICYCLE PARKING - BUILDING 1 (5% OF REQUIRED AUTO PARKING)	20 BIKE LOCATIONS
REQUIRED BICYCLE PARKING - BUILDING 2 (5% OF REQUIRED AUTO PARKING)	5 BIKE LOCATIONS
DOCK DOORS PROVIDED	152 DOORS
GRADE DOORS PROVIDED	3 DOORS
TRAILER PARKING 1/5,000 SF: (169 REQUIRED)	338 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (10% MIN. REQUIRED)	298,358 SF / 11.42 %

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00000 GOETZ ROAD
CITY OF PERRIS, CA

CH REALTY PARTNERS LLC
REAL ESTATE GROUP

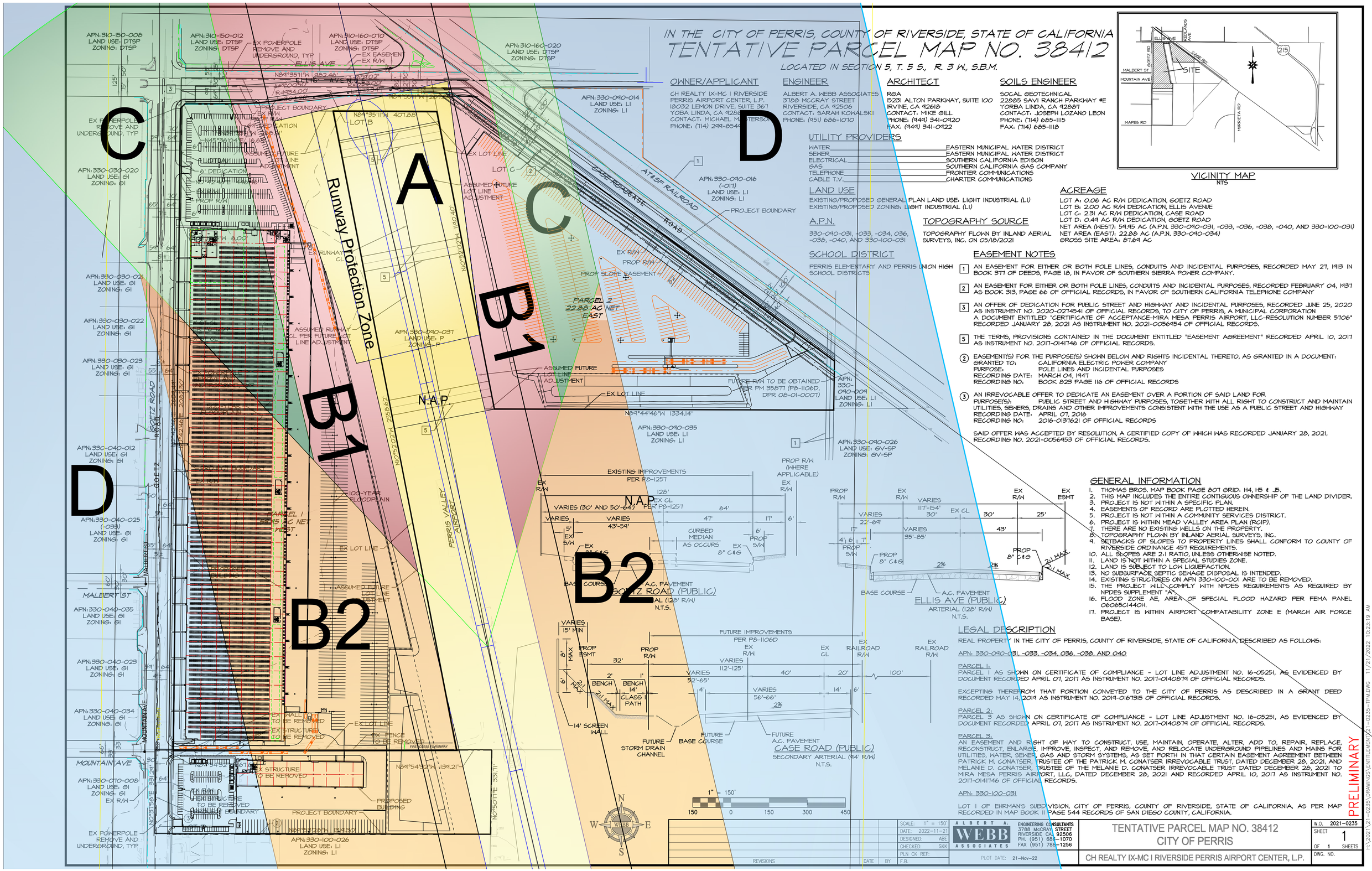
CH REALTY IX-MC I RIVERSIDE
PERRIS AIRPORT CENTER, L.P.
3819 MAPLE AVENUE
DALLAS, TX 75219
PHILIP CYBURT

CD		
BID		
PC		
DD		
SD	4/1/2023	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	22138.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	22138-00-1-A1-1P
DRAWN BY:	MG
CHK'D BY:	DR
COPYRIGHT	
RGA, OFFICE OF ARCHITECTURAL DESIGN	
SHEET TITLE	
SITE PLAN	

SHEET: A1-1P

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE PARCEL MAP NO. 38412
LOCATED IN SECTION 5, T. 5 S., R. 3 W., S.B.M.



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SOILS ENGINEER
SOCAL GEOTECHNICAL
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YORBA LINDA, CA 92887
CONTACT: JOSEPH LOZANO LEON
PHONE: (714) 685-1115
FAX: (714) 685-1118

UTILITY PROVIDERS
WATER	EASTERN MUNICIPAL WATER DISTRICT
SEWER	EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	FRONTIER COMMUNICATIONS
CABLE T.V.	CHARTER COMMUNICATIONS

LAND USE
EXISTING/PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

A.P.N.
330-090-031, -033, -034, 036, -038, -040, AND 330-100-031

SCHOOL DISTRICT
PERRIS ELEMENTARY AND PERRIS UNION HIGH SCHOOL DISTRICTS

TOPOGRAPHY SOURCE
TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 05/18/2021

ACREAGE
LOT A: 0.06 AC R/W DEDICATION, GOETZ ROAD
LOT B: 2.00 AC R/W DEDICATION, ELLIS AVENUE
LOT C: 2.31 AC R/W DEDICATION, CASE ROAD
LOT D: 0.49 AC R/W DEDICATION, GOETZ ROAD
NET AREA (WEST): 54.95 AC (A.P.N. 330-040-031, -033, -036, -038, -040, AND 330-100-031)
NET AREA (EAST): 22.88 AC (A.P.N. 330-090-034)
GROSS SITE AREA: 87.69 AC

VICINITY MAP
NTS

EASEMENT NOTES
1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 27, 1913 IN BOOK 377 OF DEEDS, PAGE 18, IN FAVOR OF SOUTHERN SIERRA POWER COMPANY.
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 04, 1937 AS BOOK 313, PAGE 66 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA TELEPHONE COMPANY
3. AN OFFER OF DEDICATION FOR PUBLIC STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 2020 AS INSTRUMENT NO. 2020-0274541 OF OFFICIAL RECORDS, TO CITY OF PERRIS, A MUNICIPAL CORPORATION
   A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-MIRA MESA PERRIS AIRPORT, LLC-RESOLUTION NUMBER 5706" RECORDED JANUARY 28, 2021 AS INSTRUMENT NO. 2021-0056454 OF OFFICIAL RECORDS.
5. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.
2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
   GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
   PURPOSE: POLE LINES AND INCIDENTAL PURPOSES
   RECORDING DATE: MARCH 04, 1947
   RECORDING NO: BOOK 823 PAGE 116 OF OFFICIAL RECORDS
3. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
   PURPOSE(S): PUBLIC STREET AND HIGHWAY PURPOSES, TOGETHER WITH ALL RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES, SEWERS, DRAINS AND OTHER IMPROVEMENTS CONSISTENT WITH THE USE AS A PUBLIC STREET AND HIGHWAY
   RECORDING DATE: APRIL 07, 2016
   RECORDING NO: 2016-0131621 OF OFFICIAL RECORDS

SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JANUARY 28, 2021, RECORDING NO. 2021-0056453 OF OFFICIAL RECORDS.

GENERAL INFORMATION
1. THOMAS BROS. MAP BOOK PAGE 807 GRID: H4, H5 & J5.
2. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
5. PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
6. PROJECT IS NOT WITHIN A GROUNDWATER BASIN.
7. PROJECT IS WITHIN MEAD VALLEY AREA PLAN (RCIP).
8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
9. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
10. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 457 REQUIREMENTS.
11. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
12. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
13. LAND IS SUBJECT TO LOW LIQUEFACTION.
14. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
15. EXISTING STRUCTURES ON APN 330-100-001 ARE TO BE REMOVED.
16. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
17. FLOOD ZONE AE, AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL 06065C1440H.
18. PROJECT IS WITHIN AIRPORT COMPATABILITY ZONE E (MARCH AIR FORCE BASE).

LEGAL DESCRIPTION
REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

APN: 330-090-031, -033, -034, 036, -038, AND 040

PARCEL 1:
PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140874 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF PERRIS AS DESCRIBED IN A GRANT DEED RECORDED MAY 14, 2019 AS INSTRUMENT NO. 2019-0161315 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140874 OF OFFICIAL RECORDS.

PARCEL 3:
AN EASEMENT AND RIGHT OF WAY TO CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, ENLARGE, IMPROVE, INSPECT, AND REMOVE, AND RELOCATE UNDERGROUND PIPELINES AND MAINS FOR UTILITIES, WATER, SEWER, GAS AND STORM SYSTEMS, AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT BETWEEN PATRICK M. CONATSER, TRUSTEE OF THE PATRICK M. CONATSER IRREVOCABLE TRUST, DATED DECEMBER 28, 2021, AND MELANIE D. CONATSER, TRUSTEE OF THE MELANIE D. CONATSER IRREVOCABLE TRUST DATED DECEMBER 28, 2021 TO MIRA MESA PERRIS AIRPORT, LLC, DATED DECEMBER 28, 2021 AND RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.

APN: 330-100-031

LOT 1 OF EHRMAN'S SUBDIVISION, CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP BOOK 11 PAGE 544 RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

REVISIONS	DATE	BY
F.B.		

SCALE: 1" = 150'
DATE: 2022-11-21
DESIGNED: ABE
CHECKED: SKK
PLN CK REF:
PLOT DATE: 21-Nov-22

ALBERT A. WEBB ASSOCIATES
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3788 McGRAY STREET
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TENTATIVE PARCEL MAP NO. 38412
CITY OF PERRIS

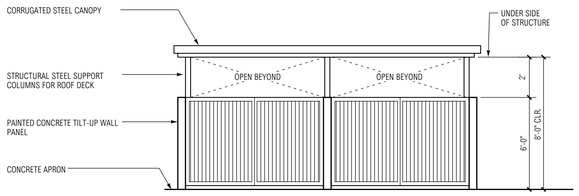
CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 2021-0235
SHEET 1 OF 1 SHEETS
DWG. NO.

PRELIMINARY

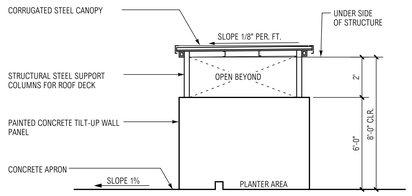
H:\2021\21-0235\DRAWINGS\ENTITLEMENT\21-0235-TPM.DWG 11/21/2022 10:23:19 AM

C
D
A
Runway Protection Zone
C
B1
B1
N.A.P.
N.A.P.
D
B2
B2
ELLIS AVENUE
CASE ROAD
GOETZ ROAD
MAHLER ST
MOUNTAIN AVE



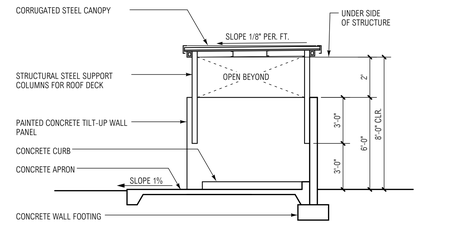
TRASH ENCLOSURE FRONT ELEVATIONS

SCALE: 1/4" = 1'-0"



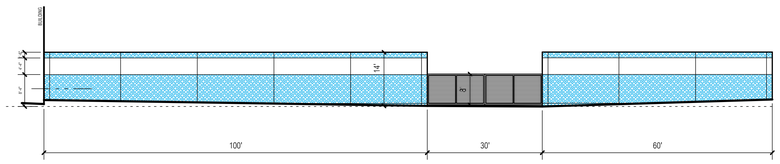
TRASH ENCLOSURE SIDE ELEVATIONS

SCALE: 1/4" = 1'-0"



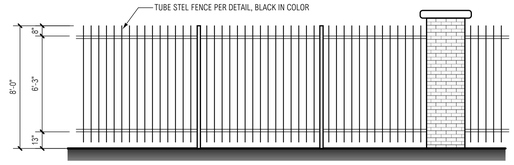
TYPICAL TRASH ENCLOSURE SECTION

SCALE: 1/4" = 1'-0"



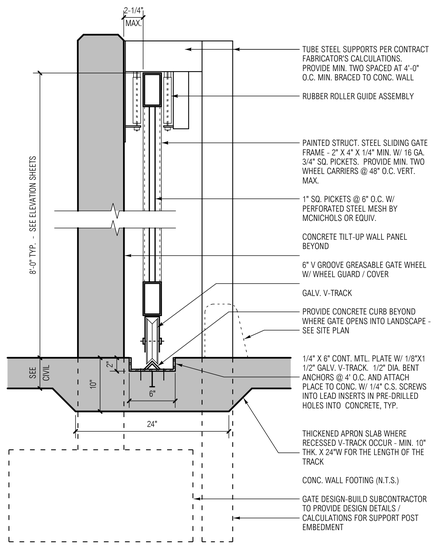
TYPICAL SCREEN ELEVATION AND GATE (BUILDING 2)

SCALE: 1/16" = 1'-0"



TYPICAL TUBE STEEL FENCE ELEVATION

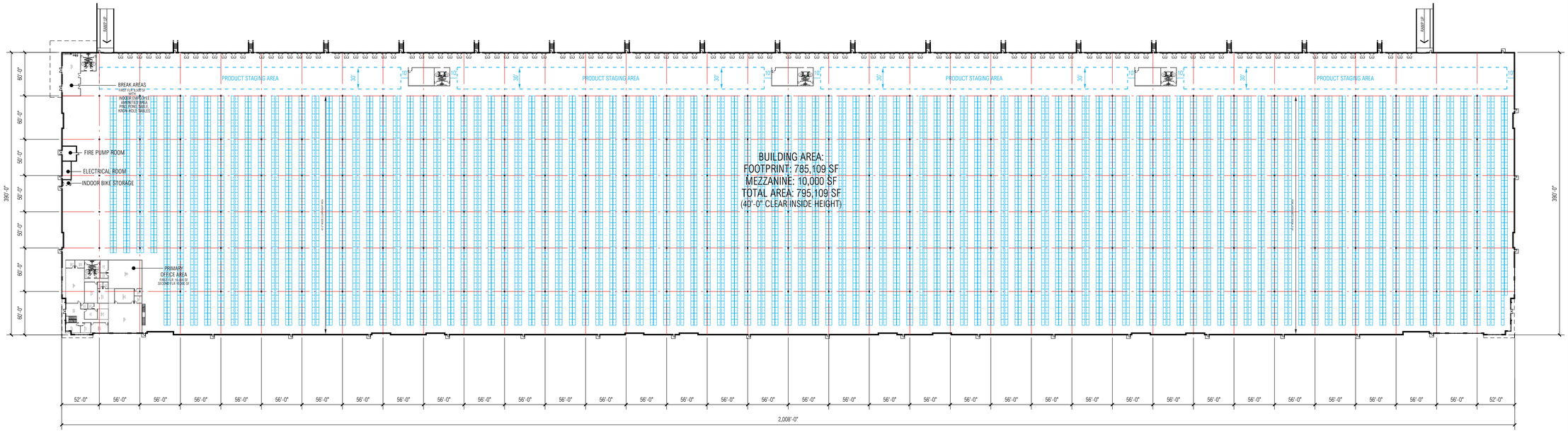
SCALE: 1/4" = 1'-0"



NOTES:
1. PERFORATED MESH, WHERE PROVIDED, SHALL BE BY MCNICHOLS OR EQUIV. PAINTED BLACK TO MATCH THE GATE.
2. PROVIDE SHOP DRAWINGS & STRUCTURAL DETAILS & CALCULATIONS INCLUDING WIND-LOAD CRITERA FOR ALL GATES PRIOR TO FABRICATION FOR REVIEW AND APPROVAL BY ARCHITECT.
3. COORDINATE GATE HEIGHTS WITH GRADE ELEVATIONS PER CIVIL DWGS.
4. SHOP FINISH W/ MINIMUM ONE COAT OF PRIMER AND ONE COAT BLACK SATIN ENAMEL U.N.O. PROVIDE ALTERNATE FOR POWDER COAT FINISH.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL GATE SUPPORTS AND SAFETY MECHANISMS.
6. BUILDING OWNER SHALL BE RESPONSIBLE FOR MAINTAINING GATE TRACK FREE FROM DEBRIS TO ALLOW FOR SAFE OPERATION OF GATE.
7. SLIDING VEHICLE GATES INTENDED FOR AUTOMATION SHALL COMPLY WITH CBC SECTION 3110.3 AND ASTM F2200, INCLUDING:
   A. COVER GATE WHEELS W/ COVER GUARDS.
   B. PROVIDE MESH OR PICKET SPACING WITH MAX. OPENINGS LESS THAN 2.25".
   C. PROVIDE POSITIVE STOPS AT BOTH FULLY OPEN AND FULLY CLOSED POSITIONS.
   D. GATE DOES NOT MOVE / SLIDE / FALL OVER ON ITS OWN IF DISCONNECTED FROM OPERATOR.
8. VEHICLE GATE OPERATORS, WHERE PROVIDED, SHALL BE LISTED IN ACCORDANCE WITH UL 325.
9. VEHICLE GATE OPERATORS, WHERE PROVIDED, SHALL BE PROVIDED WITH KNOX KEY SWITCH ACCESS FOR EMERGENCY VEHICLE ACCESS.

SINGLE ROLLING GATE

SCALE: 1-1/2" = 1'-0"



FLOOR PLAN

SCALE: 1" = 60'-0"

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CH REALTY IX-MC I RIVERSIDE
PERRIS AIRPORT CENTER, L.P.
3819 MAPLE AVENUE
DALLAS, TX 75219
PHILIP CYBURT

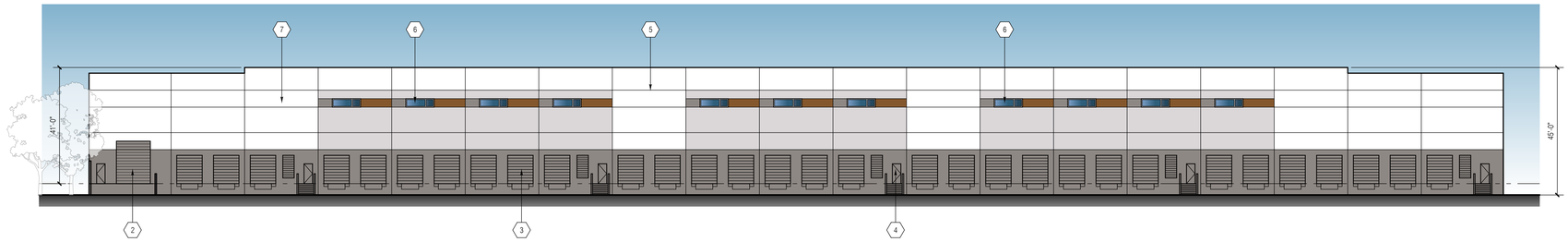
MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	11/18/2022	SCHEMATIC DESIGN

RGA PROJECT NO:	22138.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	22138-00-1-A2-1P
DRAWN BY:	MG
CHK'D BY:	DR

SHEET TITLE

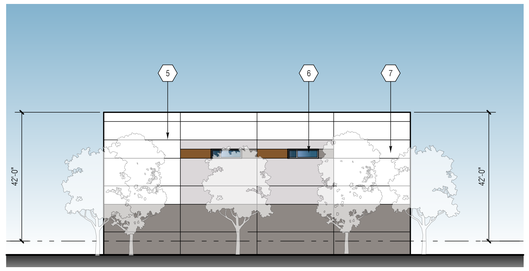
FLOOR PLAN
BUILDING 1

SHEET: A2-1P



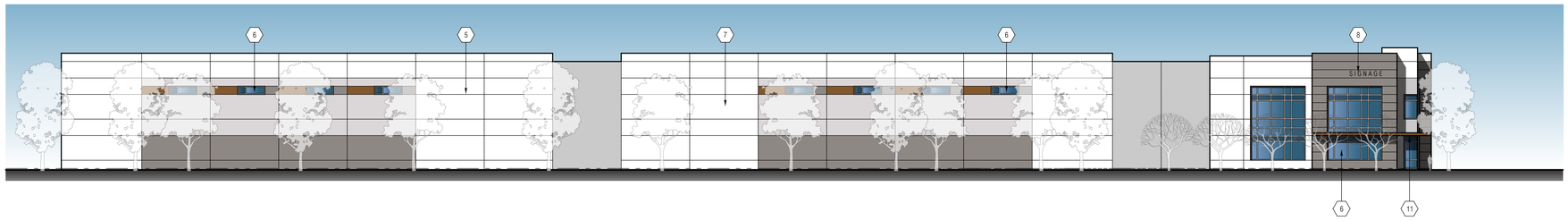
SOUTH ELEVATION

SCALE: 1" = 20'-0"



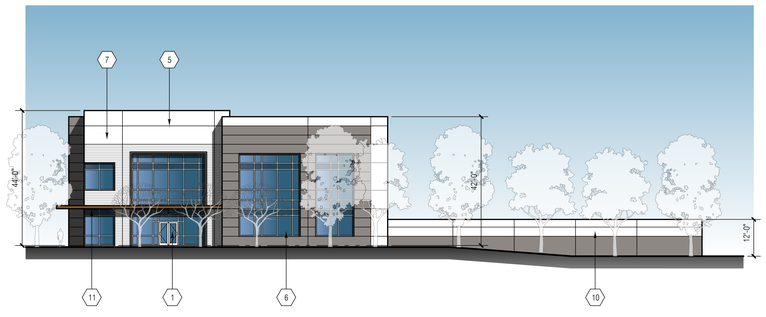
EAST ELEVATION

SCALE: 1" = 20'-0"



NORTH ELEVATION

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 20'-0"

FINISH SCHEDULE

1. FIELD COLOR - PURE WHITE - SHERWIN WILLIAMS SW 7005
2. ACCENT COLOR - LIQUORICE TINT - SHERWIN WILLIAMS SW 7016
3. ACCENT COLOR - SABLE - SHERWIN WILLIAMS SW 7015
4. ACCENT COLOR -
5. VISION GLAZING - PILKINGTON EVERGREEN U-FACTOR 0.47, SHGC 0.40, VLT 59% 1" INSULATED GLASS UNIT W 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS.

KEYNOTES (XXX)

1. PRIMARY ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (FOUR LOCATIONS).
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
11. METAL CLAD CANOPY STRUCTURE.

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RGA PROJECT NO:	22138.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	22138-00-1-A3-2P
DRAWN BY:	MG
CHK'D BY:	DR

SHEET TITLE

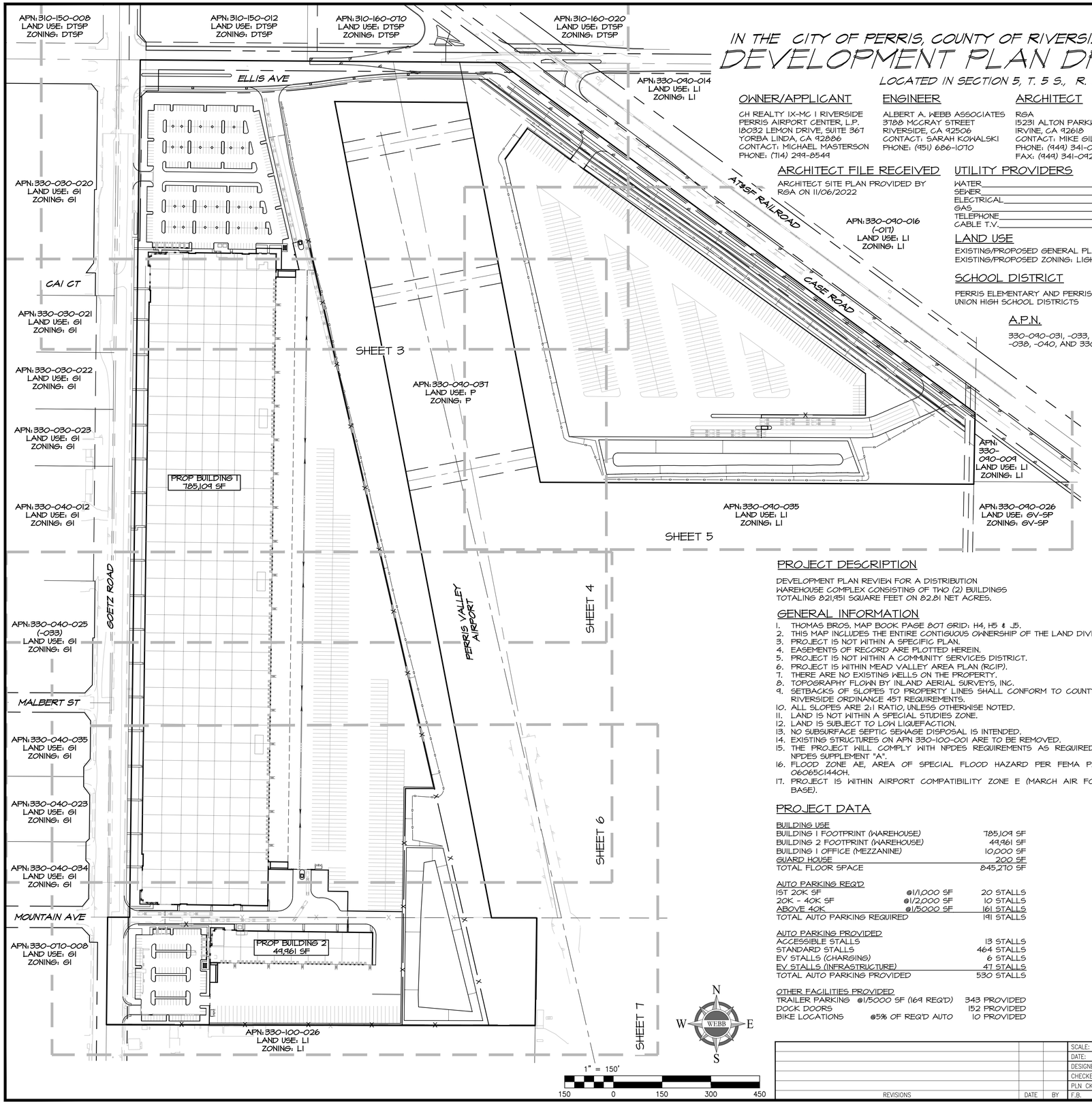
EXTERIOR ELEVATIONS
BUILDING 2

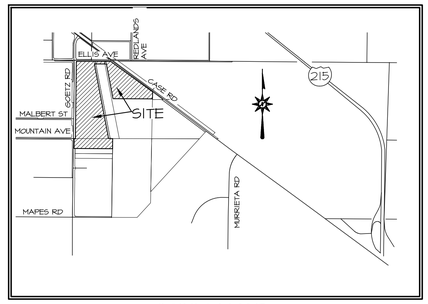
SHEET: A3-2P

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DEVELOPMENT PLAN DPR 22-00005

LOCATED IN SECTION 5, T. 5 S., R. 3 W., S.B.M.





VICINITY MAP
NTS

OWNER/APPLICANT

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YORBA LINDA, CA 92886
CONTACT: MICHAEL MASTERSON
PHONE: (714) 299-8549

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 686-1070

ARCHITECT

RGA
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL
PHONE: (949) 341-0420
FAX: (949) 341-0922

SOILS ENGINEER

SOCAL GEOTECHNICAL
22885 SAVI RANCH PARKWAY #E
YORBA LINDA, CA 92887
CONTACT: JOSEPH LOZANO LEON
PHONE: (714) 685-1115
FAX: (714) 685-1118

ARCHITECT FILE RECEIVED

ARCHITECT SITE PLAN PROVIDED BY RGA ON 11/06/2022

UTILITY PROVIDERS

WATER	EASTERN MUNICIPAL WATER DISTRICT
SEWER	EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	FRONTIER COMMUNICATIONS
CABLE T.V.	CHARTER COMMUNICATIONS

LAND USE

EXISTING/PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

SCHOOL DISTRICT

PERRIS ELEMENTARY AND PERRIS UNION HIGH SCHOOL DISTRICTS

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 05/18/2021

ACREAGE

LOT A: 0.06 AC R/W DEDICATION, GOETZ ROAD
LOT B: 2.00 AC R/W DEDICATION, ELLIS AVENUE
LOT C: 2.31 AC R/W DEDICATION, CASE ROAD
LOT D: 0.49 AC R/W DEDICATION, GOETZ ROAD
NET AREA (WEST): 59.45 AC (A.P.N. 330-090-031, -033, -036, -038, -040, AND 330-100-031)
NET AREA (EAST): 22.88 AC (A.P.N. 330-090-034)
GROSS SITE AREA: 87.69 AC

A.P.N.

330-090-031, -033, -034, 036, -038, -040, AND 330-100-031

EASEMENT NOTES

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 27, 1913 IN BOOK 371 OF DEEDS, PAGE 18, IN FAVOR OF SOUTHERN SIERRA POWER COMPANY.

2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 04, 1937 AS BOOK 313, PAGE 66 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA TELEPHONE COMPANY

3. AN OFFER OF DEDICATION FOR PUBLIC STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 2020 AS INSTRUMENT NO. 2020-0274541 OF OFFICIAL RECORDS, TO CITY OF PERRIS, A MUNICIPAL CORPORATION
   A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-MIRA MESA PERRIS AIRPORT, LLC-RESOLUTION NUMBER 5706" RECORDED JANUARY 28, 2021 AS INSTRUMENT NO. 2021-0056454 OF OFFICIAL RECORDS.

5. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
   GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
   PURPOSE: POLE LINES AND INCIDENTAL PURPOSES
   RECORDING DATE: MARCH 04, 1947
   RECORDING NO: BOOK 823 PAGE 116 OF OFFICIAL RECORDS

3. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
   PURPOSE(S): PUBLIC STREET AND HIGHWAY PURPOSES, TOGETHER WITH ALL RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES, SEWERS, DRAINS AND OTHER IMPROVEMENTS CONSISTENT WITH THE USE AS A PUBLIC STREET AND HIGHWAY
   RECORDING DATE: APRIL 07, 2016
   RECORDING NO: 2016-0131621 OF OFFICIAL RECORDS

   SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JANUARY 28, 2021, RECORDING NO. 2021-0056453 OF OFFICIAL RECORDS.

PROJECT DESCRIPTION

DEVELOPMENT PLAN REVIEW FOR A DISTRIBUTION WAREHOUSE COMPLEX CONSISTING OF TWO (2) BUILDINGS TOTALING 821,951 SQUARE FEET ON 82.81 NET ACRES.

GENERAL INFORMATION

1. THOMAS BROS. MAP BOOK PAGE 807 GRID: H4, H5 & J5.
2. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
5. PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
6. PROJECT IS WITHIN MEAD VALLEY AREA PLAN (RCIP).
7. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
8. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
9. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 457 REQUIREMENTS.
10. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
11. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
12. LAND IS SUBJECT TO LOW LIQUEFACTION.
13. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
14. EXISTING STRUCTURES ON APN 330-100-001 ARE TO BE REMOVED.
15. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
16. FLOOD ZONE AE, AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL 06065C1440H.
17. PROJECT IS WITHIN AIRPORT COMPATIBILITY ZONE E (MARCH AIR FORCE BASE).

PROJECT DATA

BUILDING USE		
BUILDING 1 FOOTPRINT (WAREHOUSE)		785,109 SF
BUILDING 2 FOOTPRINT (WAREHOUSE)		49,961 SF
BUILDING 1 OFFICE (MEZZANINE)		10,000 SF
GUARD HOUSE		200 SF
TOTAL FLOOR SPACE		845,270 SF
AUTO PARKING REQ'D		
1ST 20K SF	@1/1,000 SF	20 STALLS
20K - 40K SF	@1/2,000 SF	10 STALLS
ABOVE 40K	@1/5000 SF	161 STALLS
TOTAL AUTO PARKING REQUIRED		191 STALLS
AUTO PARKING PROVIDED		
ACCESSIBLE STALLS		13 STALLS
STANDARD STALLS		464 STALLS
EV STALLS (CHARGING)		6 STALLS
EV STALLS (INFRASTRUCTURE)		47 STALLS
TOTAL AUTO PARKING PROVIDED		530 STALLS
OTHER FACILITIES PROVIDED		
TRAILER PARKING	@1/5000 SF (169 REQ'D)	343 PROVIDED
DOCK DOORS		152 PROVIDED
BIKE LOCATIONS	@5% OF REQ'D AUTO	10 PROVIDED

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

APN: 330-090-031, -033, -034, 036, -038, AND 040

PARCEL 1:
PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140879 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF PERRIS AS DESCRIBED IN A GRANT DEED RECORDED MAY 14, 2019 AS INSTRUMENT NO. 2019-0167315 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140879 OF OFFICIAL RECORDS.

PARCEL 3:
AN EASEMENT AND RIGHT OF WAY TO CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, ENLARGE, IMPROVE, INSPECT, AND REMOVE, AND RELOCATE UNDERGROUND PIPELINES AND MAINS FOR UTILITIES, WATER, SEWER, GAS AND STORM SYSTEMS, AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT BETWEEN PATRICK M. CONATSER, TRUSTEE OF THE PATRICK M. CONATSER IRREVOCABLE TRUST, DATED DECEMBER 28, 2021, AND MELANIE D. CONATSER, TRUSTEE OF THE MELANIE D. CONATSER IRREVOCABLE TRUST DATED DECEMBER 28, 2021 TO MIRA MESA PERRIS AIRPORT, LLC, DATED DECEMBER 28, 2021 AND RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.

APN: 330-100-031

LOT 1 OF EHRMAN'S SUBDIVISION, CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP BOOK 11 PAGE 544 RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

EARTHWORK ESTIMATE

CUT:	149,300 CY
FILL:	356,500 CY
SHRINKAGE:	13,000 CY
NET:	194,200 CY (FILL)

SHEET INDEX

LEGEND

PROPERTY LINE	DWY	DRIVEWAY
EX W — EX WATER LINE	FF	FINISHED FLOOR
EX SS — EX SEWER LINE	R/W	RIGHT-OF-WAY
W — PROP WATER LINE	PROP	PROPOSED
SS — PROP SEWER LINE	EX	EXISTING
PROP 6' FENCE	EP	EDGE OF PAVEMENT
PROP GRADE BREAK	SD	STORM DRAIN
EDGE OF PAVEMENT	FH	FIRE HYDRANT
	S/W	SIDEWALK
	ESMT	EASEMENT
	CL	CENTERLINE

PRELIMINARY

H:\2021\21-0235\DRAWINGS\ENTITLEMENT\21-0235-PP.DWG 11/21/2022 10:23:08 AM

REVISIONS	DATE	BY

SCALE: 1" = 150'
DATE: 2022-11-21
DESIGNED: ABE
CHECKED: SKK
PLN CK REF:
F.B.

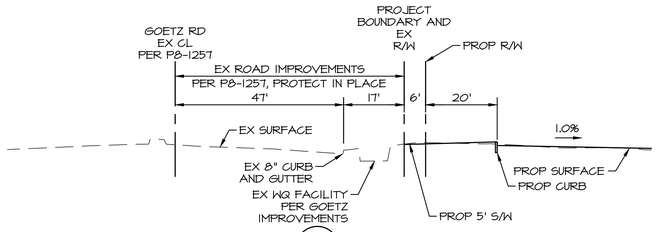
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

PLOT DATE: 21-Nov-22

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 1 OF 9 SHEETS
DWG. NO.



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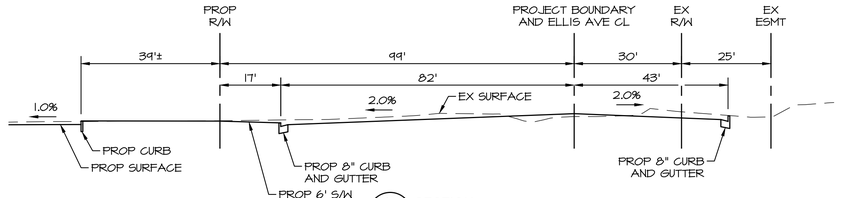

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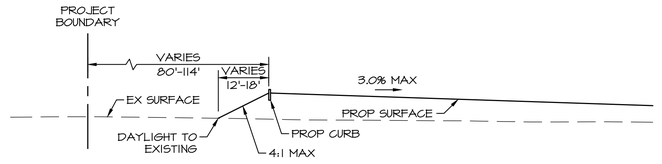

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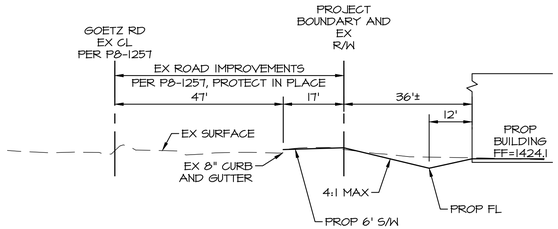

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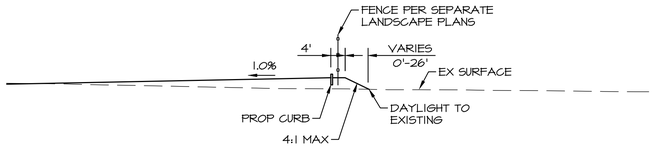

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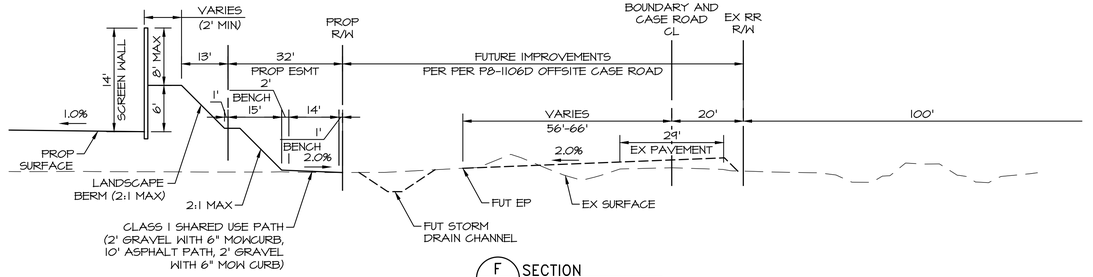

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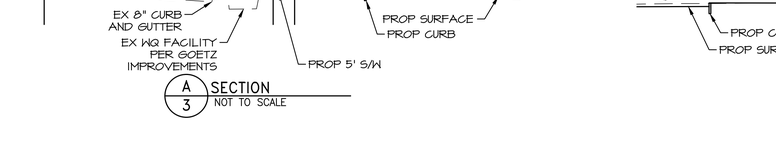
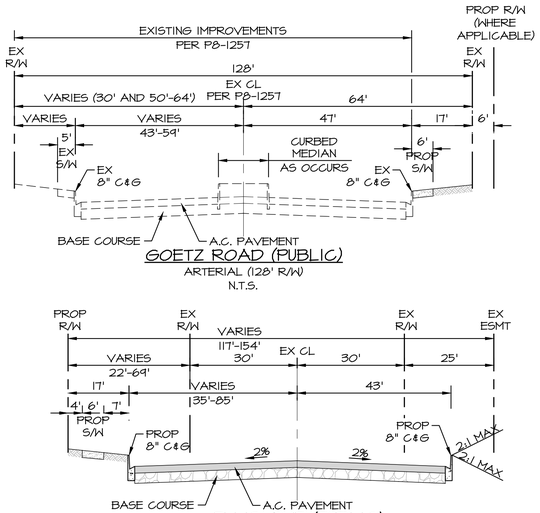
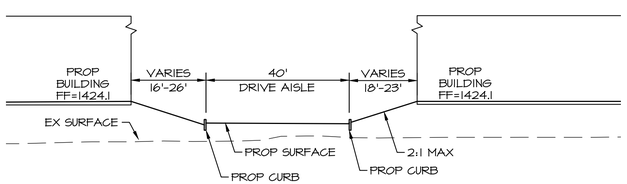


G 5 SECTION
NOT TO SCALE

H 7 SECTION
NOT TO SCALE





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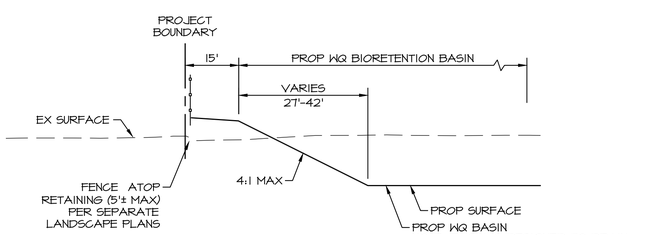

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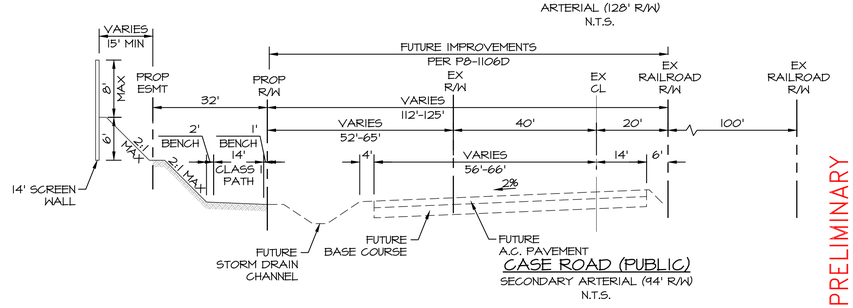

REVISIONS	DATE	BY

SCALE: 1"=60'
DATE: 2022-11-21
DESIGNED: ABE
CHECKED: SKK
PLN CK REF:
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

PLOT DATE: 21-Nov-22

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 2
OF 9 SHEETS
DWG. NO.

PRELIMINARY

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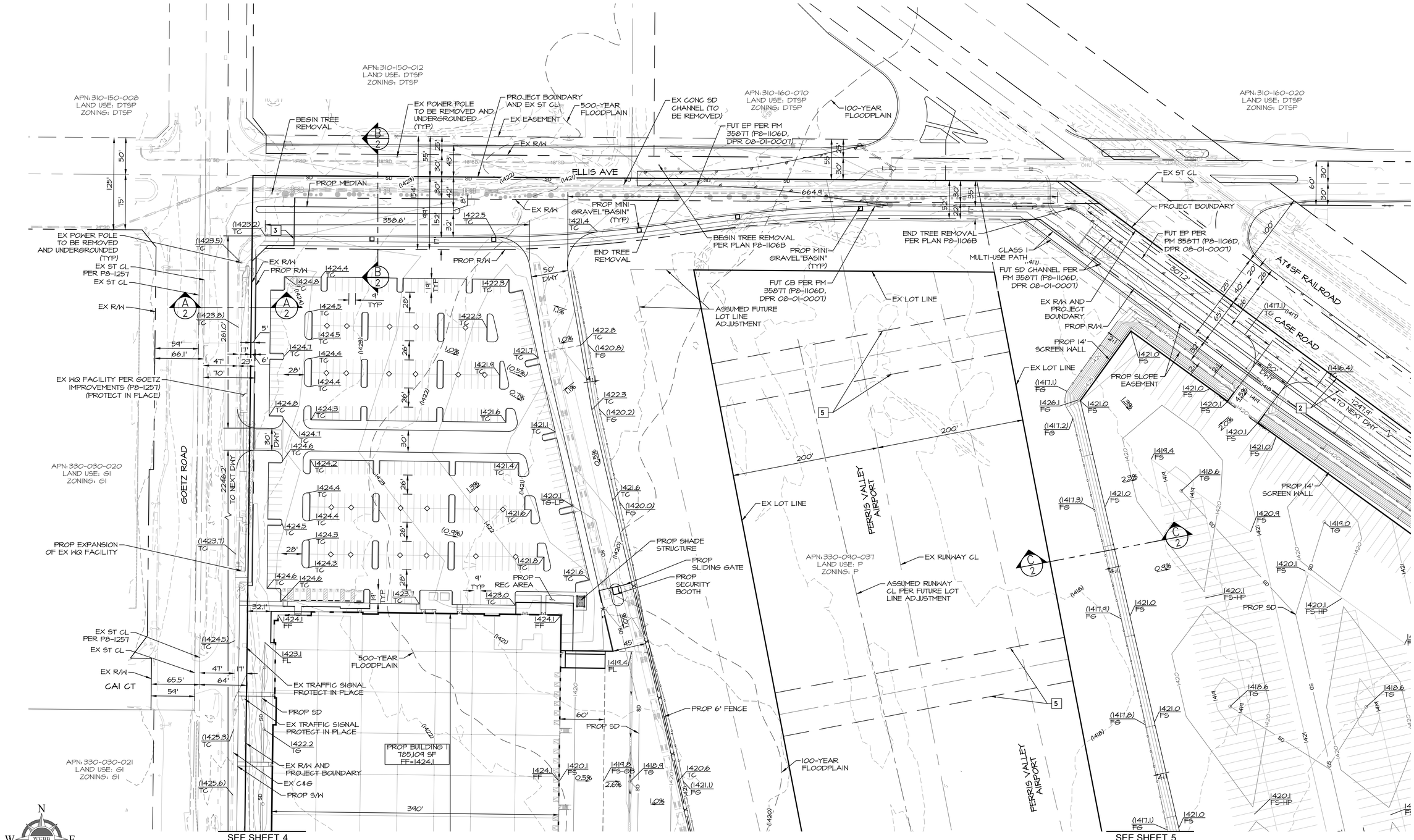

1" = 60'

60 0 60 120 180

REVISIONS	DATE	BY

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PLOT DATE: 21-Nov-22

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

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W.O. 21-0235
SHEET 3
OF 9 SHEETS
DWG. NO.

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CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 4
OF 9 SHEETS
DWG. NO.

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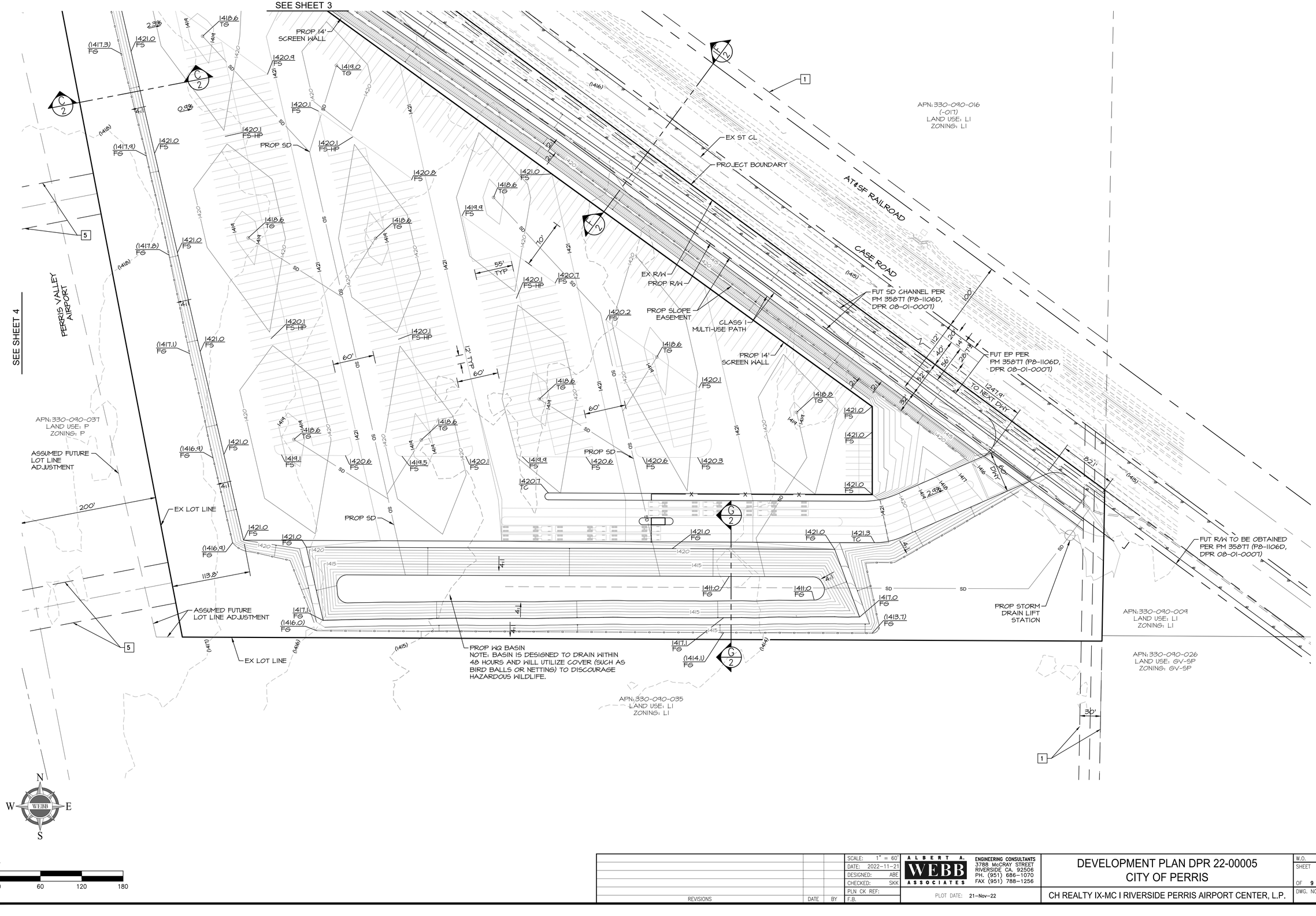

PRELIMINARY

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CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 5 OF 9 SHEETS
DWG. NO.

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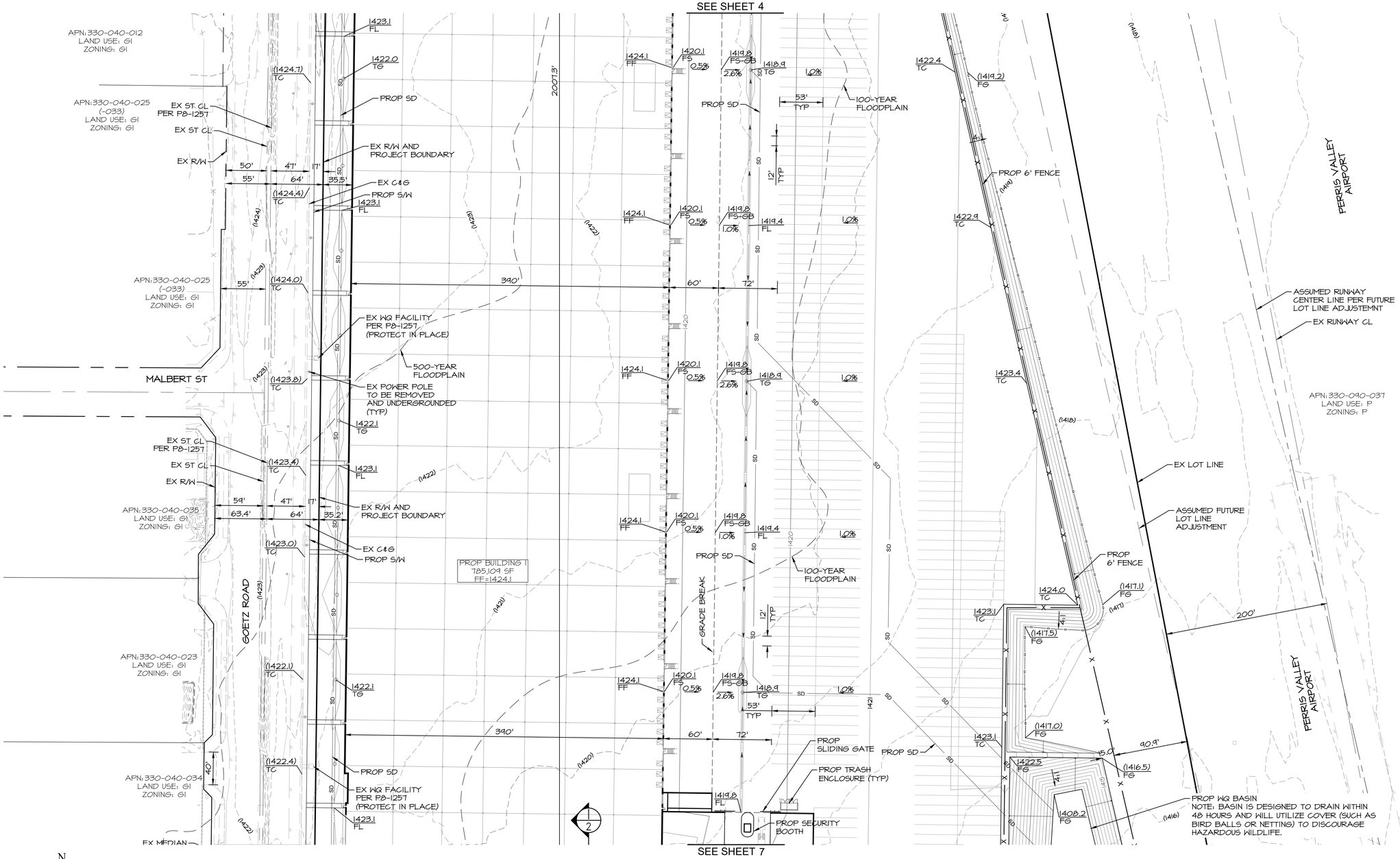

N
W WEBB E
S

1" = 60'
60 0 60 120 180

REVISIONS	DATE	BY

SCALE: 1" = 60'
DATE: 2022-11-21
DESIGNED: ABE
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PLOT DATE: 21-Nov-22

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

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W.O. 21-0235
SHEET 6
OF 9 SHEETS
DWG. NO.

PRELIMINARY

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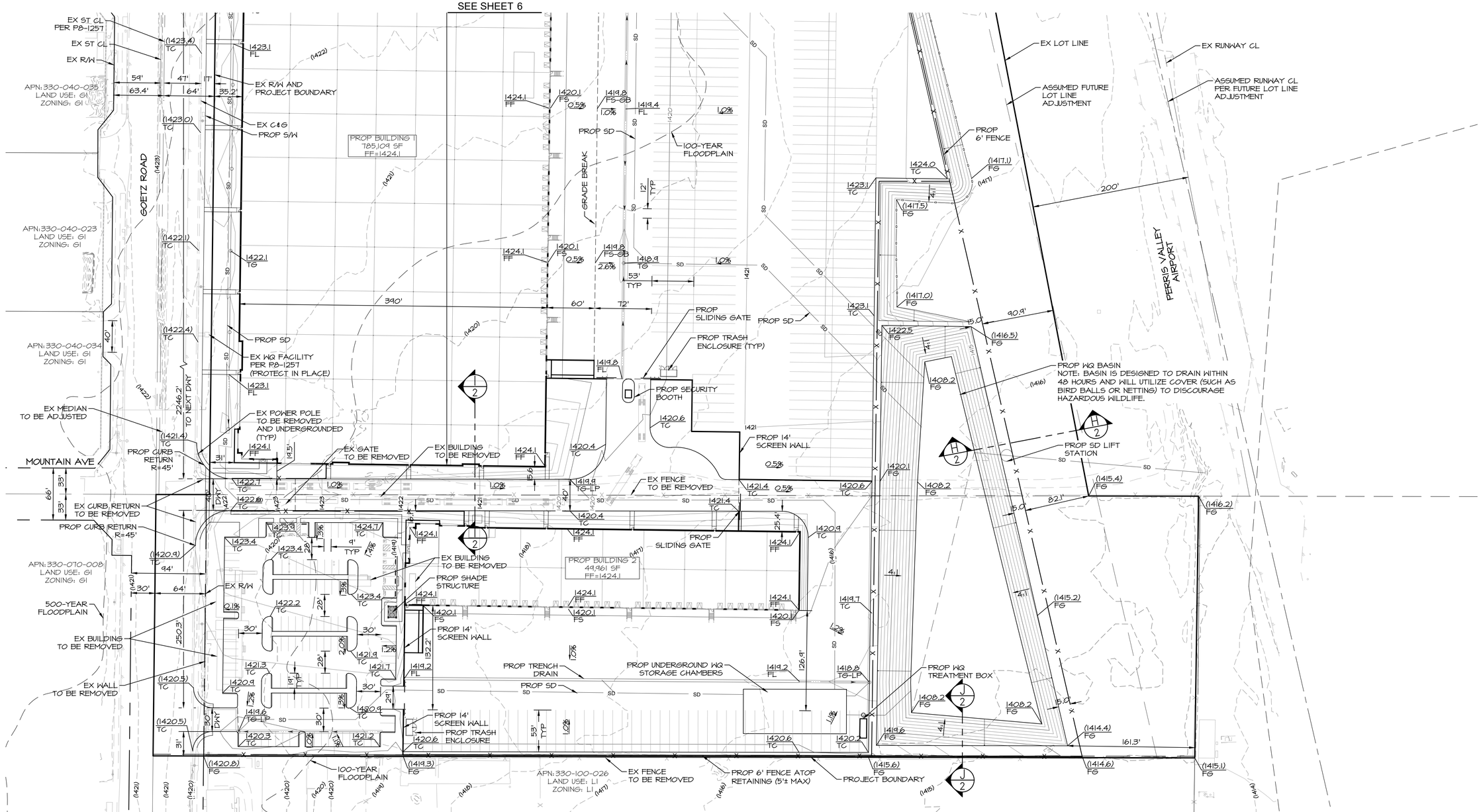

PRELIMINARY

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PLOT DATE: 21-Nov-22

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CITY OF PERRIS

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W.O. 21-0235
SHEET 7
OF 9 SHEETS
DWG. NO.

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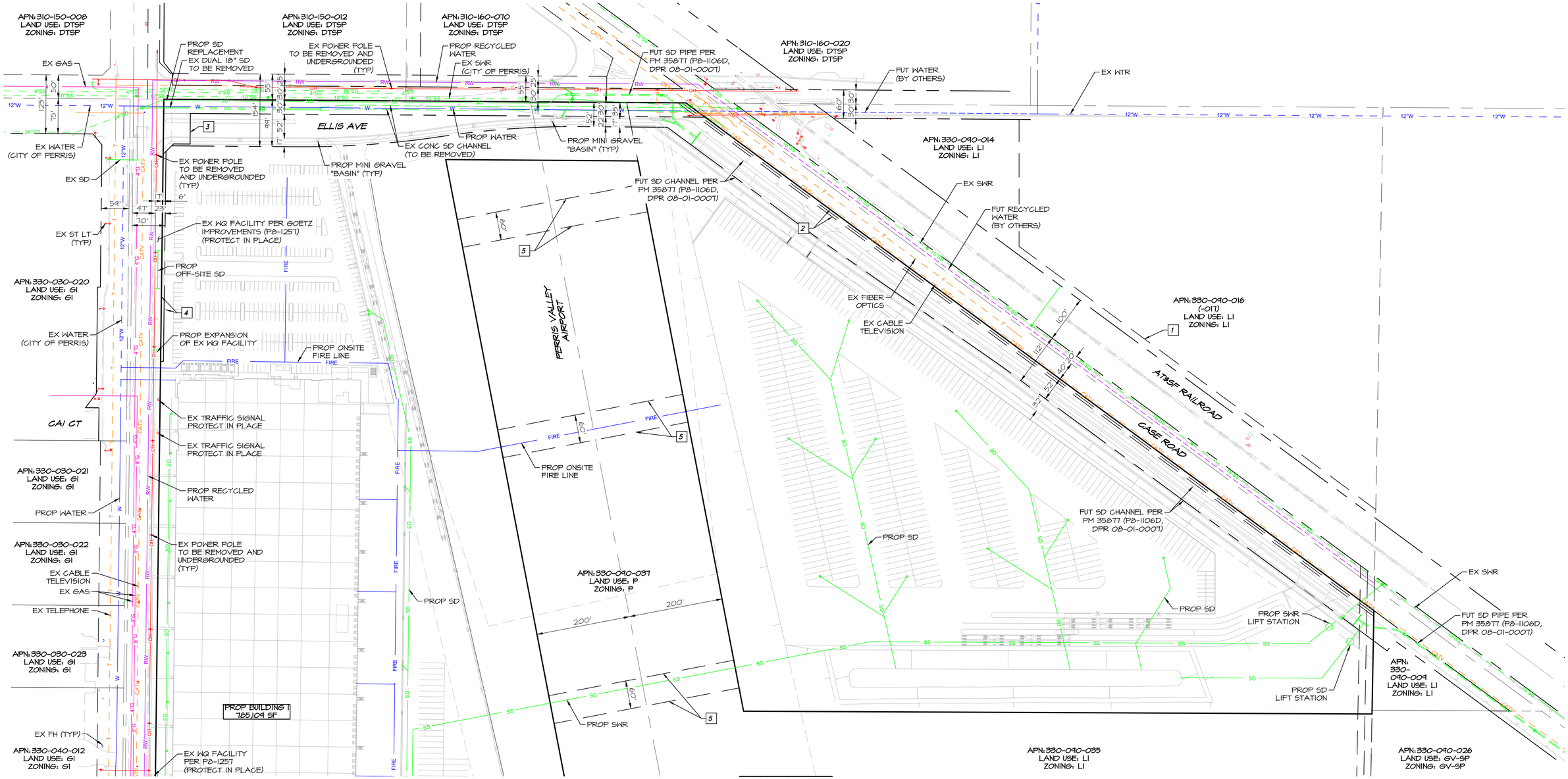

LEGEND

R/W	
EX ROAD CL	
EX ESMT LINE	
PROP SD	
EX SD	18"SD
EX GAS	4"G
PROP WATER	W
EX WATER	12"W
FUT WATER (BY OTHERS)	
PROP SEWER	SS
EX SEWER	12"SS
PROP RECYCLED WATER	RW
FUT RECYCLED WATER (BY OTHERS)	
PROP ONSITE FIRE LINE	
EX F.O.	F
EX CABLE TELEVISION	CATV
EX TELEPHONE CABLE	T
PROJECT BOUNDARY	
EX FH	
EX POWER POLE	

ABBREVIATIONS

CL	CENTER LINE
CONC	CONCRETE
EX	EXISTING
ESMT	EASEMENT
F.O.	FIBER OPTICS
FH	FIRE HYDRANT
FUT	FUTURE
LT	LIGHT
PROP	PROPOSED
R/W	RIGHT OF WAY
SD	STORM DRAIN
ST LT	STREET LIGHT
SWR	SEWER
TYP	TYPICAL
WATR	WATER
WQ	WATER QUALITY

UTILITY PROVIDERS

WATER	EASTERN MUNICIPAL WATER DISTRICT
SEWER	EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	FRONTIER COMMUNICATIONS
CABLE T.V.	CHARTER COMMUNICATIONS

N W WEBB E S

1" = 100'

100 0 100 200 300

PRELIMINARY

REVISIONS	DATE	BY

SCALE: 1" = 100'
DATE: 2022-11-21
DESIGNED: SKK
CHECKED: ABE
PLN CK REF:
F.B.

ALBERT A. WEBB ASSOCIATES
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PH. (951) 686-1070
FAX (951) 788-1256

PLOT DATE: 21/11/2022

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 8
OF 9 SHEETS
DWG. NO.

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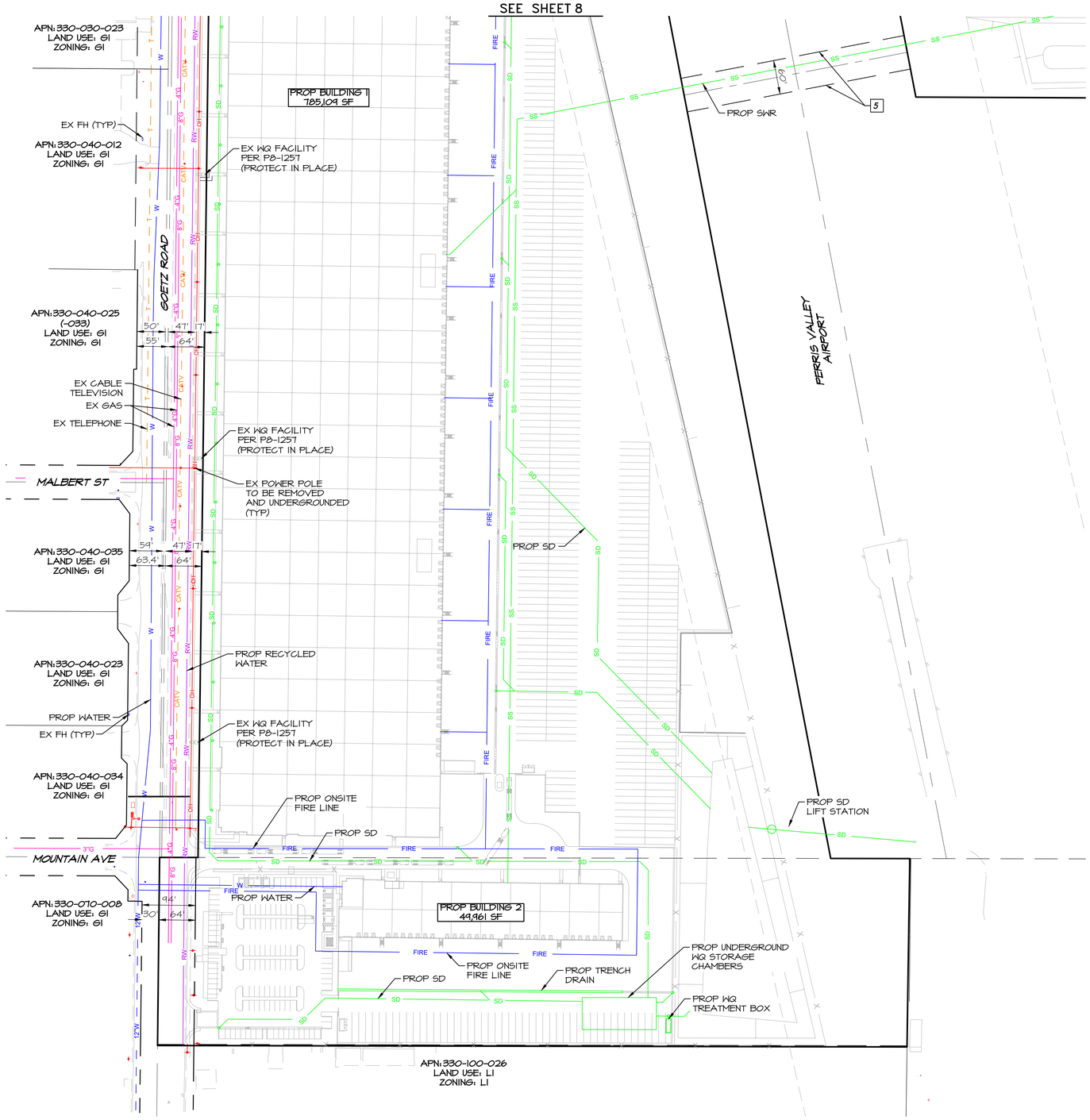


LEGEND

R/W	R/W
EX ROAD CL	EX ROAD CL
EX ESMT LINE	EX ESMT LINE
PROP SD	PROP SD
EX SD	EX SD
EX GAS	EX GAS
PROP WATER	PROP WATER
EX WATER	EX WATER
FUT WATER (BY OTHERS)	FUT WATER (BY OTHERS)
PROP SEWER	PROP SEWER
EX SEWER	EX SEWER
PROP RECYCLED WATER	PROP RECYCLED WATER
FUT RECYCLED WATER (BY OTHERS)	FUT RECYCLED WATER (BY OTHERS)
PROP ONSITE FIRE LINE	PROP ONSITE FIRE LINE
EX F.O.	EX F.O.
EX CABLE TELEVISION	EX CABLE TELEVISION
EX TELEPHONE CABLE	EX TELEPHONE CABLE
PROJECT BOUNDARY	PROJECT BOUNDARY
EX FH	EX FH
EX POWER POLE	EX POWER POLE

ABBREVIATIONS

CL	CENTER LINE
CONC	CONCRETE
EX	EXISTING
ESMT	EASEMENT
F.O.	FIBER OPTICS
FH	FIRE HYDRANT
FUT	FUTURE
LT	LIGHT
PROP	PROPOSED
R/W	RIGHT OF WAY
SD	STORM DRAIN
ST LT	STREET LIGHT
SWR	SEWER
TYP	TYPICAL
WATR	WATER
WQ	WATER QUALITY

UTILITY PROVIDERS

WATER	EASTERN MUNICIPAL WATER DISTRICT
SEWER	EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	FRONTIER COMMUNICATIONS
CABLE T.V.	CHARTER COMMUNICATIONS

N
W WEBB E
S

1" = 100'
100 0 100 200 300

PRELIMINARY

H:\2021\21-0235\DRAWINGS\ENTITLEMENT\21-0235-PP-CONCEPTUAL UTILITY.DWG 11/21/2022 10:28:55 AM Adamg

REVISIONS	DATE	BY

SCALE: 1" = 100'
DATE: 2022-11-21
DESIGNED: SKK
CHECKED: ABE
PLN CK REF:
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

PLOT DATE: 21/11/2022

DEVELOPMENT PLAN DPR 22-00005
CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 21-0235
SHEET 9
OF 9 SHEETS
DWG. NO.

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP NO. 38412

LOCATED IN SECTION 5, T. 5 S., R. 3 W., S.B.M.

OWNER/APPLICANT

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.
18032 LEMON DRIVE, SUITE 367
YORBA LINDA, CA 92886
CONTACT: MICHAEL MASTERSON
PHONE: (714) 299-8549

ENGINEER

ALBERT A. WEBB ASSOCIATES
3788 MCCRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 686-1070

ARCHITECT

RGA
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL
PHONE: (949) 341-0920
FAX: (949) 341-0922

SOILS ENGINEER

SOCAL GEOTECHNICAL
22885 SAVI RANCH PARKWAY #E
YORBA LINDA, CA 92887
CONTACT: JOSEPH LOZANO LEON
PHONE: (714) 685-1115
FAX: (714) 685-1118

UTILITY PROVIDERS

WATER	EASTERN MUNICIPAL WATER DISTRICT
SEWER	EASTERN MUNICIPAL WATER DISTRICT
ELECTRICAL	SOUTHERN CALIFORNIA EDISON
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	FRONTIER COMMUNICATIONS
CABLE T.V.	CHARTER COMMUNICATIONS

LAND USE

EXISTING/PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

A.P.N.

330-040-031, -033, -034, 036, -038, -040, AND 330-100-031

TOPOGRAPHY SOURCE

TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 05/18/2021

SCHOOL DISTRICT

PERRIS ELEMENTARY AND PERRIS UNION HIGH SCHOOL DISTRICTS

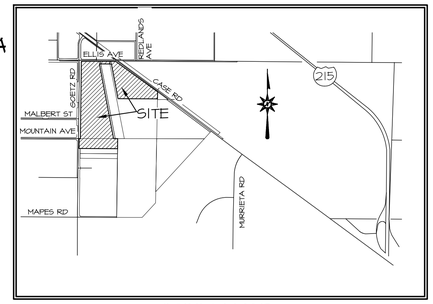
ACREAGE

LOT A: 0.06 AC R/W DEDICATION, GOETZ ROAD
LOT B: 2.00 AC R/W DEDICATION, ELLIS AVENUE
LOT C: 2.31 AC R/W DEDICATION, CASE ROAD
LOT D: 0.49 AC R/W DEDICATION, GOETZ ROAD
NET AREA (WEST): 59.45 AC (A.P.N. 330-090-031, -033, -036, -038, -040, AND 330-100-031)
NET AREA (EAST): 22.88 AC (A.P.N. 330-090-034)
GROSS SITE AREA: 87.69 AC

EASEMENT NOTES

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 27, 1913 IN BOOK 371 OF DEEDS, PAGE 18, IN FAVOR OF SOUTHERN SIERRA POWER COMPANY.
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 04, 1937 AS BOOK 313, PAGE 66 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA TELEPHONE COMPANY
3. AN OFFER OF DEDICATION FOR PUBLIC STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JUNE 25, 2020 AS INSTRUMENT NO. 2020-0274541 OF OFFICIAL RECORDS, TO CITY OF PERRIS, A MUNICIPAL CORPORATION
   A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-MIRA MESA PERRIS AIRPORT, LLC-RESOLUTION NUMBER 5706" RECORDED JANUARY 28, 2021 AS INSTRUMENT NO. 2021-0056454 OF OFFICIAL RECORDS.
5. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.
2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
   GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
   PURPOSE: POLE LINES AND INCIDENTAL PURPOSES
   RECORDING DATE: MARCH 04, 1947
   RECORDING NO: BOOK 823 PAGE 116 OF OFFICIAL RECORDS
3. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR
   PURPOSE(S): PUBLIC STREET AND HIGHWAY PURPOSES, TOGETHER WITH ALL RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES, SEWERS, DRAINS AND OTHER IMPROVEMENTS CONSISTENT WITH THE USE AS A PUBLIC STREET AND HIGHWAY
   RECORDING DATE: APRIL 07, 2016
   RECORDING NO: 2016-0131621 OF OFFICIAL RECORDS

SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JANUARY 28, 2021, RECORDING NO. 2021-0056453 OF OFFICIAL RECORDS.



VICINITY MAP
NTS

GENERAL INFORMATION

1. THOMAS BROS. MAP BOOK PAGE 807 GRID: H4, H5 & J5.
2. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. PROJECT IS NOT WITHIN A SPECIFIC PLAN.
4. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
5. PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
6. PROJECT IS WITHIN MEAD VALLEY AREA PLAN (RCIP).
7. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
8. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
9. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 457 REQUIREMENTS.
10. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
11. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
12. LAND IS SUBJECT TO LOW LIQUEFACTION.
13. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
14. EXISTING STRUCTURES ON APN 330-100-001 ARE TO BE REMOVED.
15. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT "A".
16. FLOOD ZONE AE, AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL 06065C1440H.
17. PROJECT IS WITHIN AIRPORT COMPATABILITY ZONE E (MARCH AIR FORCE BASE).

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

APN: 330-090-031, -033, -034, 036, -038, AND 040

PARCEL 1:
PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140819 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF PERRIS AS DESCRIBED IN A GRANT DEED RECORDED MAY 14, 2019 AS INSTRUMENT NO. 2019-0167315 OF OFFICIAL RECORDS.

PARCEL 2:
PARCEL 3 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-05251, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140819 OF OFFICIAL RECORDS.

PARCEL 3:
AN EASEMENT AND RIGHT OF WAY TO CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, ENLARGE, IMPROVE, INSPECT, AND REMOVE, AND RELOCATE UNDERGROUND PIPELINES AND MAINS FOR UTILITIES, WATER, SEWER, GAS AND STORM SYSTEMS, AS SET FORTH IN THAT CERTAIN EASEMENT AGREEMENT BETWEEN PATRICK M. CONATSER, TRUSTEE OF THE PATRICK M. CONATSER IRREVOCABLE TRUST, DATED DECEMBER 28, 2021, AND MELANIE D. CONATSER, TRUSTEE OF THE MELANIE D. CONATSER IRREVOCABLE TRUST DATED DECEMBER 28, 2021 TO MIRA MESA PERRIS AIRPORT, LLC, DATED DECEMBER 28, 2021 AND RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-0141746 OF OFFICIAL RECORDS.

APN: 330-100-031

LOT 1 OF EHRMAN'S SUBDIVISION, CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP BOOK 11 PAGE 544 RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

PRELIMINARY

REVISIONS	DATE	BY

SCALE: 1" = 150'
DATE: 2022-11-21
DESIGNED: ABE
CHECKED: SKK
PLN CK REF:
F.B.

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

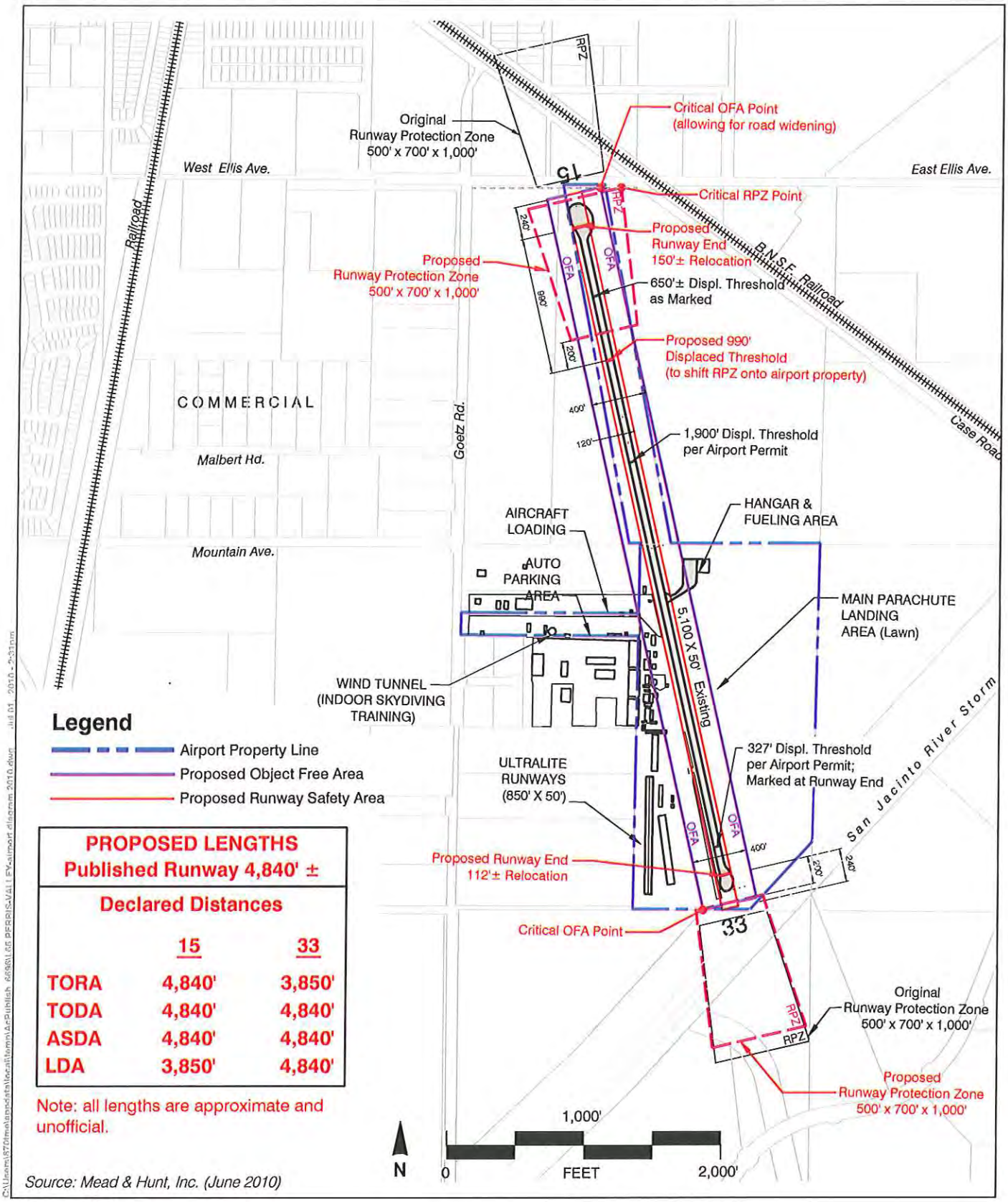
PLOT DATE: 21-Nov-22

TENTATIVE PARCEL MAP NO. 38412
CITY OF PERRIS

CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

W.O. 2021-0235
SHEET 1 OF 1 SHEETS
DWG. NO.

H:\2021\21-0235\DRAWINGS\ENTITLEMENT\21-0235-TPM.DWG 11/21/2022 10:23:19 AM



Legend

- Airport Property Line
- Proposed Object Free Area
- Proposed Runway Safety Area

PROPOSED LENGTHS Published Runway 4,840' ±		
Declared Distances		
	15	**33**
TORA	4,840'	3,850'
TODA	4,840'	4,840'
ASDA	4,840'	4,840'
LDA	3,850'	4,840'

Note: all lengths are approximate and unofficial.

Source: Mead & Hunt, Inc. (June 2010)

Exhibit PV-2

Airport Diagram

Perris Valley Airport

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**.

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Kenneth Phung at (951) 943-5003.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

PLACE OF HEARING: **Riverside County Administration Center**
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: **July 13, 2023**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation) – City of Perris Case Nos. PLN22-05046 (DPR22-00005 [Development Plan Review], TPM38412 [Tentative Parcel Map]). A proposal to construct two industrial warehouse buildings with mezzanines totaling 867,070 square feet and a 343 tractor-trailer truck yard (on a separate 22.88 acre parcel) on a total 82.83 acres, located southerly of Ellis Avenue, westerly of Case Road, easterly of Goetz Road. The applicant also proposes a tentative parcel map merging the site into two parcels (Airport Compatibility Zones A, B1, B2, C, and D of the Perris Valley Airport Influence Area, and Zone E of March Air Reserve Base/Inland Port Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1028PV23 Date Submitted: 1/27/23

AIA: Perris Valley Zone: A,B1,B2,C,D Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Michael Masterson, Landstar Companies

Applicant Address: 18032 Lemon Dr Suite 367 Yorba Linda, CA 92886

Phone: 714-299-8549 **Email:** mike@landstarco.com

Representative/ Property Owner Contact Information

Representative: Nick Johnson, Johnson Aviation **Email:** nick@jacair.com

Phone: 818-606-3560

Address: 6524 Deerbrook Rd. Oak Park, CA 91377

Property Owner: CH Realty IX-MC I Riverside Perris Airport Center, LP **Email:** cfurr@crowholdings.com

Phone: 214-661-8209

Address: C/O Chase Furr, Crow Holdings Capital, 3819 Maple Ave Dallas, TX 75219

Local Jurisdiction Agency

Agency Name: City of Perris Phone: 951-943-5003

Staff Contact: Kenneth Phung **Email:** kphung@cityofperris.org

Address: 101 North D St Perris, CA 92570 : :

Local Agency Case No.: DPR 22-00005; TPM 38412 Case No. PLN22-05046

Project Location

Street Address: Goetz Road to west; Case Road to east; East Ellis Ave to north Gross Parcel Size.: 82.83 net-acres

Assessor's Parcel No.: 330-100-031, 330-090-033, -036, -038, -040, -031, -034, -032

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) 1,421

Height of Building or structures: 47- to 50-foot clear (Bldg 1) and 41- to 45-foot clear (Bldg 2)

What type of drainage basins are being proposed and the square footage: Basin #1 approx. 77,525 SF; Basin #2 approx.95,729 SF; both basins follow BMPs in Wildlife Hazard Management Plan

Notice

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

A. During the period of June 16, 2023, through July 15, 2023, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed one non-legislative case and issued a determination of consistency.

ZAP1110RI23 (Zone D) pertains to City of Jurupa Valley Case No. MA23070 (SDP23041 Site Development Permit), a proposal to construct two mini-self storage buildings and one existing self-storage building totaling 62,762 square feet on 2.89 acres located at 6515 E. Clay Street (southerly of Clay Street). The site is located within Airport Compatibility Zone D of the 2005 Riverside Municipal Airport Compatibility Plan. Compatibility Zone D restricts non-residential intensity to an average of 100 persons per acre, with a maximum of 300 persons in any given single-acre area. The project proposes three mini-self storage buildings totaling 62,762 square feet, which includes 62,024 square feet of storage area, and 738 square feet of office area, accommodating 211 people, resulting in an average intensity of 73 people per acre, and a single acre intensity of 147 people, both of which are consistent with Zone D average acre criterion of 100 people per acre, and single acre of 300 people. The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 6,242 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 820 feet AMSL. The site's finished floor elevation is 752 feet AMSL and proposed building height is 18 feet, resulting in a top point elevation of 770 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on July 3, 2023.

B. Additionally, ALUC Director Paul Rull reviewed one local jurisdiction non-impact legislative case pursuant to ALUC Resolution No. 2011-02, and issued a determination of consistency.

ZAP1077TH23 (Citywide) pertains to City of Coachella Case No. GPA21-02 (General Plan Amendment), a proposal by the City to adopt their 6th Cycle Housing Element pursuant with state Housing Regulations with regards to the supply and affordability of housing across all income levels. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Coachella.

ALUC Director Paul Rull issued a determination of consistency for this project on June 21, 2023.

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

July 3, 2023

Andrew Vidal, Senior Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.:	ZAP1110RI23
Related File No.:	MA23070 (SDP23041 Site Development Permit)
APN:	163-400-047
Airport Zone:	Zone D

Dear Mr. Vidal:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA23070 (SDP23041 Site Development Permit), a proposal to construct two mini-self storage buildings and one existing self-storage building totaling 62,762 square feet on 2.89 acres located at 6515 E. Clay Street (southerly of Clay Street).

The site is located within Airport Compatibility Zone D of the 2005 Riverside Municipal Airport Compatibility Plan. Compatibility Zone D restricts non-residential intensity to an average of 100 persons per acre, with a maximum of 300 persons in any given single-acre area. The project proposes three mini-self storage buildings totaling 62,762 square feet, which includes 62,024 square feet of storage area, and 738 square feet of office area, accommodating 211 people, resulting in an average intensity of 73 people per acre, and a single acre intensity of 147 people, both of which are consistent with Zone D average acre criterion of 100 people per acre, and single acre of 300 people.

The elevation of Runway 9-27 at its westerly terminus is 757.6 feet above mean sea level (AMSL). At a distance of approximately 6,242 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 820 feet AMSL. The site's finished floor elevation is 752 feet AMSL and proposed building height is 18 feet, resulting in a top point elevation of 770 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended conditions:

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

AIRPORT LAND USE COMMISSION

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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, 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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.

3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

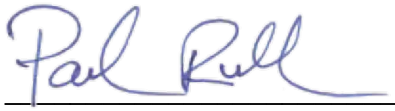
   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This

infiltration trench basin is designed to hold stormwater for only 72 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the infiltration trench.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: West Coast Self Storage (applicant/ representative/property owner)
Daniel Prather, Airport Manager, Riverside Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Riverside\ZAP1110RI23\ZAP1110RI23.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

NOTICE

THERE IS AN AIRPORT NEARBY.

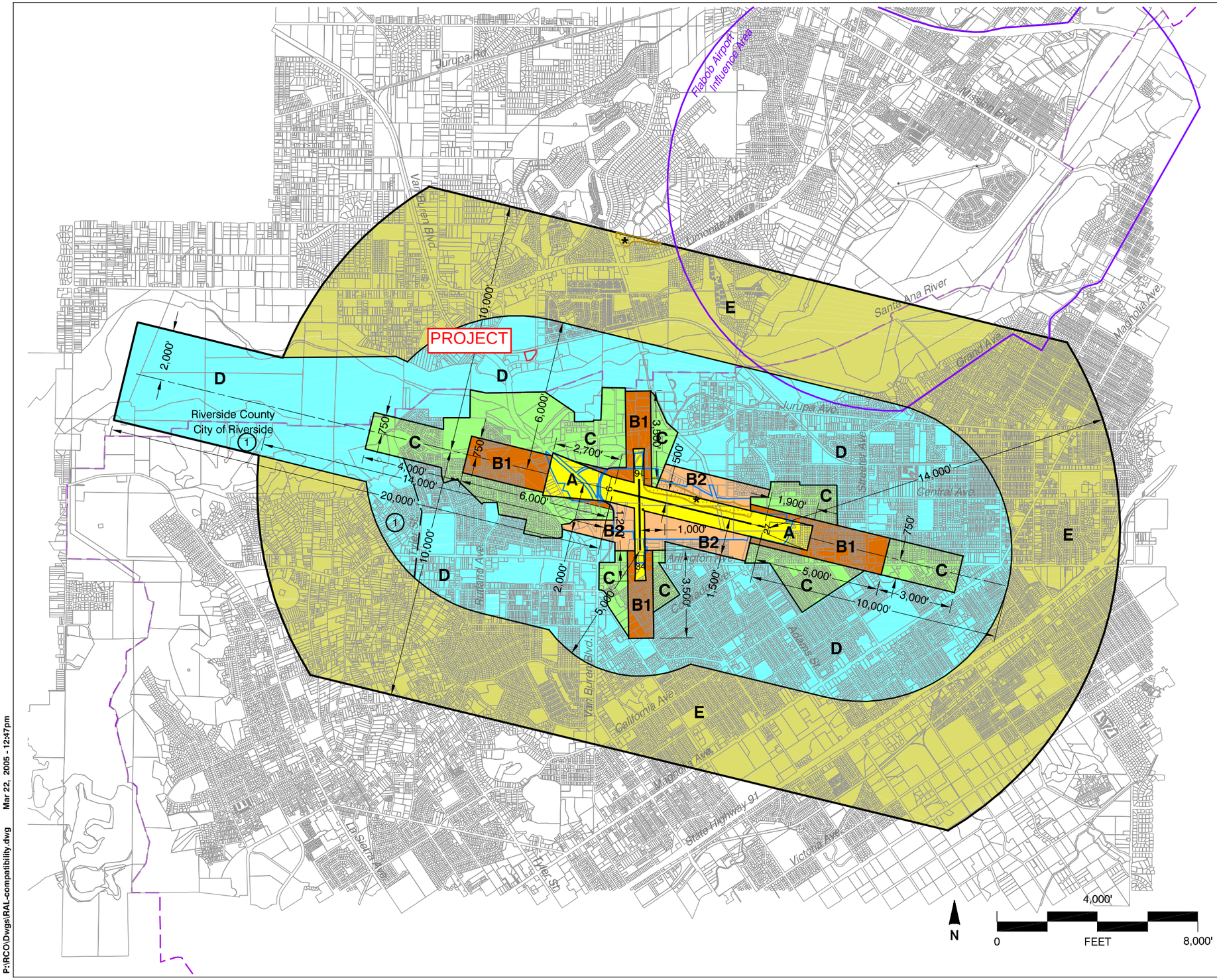
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

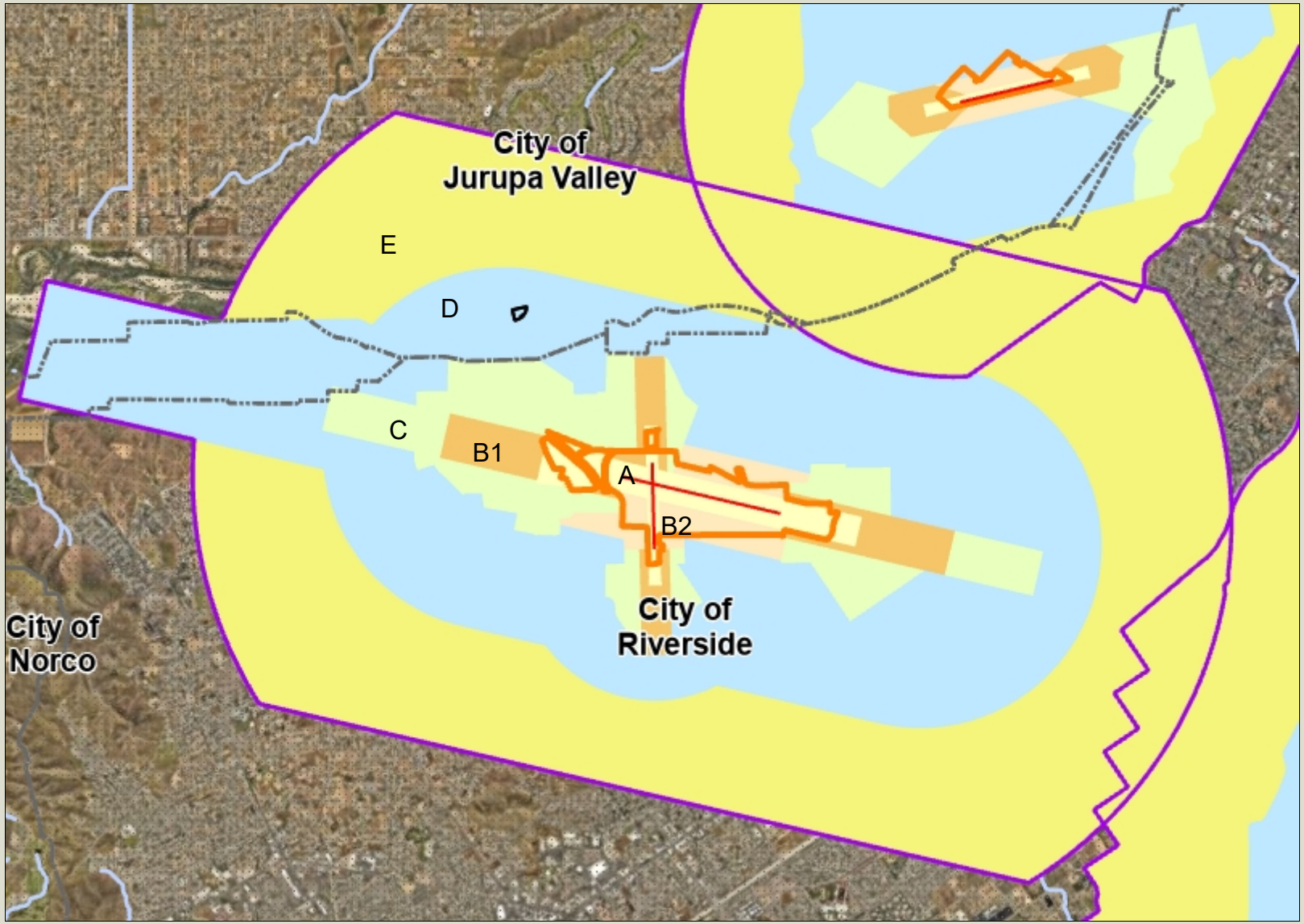
Map RI-1

Compatibility Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL-compatibility.dwg Mar 22, 2005 - 12:47pm

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones ql
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

0 6,157 12,314 Feet

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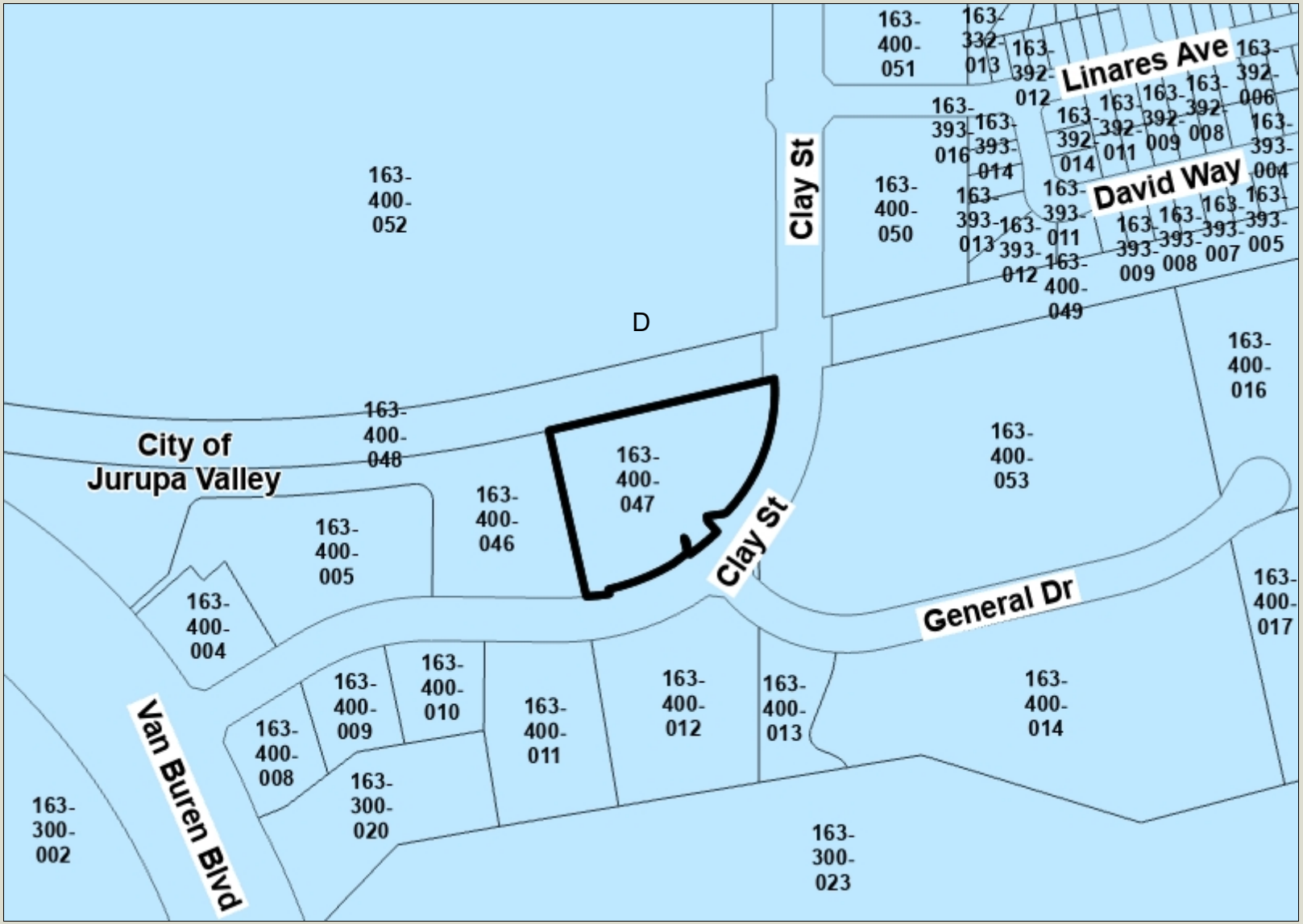
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones ql
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2

0 385 770 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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REPORT PRINTED ON... 7/3/2023 9:47:48 AM

Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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Notes

PROPOSED WEST COAST SELF-STORAGE
FOR
6515 CLAY STREET, JURUPA VALLEY, CA 92509

PRECISE PLAN APPLICATION

PROJECT INFORMATION

PROJECT LOCATION

NORTHWEST CORNER OF CLAY STREET AND GENERAL ROAD

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF 3 PROPOSED MINI STORAGE FACILITIES. THE SCOPE OF WORK IS TO CONSTRUCT AN 5,800 SQUARE FOOT BUILDING, A 23,962 SQUARE FOOT BUILDING AND UTILIZE AN EXISTING 33,000 SQUARE FOOT BUILDING FOR A PROPOSED SELFSTORAGE BUSINESS. TOTAL PROPOSED BUILDING SQUARE FOOTAGE IS 62,762 SQUARE FEET. THE PROPOSED PROJECT SITE CONSISTS OF A 2.80-ACRE LOT AND IS LOCATED NEAR THE INTERSECTION OF CLAY STREET AND GENERAL DRIVE.

ASSESSOR'S PARCEL NUMBER

APN 163-400-047

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 4 AND 5 OF PARCEL MAP NO. 18131, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 126 OF PARCEL MAPS, PAGES 30, 31 AND 32, RECORDS OF SAID COUNTY.

CONTACTS

APPLICANT

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808 134th St SW, Bldg. B, Suite 211
Everett, WA 98204
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CONTACT: JIM FITZPATRICK - JFITZPATRICK@WCSELFSTORAGE.COM

APPLICANT REPRESENTATIVE

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t: 559-276-2790 f: 559-276-0850
CONTACT: CASSIE PERMENTER CPermenter@larsandersen.com

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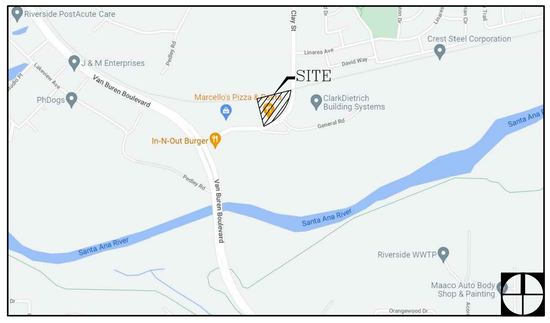
t: 949.380.3970 f: 949.380.3771
CONTACT: SHABNAM VAKILI shab@kspstudio.com

SITE VICINITY MAP



SHEET INDEX

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Corona, CA 92883
714.743.7915 cell cnolan@cox.net

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SAMC
SCOTT A. MOMMER CONSULTING

WEST COAST SELF STORAGE
6515 CLAY ST
JURUPA VALLEY, CA 92509

COVER SHEET
CS-1

3/6/2023 SM 375.22

A DEVELOPMENT FOR

WEST COAST SELF STORAGE

OWNER/ DEVELOPER

WEST COAST SELF STORAGE
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EVERETT, WA 98204
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LANDSCAPE ARCHITECT

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TEL: (714) 743-7915

CIVIL ENGINEER

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SHEET INDEX

VICINITY MAP

NOT TO SCALE

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COVER SHEET
03.06.23

KSP PROJECT NO. 20629

SHEET 1

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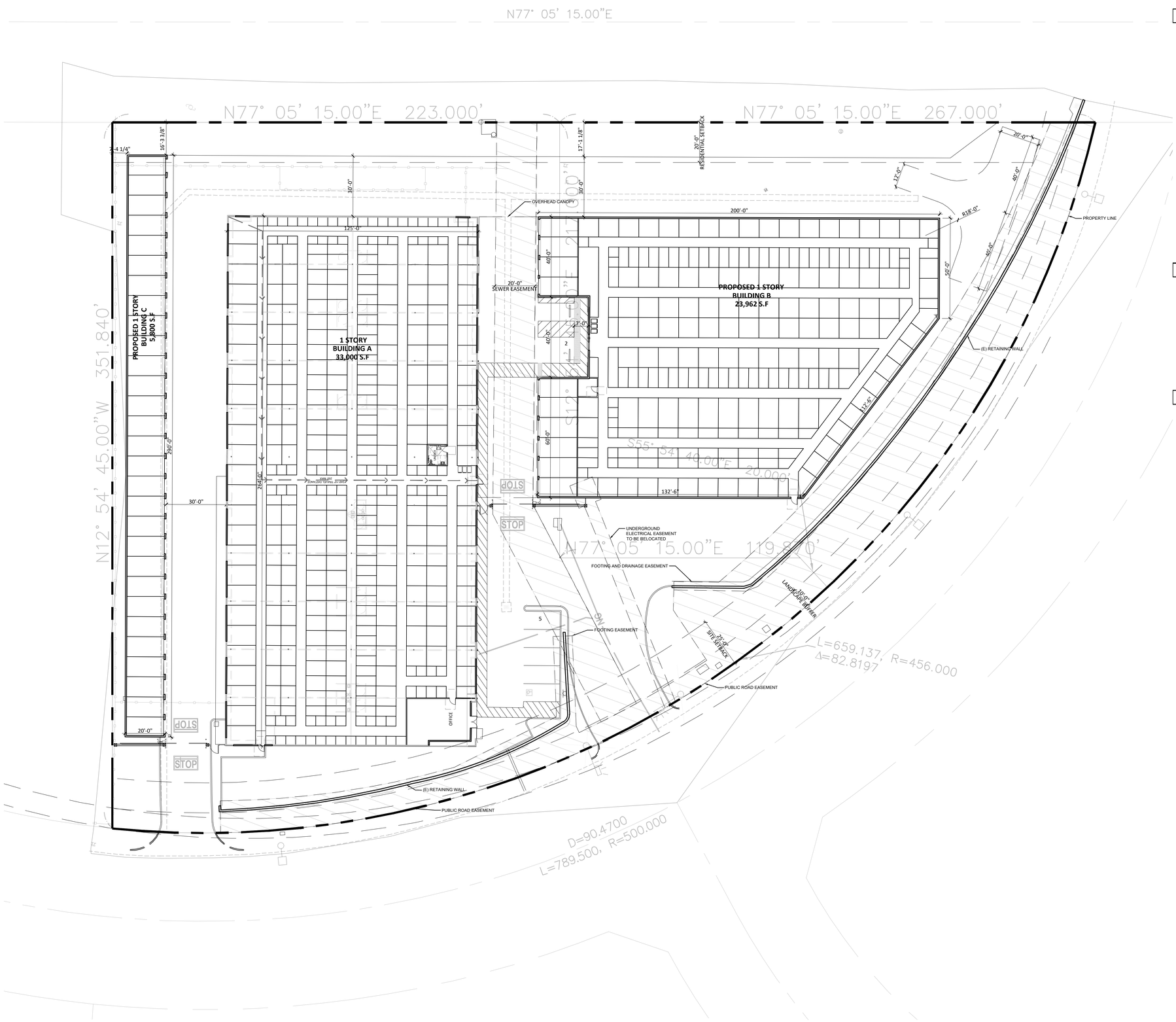

PROJECT DESCRIPTION

CONSTRUCTION OF A 1-STORY STORAGE FACILITY, 1-STORY DRIVE UP
UTILIZATION OF AN EXISTING BUILDING

PROJECT INFORMATION

PROJECT ADDRESS:	6515 CLAY ST RIVERSIDE, CA 92509	
SITE APN:	163-400-047	
SITE AREA GROSS:	125,816 S.F.	OR 2.89 ACRES
EXISTING ZONE:	M-H (MANUFACTURING HEAVY)	
PROPOSED ZONE:	NO CHANGE	
USE (PROPOSED):	WAREHOUSE SELF-STORAGE (ALLOWED)	
LOT COVERAGE MAX ALLOWED:	NONE	
LOT COVERAGE PROVIDED:		
FAR MAX ALLOWED:	.5 x 125,816 =	62,908 S.F. FLOOR AREA
FAR PROPOSED:	0.49	
MINIMUM LOT FRONTAGE:		
SETBACKS REQUIRED:		
MINIMUM FRONT:	0'	
MINIMUM INTERIOR SIDE:	0'	
MINIMUM STREET SIDE:	25'	
RESIDENTIAL:	20'	
SETBACKS PROVIDED:		
MINIMUM FRONT:	0'	
MINIMUM INTERIOR SIDE:	0'	
MINIMUM STREET SIDE:	25'	
REAR NON-RESIDENTIAL:	0'	
BUILDING HEIGHT MAX:	40' AT YARD SETBACK 50' UNLESS HEIGHT UP OF 70' IS APPROVED 50' UNLESS HEIGHT UP OF 105' IS APPROVED	
BUILDING HEIGHT PROPOSED:		
LANDSCAPE REQUIREMENTS PER 17.124.025 (A):		

BUILDING AREA

TOTAL BUILDING AREA OF EXISTING BLDG(S):	33,000 S.F.
EXISTING BUILDINGS TO REMAIN:	
BUILDING A OPTION 2 - 1-STORY STORAGE : (33,000 S.F. FOOTPRINT)	33,000 S.F.
TOTAL:	33,000 S.F.
PROPOSED BUILDING B OPTION 2 (G.S.F.):	
1ST FLOOR STORAGE:	23,962 S.F.
PROPOSED BUILDING C (G.S.F.):	
1ST FLOOR STORAGE:	5,800 S.F.
TOTAL:	29,762 S.F.
TOTAL GROSS SQUARE FOOTAGE:	**62,762 S.F.**
CUMULATIVE INCREASE IN BUILDING FLOOR AREA:	**29,762 S.F.**

CAR & BIKE PARKING ANALYSIS

TOTAL PARK'G REQ'D FOR EXISTING & PROPOSED:		
MINI-SELF-STORAGE (INDUSTRIAL)	2 PER 3 EMPLOYEES	
OFFICE IS AN ASSTORY USE	0 SP	
TOTAL REQUIRED:	2 SP	
PARKING PROVIDED:	4 SP	REGULAR 8'-6" x 18' COMPACT 7'-6" x 15'
	1 SP	ADA 9'x18' (2 ARE EXISTING) EV/ CAV (1 EVCS, 1 EV-VAN REQ'D)
	5 SP	TOTAL

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CONCEPTUAL SITE PLAN

03.06.23

NORTH

0 5' 10' 20' 40'
scale: 1" = 20'-0"

SHEET 2

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CONCEPTUAL FLOOR PLAN BUILDING A

03.06.23

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NORTH

SHEET 3

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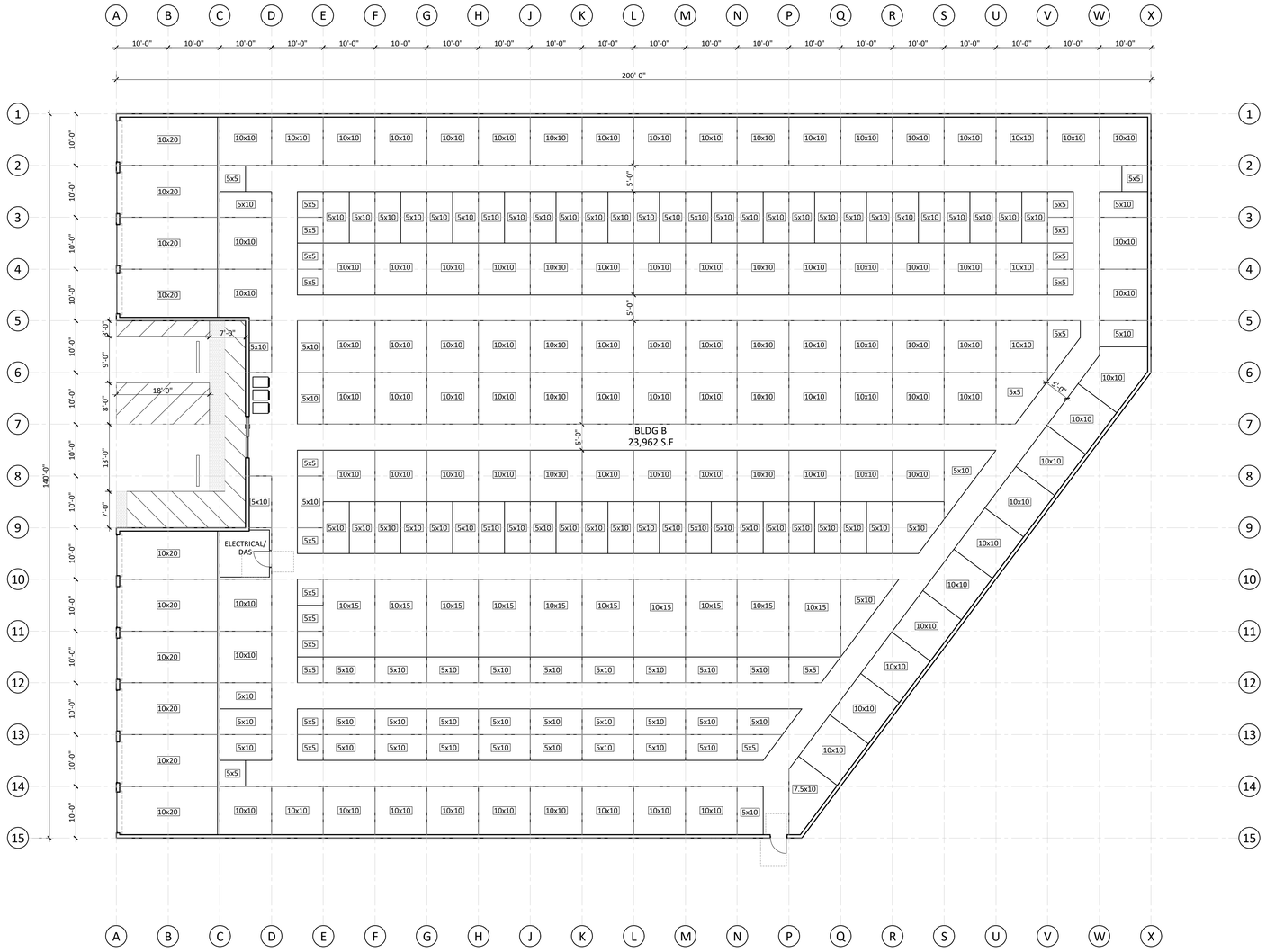

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CONCEPTUAL FLOOR PLAN BUILDING B

03.06.23

NORTH

0 3" 6" 12" 24"
scale: 3/32" = 1'-0"

SHEET 4

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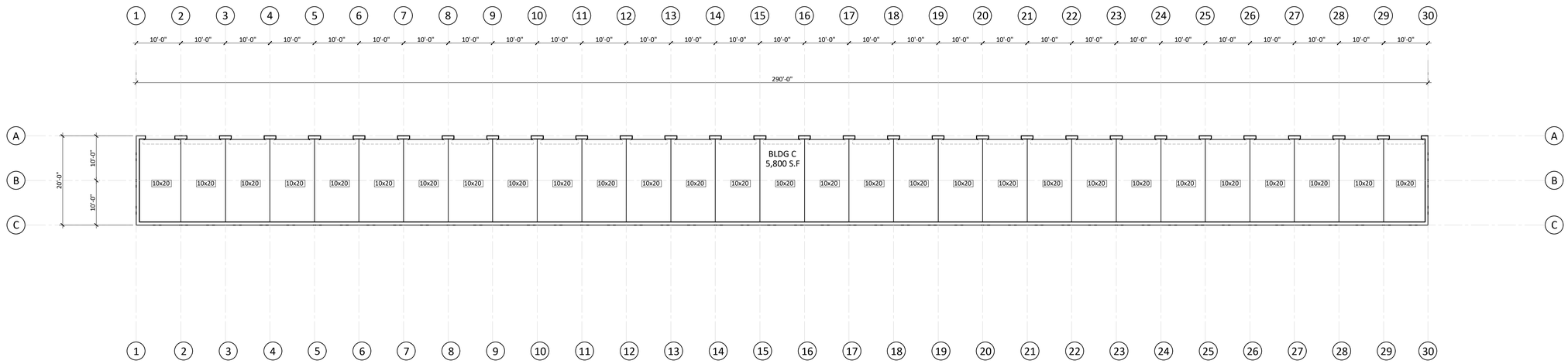

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CONCEPTUAL FLOOR PLAN BUILDING C

03.06.23

NORTH

0 3' 6' 12' 24'
scale: 3/32" = 1'-0"

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SHEET 5

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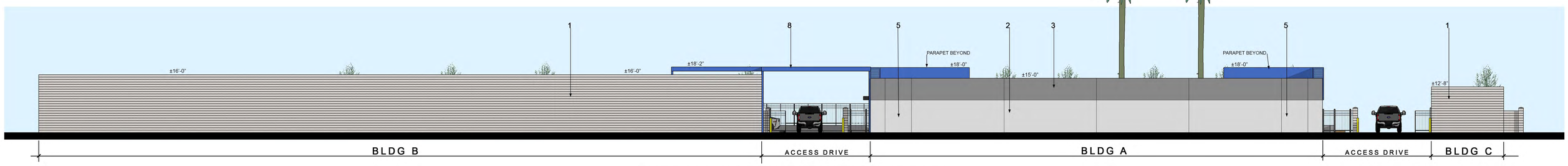
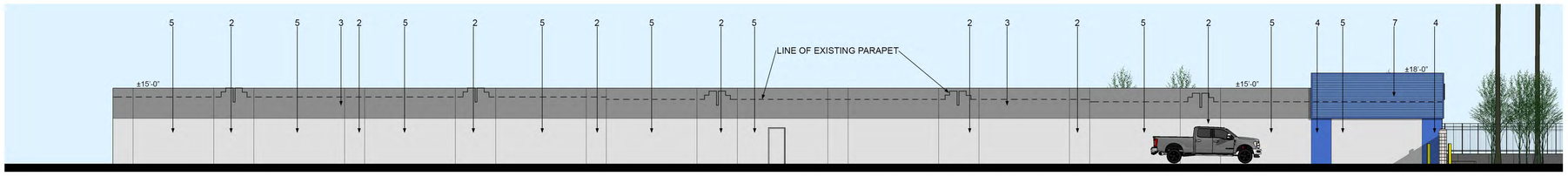
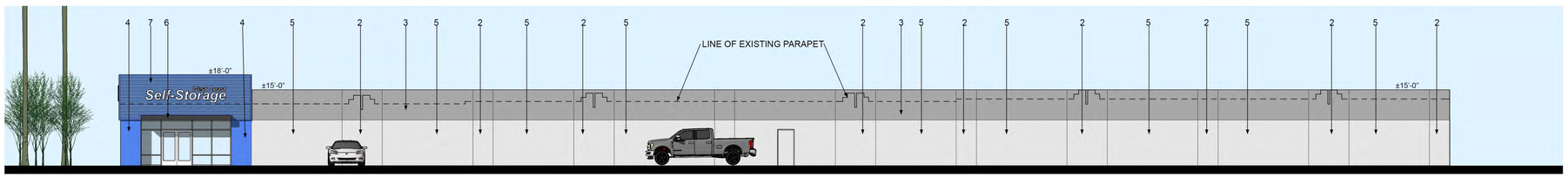
OVERALL SOUTH ELEVATION (CLAY STREET)



OVERALL NORTH ELEVATION (REAR)



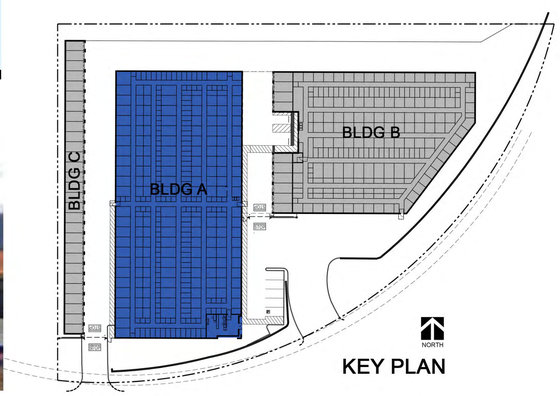
BLDG B - WEST ELEVATION



BLDG B - EAST ELEVATION

EXISTING BLDG A

	MATERIALS & FINISHES
1	STANDARD CMU BLOCK, PAINTED SW 6183 CONSERVATIVE GRAY
2	STUCCO FINISH OVER (E) TILT UP WALL, PAINTED SW 7070 SITE WHITE
3	STUCCO FINISH OVER (E) TILT UP WALL, PAINTED SW 7670 GRAY SHINGLE
4	STUCCO FINISH OVER (E) TILT UP WALL, PAINTED "SOUTH COAST BLUE"
5	WALL INFILL, STUCCO FINISH, PAINTED SW 7670 GRAY SHINGLE
6	METAL CANOPY, PAINTED SW 7069 IRON ORE
7	METAL PANEL, PAINTED TO MATCH "SOUTH COAST BLUE"
8	FREE STANDING METAL CANOPY STRUCTURE, PAINTED "SOUTH COAST BLUE"
9	ROLL-UP DOOR, "SOUTH COAST BLUE"
10	METAL ROOF



KEY PLAN

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CONCEPTUAL ELEVATIONS - BLDG A (REMODEL)

03.06.23

KSP PROJECT NO. 20629

SHEET 6

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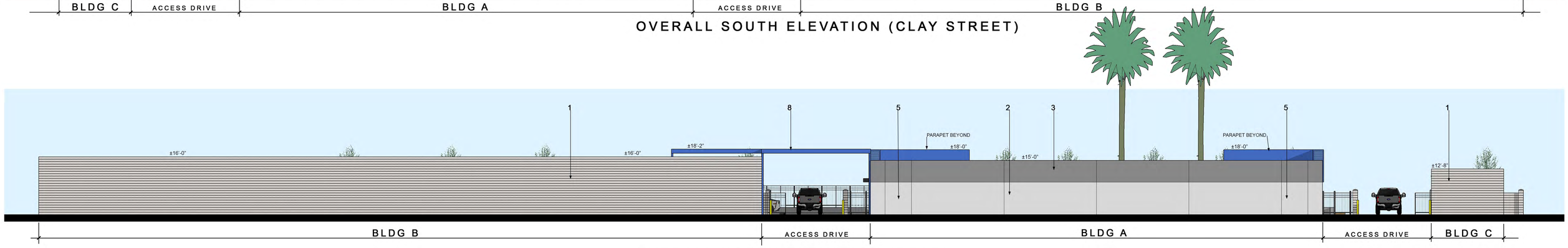
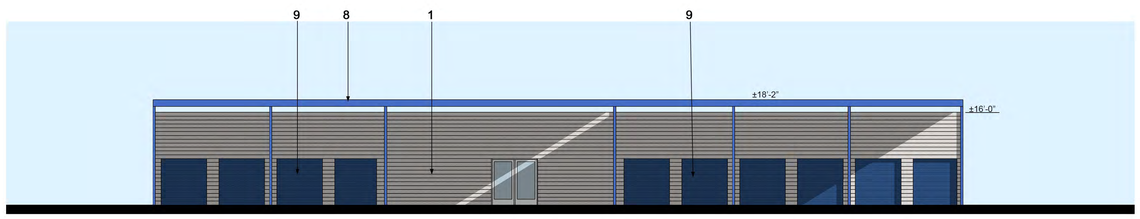
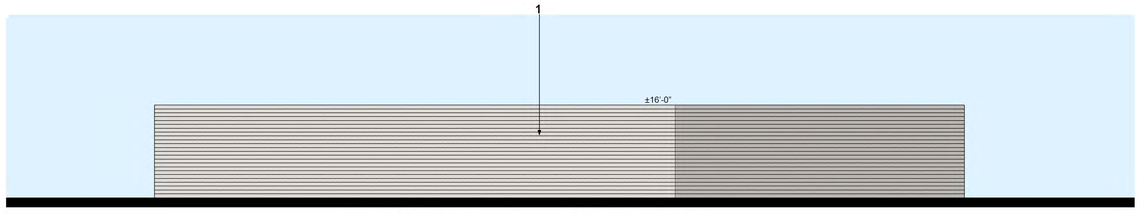
OVERALL SOUTH ELEVATION (CLAY STREET)



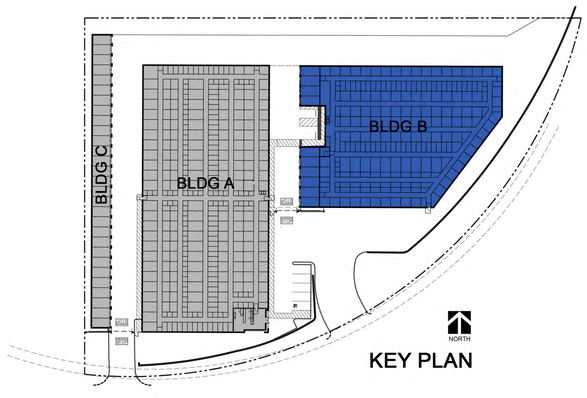
OVERALL NORTH ELEVATION (REAR)



BLDG B - WEST ELEVATION



BLDG B - EAST ELEVATION



KEY PLAN

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CONCEPTUAL ELEVATIONS - BLDG B

03.06.23

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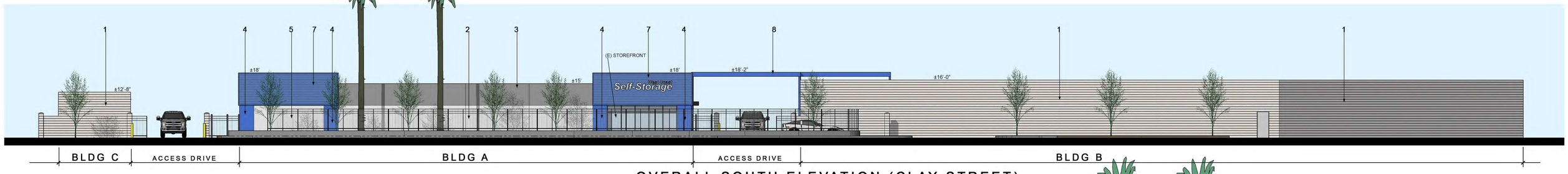
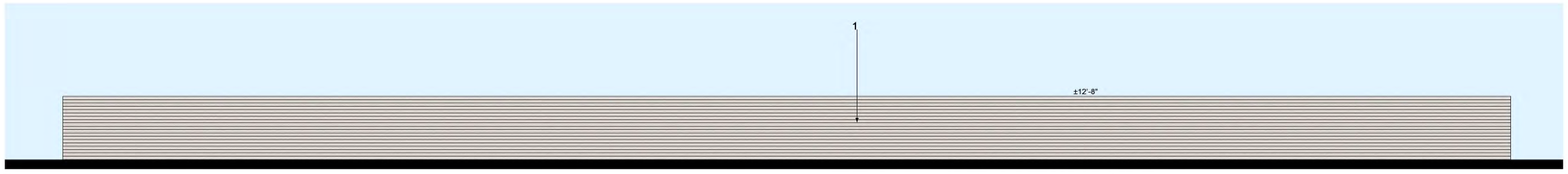
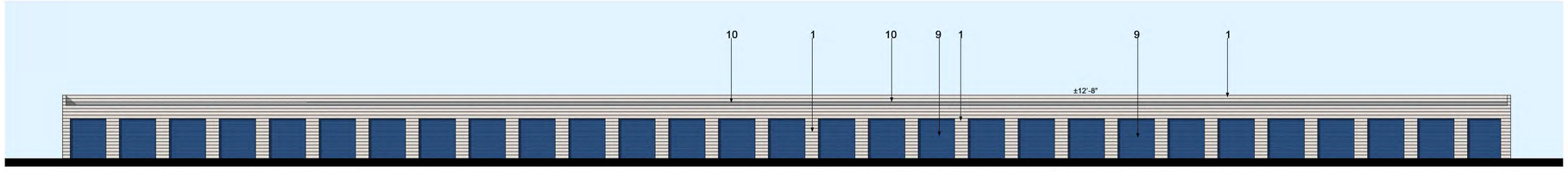


OVERALL SOUTH ELEVATION (CLAY STREET)

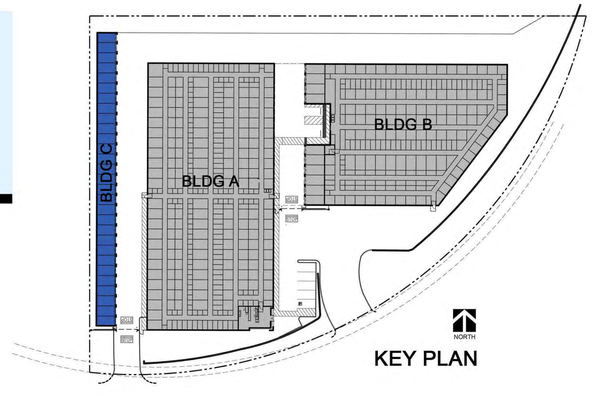
OVERALL NORTH ELEVATION (REAR)



BLDG C - WEST ELEVATION



BLDG C - EAST ELEVATION



KEY PLAN

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CONCEPTUAL ELEVATIONS - BLDG C

03.06.23

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SHEET 8

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6515 CLAY ST RIVERSIDE, CA 92509

CONCEPTUAL VIEW

03.06.23

KSP PROJECT NO. 20629

SHEET 9

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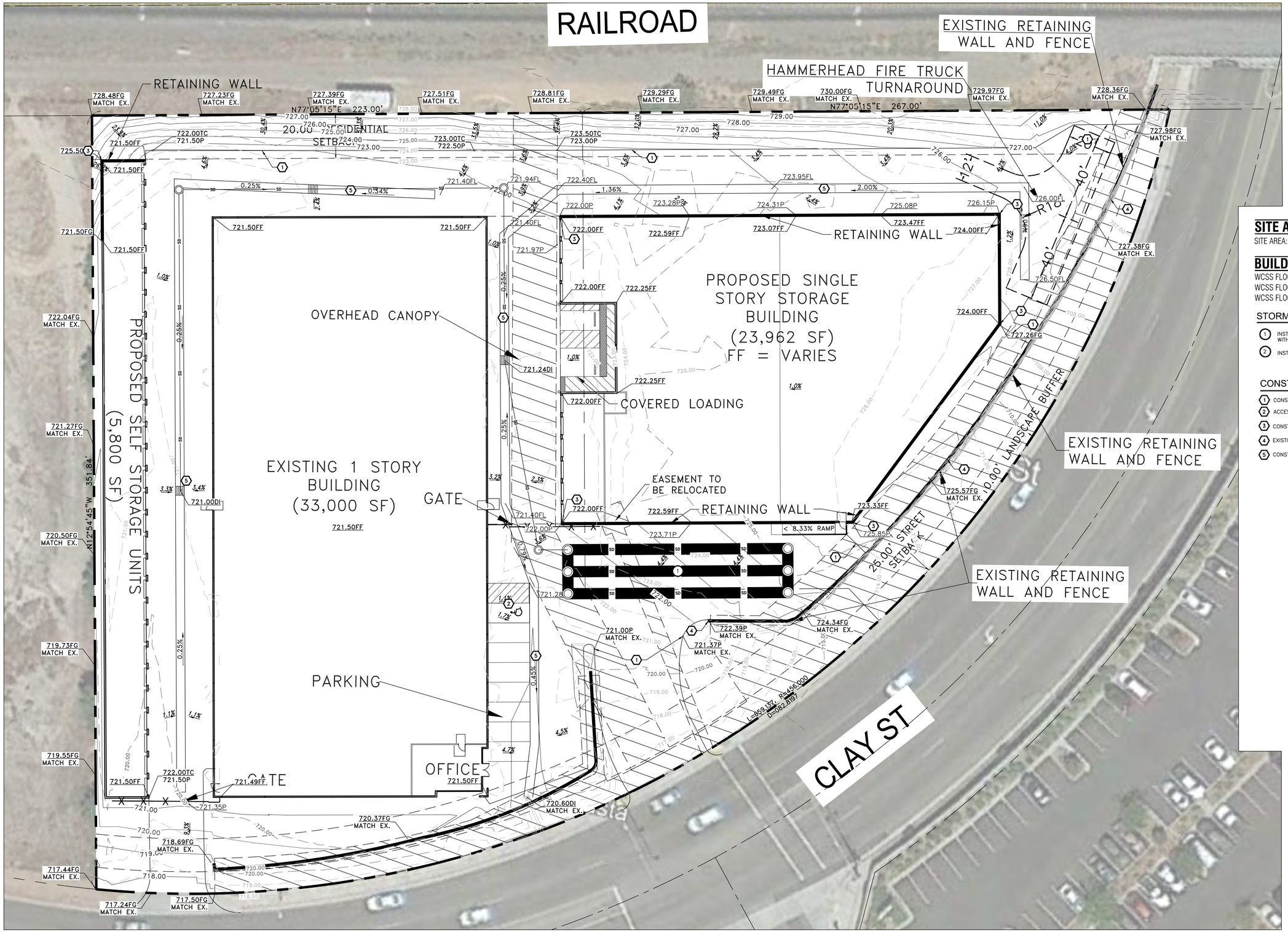

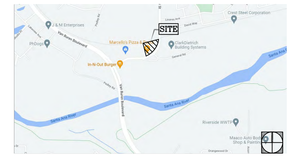

VICINITY MAP
NOT TO SCALE

SITE AREA

SITE AREA:	±2.80 AC (±125,816 GROSS SF)

BUILDING INFORMATION

WCSS FLOOR AREA	±62,762 SF
WCSS FLOOR-AREA RATIO PROVIDED	.50
WCSS FLOOR-AREA RATIO (ALLOWABLE)	.50

STORM DRAIN NOTES:

1. INSTALL UNDERGROUND STORMWATER RETENTION PIPE WITH INFILTRATION.
2. INSTALL PRIVATE CATCH BASIN INLET

CONSTRUCTION SYMBOL NOTES:

1. CONSTRUCT 6" CONCRETE CURB.
2. ACCESSIBLE PARKING STALLS NOT TO EXCEED 2% SLOPE IN ANY DIRECTION.
3. CONSTRUCT RETAINING WALL.
4. EXISTING RETAINING WALL TO REMAIN.
5. CONSTRUCT VALLEY GUTTER.

GRADING LEGEND AND SYMBOLS:

+ 314.98	EXISTING ELEVATION
314	EXISTING CONTOUR
315.50 TC	NEW ELEVATION
GB	GRADE BREAK LINE
	SWALE LINE
2.0%	GRADING SLOPE
0.25%	VALLEY GUTTER SLOPE
SD	PROPOSED STORM DRAIN
	PROPOSED GRATE INLET
	PROPOSED MANHOLE
	EASEMENT

ESTIMATED QUANTITIES :

CUT: 2,200 CU. YDS.

FILL: 600 CU. YDS.

THESE QUANTITIES DO NOT INCLUDE ANY SHRINKAGE, SUBSIDENCE, OVER-EXCAVATION, OR ANY SPECIAL CONDITIONS OR REQUIREMENTS THAT MAY BE SPECIFIED IN THE GEOTECHNICAL INVESTIGATION REPORT. THESE QUANTITIES IN THE AREA FOR PERMIT PURPOSES ONLY. ALL CONTRACTORS BIDDING ON THIS PROJECT SHOULD MAKE THEIR OWN DETERMINATION OF EARTHWORK QUANTITIES PRIOR TO SUBMITTING A BID.

West Coast Self-Storage
The neighborhood experts

TRUE NORTH

SCALE: 1"=20-0"
0 10 20 40 60 80

SAMC
SCOTT A. MOMMER CONSULTING

WEST COAST SELF STORAGE

6515 CLAY ST
JURUPA VALLEY, CA 92509

CONCEPTUAL GRADING AND DRAINAGE PLAN

C-1

3/6/2023 SM 375.22

RAILROAD

20.00' RESIDENTIAL SETBACK

PROPOSED SELF STORAGE UNITS (5,800 SF)

EXISTING 1 STORY BUILDING (33,000 SF)

PROPOSED SINGLE STORY STORAGE BUILDING (23,962 SF) FF = VARIES

DMA 1

PROPOSED RETENTION AREA
DIAMETER = 5'
LENGTH = 3 X 100'
CAPACITY = 6,000 CF
REQ'D BASIN VOL. = 5,800 CF

SD

DMA 2

OFFICE

10.00' LANDSCAPE BUFFER

25.00' STREET SETBACK

CLAY ST

VICINITY MAP
NOT TO SCALE

LEGEND:

- DMA AREA (TO PROPOSED RETENTION BASINS)
- DMA AREA (TO CITY PUBLIC ROW)
- CONVEYANCE DIRECTION CONCENTRATED FLOW
- CONVEYANCE DIRECTION SHEET FLOW
- DMA # — DRAINAGE MANAGEMENT AREA NUMBER
- PAVEMENT/BUILDING SURFACE
- LANDSCAPING SURFACE

DMA 1 TABLE

	AREA (S.F.)
PAVEMENT/ BUILDING	91,630
LANDSCAPE	19,185
TOTAL	110,815

DMA 2 TABLE

	AREA (S.F.)
PAVEMENT/ BUILDING	14,324
LANDSCAPE	15,184
TOTAL	29,508

NOTE: DMA DRAINS OUT TO PUBLIC ROW FOR CONVEYANCE.

West Coast Self-Storage
The neighborhood experts

TRUE NORTH

SCALE: 1"=20-0"
0 10 20 40 60 80

SAMC
SCOTT A. MOMBOER CONSULTING

LA

WEST COAST SELF STORAGE
6515 CLAY ST
JURUPA VALLEY, CA 92509

WQMP SITE PLAN
C-2
3/6/2023 SM 375.22

RAILROAD

EXISTING RETAINING WALL AND FENCE

HAMMERHEAD FIRE TRUCK TURNAROUND

RETAINING WALL

N77°05'15"E 223.00'

N77°05'15"E 267.00'

16.2'

16.9'

20.00' RESIDENTIAL SETBACK

4.3'

30.0'

30.0'

125.0'

33.0'

200.0'

RETAINING WALL

40.0'

25.0'

50.0'

H12'

20'

R18'

40'

40'

PROPOSED SINGLE STORY STORAGE BUILDING (23,962 SF) FF = VARIES

OVERHEAD CANOPY

40.0'

COVERED LOADING

SEWER EASEMENT 20.0'

60.0'

112.5'

10.00' LANDSCAPE BUFFER

EXISTING RETAINING WALL AND FENCE

PROPOSED SELF STORAGE UNITS (5,800 SF)

290.0'

30.0'

351.84'

N1°25'45"W

EXISTING 1 STORY BUILDING (33,000 SF)

264.0'

GATE

EASEMENT TO BE RELOCATED

RETAINING WALL

132.5'

25.00' STREET SETBACK

EXISTING RETAINING WALL AND FENCE

PARKING

4.2'

OFFICE

GATE

20.0'

25.0'

L=859.137'
R=456.000
D=062.879°

CLAY ST

VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

ASSESSOR'S PARCEL NUMBER (APN)	163-400-047

ZONING CLASSIFICATION

JURISDICTION	CITY OF JURUPA VALLEY, CA
EXISTING ZONE	(MH) MANUFACTURING HEAVY
OVERLAY	SPECIFIC PLAN OVERLAY

SITE AREA

SITE AREA:	±2.80 AC (±125,816 GROSS SF)

BUILDING INFORMATION

WCSS FLOOR AREA	±62,762 SF
WCSS FLOOR-AREA RATIO PROVIDED	.50
WCSS FLOOR-AREA RATIO (ALLOWABLE)	.50

PARKING SUMMARY

USER	RATIO REQUIRED	SPACES REQUIRED	SPACES PROVIDED
WCSS	*	2	8
STANDARD		1	7
ACCESSIBLE		1	1
TOTAL		2	8

* 2 Stalls per 3 employees

SETBACK

YARD ADJACENT TO STREET: 25'
YARD ADJACENT TO RESIDENTIAL: 20'
SIDE YARD : 0'
REAR YARD : 0'

DRAWING ISSUE/REVISION RECORD

DATE	NARRATIVE	INITIALS
09/29/2022	SP-1	DB
10/05/2022	SP-2	DB
12/20/2022	SP-3	DG
01/06/2023	SP-3.1	JR
01/16/2023	SP-3.2	JR
01/17/2023	SP-3.3	JR
01/23/2023	SP-3.4	JR
02/17/2023	SP-3.5	JR

West Coast Self-Storage
The neighborhood experts

TRUE NORTH

SCALE: 1"=20-0"
0 10 20 40 60 80

SAMC SCOTT A. SOMMER CONSULTING

LA

WEST COAST SELF STORAGE
6515 CLAY ST
JURUPA VALLEY, CA 92509

CIVIL SITE PLAN
C-3

3/6/2023

SM 375.22

RAILROAD

RETAINING WALL

HAMMERHEAD FIRE TRUCK TURNAROUND

RETAINING WALL

PROPOSED SINGLE STORY STORAGE BUILDING (23,962 SF) FF = VARIES

OVERHEAD CANOPY

EXISTING RETAINING WALL AND FENCE

PROPOSED SELF STORAGE UNITS (5,800 SF)

EXISTING 1 STORY BUILDING (33,000 SF)

GATE

RETAINING WALL

LANDSCAPE STREET PLAN NOT A PART

EASEMENT TO BE RELOCATED

EXISTING RETAINING WALL AND FENCE

CLAY ST

GATE

OFFICE

LANDSCAPE STREET PLAN NOT A PART

EXISTING RETAINING WALL AND FENCE

LANDSCAPE STREET PLAN NOT A PART

PLANTING LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WUCOLS
ENTRY AND PARKING TREES			
	CERCIS OCCIDENTALIS / WESTERN REDBUD	24" BOX STANDARD FORM	LOW
	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	24" BOX STANDARD FORM	LOW
SCREENING AND PARKING TREES			
	GEIJERA PARVIFLORA / AUSTRALIAN WILLOW	24" BOX STANDARD FORM	LOW
	PINUS ELDARICA / AFGHAN PINE	15 GAL STANDARD FORM	LOW

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WUCOLS
ENTRY AND BUILDING ADJACENT SHRUBS			
	AGAVE DESMETTIANA / DWARF AGAVE	1 GAL / 36" O.C.	LOW
	ALYOGYNE HUEGELII / BLUE HIBISCUS	5 GAL / 42" O.C.	LOW
	CALLISTEMON 'LITTLE JOHN' / DWARF BOTTLE BRUSH	5 GAL / 30" O.C.	LOW
	CISTUS PURPUREUS / ORCHID ROCKROSE	5 GAL / 42" O.C.	LOW
	ELAEAGNUS P. 'FRUITLANDII' / FRUITLAND SILVERBERRY	5 GAL / 36" O.C.	LOW
	LEUCOPHYLLUM F. 'GREEN CLOUD' / GREEN CLOUD TEXAS RANGER	5 GAL / 42" O.C.	LOW
	MUHLENBERGIA RIGENS / DEER GRASS	5 GAL / 36" O.C.	LOW
	WESTRINGIA FRUITICOSA / COAST ROSEMARY	5 GAL / 42" O.C.	LOW
SLOPE SHRUBS AND GROUNDCOVER			
	ELAEAGNUS P. 'FRUITLANDII' / FRUITLAND SILVERBERRY	5 GAL / 42" O.C.	LOW
	ROSMARINUS O. 'PROSTRATUS' / PROSTRATE ROSEMARY	1 GAL / 30" O.C.	LOW
	LANTANA CAMARA / COMMON LANTANA	5 GAL / 36" O.C.	LOW
	ACACIA R. 'DESERT CARPET' / TRAILING ACACIA	1 GAL / 24" O.C.	LOW
	HESPERALOE PARVIFLORA / RED YUCCA	1 GAL / 30" O.C.	LOW

PROPOSED PLANTING CONCEPT TO PROVIDE AESTHETIC AND APPROPRIATE SCREENING WHILE MAINTAINING LOW WATER USAGE PLANTING IN ACCORDANCE WITH T HE WUCOLS III GUIDELINES.

PLANT MATERIAL MAY BE ADDED TO OR SUBTRACTED FROM THE ABOVE LIST DURING THE CONSTRUCTION DOCUMENT PHASE DUE TO MINOR SITE PLAN MODIFICATIONS AS WELL AS AVAILABILITY OF PLANT MATERIAL.

SMART CONTROLLER AND DRIP IRRIGATION SHALL BE PROVIDED FOR ALL PROPOSED PLANT MATERIAL.

West Coast Self-Storage
The neighborhood experts

Colleen M. Nolan
Landscape Architect, #5439
cnolan@cox.net
13355 Silverado Court, Corona 92883
714.743.7915 cell

REGISTERED LANDSCAPE ARCHITECT
Colleen M. Nolan
Lic. #5439
(Signature)
03.6.2023
(Date)
STATE OF CALIFORNIA

TRUE NORTH

SCALE: 1"=20-0"
0 10 20 40 60 80

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SCOTT A. MOMMER CONSULTING

LA

WEST COAST SELF STORAGE

6515 CLAY ST
NEC AVE ROBLE

L1.1
CONCEPTUAL PLANTING PLAN

3/6/2023

SM 375.22

TREES

KOELREUTERIA PANICULATA /
GOLDEN RAIN TREE

PINUS ELDARICA /
AFGHAN PINE

GEIJERA PARVIFLORA /
AUSTRALIAN WILLOW

CERCIS OCCIDENTALIS /
WESTERN REDBUD

SHRUBS

CALLISTEMON 'LITTLE JOHN' /
DWARF BOTTLE BRUSH

AGAVE DESMETTIANA /
DWARF AGAVE

ELAEAGNUS P. 'FRUITLANDII' /
FRUITLAND SILVERBERRY

WESTRINGIA FRUITICOSA /
COAST ROSEMARY

CISTUS PURPUREUS /
ORCHID ROCKROSE

MUHLENBERGIA RIGENS /
DEER GRASS

LEUCOPHYLLUM F. 'GREEN CLOUD' /
GREEN CLOUD TEXAS RANGER

ALYOGYNE HUEGELII /
BLUE HIBISCUS

GROUNDCOVER

LANTANA CAMARA /
COMMON LANTANA

ACACIA R. 'DESERT CARPET' /
TRAILING ACACIA

ROSMARINUS O. 'PROSTRATUS' /
PROSTRATE ROSEMARY

HESPERALOE PARVIFLORA /
RED YUCCA

PLANTING LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WUCOLS
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(Signature)
03.6.2023
(Date)
STATE OF CALIFORNIA

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WEST COAST SELF STORAGE
6515 CLAY ST
NEC AVE ROBLE

L1.2
CONCEPTUAL PLANTING IMAGES
3/6/2023
SM 375.22

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

June 21, 2023

Gabriel Perez, Development Services Director
City of Coachella
53990 Enterprise Way
Coachella CA 92236

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1077TH23
Related File No.: GPA21-02 (General Plan Amendment)
APNs: Citywide

Dear Mr. Perez:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Coachella Case No. GPA21-02 (General Plan Amendment), a proposal by the City to adopt their 6th Cycle Housing Element pursuant with state Housing Regulations with regards to the supply and affordability of housing across all income levels.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Coachella.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1077TH23\ZAP1077TH23.LTR.doc

County Administrative Center
4080 Lemon St.,14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

AIRPORT LAND USE COMMISSION MEETING
MINUTES
July 13, 2023

DRAFT

7-20-23

COMMISSIONERS PRESENT: Russell Betts, Michael Geller, John Lyon, Steve Manos, Vernon Poole, Richard Stewart, Michael Lewis, (alternate for Steven Stewart)

COMMISSIONERS ABSENT: Steven Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT** with staff recommendation, also noting the project should be detention basins not retention basins **(Vote 7-0)**

Motion: Russell Betts
Second: Michael Lewis

ZAP1091BD23 – Beacon Realty Advisors (Representative: GoUrban Development) – City of La Quinta Planning Department Case Nos. 2023-0001 (SP2022-0004 [Specific Plan Amendment SP2002-062], TTM2022-0003 [Tentative Tract Map No. 38604], SDP2022-0015 [Site Development Permit]). A proposal to construct an 88-unit multi-family apartment/townhome complex on 5.1 acres, located westerly of Jefferson Street and southerly of Fred Waring Drive. The applicant also proposes amending the Jefferson Square Specific Plan, creating two Planning Areas (PA1 and PA2) to allow the specific plan area to be developed as a mixed-use project, which includes the existing commercial development in PA1, and the residential uses (which will meet the Mixed-Use Overlay District density criteria of 12 to 24 dwelling units per acre) in PA2. The applicant also proposes to create one lot for PA2 (Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.2 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Michael Lewis
Second: Richard Stewart

ZAP1092BD23 – Pulte Home Company, LLC (Representative: David Dewegeli) – City of Indio Case Nos. DR22-06-503 (Specific Plan), TTM38470 (Tentative Tract Map). A proposal to establish the Desert Retreat Specific Plan creating an age-restricted community containing 1,500 single-family homes on 378 acres, located northerly of 40th Avenue, easterly of Jefferson Street, westerly of Madison Street, and southerly of 38th avenue. The applicant also proposes dividing 378 acres into 1,500 single family lots. (Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

3.3 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 7-0)

Motion: Michael Lewis
Second: Michael Geller

ZAP1076TH23 – City of Coachella (Representative: Gabriel Perez) - City of Coachella Case Nos. GPA 23-02 (General Plan Amendment), ZOA 22-03 (Zoning Ordinance Amendment), CZ 23-01 (Change of Zone).A City-initiated proposal for a city-wide Zoning Consistency Update which will: 1) prepare new or revised zones to implement the 2035 General Plan; 2) consolidate and incorporate the zones in the Pueblo Viejo Strategy Implementation Plan into the Zoning Code; 3) update the Official Citywide Zoning Map; 4) provide environmental clearance for the above changes to the Zoning Code and General Plan; and 5) Update the General Plan Land Use Map for consistency with the Zoning Code and address clean up (Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.4 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONSISTENT

ALUC Commission Action:
CONSISTENT (Vote 7-0)

Motion: Michael Geller
Second: Russell Betts

ZAP1075TH23 – Thermal Ranch, LLC (Representative: Terra Nova Planning & Research) County of Riverside Case Nos. GPA230001 (General Plan Amendment), SP00401 (Specific Plan), CZ2300003 (Change of Zone), TTM38578 (Tentative Tract Map), TTM38531 (Tentative Tract Map), PPA230035 (Plot Plan), PPA230038 (Plot Plan), a proposal to establish the Thermal Ranch Specific Plan on 622.56 acres, which includes 223.1 acres of Equestrian Center, 194.3 acres of Estate Residential, 69.5 acres of Medium Density Residential, 41.1 acres of High Density Residential, 54.4 acres of Hotel/Resort, 21.4 acres of Commercial Retail, proposing overall a total maximum of 1,362 dwelling units, 320 RV spaces, and 285,000 square feet of commercial building area, located southerly of 62nd Avenue, westerly of Tyler Street, northerly of 64th Avenue, and easterly of Harrison Street. The applicant also proposes amending the site's General Plan land use designation from Agriculture to Specific Plan, and change the site's zoning from Heavy Agriculture, 10 acre minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan, and to create the zoning ordinance of the Specific Plan. The applicant also proposes to divide the site into 10 parcels (TTM38531), as well as divide the site into 542 lots, including 1 lot for the Equestrian Center, 2 lots for Horse Park Workforce Housing, 2 lots for commercial purposes, 271 lots for single-family detached, and 191 lots for single-family attached, and 75 private open space lots (TTM38578). The applicant also proposes to establish a Horse Park Workforce housing on 41.3 acres which includes 500 units and 301 RV parking stalls (PP230005), as well as establish an Equestrian Center on 223.2 acres which includes 615,689 square feet of building area which includes a Grand VIP Barn, 8 Private Barn buildings, 21 Large Barn buildings, 2 Retail buildings, 5 Retail Barn buildings, and 1 Office building, and non-building areas include grass field, riding, and holding areas. (Airport Compatibility Zones D and E of the Jacqueline Cochran Regional Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:
A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

3.5 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Michael Lewis
Second: Richard Stewart

ZAP1574MA23 – Majestic Freeway Business Center, LLC (Representative: T&B Planning) – County of Riverside Case No. BEL23-02256 (Building Permit). A proposal to construct an 12,000 square foot rooftop solar panel system on a previously approved industrial building (ZAP1345MA18) on 21.26 acres, located southerly of Commerce Center Drive, easterly of Harvill Avenue, westerly of Messenia Lane, and northerly of Perry Street. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.6 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Michael Lewis
Second: Michael Geller

ZAP1571MA23 – Meridian Park, LLC (Representative: Jeff Gordon) – March Joint Powers Authority Case No. COM-Solar 23-003 (Building Permit). A proposal to construct a 57,271 square foot rooftop solar panel system on an industrial building on 45.84 acres, located northerly of Krameria Avenue, westerly of Village West Drive, and southerly of Van Buren Boulevard (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.7 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Michael Geller
Second: Michael Lewis

ZAP1575MA23 – PowerFlex Systems, LLC (Representative: United Natural Foods, Inc.) – March Joint Powers Authority Case No. COM-Solar 23-006 (Building Permit). A proposal to construct a 720,250 square foot rooftop solar panel system on an existing industrial building on 59.45 acres, located at 14900 Meridian Parkway, southerly of Innovation Drive and easterly of Meridian Parkway (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.8 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Michael Lewis
Second: Steve Manos

ZAP1572MA23 – David M. Bertino Manufacturing (Representative: Adkan Engineers)– County of Riverside Case No. CZ2200040 (Change of Zone). A proposal to change the sites zoning from Light Agriculture (A-1-10) to One Family Dwellings (R-1) on 2.28 acres, located on the southwest corner of Gentian Avenue and Cecil Avenue. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

VIDEO:
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3.9 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 7-0)**

Motion: Russell Betts
Second: Richard Stewart

ZAP1573MA23 – U.S. Vets Housing Corporation (Representative: The Trimble Company) – March Joint Powers Authority Case Nos. SP-6 (Specific Plan Amendment), PP10-02 (Plot Plan). A proposal to construct a two-story 24-unit transitional housing building with office space totaling 11,850 square feet and 44 permanent supportive housing units totaling 22,150 square feet, located southerly of N street, easterly of 4th street, and westerly of 6th street. The applicant also proposes to amend the U.S. Vets Transitional Program Specific Plan to reduce the number of housing units from 323 to 222 and eliminate buildings 4 through 8. (Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org

3.10 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONTINUED to 8-10-23 (Vote 4-3)**

Motion: Russell Betts
Second: Michael Lewis

ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation) – City of Perris Case Nos. PLN22-05046 (DPR22-00005 [Development Plan Review], TPM38412 [Tentative Parcel Map]). A proposal to construct two industrial warehouse buildings with mezzanines totaling 867,070 square feet and a 343 tractor-trailer truck yard (on a separate 22.88 acre parcel) on a total 82.83 acres, located southerly of Ellis Avenue, westerly of Case Road, easterly of Goetz Road. The applicant also proposes a tentative parcel map merging the site into two parcels (Airport Compatibility Zones A, B1, B2, C, and D of the Perris Valley Airport Influence Area, and Zone E of March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

4.0 **PUBLIC HEARING: MISCELLANEOUS ITEMS**
None

5.0 **ADMINISTRATIVE ITEMS**

5.1 Director's Approvals - Information Only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Paul Rull, ALUC Director informed the Commission that the Director of the March CUS was unavailable to make his presentation and therefore ask staff to email his presentation to the Commissioners.

6.0 **APPROVAL OF MINUTES**
Commissioner Michael Lewis motioned to approve the June 8, 2023 minutes. Seconded by Commissioner John Lyon. Abstain: Commissioner Michael Geller (Vote 6-0)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**
Paul Rull, ALUC Director presented a power point presentation regarding two recent off field landings at the French Valley Airport. While it is unfortunate that injuries/fatality occurred, the project highlights the success and the continued need of compatible land uses around airports

VIDEO:
A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

8.0 **COMMISSIONER'S COMMENTS**

Steve Manos, Chair noted the recent off field landings and requested that staff work with the County to raise awareness about the Airport Land Use Commission (ALUC), its responsibilities and highlighting the off field landings indicating why the ALUC is so important.

9.0 **ADJOURNMENT**

Steve Manos, Chair adjourned the meeting at 1:17 pm

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