

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1 3-10

HEARING DATE: **November 9, 2023 (Continued from August 10, 2023, 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 August 10, 2023, hearing, Pat Conaster (and company) submitted two letters from the United States Parachute Association and the Perris Valley Chamber of Commerce supporting the airport in its opposition to the project citing safety impacts on airport operations. Also submitted at the meeting was correspondence with the FAA Air Traffic Organization Obstruction Evaluation Group confirming that “no petition was filed within the time frame stipulated in FAA’s determination” for the project, and therefore validating the status of the project’s FAA OES no hazard determination letter. At the hearing the Commission continued to discuss the requirement of the mechanical turbulence study. It was stated that a mechanical turbulence study would be prepared and submitted by the applicant to be discussed at the November 9 hearing. The project was continued to the November 9, 2023, hearing to allow time for a mechanical turbulence study to be submitted. On September 14, 2023, the applicant submitted a request to continue the project from the November 9 hearing to the December 14 hearing, for additional time for the mechanical turbulence study. The request was forwarded to Pat Conaster who did not object to the continuance to the December 14 hearing.*

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 July 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 Ferris 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 has historically interpreted "hazards to flight" definition and Policy 4.3.7, is only as referring specifically to the safety of aircraft in-flight operations. and that Skydiving/parachuting operations are not explicitly identified anywhere in the ALUCP or in its definition of "hazards to flight". 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. Additionally, the ALUC does not have jurisdiction over the operation of any airport per Public Utilities Code Section 21674(e). The focus of the inquiry should be on whether there is significant mechanical turbulence created by the proposed project that results in an intolerable hazard to flight. 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 windshear 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 CONTINUE the matter to the December 14, 2023, meeting, per the applicant's request for additional time for the mechanical turbulence study. ~~September 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 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, subject to the conditions included herein, and those conditions and recommendations in the mechanical wind turbulence study. 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 ***that has historically been reviewed by the ALUC. The airport manager Pat Conaster raised safety concerns regarding the project's potential mechanical turbulence impacts on airport operations. A mechanical turbulence study is currently being prepared by the applicant to analyze this concern and is anticipated to be ready to be discussed at the December 14, 2023, hearing.***

Although there are no specific language or policy in the PUC, State Handbook, or ALUCP dealing directly with parachute operations or mechanical wind turbulence, there are overarching directives written within those documents to protect public health, safety, and welfare by ensuring for the orderly development around airports.

- ***PUC Section 21670(a)(1) It is in the public interest to provide for the orderly development of each public use airport in this state and area surrounding these airports so as to promote the overall goals and objectives of California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems. (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.***
- ***PUC Section 21674.7(a) An airport land use commission that formulates, adopts, or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation. (b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission as established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.***
- ***PUC Section 21675(a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and public in general. The commission's airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that***

- reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the airport influence area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.*
- *State Handbook 4.4 Safety. Ideally, to minimize the risk that aircraft accidents pose to people and property on the ground near airports, no development would be allowed in the airport vicinity. For most airports, however, this is clearly not a practical approach to land use compatibility planning. The question thus becomes one of deciding which land uses are acceptable and which are unacceptable in various portions of airport environs. The resulting policies are normally portrayed in the form of a set of compatibility criteria applicable within each of the previously defined safety zones. A point to again emphasize is that delineation of safety compatibility zones and definition of criteria applicable within those zones are closely intertwined. The process is usually an iterative one: initial zone and criteria are drafted and then each is fine tuned as necessary in recognition of the peculiarities of the specific airport and its environs. (This process is particularly applicable when compatibility zones and criteria are formulated to take into account a combination of noise and safety compatibility concerns.) While the material present here is intended to represent Caltrans guidance, it is not the intent or expectation that the methodologies or examples constitute the only acceptable approaches to the issue of airport land use safety compatibility. In development of policies for a specific airport, careful attention must be made to the characteristics of that airport's design and use. Characteristics of the airport environs are potentially factors as well. The safety zones and/or compatibility criteria appropriate at one airport may be inappropriate at a different airport. This process is no different from that necessary in calculation of noise contours and establishment of noise compatibility policies.*
 - *State Handbook 4.5 Other Flight Hazards. In addition to the physical hazards to flight posed by tall objects and wildlife, other land use characteristics can present visual or electronic hazards: Visual Hazards – Visual Hazards include distracting lights (particularly lights which can be confused with airfield lights), glare, and sources of smoke; Electronic Hazards – Electronic hazards include any uses that interfere with aircraft instruments or radio communication. Additionally, wind-turbine farms have been known to interfere with air traffic control or military air defense radar; Thermal Hazards – Thermal plumes, including steam, from cooling towers, even when not as a visual hazard, may be a hazard to flight by causing air turbulence. There are no specific FAA standards for these hazards. Potential hazards are evaluated on a case-by-case basis. ALUCs can request an FAA evaluation of proposed development when certain features appear to be potentially hazardous. Also, ALUC policies should require that outdoor lights are shielded so that they do not aim above the horizon. Additionally, for projects near the airport, outdoor lighting should be flight checked at night to ensure that it does not blind pilots during landings and takeoffs.*
 - *State Handbook 4.4.1 General Approach. Three components of physical risks – spatial distribution, potential consequences, and frequency – provide the conceptual basis for setting safety compatibility policies. Each of these components needs to be considered either in the delineation of safety compatibility zones or in the definition*

of the criteria applicable within the zones: The special distribution component is accounted for by the shape and size of safety compatibility zones; Potential consequences are addressed through the compatibility criteria – the limitations on usage intensity and other land use characteristics that affect the potential severity of an accident; The frequency component can be accounted for either way – through adjustment of zone sizes or the criteria applicable within each zone. Frequency is primarily a factor at airports (or on runways) with very low activity. For most airports, the potential consequences components dominates the overall risk. The choice of safety criteria appropriate for a particular zone is largely a function of risk acceptability. Land uses that result in intolerable risks usually must be prohibited. Where the risk of a particular land use are considered significant but tolerable, establishment of restrictions may reduce the risk to an acceptable level. Uses that are intrinsically acceptable generally require no limitations.

- **State Handbook 4.4.2 Basic Safety Compatibility Criteria. By emphasizing the adjustment to the shape and size of safety zones as necessary to reflect the geographic pattern of aircraft accident risks, the compatibility criteria applicable to each zone can be held relatively constant among most airports within an ALUC's jurisdiction. The types of variables not fully accounted for in the safety zones, though, are ones involving existing land use characteristics of the airport environs. These variable are best addressed via the safety compatibility criteria. Several factors make it reasonable and even appropriate to set safety compatibility criteria different for urban areas than for rural locations; A basic distinction is that urban areas, by definition, more heavily developed than rural communities. Because ALUCs do not have authority over existing land uses, the opportunity to achieve an ideal level of safety compatibility is less in urban locations; The comparatively higher land values in urban areas are also worth of recognition in setting safety compatibility criteria. Allowing only agricultural or other very-low intensity uses near airports may be quite feasible in rural areas, but not in urban areas; The established character of land uses in urban places may limit the options for future development. Sometimes all that can be achieved is to hold new development to intensities similar to those that exist. This concept falls under the heading of "infill"; From the perspective of potential risk consequences, rural areas may be less equipped to deal with an aircraft accident than urban places. Compared to city units, rural emergency response units probably have farther to travel and would have a longer response time to reach an accident site. Treating injuries or fighting fires would be delayed; Finally, a greater societal tolerance for risk – or at least different types of risks – seems to accompany the typically faster pace and higher intensity of life in urban places compared to that of outlying locations.**
- **2011 PVALUCP Introduction. Privately owned 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.**
- **2004 ALUCP Table 2A Basic Compatibility Criteria. Hazards to flight are prohibited use in every airport zone, and is defined in footnote 9 "hazards to flight include physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause attraction of birds to increase is also prohibited. See Policy 4.3.7.**

- **2004 ALUCP Policy 4.3.7 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; d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds.*
- **2004 ALUCP Overview of the Plan.** *The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development.*
- **2004 ALUCP Power and Duties.** *Requirements for creation of airport land use commission were first established under the California State Aeronautic Act (Public Utility Code Section 21670 et seq.) in 1967. Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is: to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The statute gives ALUCs two principal powers by which to accomplish this objective. First ALUCs must prepare and adopt an airport land use compatibility plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operations for consistency with that plan.*

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 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".

ALUC's limited role in this proceeding is for the determination of whether the project plans and specifications are consistent with the applicable ALUCP. ALUC's determination is only advisory to the local jurisdiction which has land use authority. Although it has been demonstrated in The above responses are best suited for that ALUC lacks the jurisdiction to

~~address these issues, it is recommended~~ **the local land use authority**, that the City of Perris, through the California Environmental Quality Act (CEQA) process **where it** 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 **to the local jurisdiction** 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 windshear 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’s *role is limited to only determining a project’s consistency with the applicable ALUCP* ~~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~~.

United States Parachute Association and Perris Valley Chamber of Commerce Opposition Comments: At the August 10, 2023, hearing, Pat Conaster (and company) submitted two letters supporting the airport in its opposition to the project from the United States Parachute Association and the Perris Valley Chamber of Commerce citing safety impacts on airport operations.

As outlined above, the ALUC’s role is limited to only determining a project’s consistency with the applicable ALUCP, 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 aviation easement to the Perris Valley Airport. Copies of the recorded aviation 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.

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**

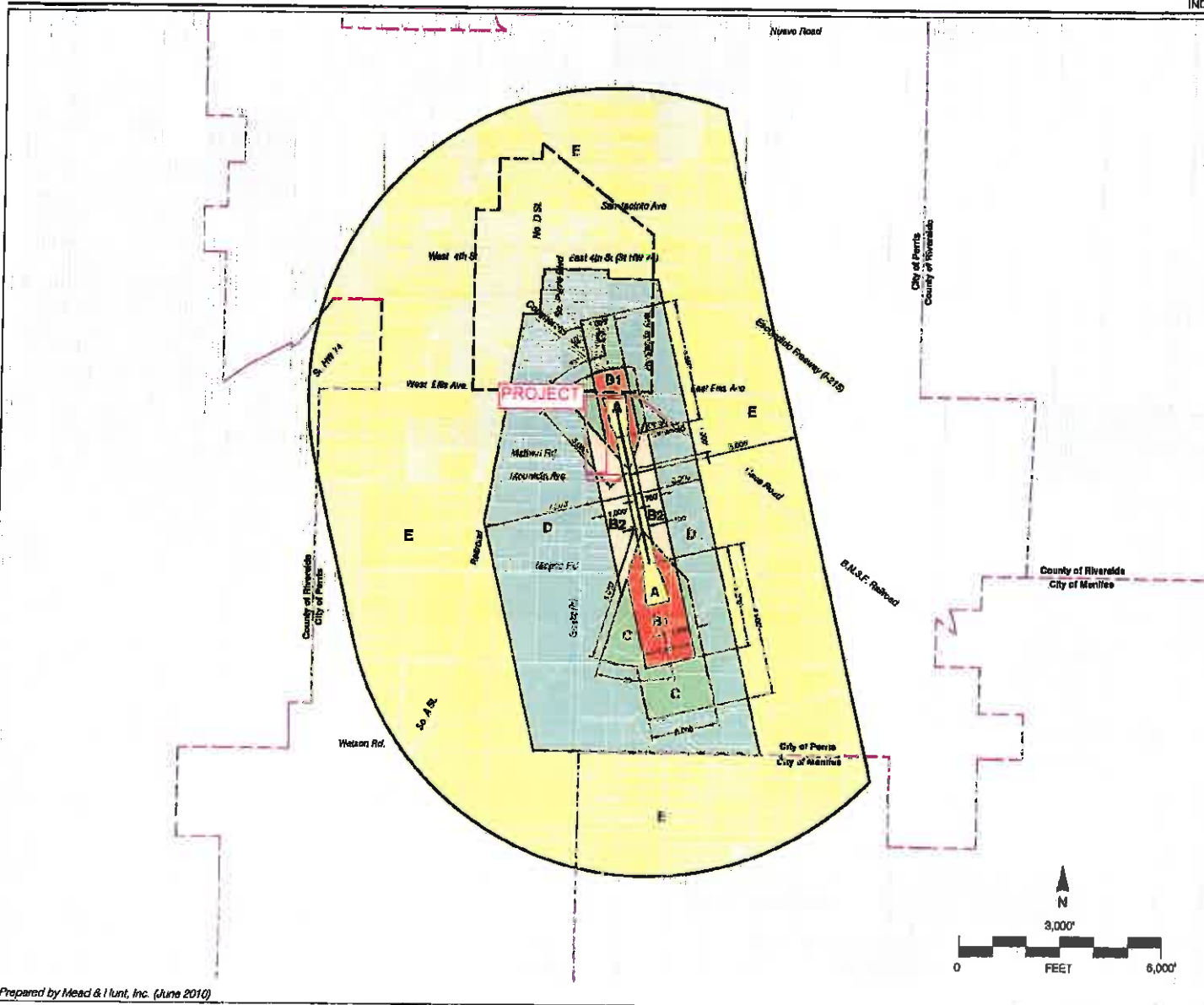
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

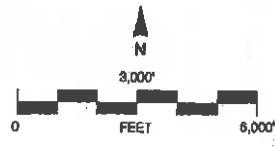
Name: _____

Phone: _____



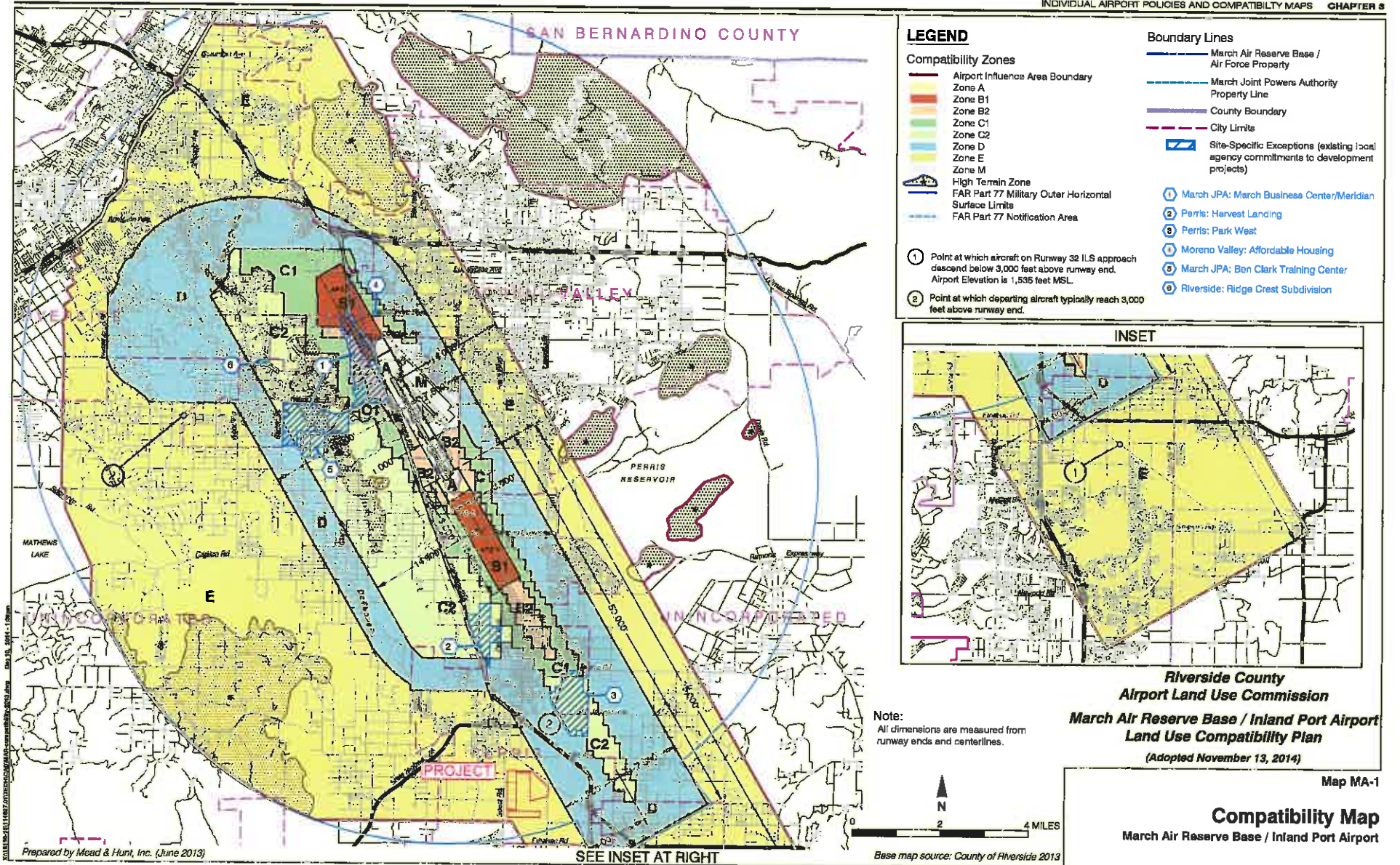
- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - City Limits
 - Downtown Specific Plan

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (July 2010 Draft)



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

Map PV-1
Compatibility Map
 Perris Valley Airport



LEGEND

Compatibility Zones

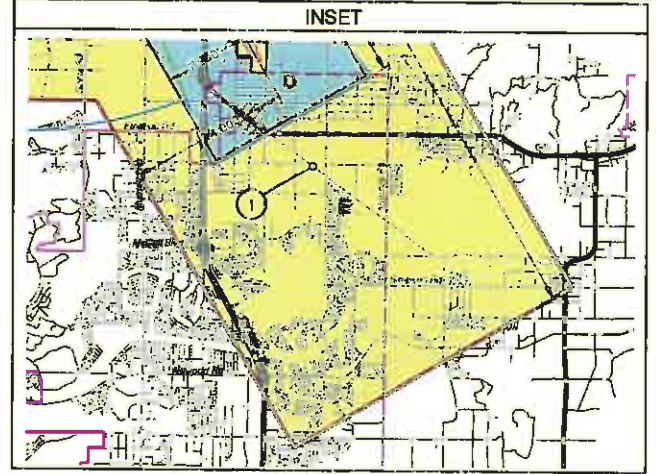
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 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.

- 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



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

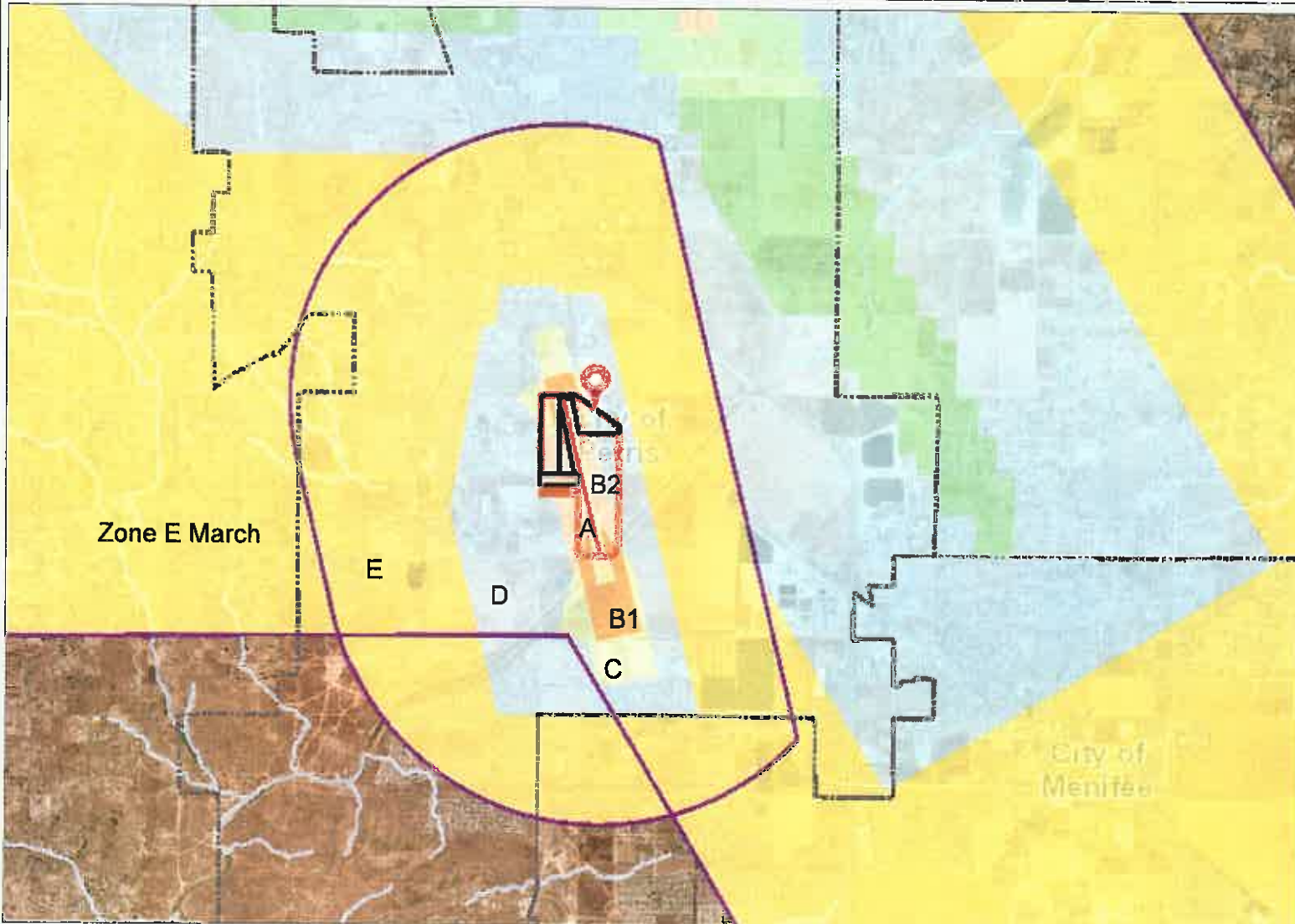
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

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-EXC8



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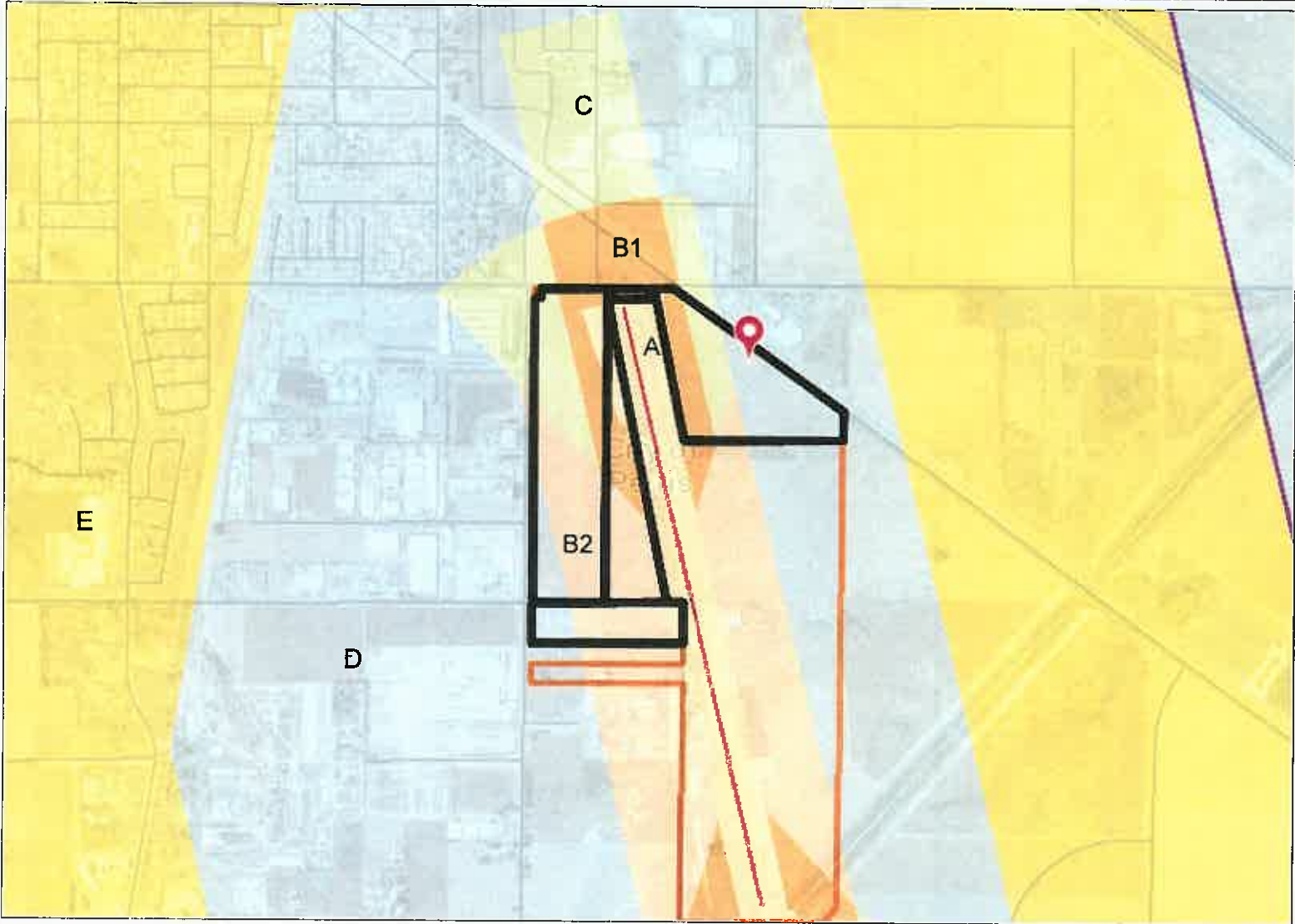
Notes



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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-FXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-FXC5
- C2-EXC6



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Notes

Map My County Map



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



0 1 3,079 Feet
539

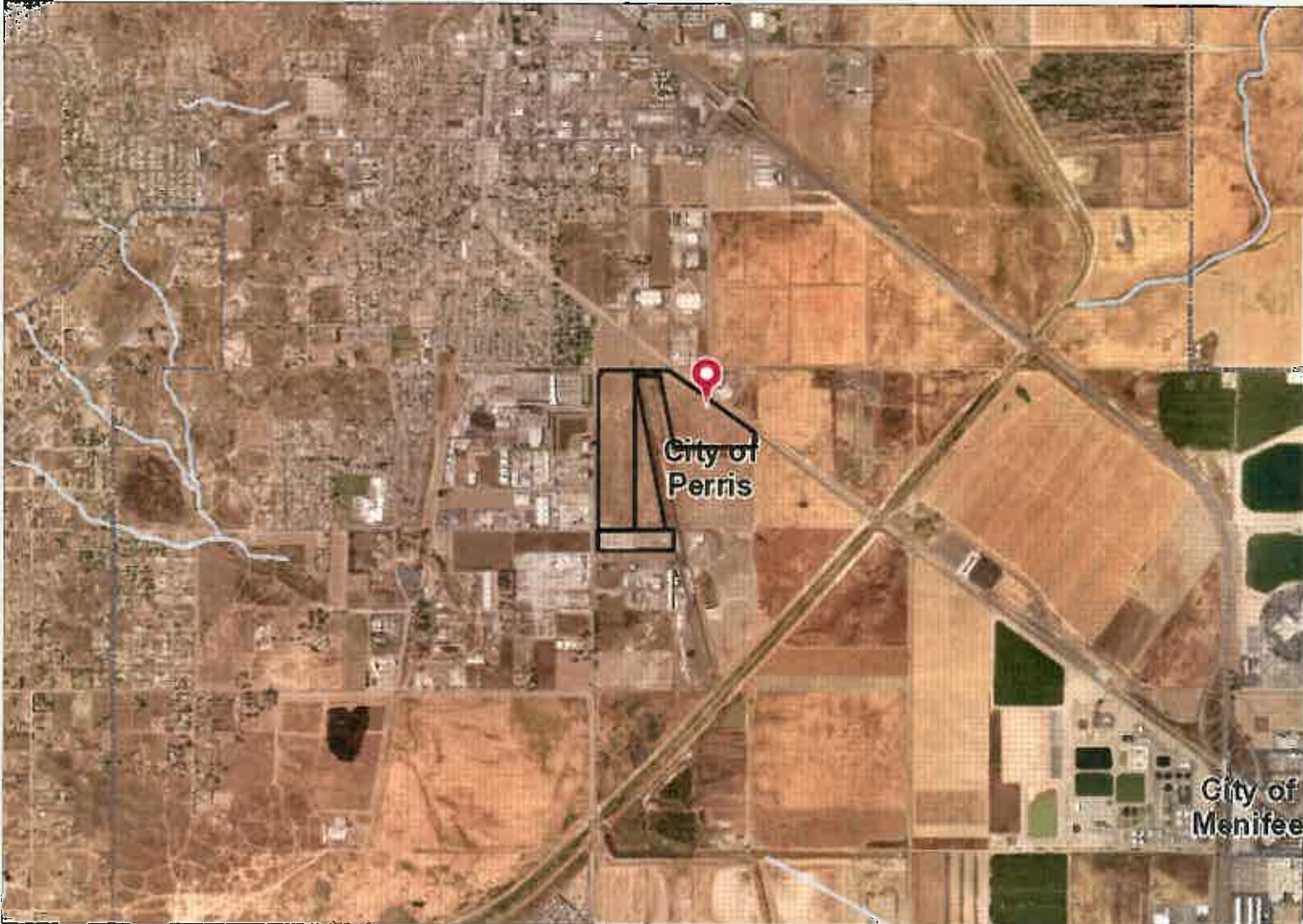
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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

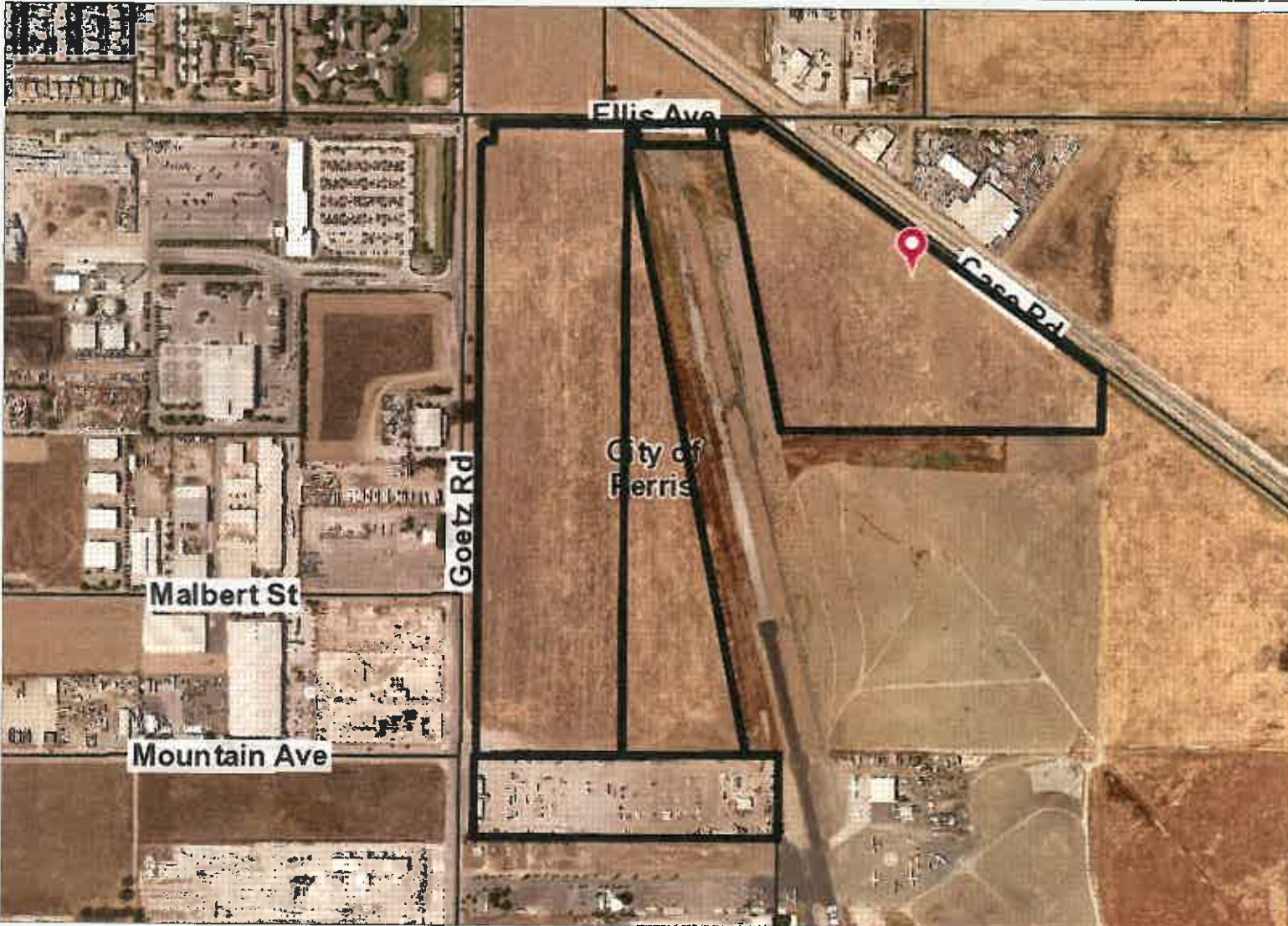


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Notes



Map My County Map



Legend

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



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Notes

0 770 1,539 Feet

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Rull, Paul

From: Nick Johnson <nick@jacair.com>
Sent: Thursday, September 14, 2023 9:14 AM
To: Rull, Paul
Cc: Christine Saunders; John Condas; Paige Gosney
Subject: ZAP10228PV23 Hearing Date Change Request

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated externally from the Riverside County email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Paul,

Good morning. The purpose of this note is to request a further continuance of ALUC Case Number ZAP10228PV23 from the scheduled hearing date of November 9, 2023 to December 14, 2023. Our team is working closely with the City of Perris to incorporate the project wind study into the project's CEQA process. This additional time will allow for the study to come to the Commission for their consideration.

We request that you inform the Commission of our request at their scheduled meeting on September 14, 2023 so that all interested parties to our project are fully informed of the request and can plan accordingly. Potentially the item could be added to their October 12, 2023 agenda so that the matter is properly noticed and allows the Commission time to consider the request and hopefully grant it at that time.

Thank you for your assistance with this matter and we look forward to discussing it with you further.

Best regards,
Nick

Nick Johnson
Johnson Aviation Inc.
Phone | 818.606.3560
nick@jacair.com
jacair.com

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Rull, Paul

From: Melania Mirzakhania <mmirzakhania@g10law.com>
Sent: Wednesday, October 11, 2023 12:38 PM
To: Rull, Paul; Mistica, Raymond
Cc: Melanie Conatser; Pat Conatser; Ivana Zivceviski; Santos, Barbara; Lou Galuppo
Subject: Re: November Hearing - Material in Support of L65

Paul,

In light of the current circumstances, we hereby withdraw our opposition made on September 28, 2023, by our office in response to a continuance requested by the developer.

Our client, Perris Valley Airport, is in agreement with the developer to have the ALUC hearing regarding ZAP10228PV23 continued to December 14, 2023.

Please take the hearing off the agenda for November 9, 2023, and add the matter to the December 14, 2023 hearing.

We appreciate it.

Thank you,

Melania Mirzakhania, Esq.



5946 Priestly Drive Suite 200
Carlsbad, CA 92008
tel 760.431.4575
fax 760.431.4579
www.g10law.com



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United States Parachute Association

5401 Southpoint Centre Blvd., Fredericksburg, VA 22407 • Tel: (540) 604-9740 • Fax: (540) 604-9741 • uspa@uspa.org



August 7, 2023

Riverside ALUC
4080 Lemon Street 14th Floor
Riverside CA 92501

RE: Perris Valley Airport Development Project – CONCERNS

Dear Members of the Riverside ALUC:

On behalf of the United States Parachute Association (USPA), which is the national membership organization representing over 42,000 skydivers and more than 230 USPA-affiliated skydiving centers across the country, and the Aircraft Owners and Pilot Association (AOPA), representing over 30,000 aircraft owners and pilots in California, we are deeply concerned about the proposed industrial building that is planned to be constructed adjacent to the Perris Valley Airport (L65), which is one of the busiest and most popular skydiving centers in the world.

Our organizations cautiously urge the Commission to halt, or at least delay, the approval of this project until a thorough and independent wind analysis is conducted on the potential effects of this building on the safety of parachute operations that take place at the airport. USPA insists the Commission request a safety determination from FAA General Aviation Operations Branch AFS-830, which governs parachute operations. These independent studies will allow the ALUC to accurately evaluate the potential risks and impacts of the proposed building on parachute operations at Perris Valley Airport. The current FAA study that was submitted by the developer is inadequate, as it does not consider the impact of the building on the wind patterns, turbulence and visibility of parachutes landing at the airport.

The proposed building is approximately 50 feet high and is located directly adjacent to the parachute landing area and airport runway. Its proximity to the runway can create serious hazards to powered flight and skydiving operations, such as strong and unpredictable wind currents. These variable conditions can cause skydivers to lose control of their parachutes at low altitudes – making it impossible to recover. Moreover, it also encloses the flight path of the aircraft that carry skydivers to their jump altitude. This project poses a serious hazard to both skydivers and pilots, as it creates a large obstacle that will interfere with their landing approach and emergency procedures.

The safety of skydivers, pilots, and the public should be our top priority. We believe that this project could jeopardize safety and potentially violates FAA guidance governing parachute



United States Parachute Association

5401 Southpoint Centre Blvd., Fredericksburg, VA 22407 • Tel: (540) 604-9740 • Fax: (540) 604-9741 • uspa@uspa.org



operations. We look forward to being a collaborative partner with the county as this project continues to progress and appreciate your consideration of this matter. Please let us know if you have any questions or concerns and we hope that you will act in the best interest of public safety and aviation.

Sincerely,

Albert Berchtold
Executive Director
United States Parachute Association

Jared Yoshiki
Western Pacific Regional Manager
Aircraft Owners and Pilots Association



Jerry R. Sepulveda
President

Perris Valley Chamber of Commerce

11 South D Street
Perris, CA 92570

P: 951.657.3555

Riverside County
Airport Land Use Commission Riverside County Administrative Center
Attn: Paul Rull, ALUC Director
4080 Lemon Street, 14th Floor Riverside, CA 9250

Re: Case No. ZAP1028PV23 - Landstar Companies

Honorable Members of the Commission:

I am writing this letter on behalf of the Perris Valley Chamber of Commerce Board of Directors. The Perris Valley Chamber of Commerce since 1912 has been a part of the region's prosperity, providing valued service and leadership to businesses and organizations of all types. As we journey through the 21st Century with a clear vision of how the success of one business or industry is tied to the success of us all, the Chamber brings together the best minds and talents of the community to solve common problems and improve the area where we live and work. United, we are investing in ways for business, education, government, and community groups to work in partnership to make the Perris Valley a more prosperous community for us all.

With the above vision in mind, I am writing on behalf of our Board of Directors to voice our opposition to the Project in front of you as currently proposed for the following reasons:

The Perris Valley Airport serves as a vital aviation hub for skydiving activities all year round, and it plays a crucial role in the community for local and international skydiving enthusiasts as well as internationally for military training purposes. It has been an integral part of 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 skydiving jumps and is home to many well-visited skydiving events that involve two hundred jumpers at once. The Airport and School supports on average 120 to 150 employees. Thus, Perris Valley Airport and Skydive Perris serves as a crucial economic driver for the City of Perris.

Perris Valley airport 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 trailer-trucks parked, and other buildings which with even the slightest wind turbulence will have impede the flight paths, and adversely impact the existing unique aviation use as well as affect the safety of both skydivers and pilots.

Once again, I thank you for the opportunity to address you. It is our desire to continue to foster positive conversations between the Developer, Perris Valley Airport and all affected stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Sepulveda'.

Jerry Sepulveda
President Perris Valley Chamber of Commerce

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)

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
2010 Main Street, 8th Floor | Irvine, CA 92614-7214
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.

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Riverside County
July 20, 2023
Page 2

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)

From: Ivana Zivcevski <izivcevski@g10law.com>
Sent: Wednesday, July 12, 2023 11:32 AM
To: Lou Galuppo
Cc: Melania Mirzakhian
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. Mirzakhian,

Ivana Zivcevski
Transaction Coordinator/Legal Assistant



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fax 760.431.4579
www.g10law.com



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July 10, 2023

Sent via E-Mail to dsm.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° INM 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.

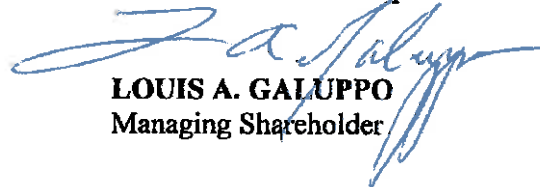
The FAA must maintain the principles of fairness, transparency, and public participation when assessing potential hazards and determining the impact of projects on the surrounding community and provides clear and accessible information. The failure to provide adequate notice infringes upon our client's 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.

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
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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° INM 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

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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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.

Southern California TRACON, Los Angeles ARTCC,
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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: MSI.*

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: PSI.*

(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.

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
Perris Valley Skydiving Center
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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.

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
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10. ATTACHMENTS.

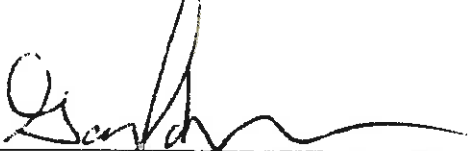
- a. Attachment 1 - Depiction of Climb/Descent Areas
- b. Attachment 2 - Depiction of Parachute Jump Areas
- c. Attachment 3 - Major Traffic Flow Depiction
- d. Attachment 4 - Discrete Beacon Codes
- e. Attachment 5 – Facility Phone Numbers

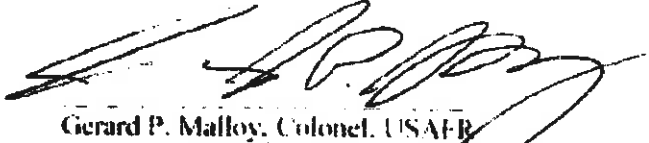
Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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Approved:



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, USAF-R
Commander, 452nd Operations Group
452nd Air Mobility Wing
March Air Reserve Base, California

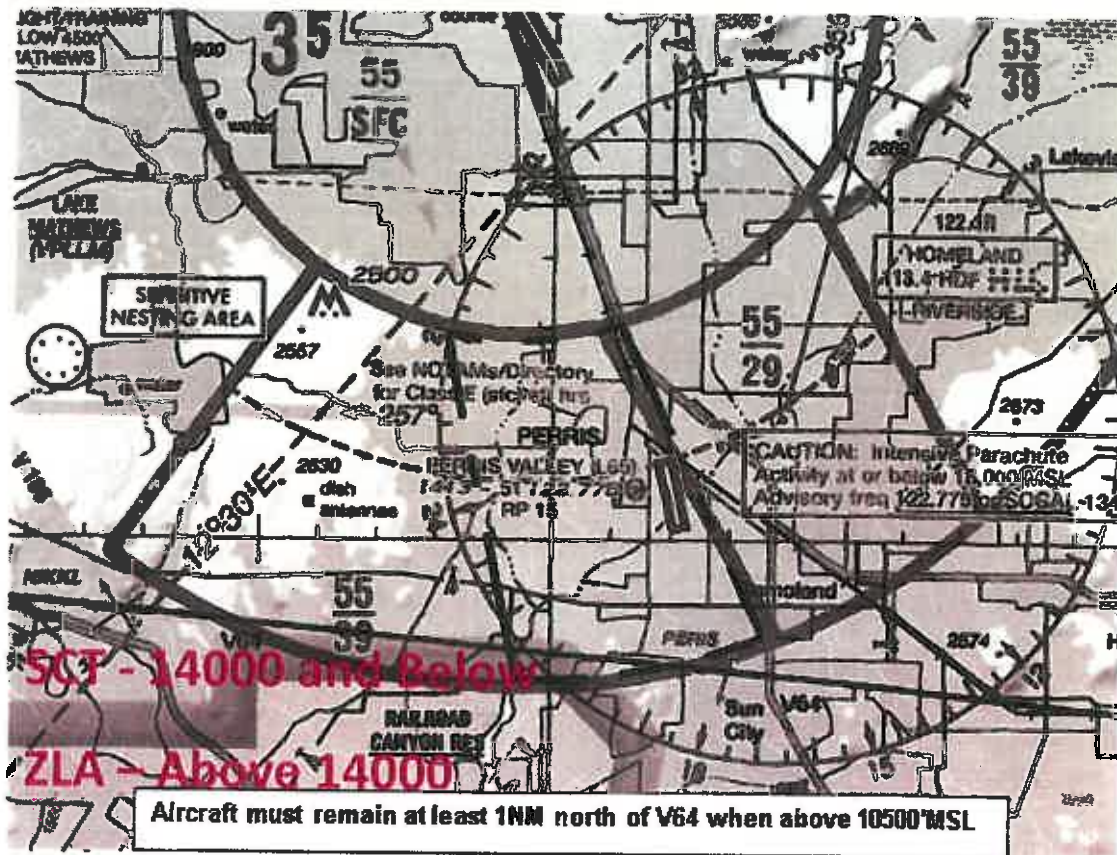

Christopher R. Noel, GS-13, DAF
Air Traffic Manager
452nd Operations Support Squadron
March Air Reserve Base, California


Patrick Conatser
President
Perris Valley Aviation Services Inc.


Karl Gullledge
Chief Operating Office
Skydive Elsinore Inc.

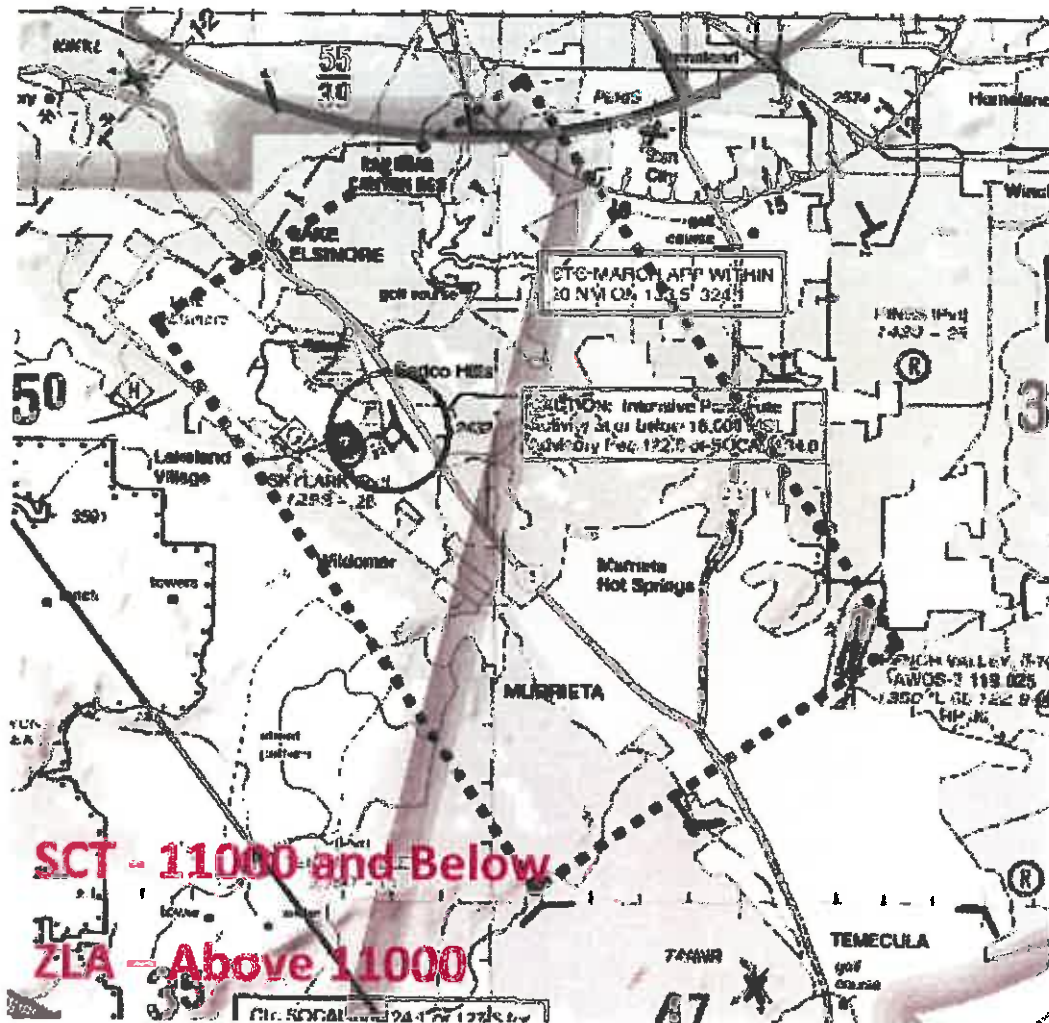
DEPICTION OF CLIMB/DESCENT AREAS

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



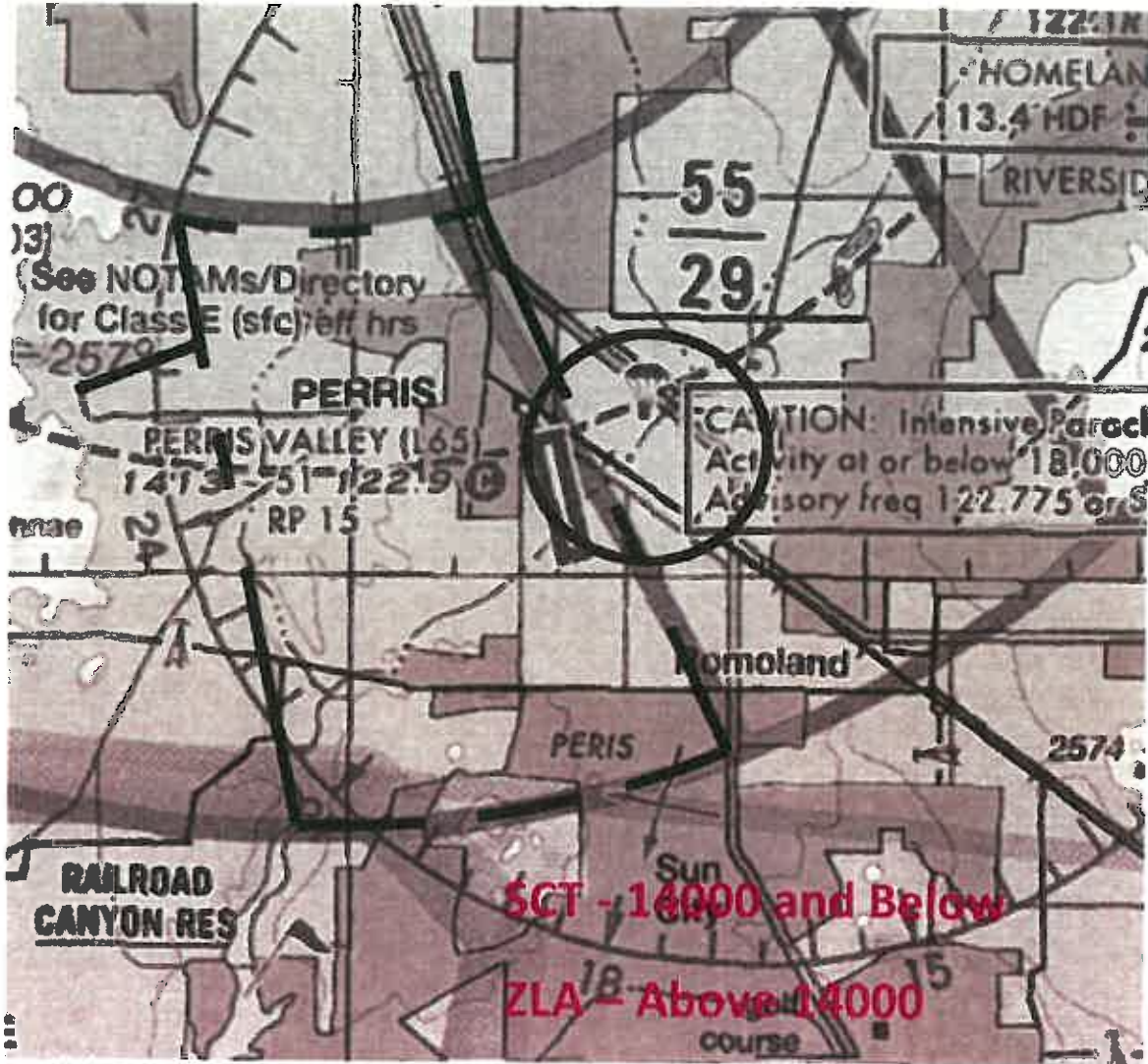
2. Elsinore Climb/Descent Area

- 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"

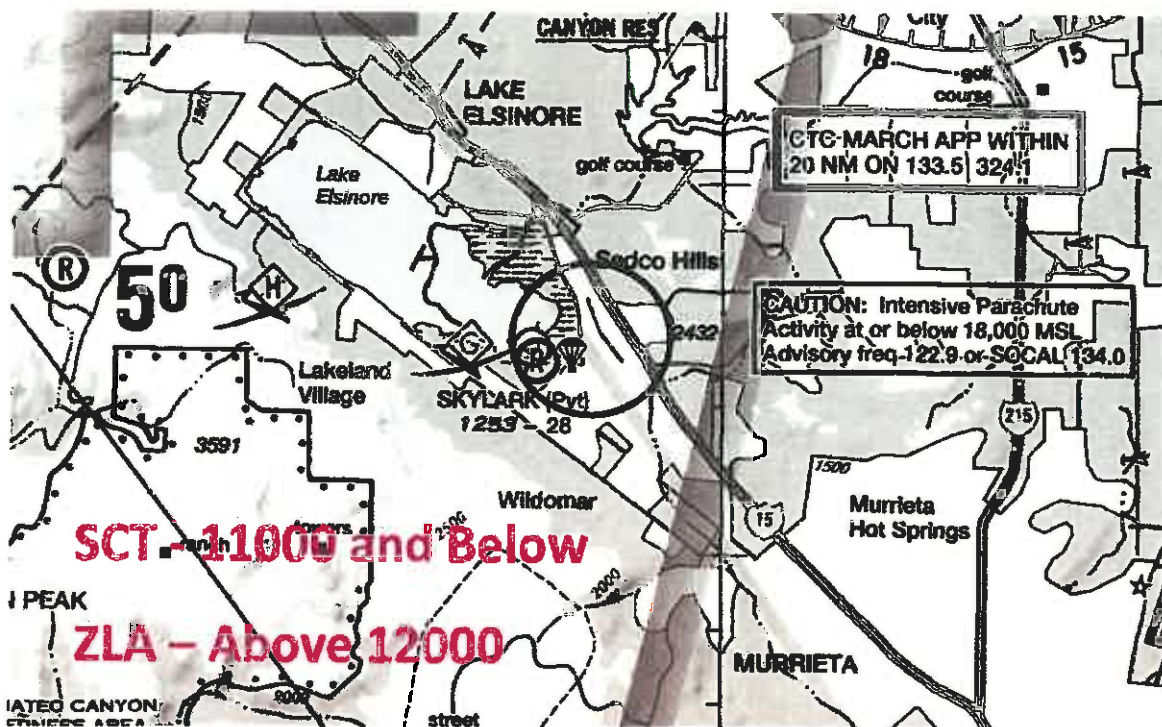


DEPICTION OF PARACHUTE JUMP AREAS

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

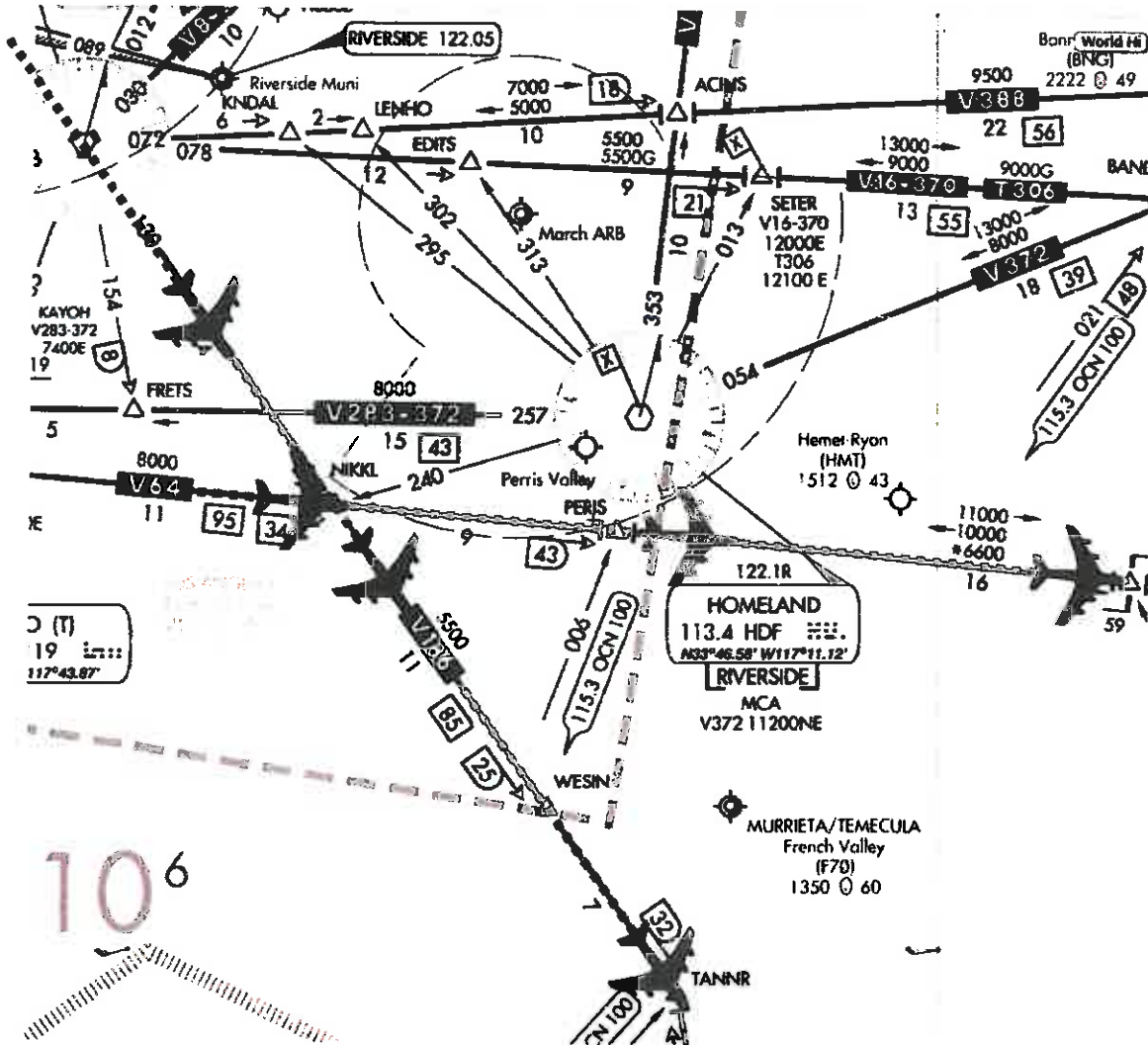


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



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

I. 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



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 tractor-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 insufficiencies in its process and determination making ALUC's reliance on the FAA's findings and the ALUC's subsequent 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 describing 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 part of 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,

2023-AWP-1817-OE through 2023-AWP-1828-OE
July 10, 2023
Page 2 of 3

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 trailer-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, postponement 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 protecting 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.

2023-AWP-1817-OE through 2023-AWP-1828-OE
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Page 3 of 3

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:


933D4AEFCCC64E8...
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



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 requirement 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.

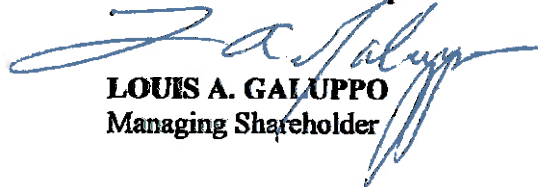
The FAA must maintain the principles of fairness, transparency, and public participation when assessing potential hazards and determining the impact of projects on the surrounding community and provides clear and accessible information. **The failure to provide adequate notice infringes upon our client's 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° INM 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

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
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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.

Southern California TRACON, Los Angeles ARTCC,
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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: MSI.*

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: PSI.*

(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.

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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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.

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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10. ATTACHMENTS.

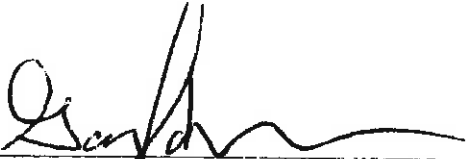
- a. Attachment 1 - Depiction of Climb/Descent Areas
- b. Attachment 2 - Depiction of Parachute Jump Areas
- c. Attachment 3 - Major Traffic Flow Depiction
- d. Attachment 4 - Discrete Beacon Codes
- e. Attachment 5 – Facility Phone Numbers


Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
Perris Valley Skydiving Center
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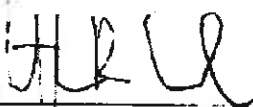
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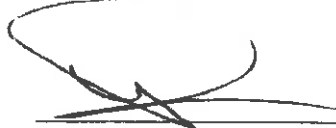

Barry J. Davis
Air Traffic Manager
Southern California TRACON



Dale Westall
Air Traffic Manager
Los Angeles ARTCC


Gary M. Johnson
Air Traffic Representative
Western Service Area


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

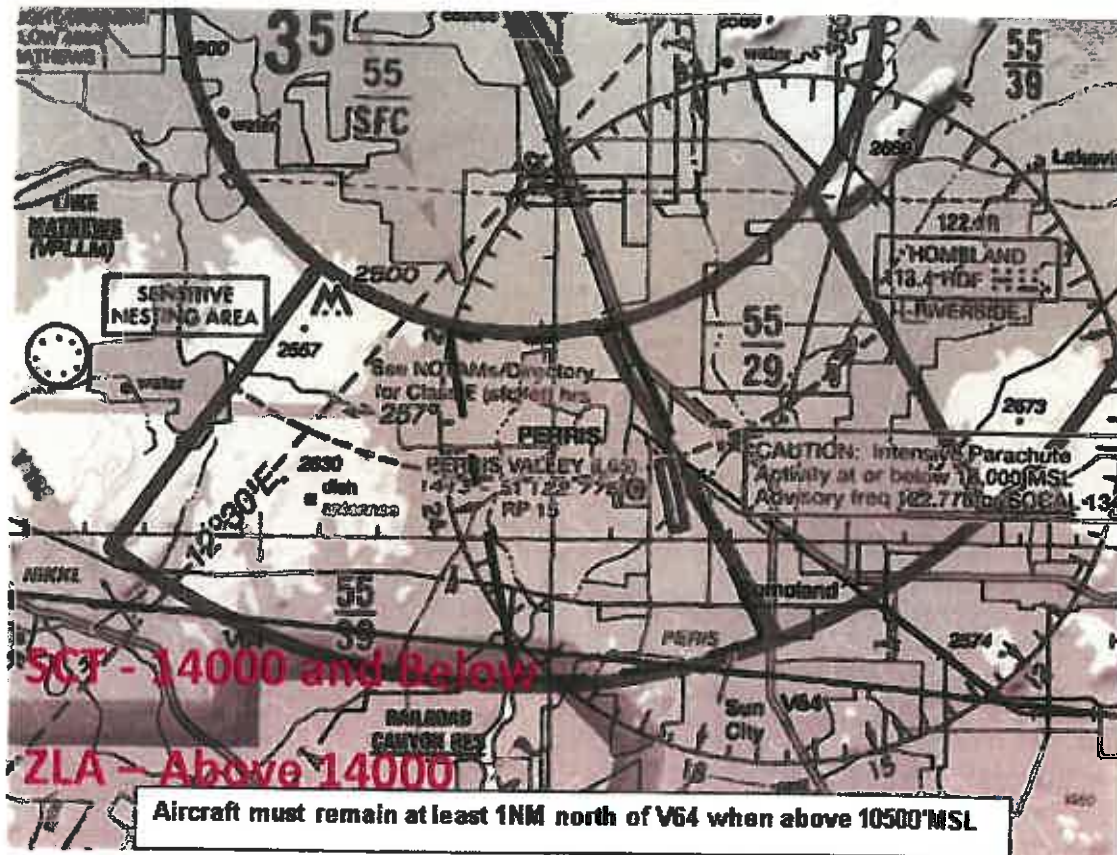

Christopher R. Noel, GS-13, DAF
Air Traffic Manager
452^d Operations Support Squadron
March Air Reserve Base, California


Patrick Conatser
President
Perris Valley Aviation Services Inc.


Karl Gullledge
Chief Operating Office
Skydive Elsinore Inc.

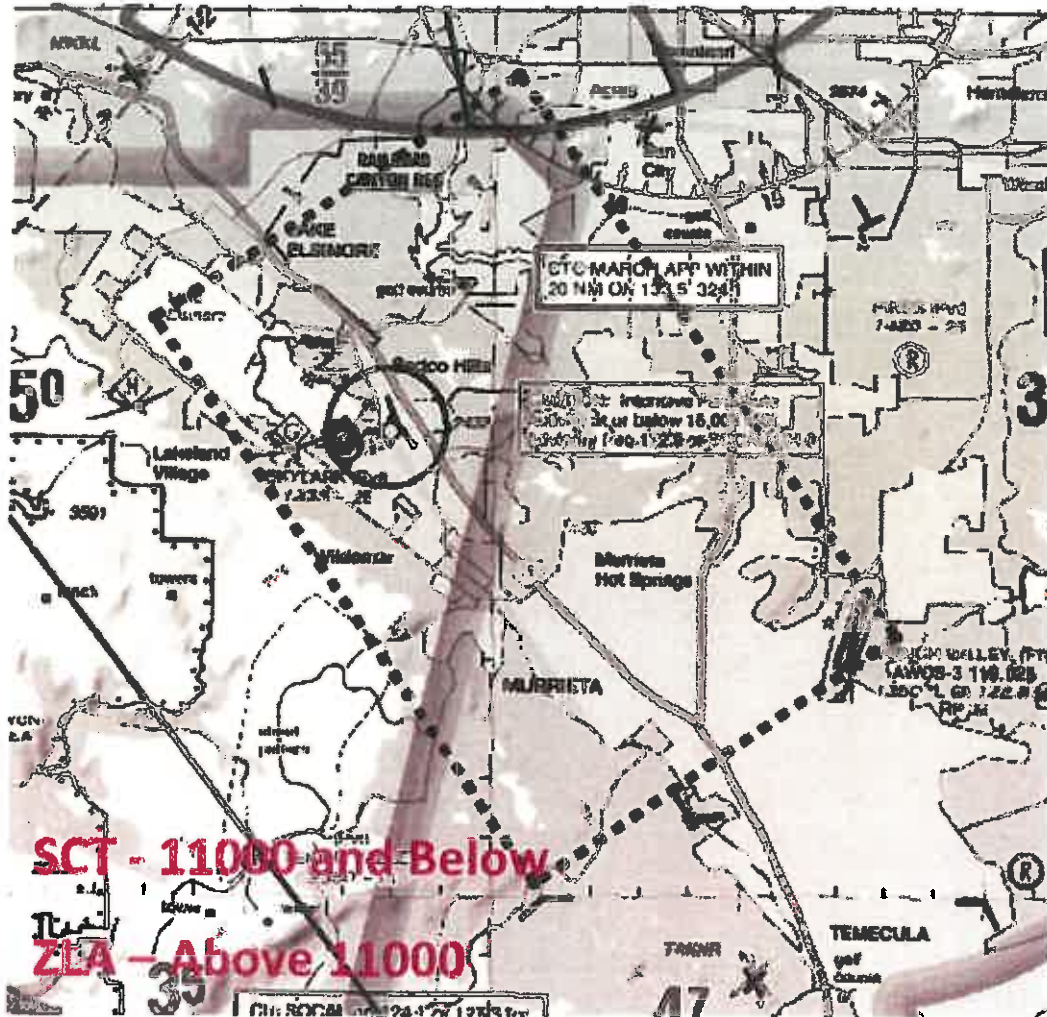
DEPICTION OF CLIMB/DESCENT AREAS

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



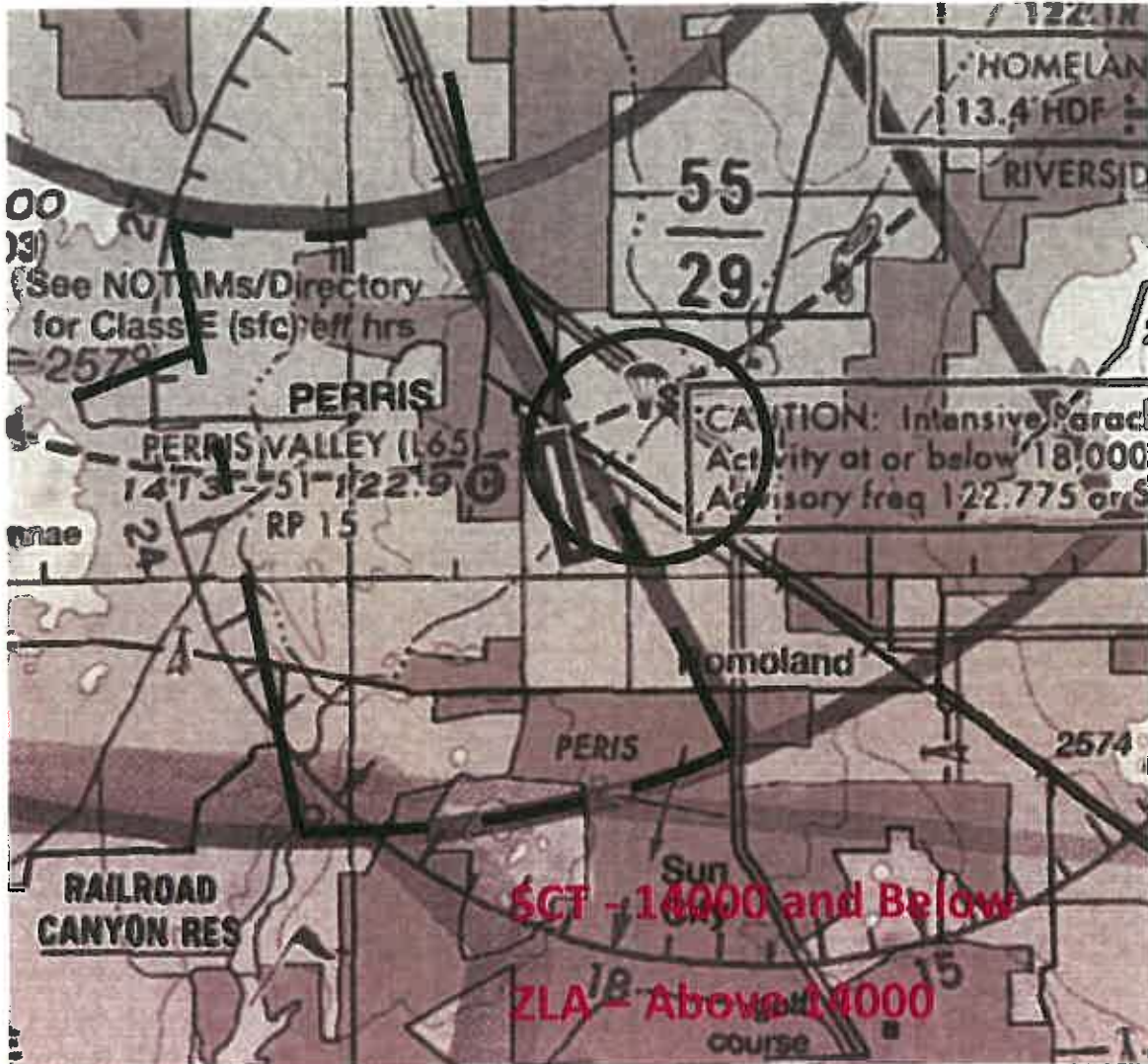
2. Elsinore Climb/Descent Area

- 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"

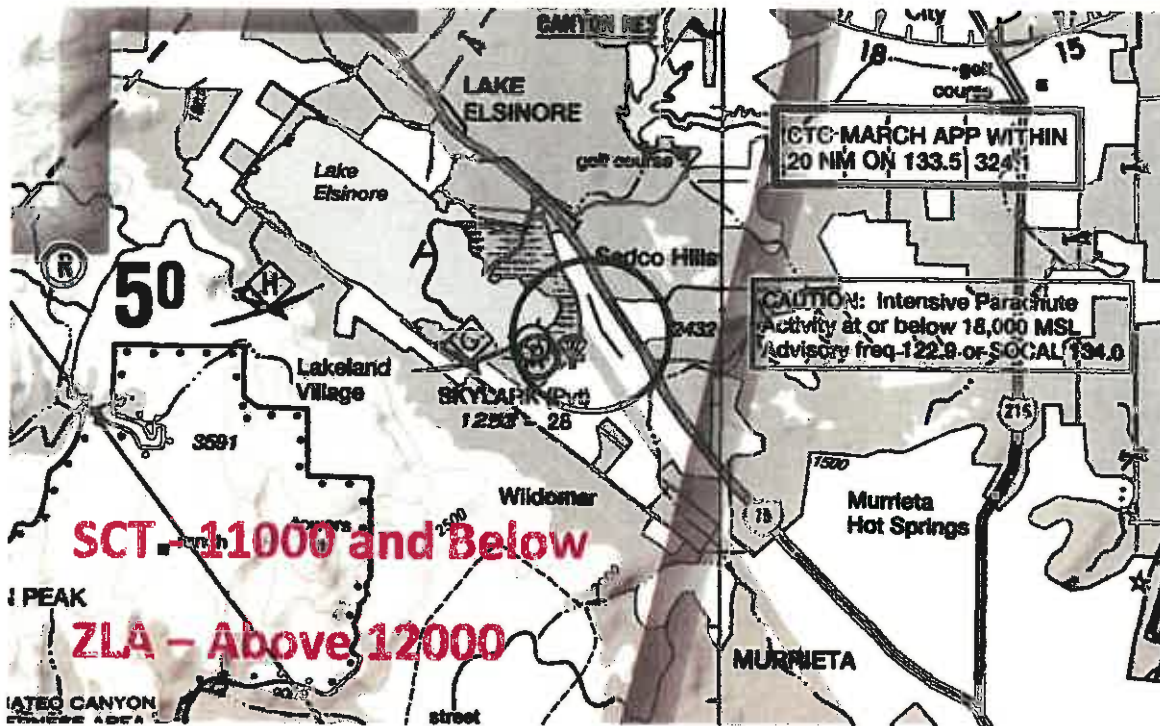


DEPICTION OF PARACHUTE JUMP AREAS

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

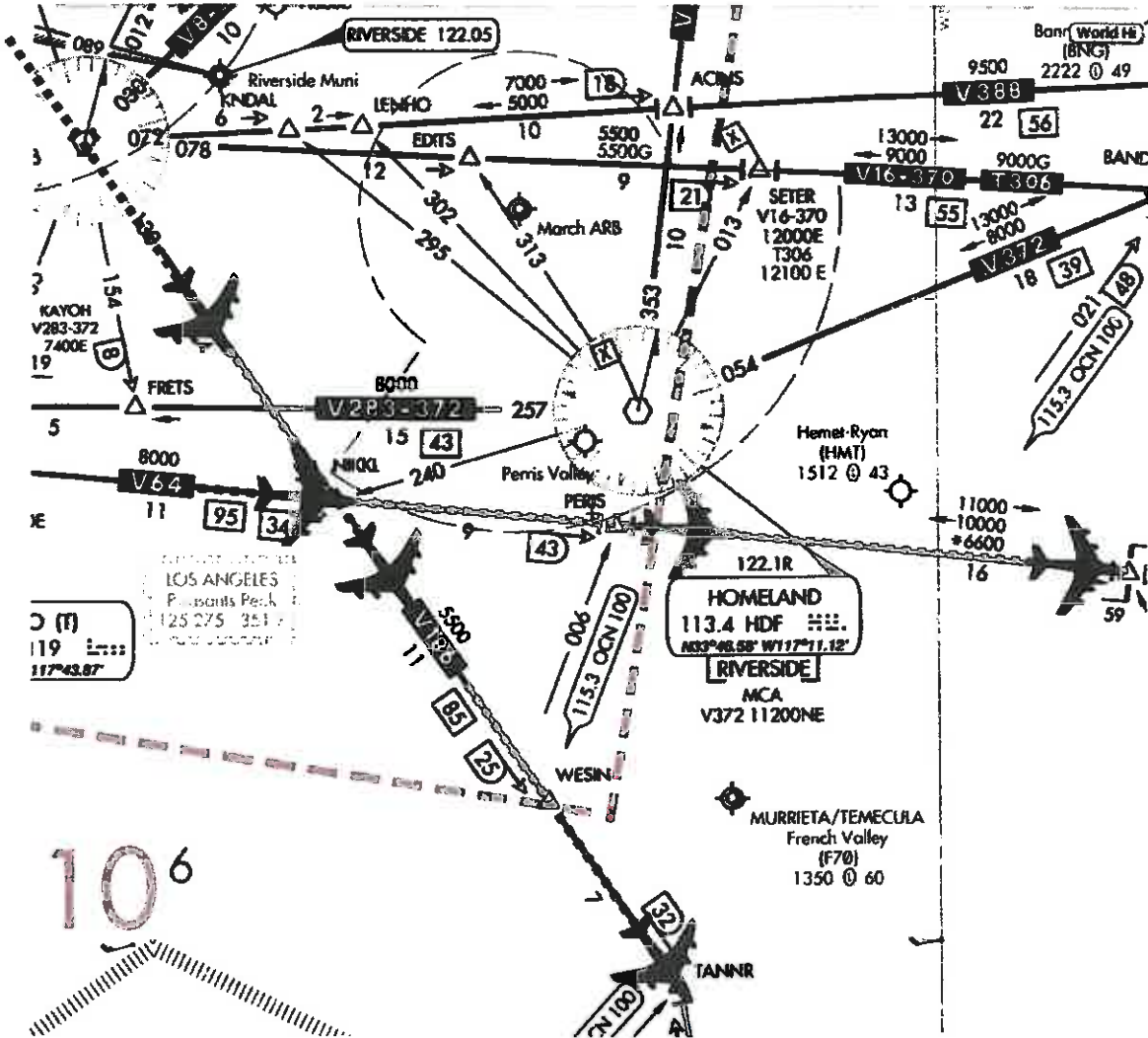


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



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

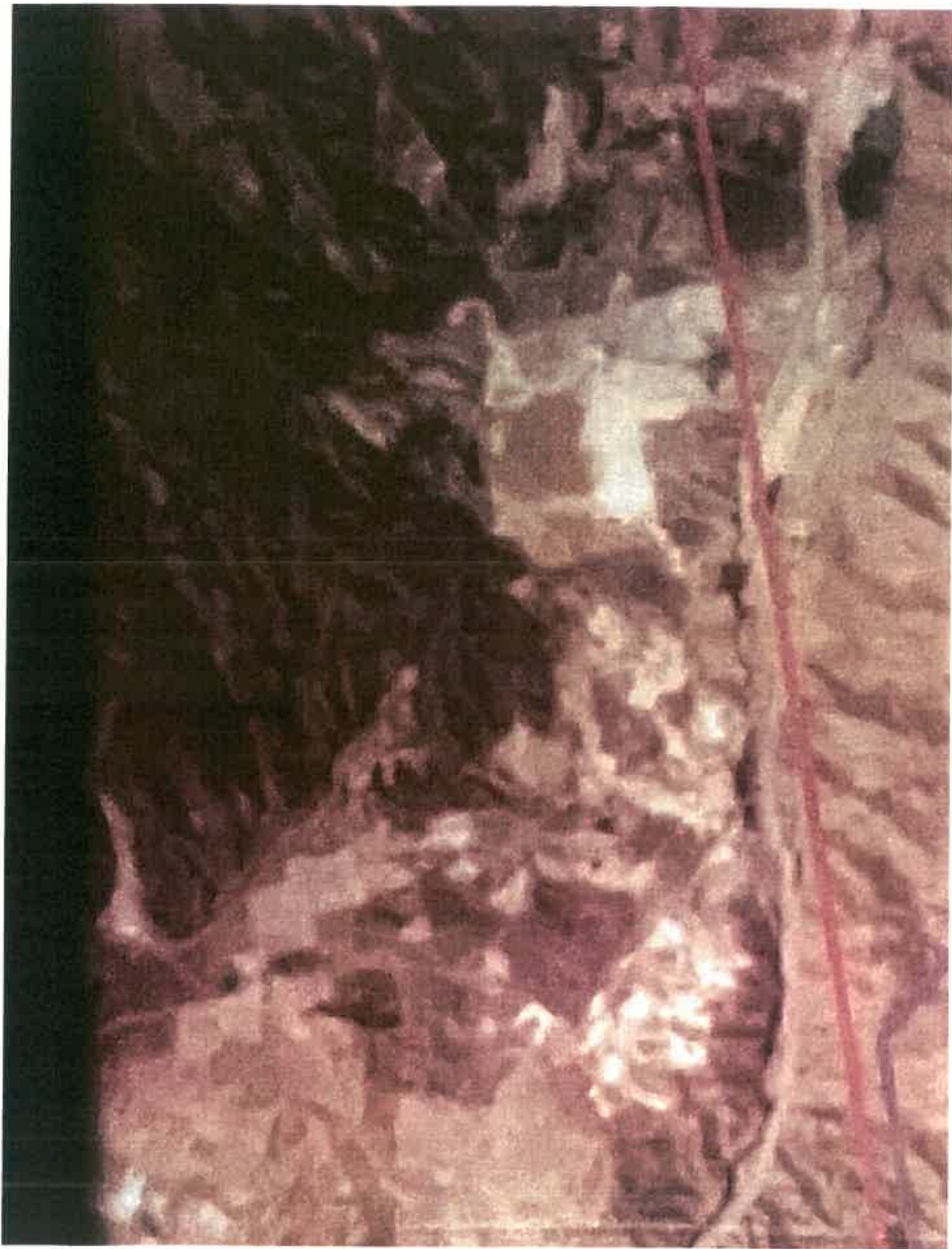
1. Los Angeles ARTCC
 - a. Operations, Area E: 661-265-8235
 - b. Watch Desk: 661-265-8205
2. Southern California Approach Control
 - a. Empire Area Supervisor: 858-537-5914
 - b. Operations Manager: 858-537-5900
3. March ARB, Air Traffic Control
 - a. 951-655-4848
4. Skydive Elsinore Inc.
 - a. 951-245-9939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

CAUTION: This email originated externally from the Riverside County email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Hi Paul this is what was provided to us from the FAA social 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



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

CAUTION: This email originated externally from the Riverside County email system. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

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: ZAP1028PV13 – Landstar Companies (Representative: Johnson Aviation)

Hello ALLUC 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 employ 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 shears, 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 –

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

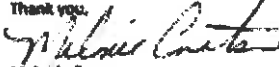
It is in ALL of our best interest to find resolution. We want to and are ready to work with the Applicant.

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- LES, Skydive Perris.

Thank you,



Melanie Conasser
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: AUMC 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 utmost 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 Wiscomb
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.

A handwritten signature in black ink, appearing to read 'Pat Conatser'. The signature is stylized with a large loop at the top and a long horizontal stroke extending to the right.

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 USPA 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

CAUTION: This email originated externally from the Riverside County email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

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° INM 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

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

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.

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

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: MSI.*

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: PSI.*

(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.

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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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.

Southern California TRACON, Los Angeles ARTCC,
March Air Reserve Base ATCT/GCA, Skydive Elsinore Inc., and
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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
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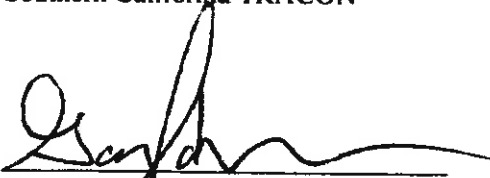
Approved:



Barry J. Davis
Air Traffic Manager
Southern California TRACON



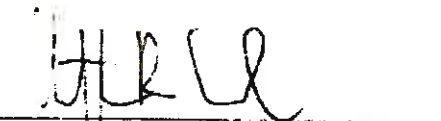
Dale Westall
Air Traffic Manager
Los Angeles ARTCC



Gary M. Johnson
Air Traffic Representative
Western Service Area



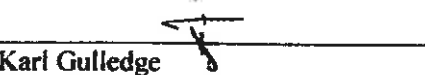
Gerard P. Malloy, Colonel, USAF
Commander, 452^d Operations Group
452^d Air Mobility Wing
March Air Reserve Base, California



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



Patrick Conatser
President
Perris Valley Aviation Services Inc.



Karl Gulledge
Chief Operating Office
Skydive Elsinore Inc.

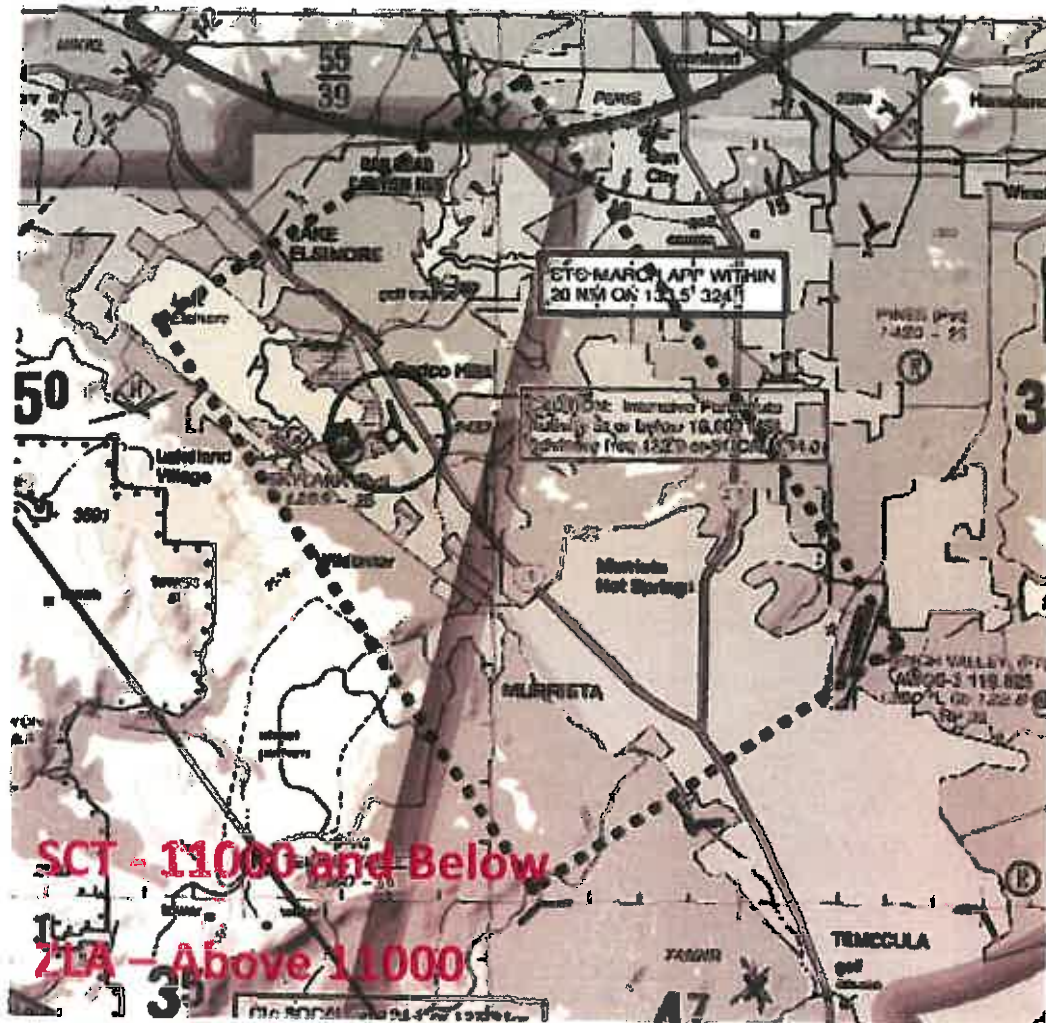
DEPICTION OF CLIMB/DESCENT AREAS

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



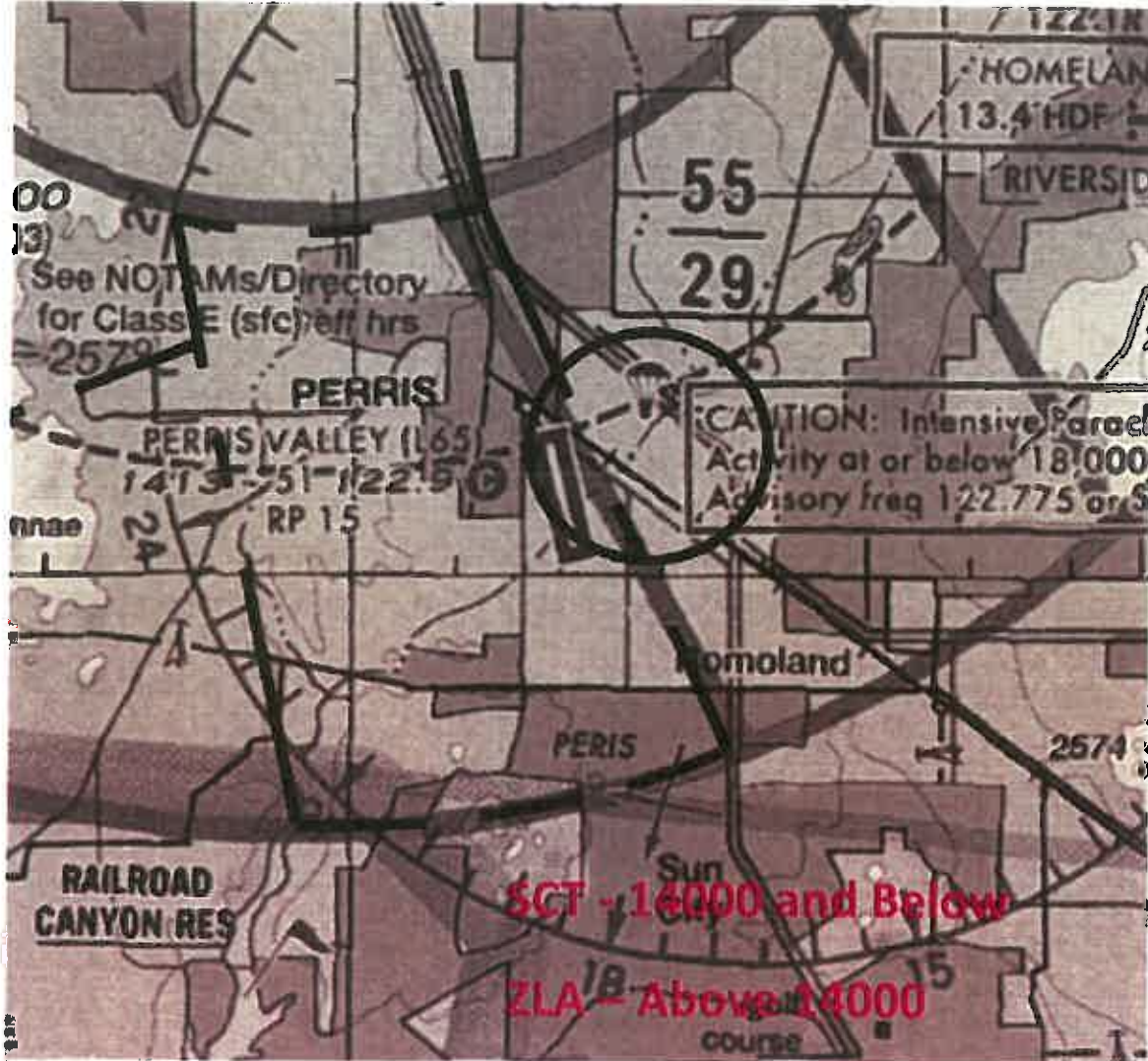
2. Elsinore Climb/Descent Area

- 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"

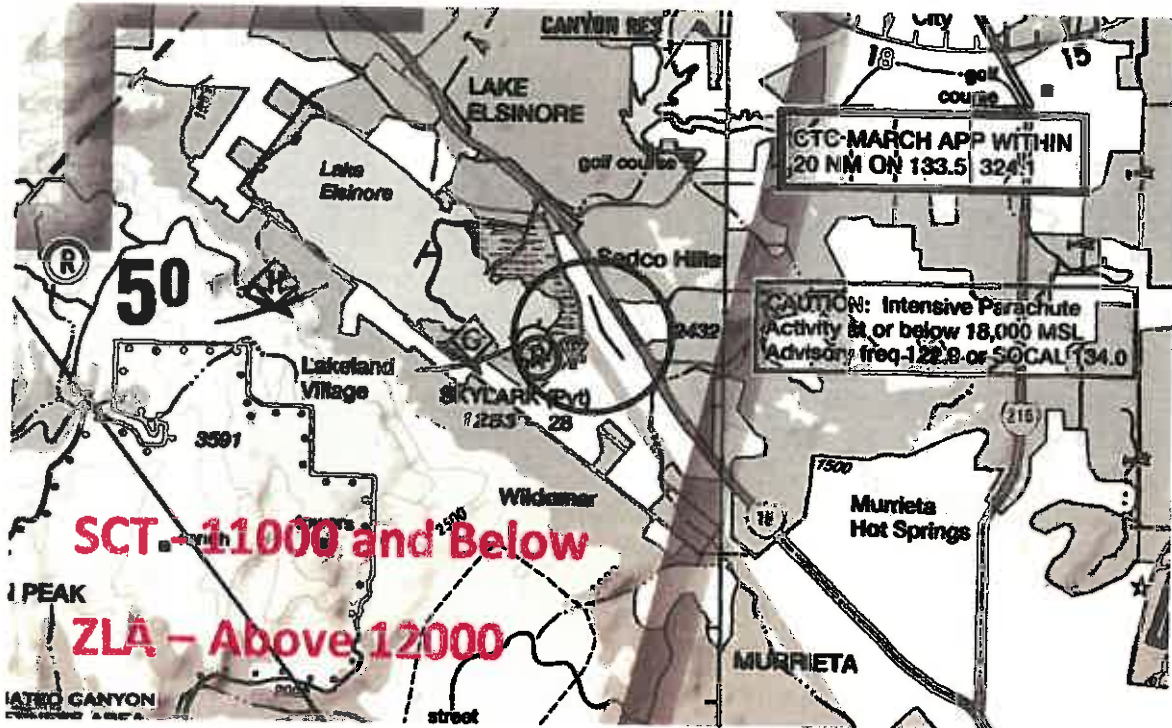


DEPICTION OF PARACHUTE JUMP AREAS

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

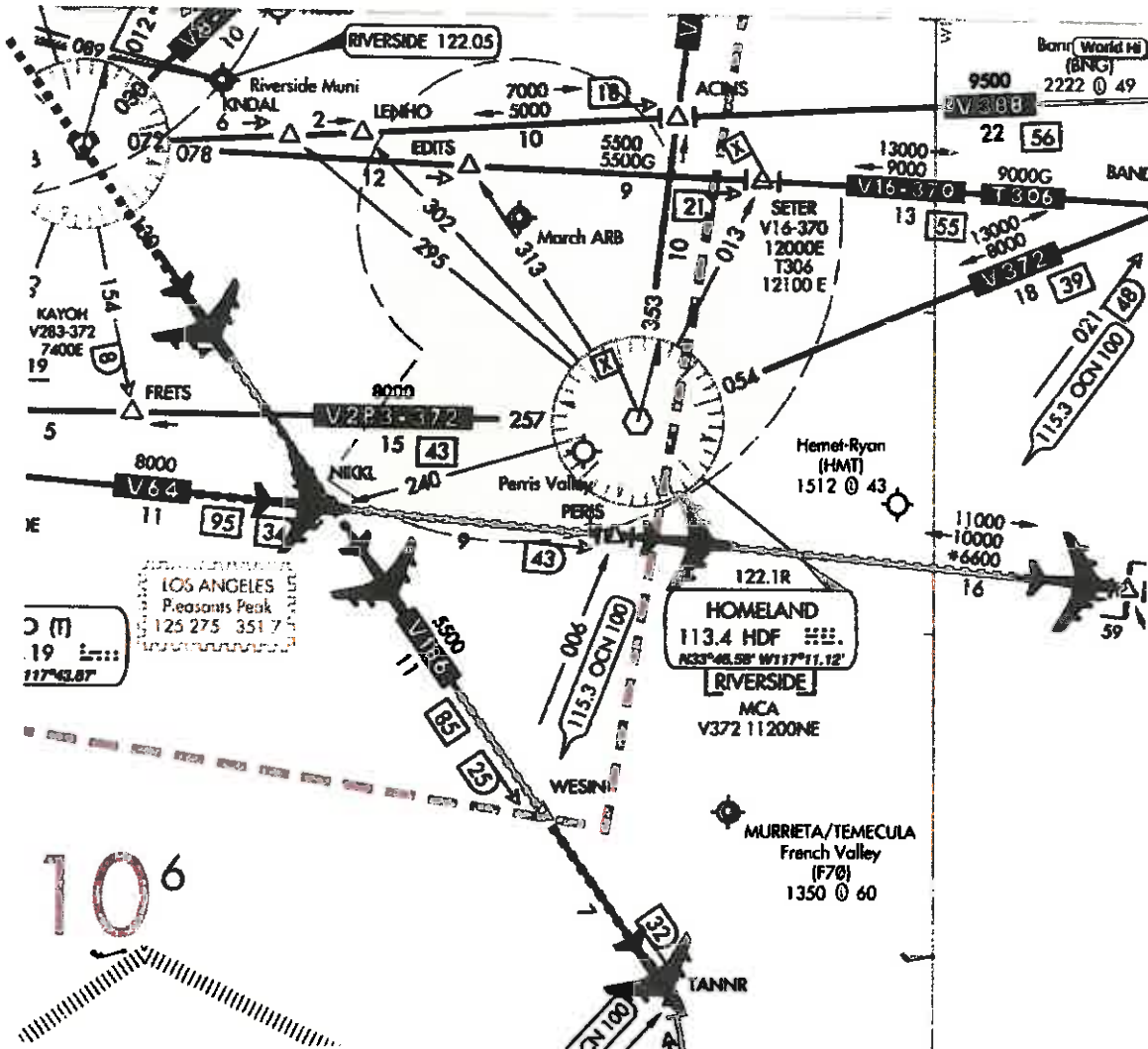


2. Elsinore Parachute Jump Area – 1NM radius of HDF VOR 198° 10.5NM fix



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 Airport FAA 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](#)

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

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 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. 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. 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

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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

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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 an 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

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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

[cid:15B772D8-6F6D-472C-A66B-EE3C036718AD](mailto:andy@skydiveperris.com)

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 California¹, Division of Aeronautics and Notice to the FAA² 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 Design³ 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

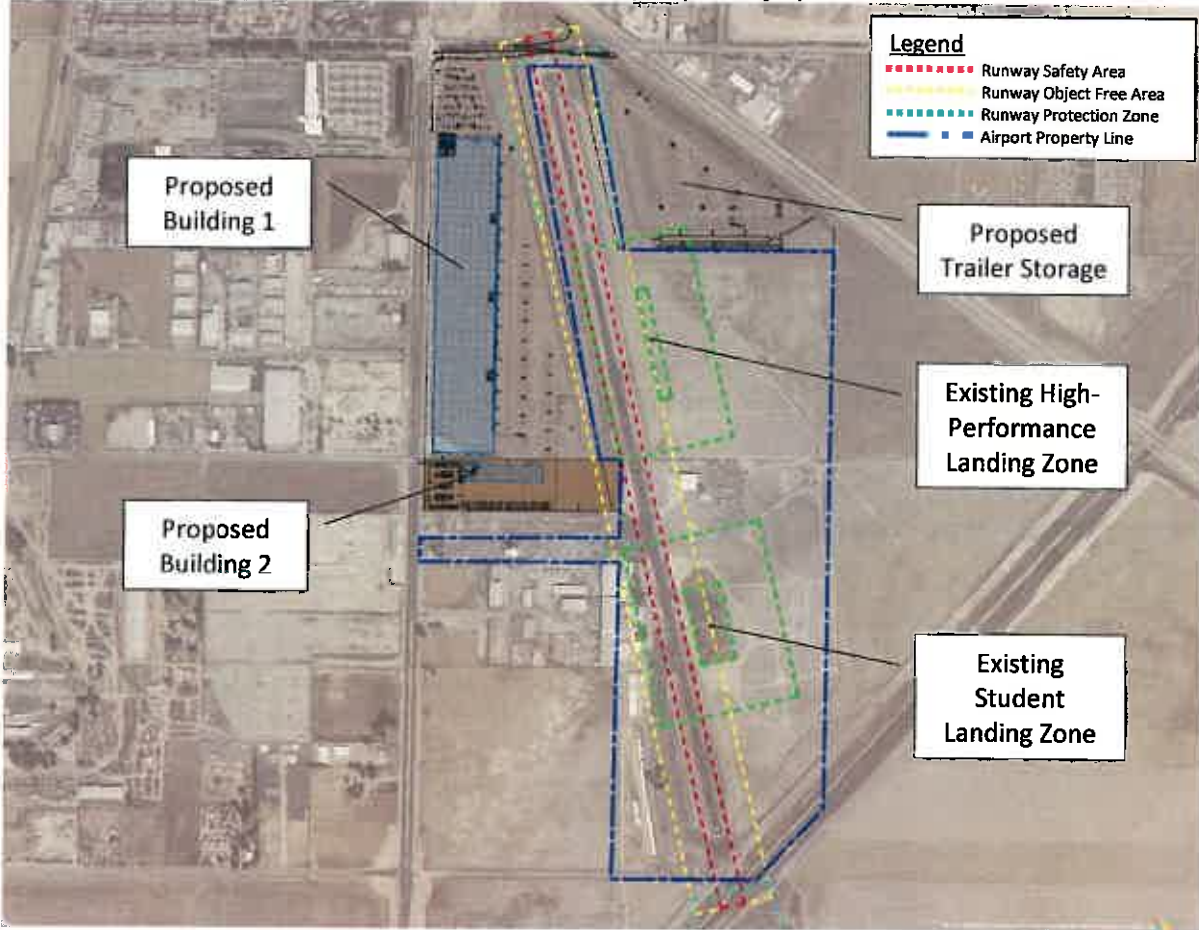


Figure 3: Comparison of Existing Airport Facilities to Proposed Project Facilities

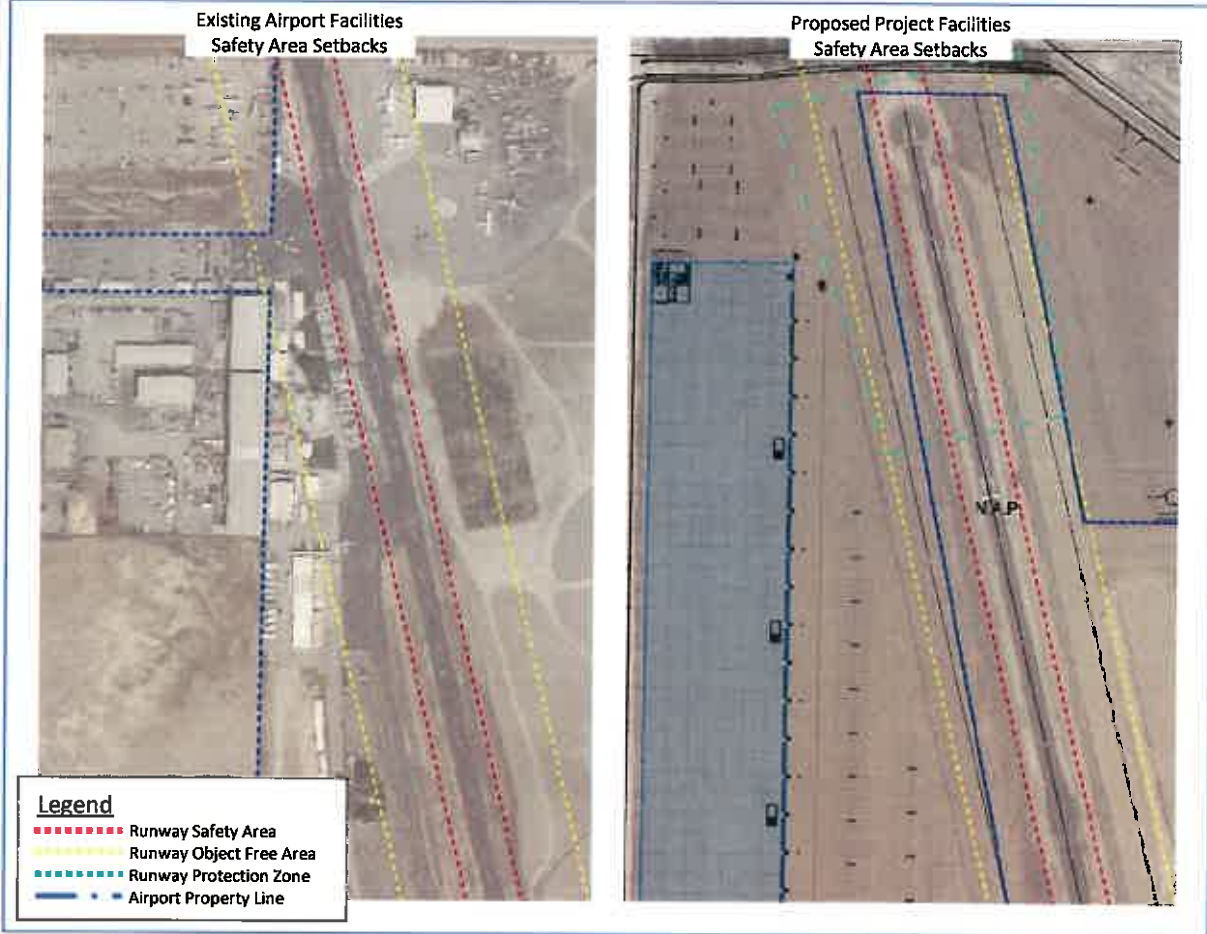
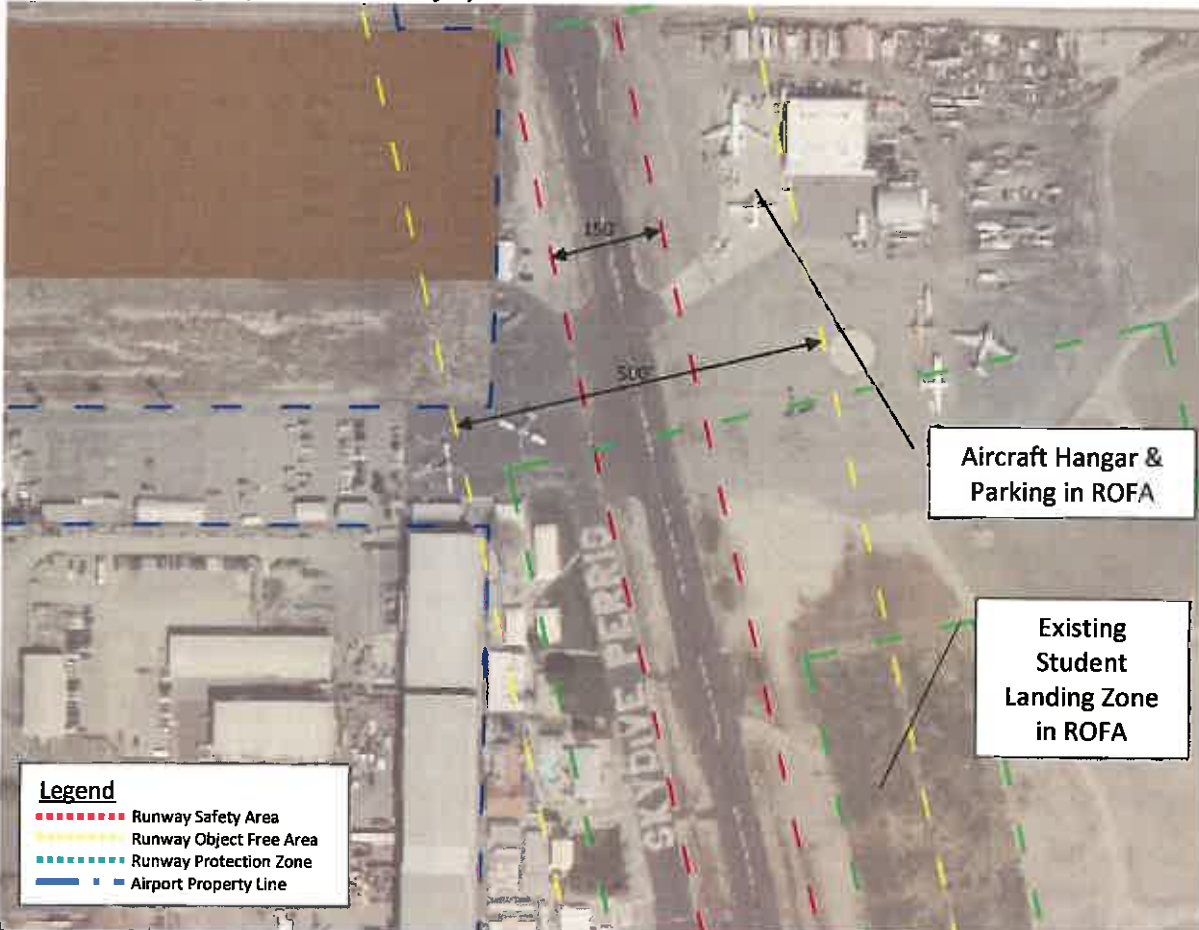


Figure 4: Existing Airport Facilities Safety Area Setbacks



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 regulations⁴. 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

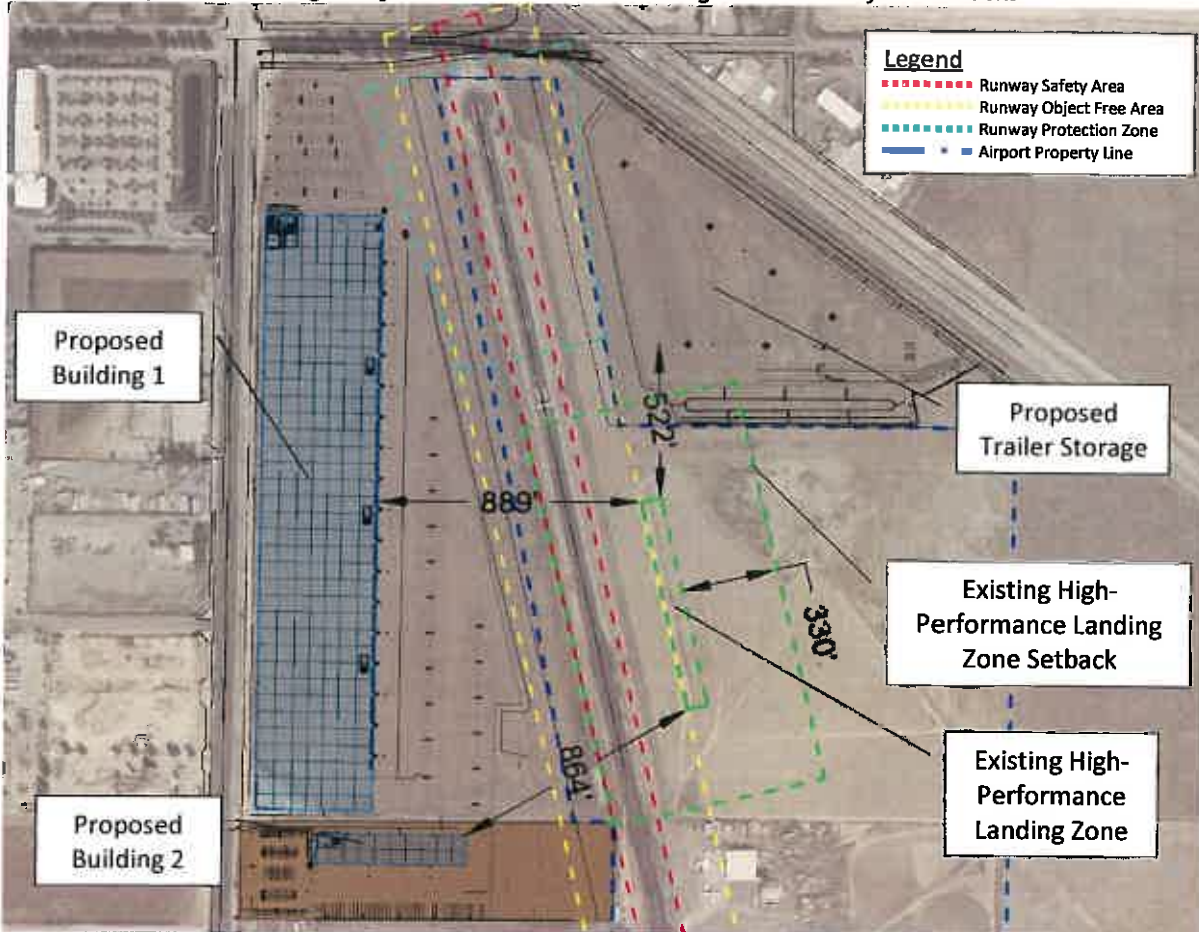
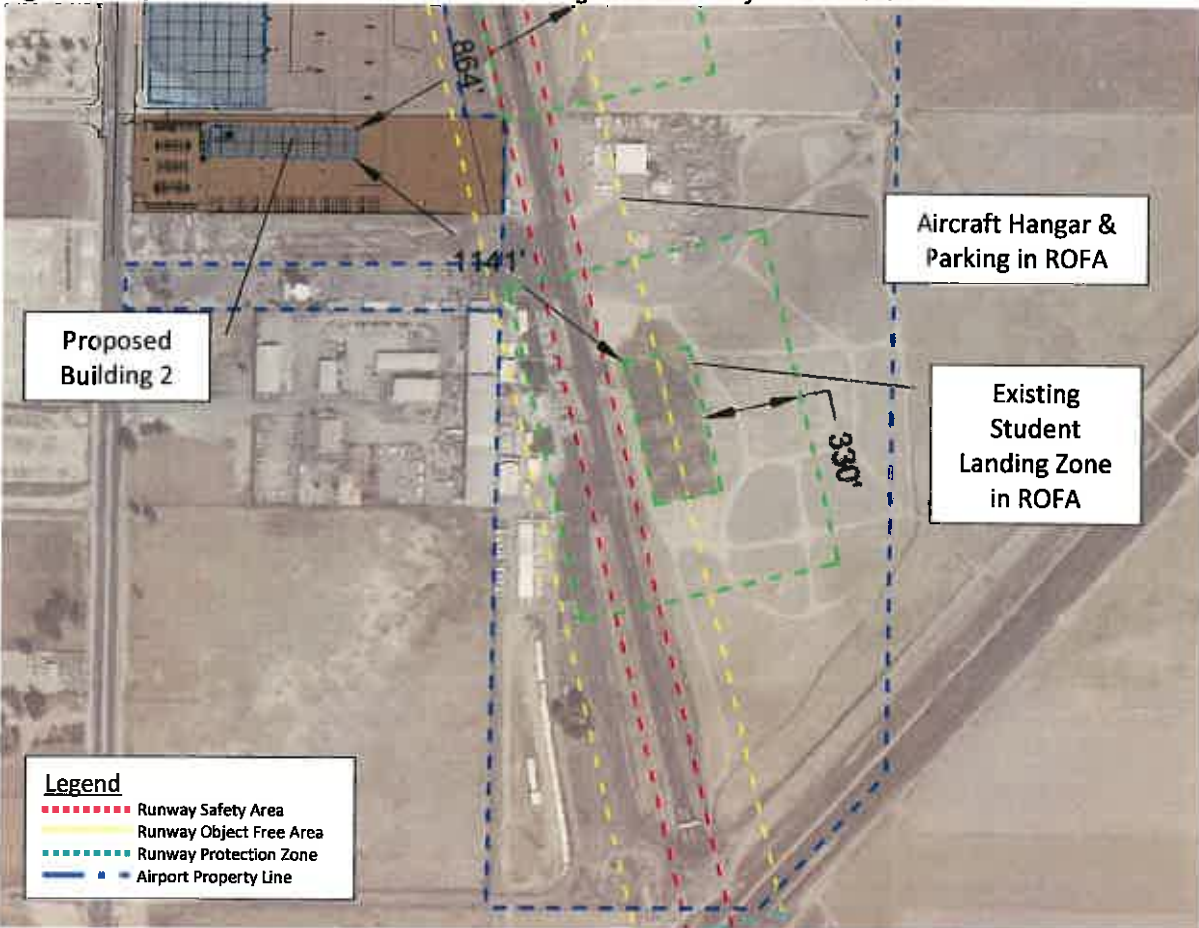


Figure 6: Skydive Perris Student Parachute Landing Zone and Project Setbacks



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 77⁶. 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.

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

May 29, 2023

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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

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May 29, 2023

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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 an 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

Technical Memorandum

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

May 29, 2023

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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. 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. 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

Technical Memorandum

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

May 29, 2023

Page 24 of 26

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

Technical Memorandum

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

May 29, 2023

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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) 3958 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.nts.gov/Docket?ProjectID=95231>

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).



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)
- 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.

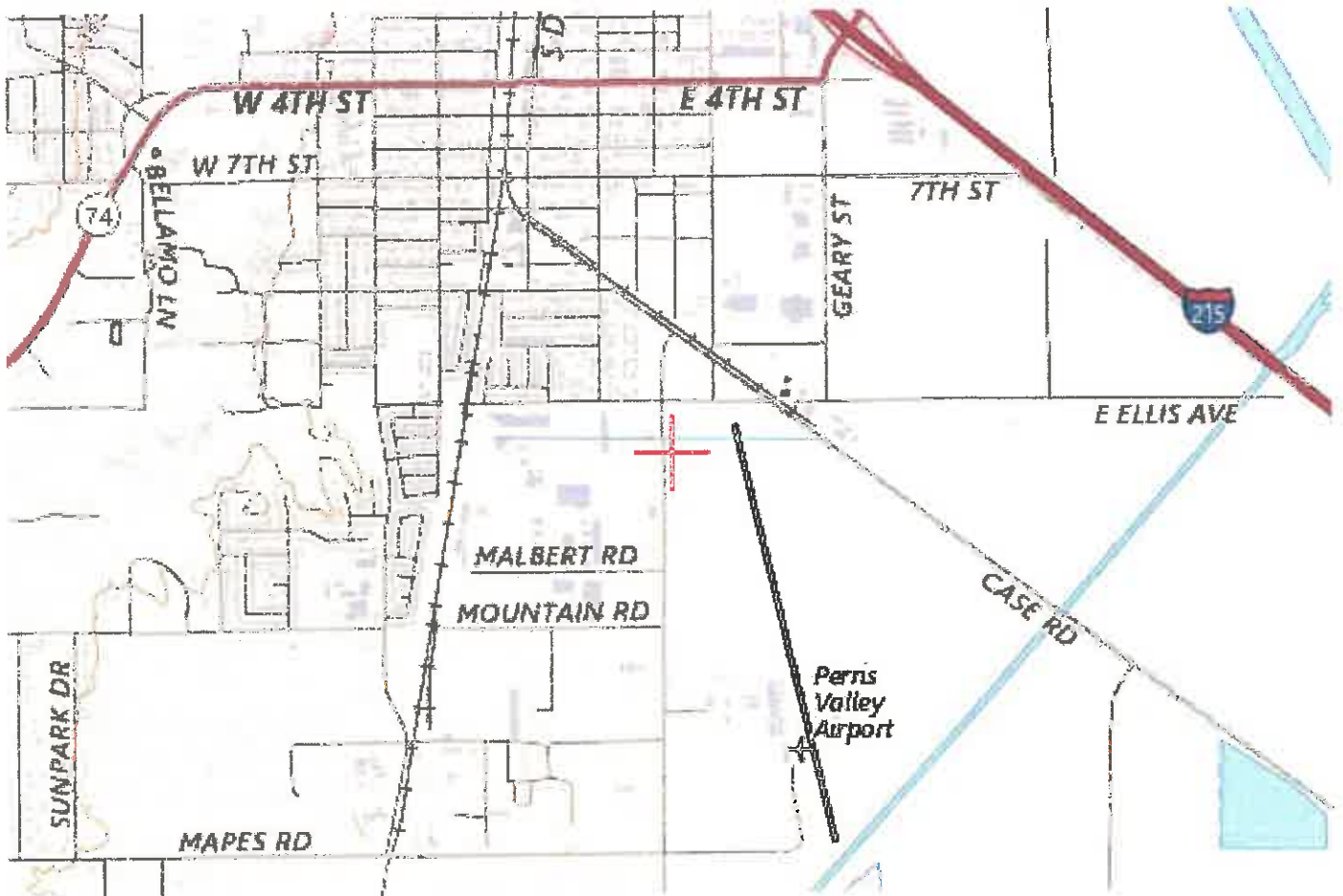
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1817-OE.

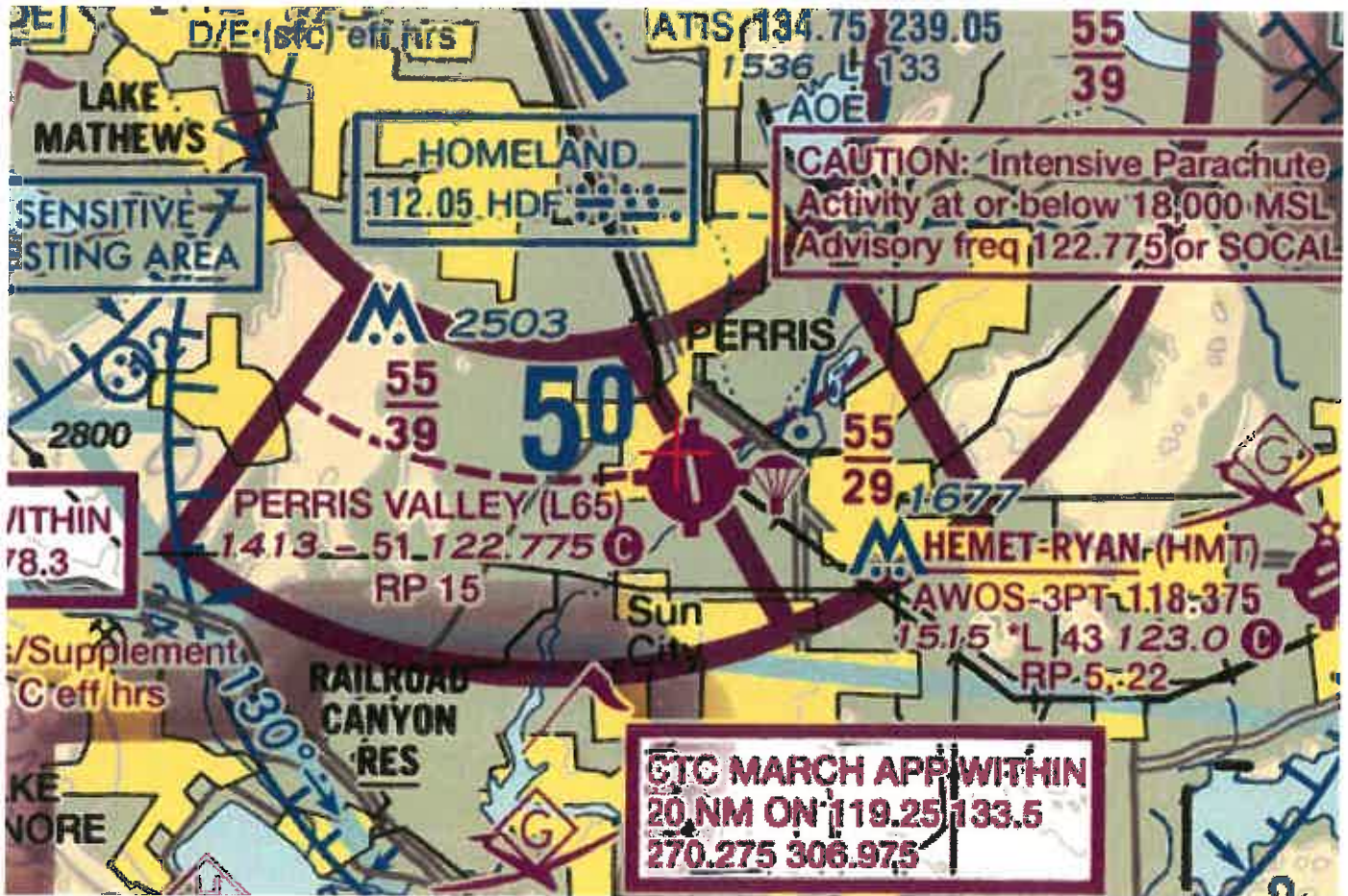
Signature Control No: 569690155-581801816

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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-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
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.

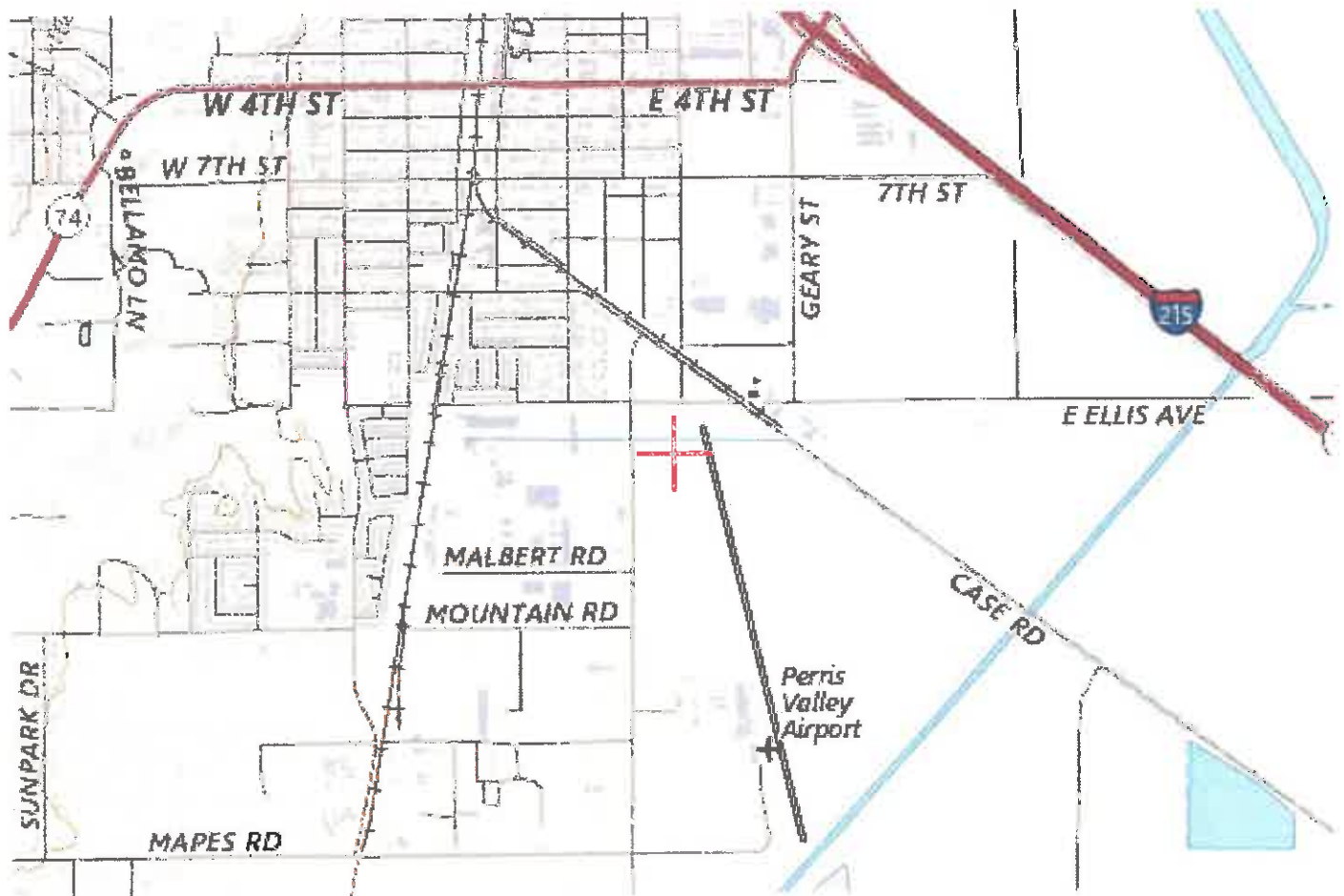
6. BASIS FOR DECISION

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.





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)
- 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-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
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.

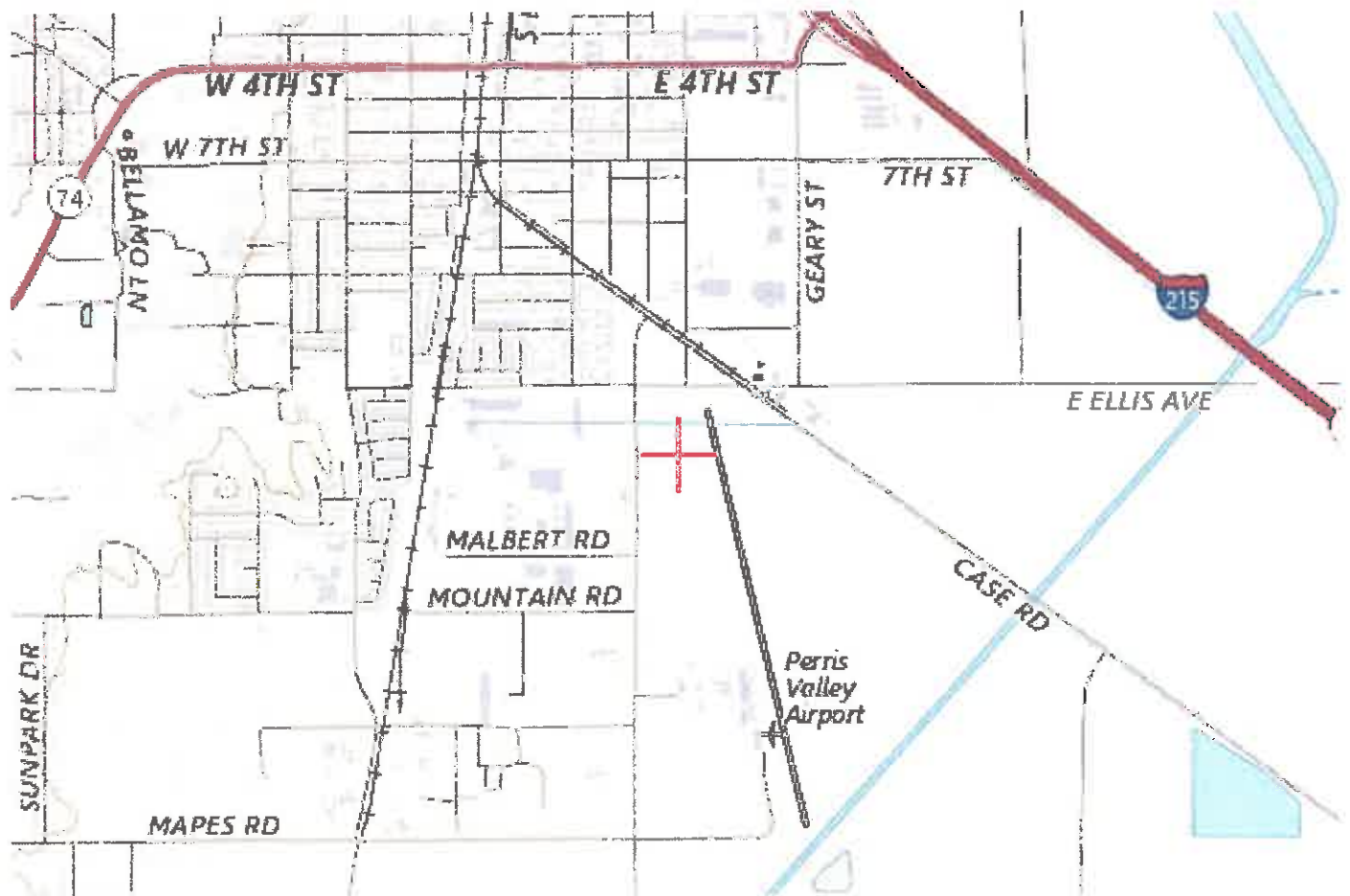
6. BASIS FOR DECISION

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.

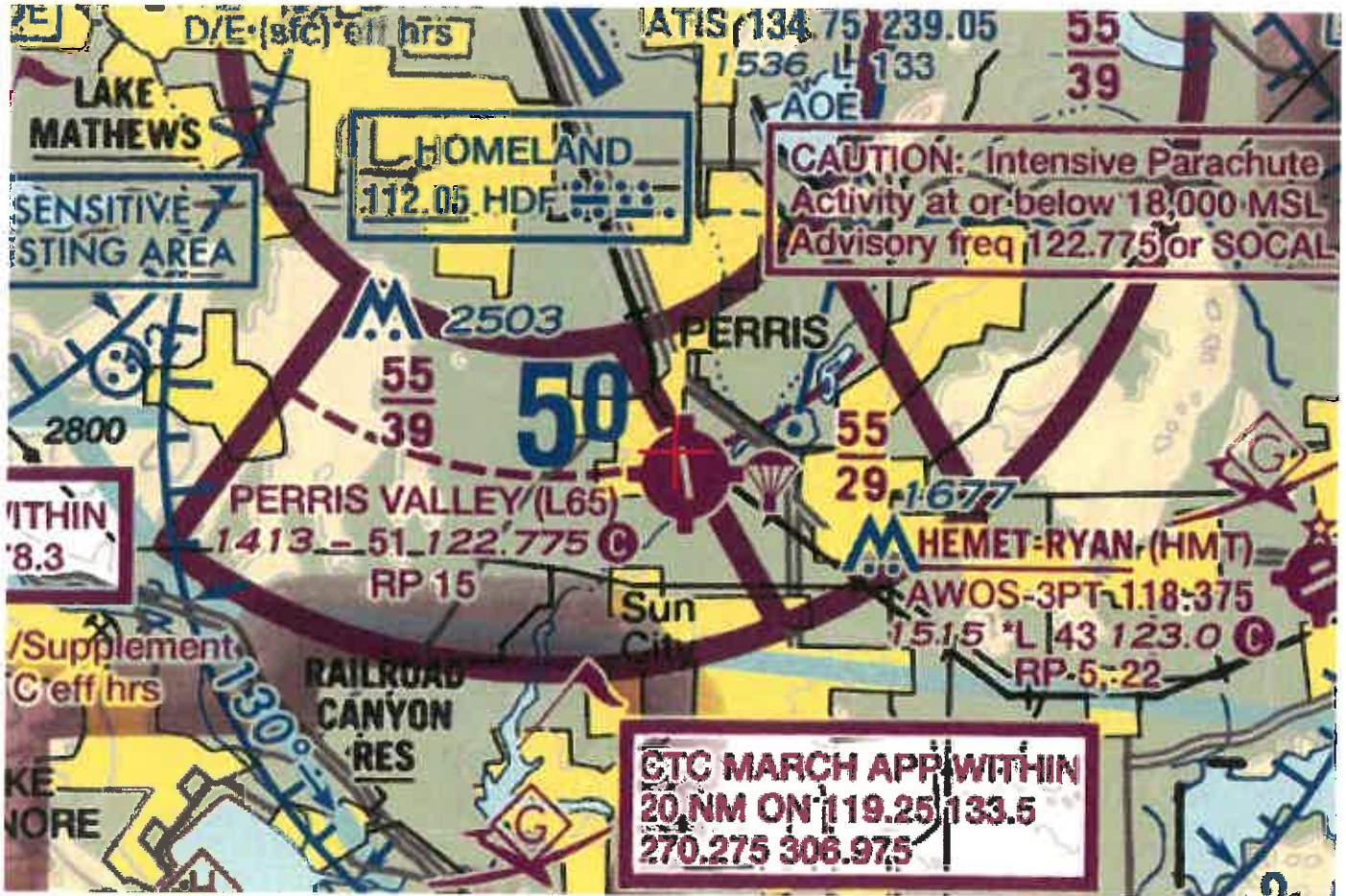
7. CONDITIONS

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://oeaaa.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.



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:

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)
- 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 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-1820-OE.

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

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
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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

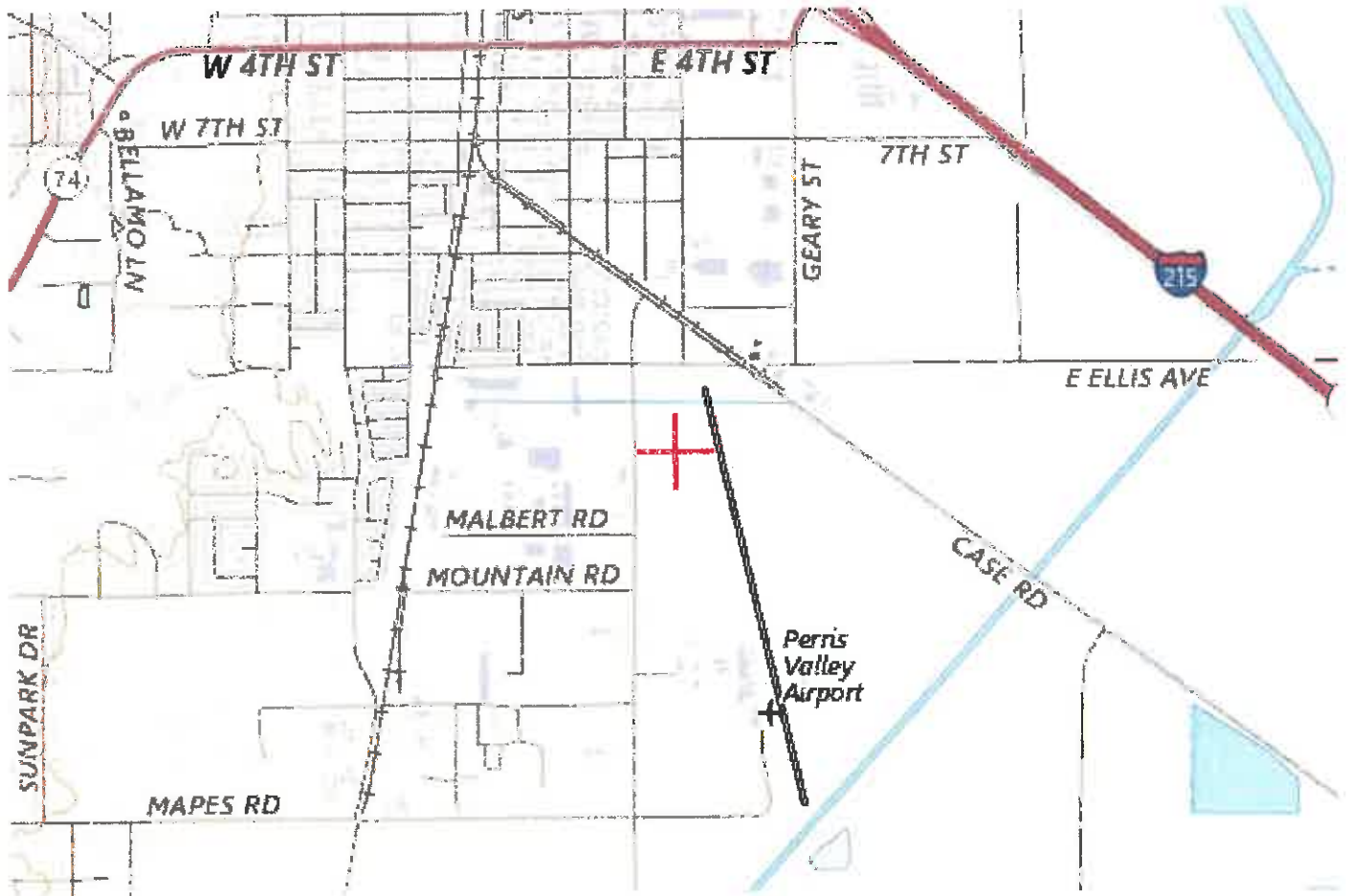
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface 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

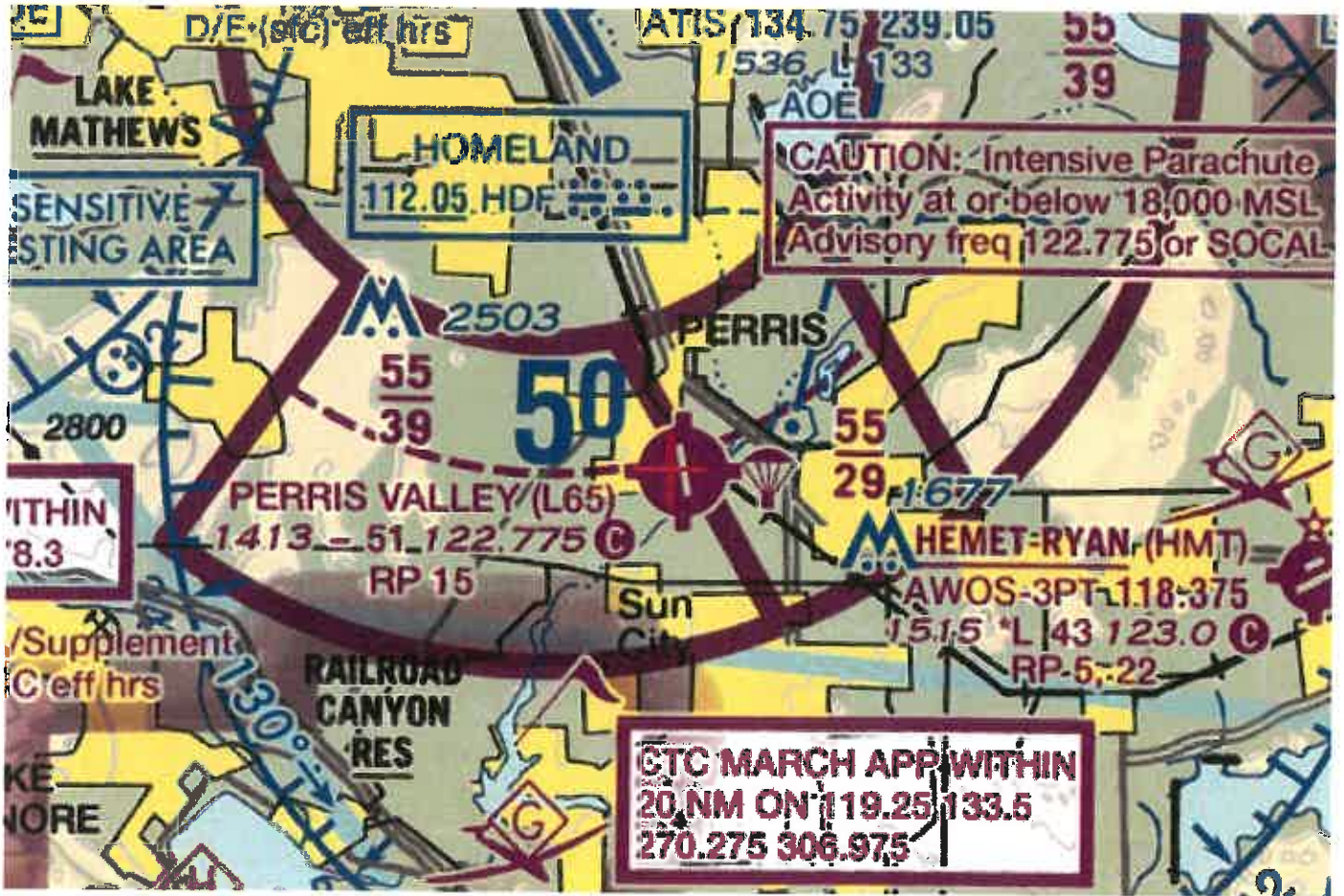
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

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-1820-OE



Sectional Map for ASN 2023-AWP-1820-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-1821-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 1-5
 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)
- 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)

Additional information for ASN 2023-AWP-1821-OE

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

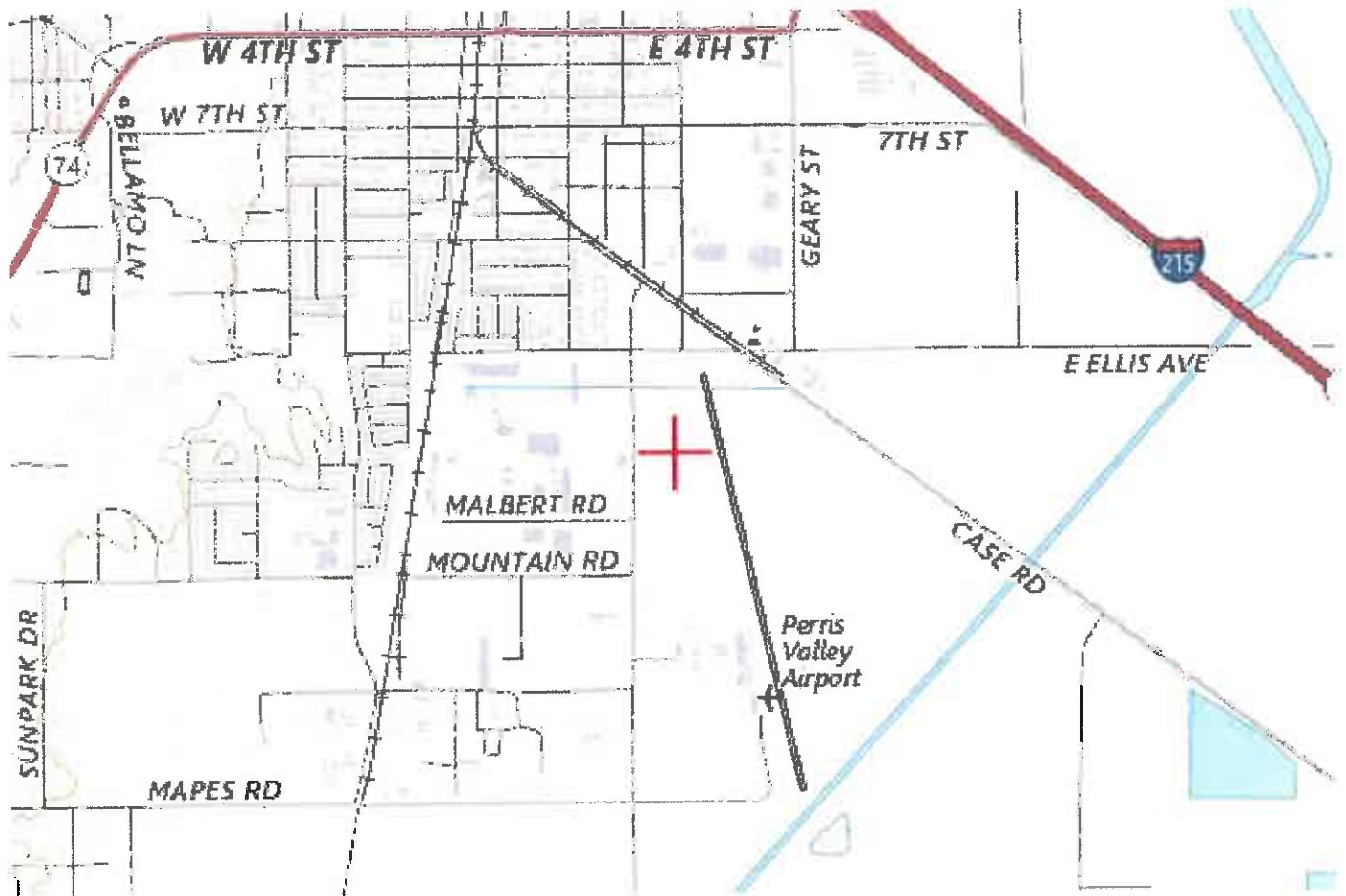
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface 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

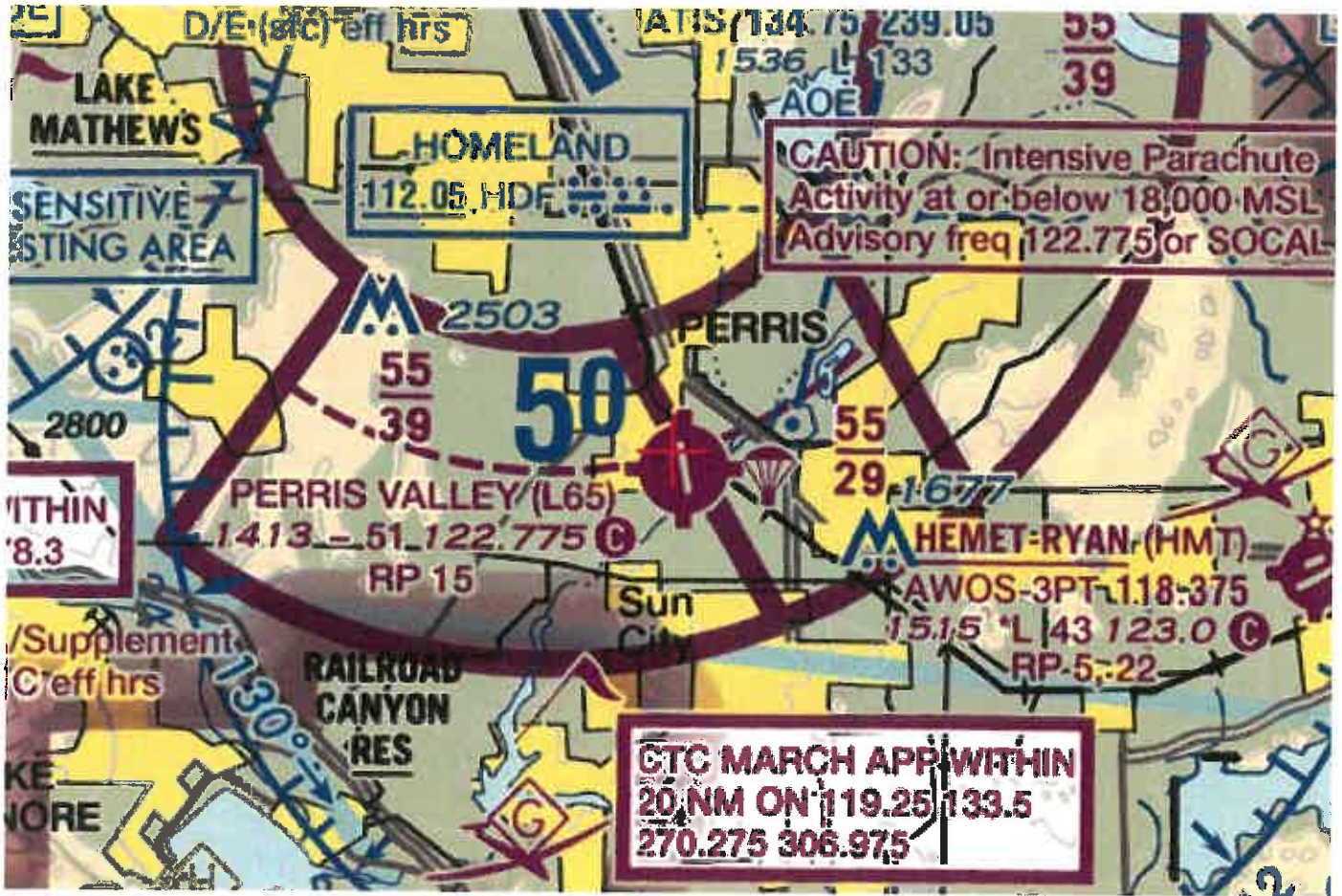
The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1038519.

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





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

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
 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 1-6
 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)
- 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.

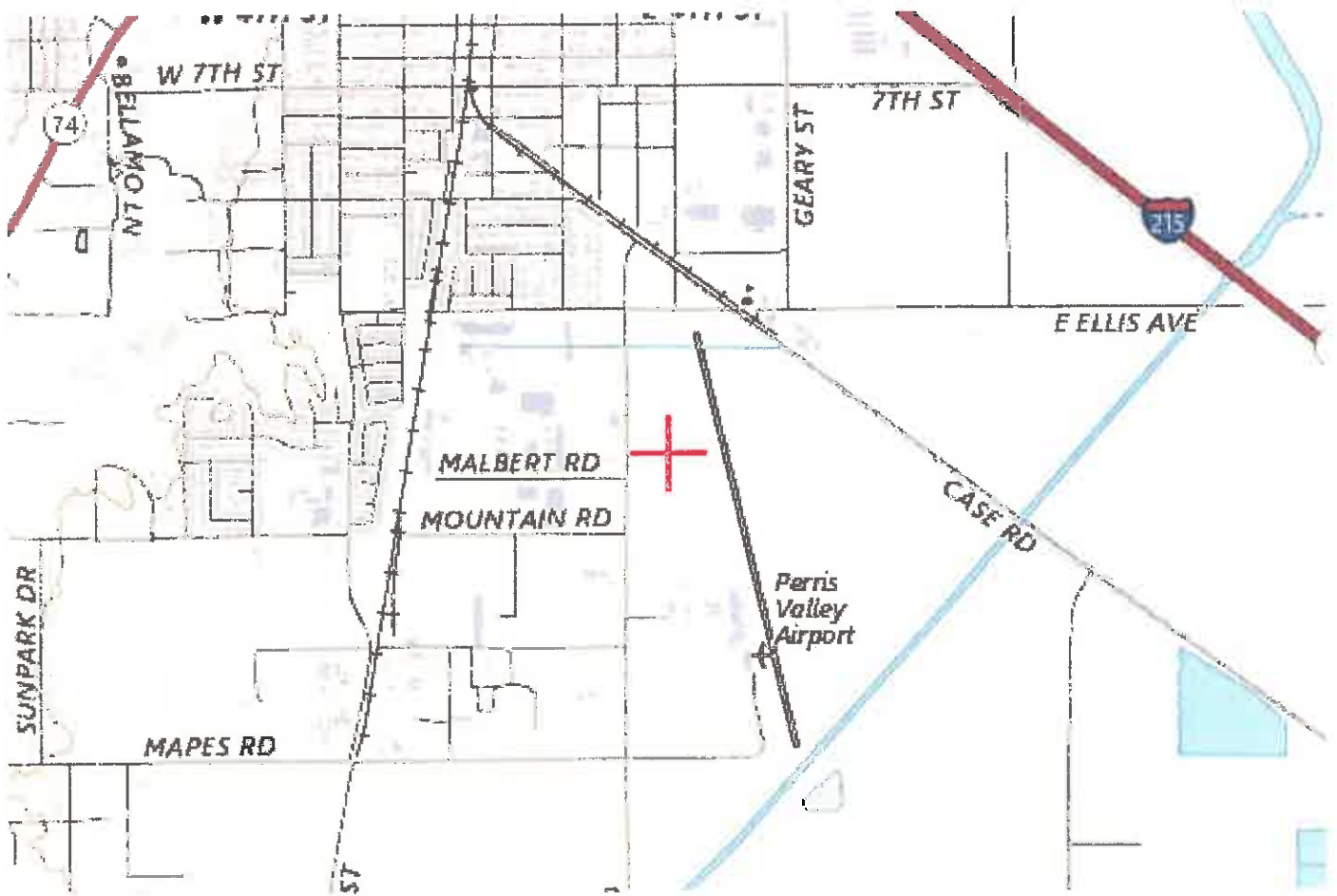
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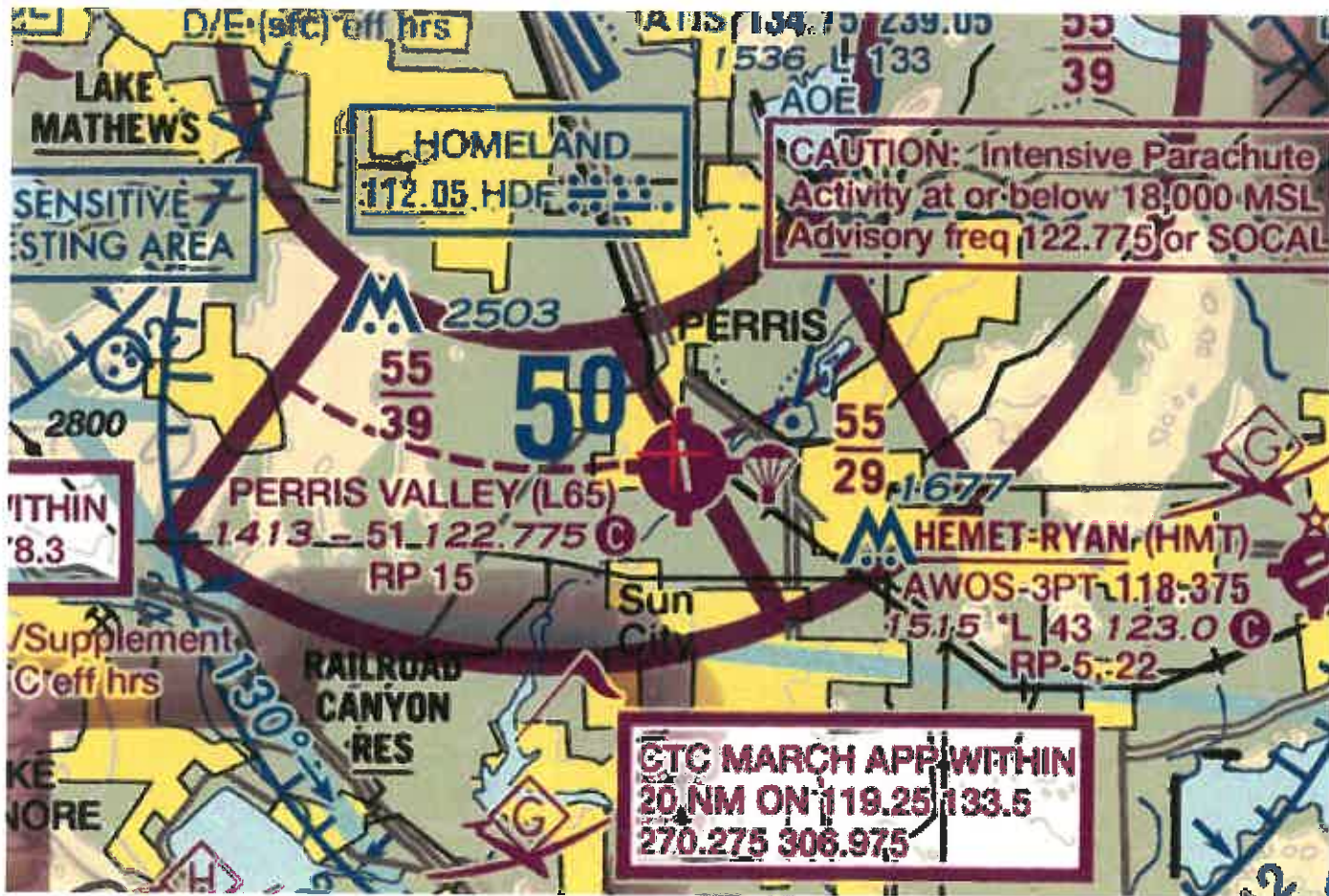
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1822-OE



Sectional Map for ASN 2023-AWP-1822-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-1823-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 1-7
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)
- 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.

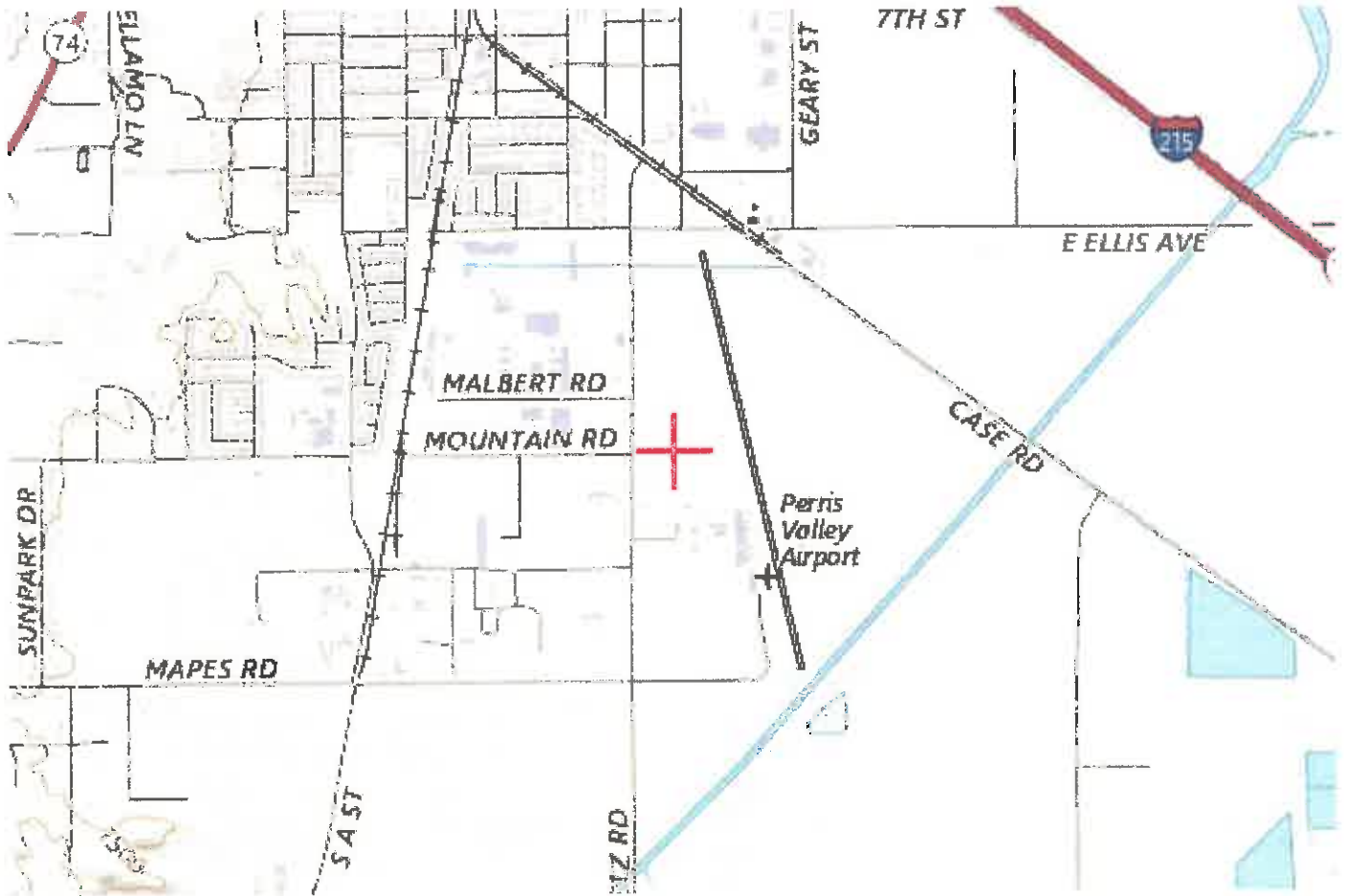
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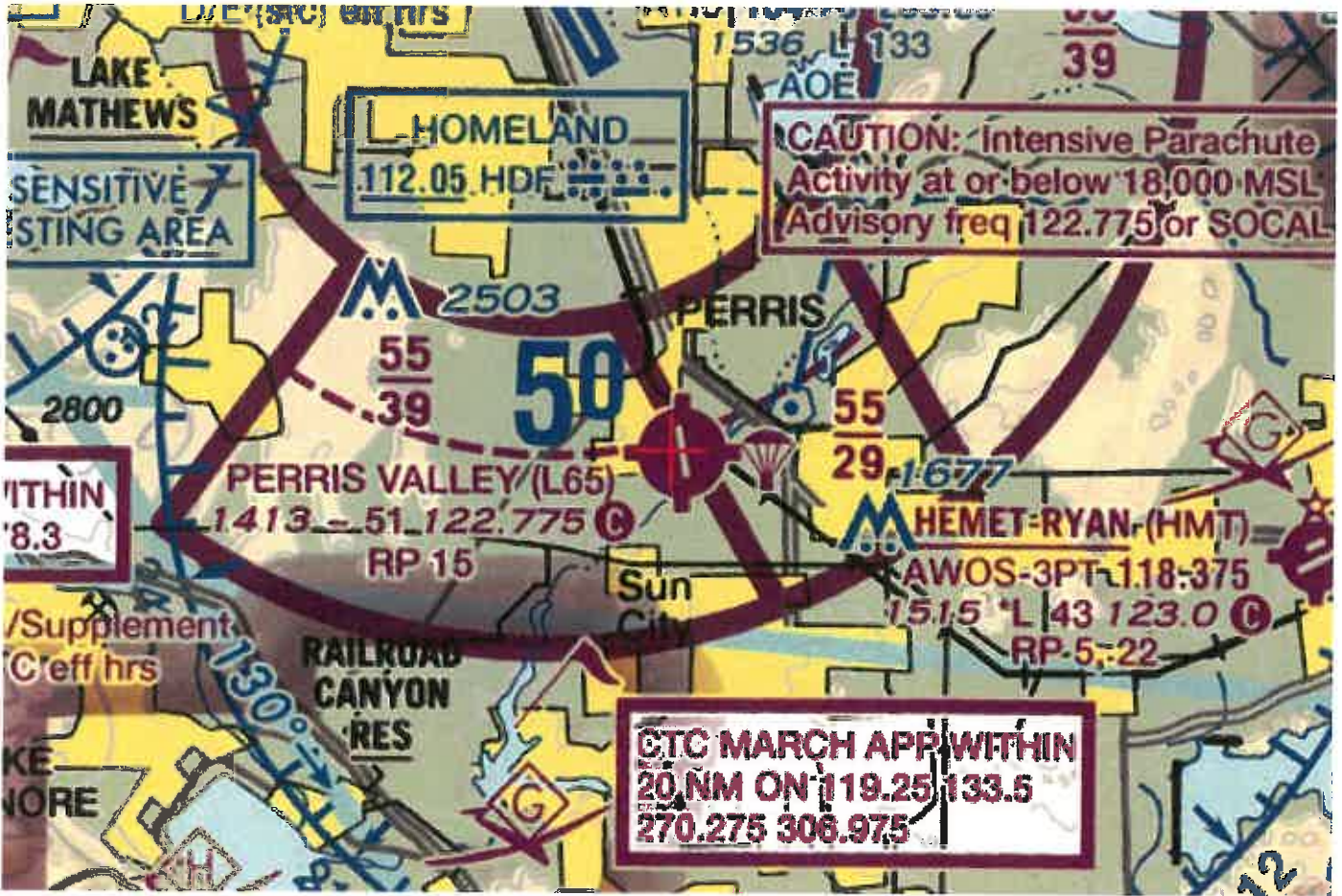
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1823-OE



Sectional Map for ASN 2023-AWP-1823-OE





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 Federal Aviation Administration
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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

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 1-8
 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)
- 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.

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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 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-1824-OE.

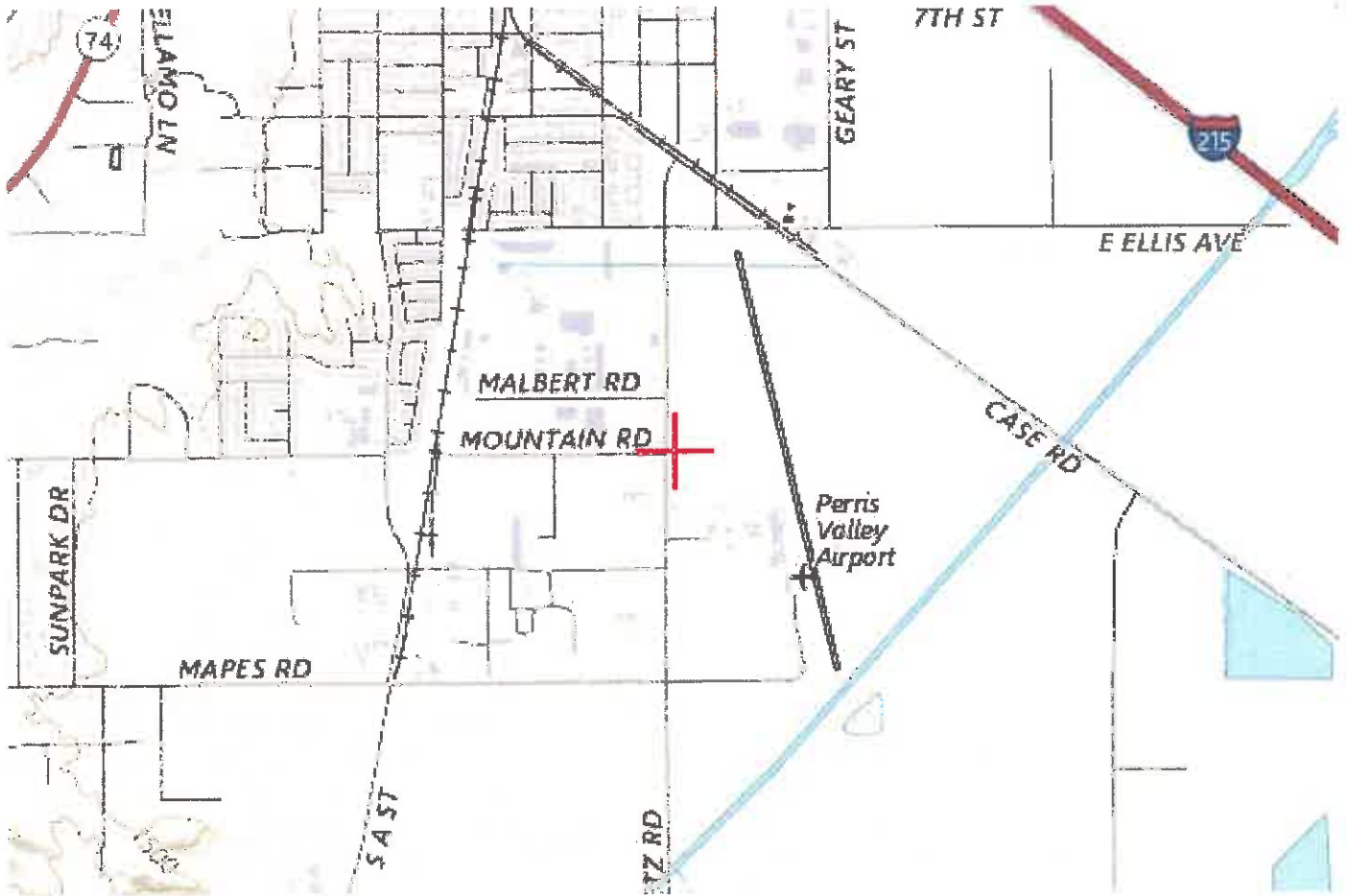
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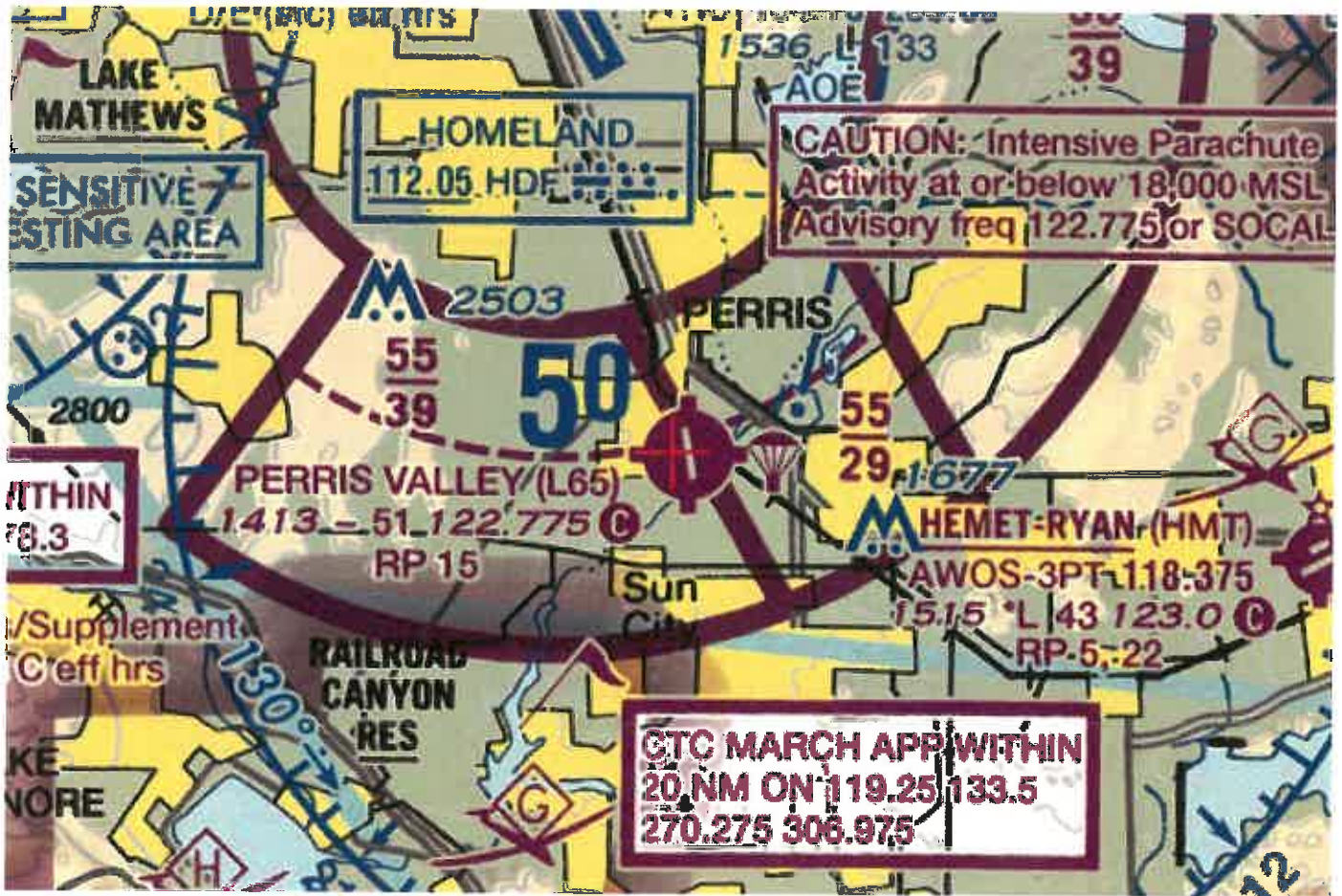
(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1824-OE







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 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

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)
- 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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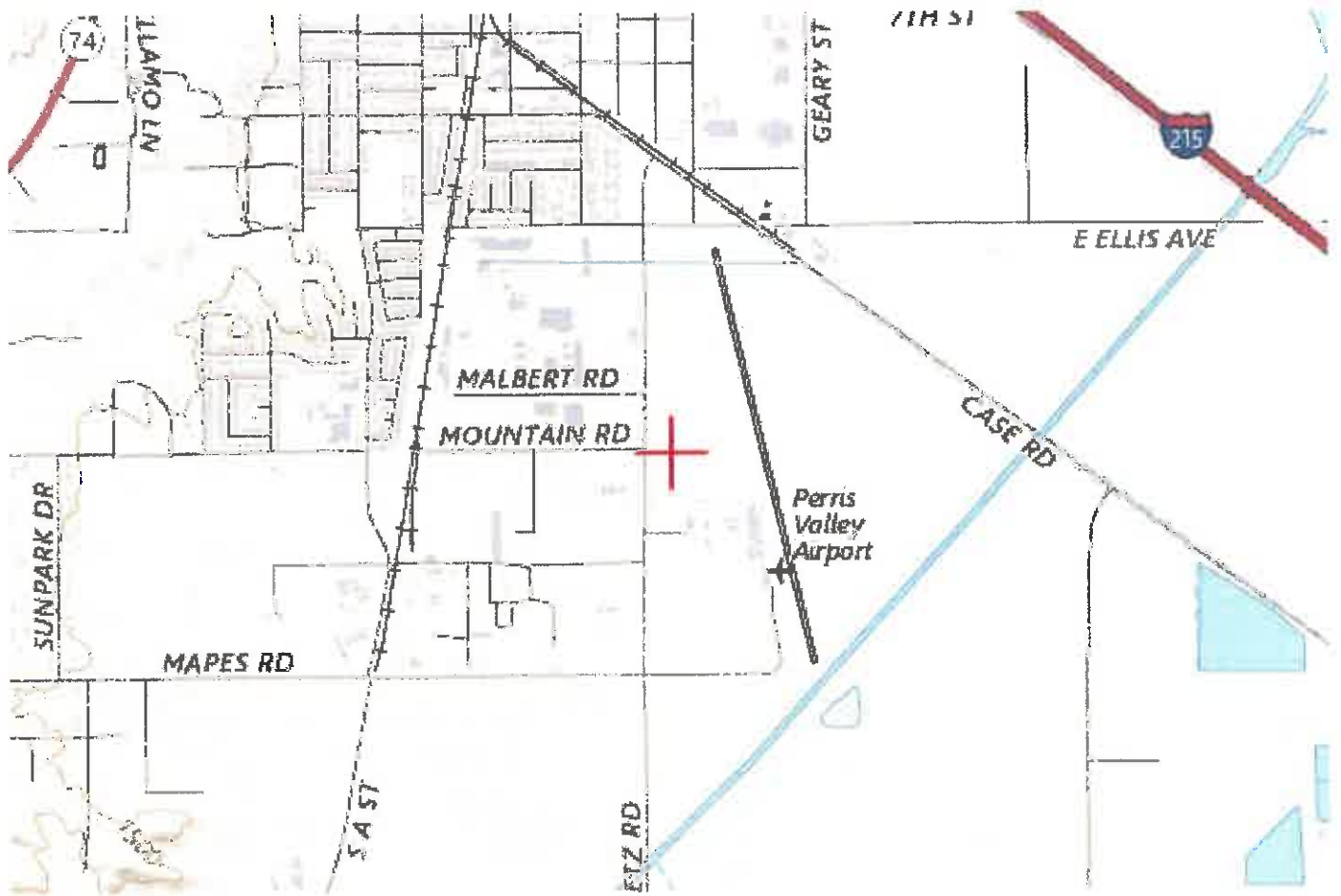
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1825-OE.

Signature Control No: 569690164-581800011
Vivian Vilaro
Specialist

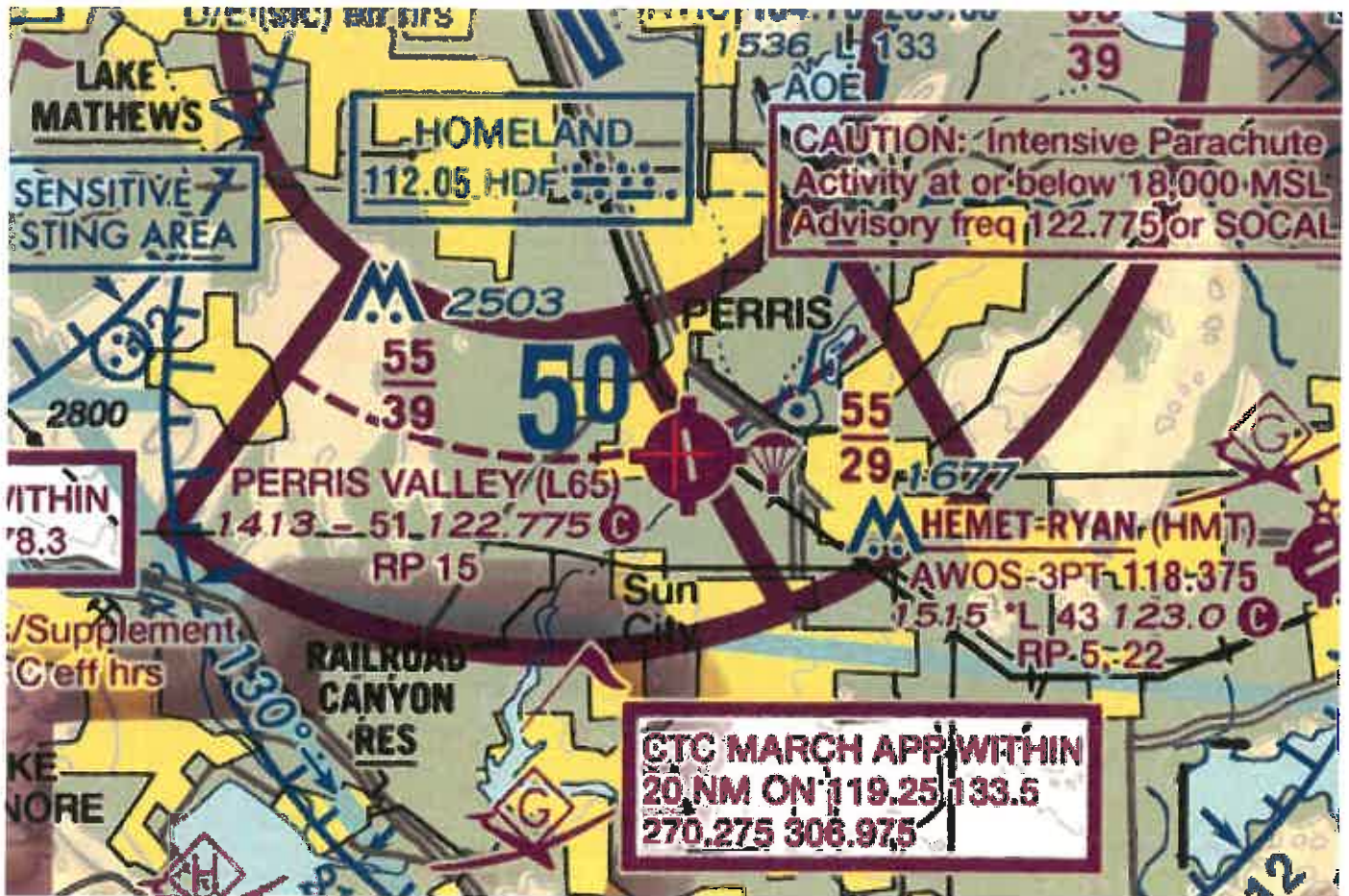
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1825-OE



Sectional Map for ASN 2023-AWP-1825-OE





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 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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.

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 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.

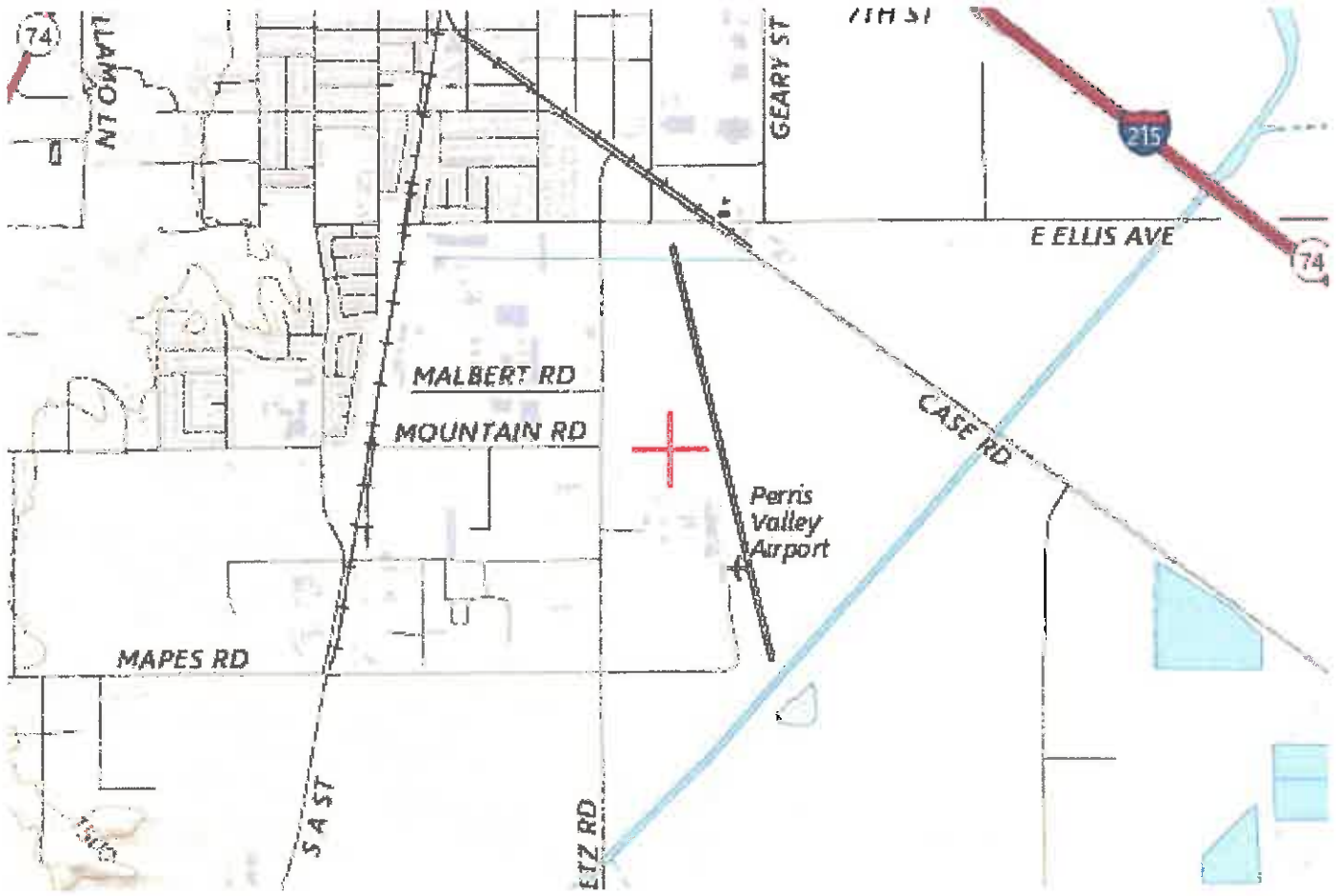
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-1826-OE.

Signature Control No: 569690165-581800013
Vivian Vilaro
Specialist

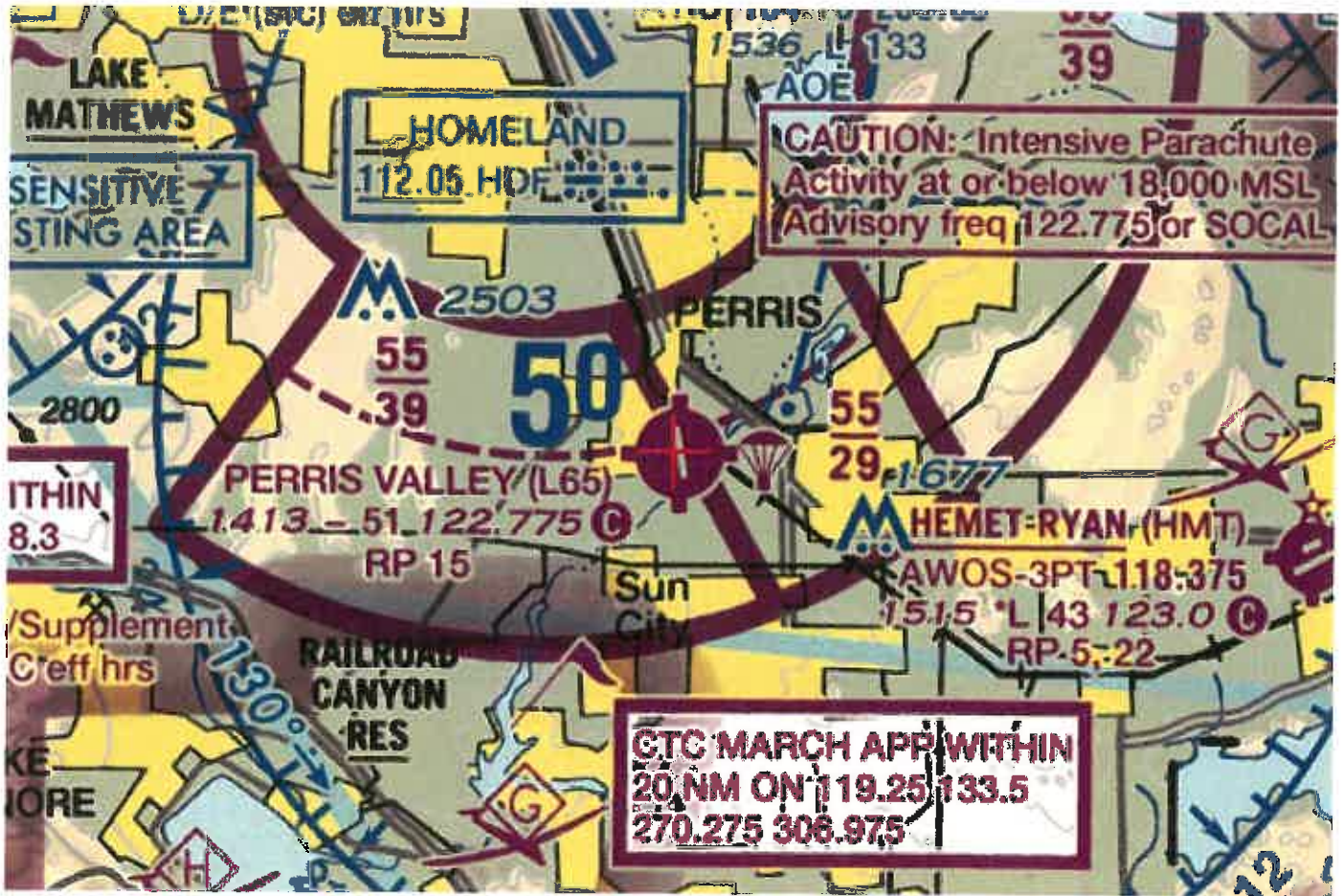
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1826-OE



Sectional Map for ASN 2023-AWP-1826-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-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:

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)
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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-1827-OE.

Signature Control No: 569690166-581800015

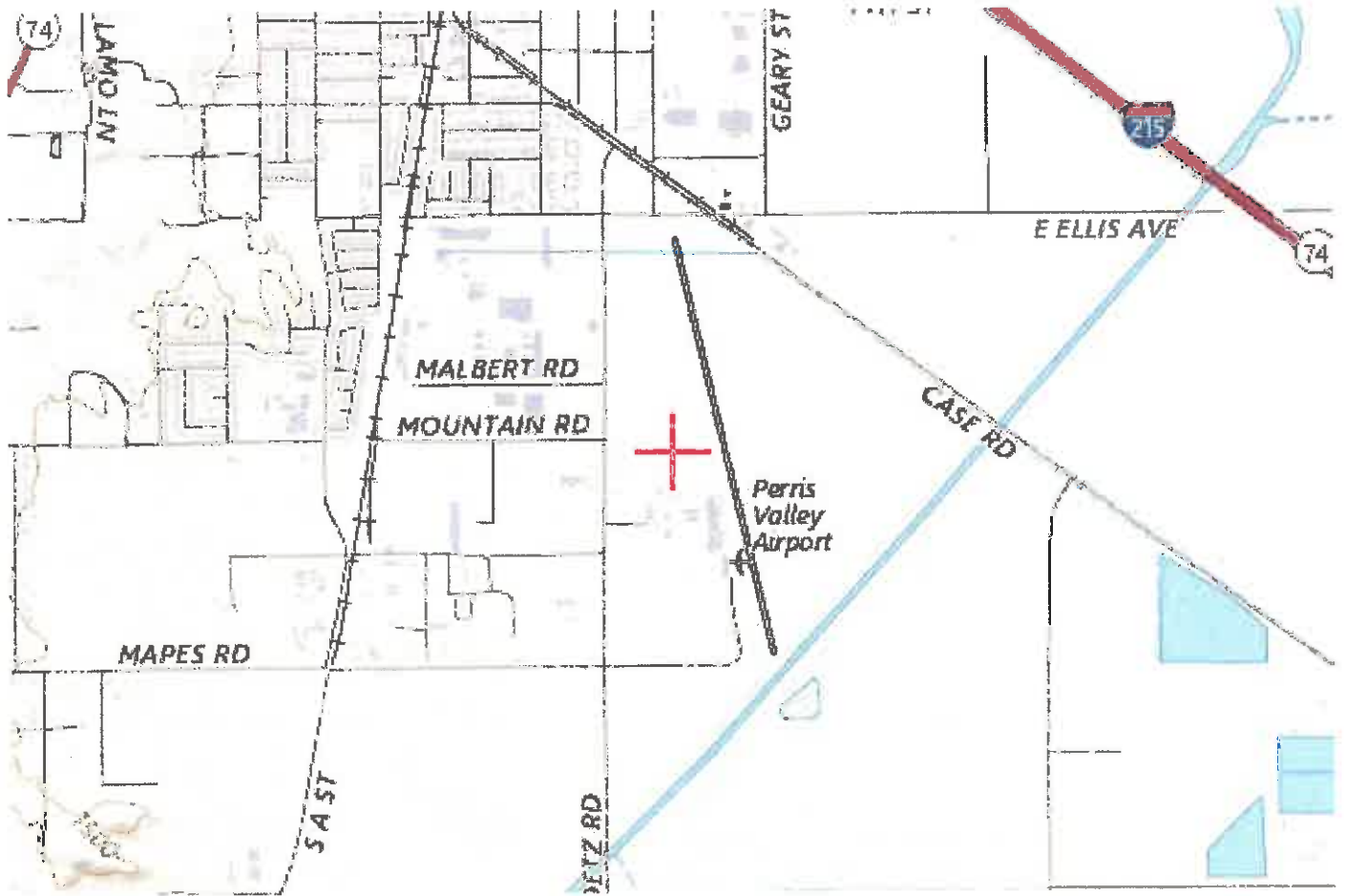
Vivian Vilaro
Specialist

(DNE)

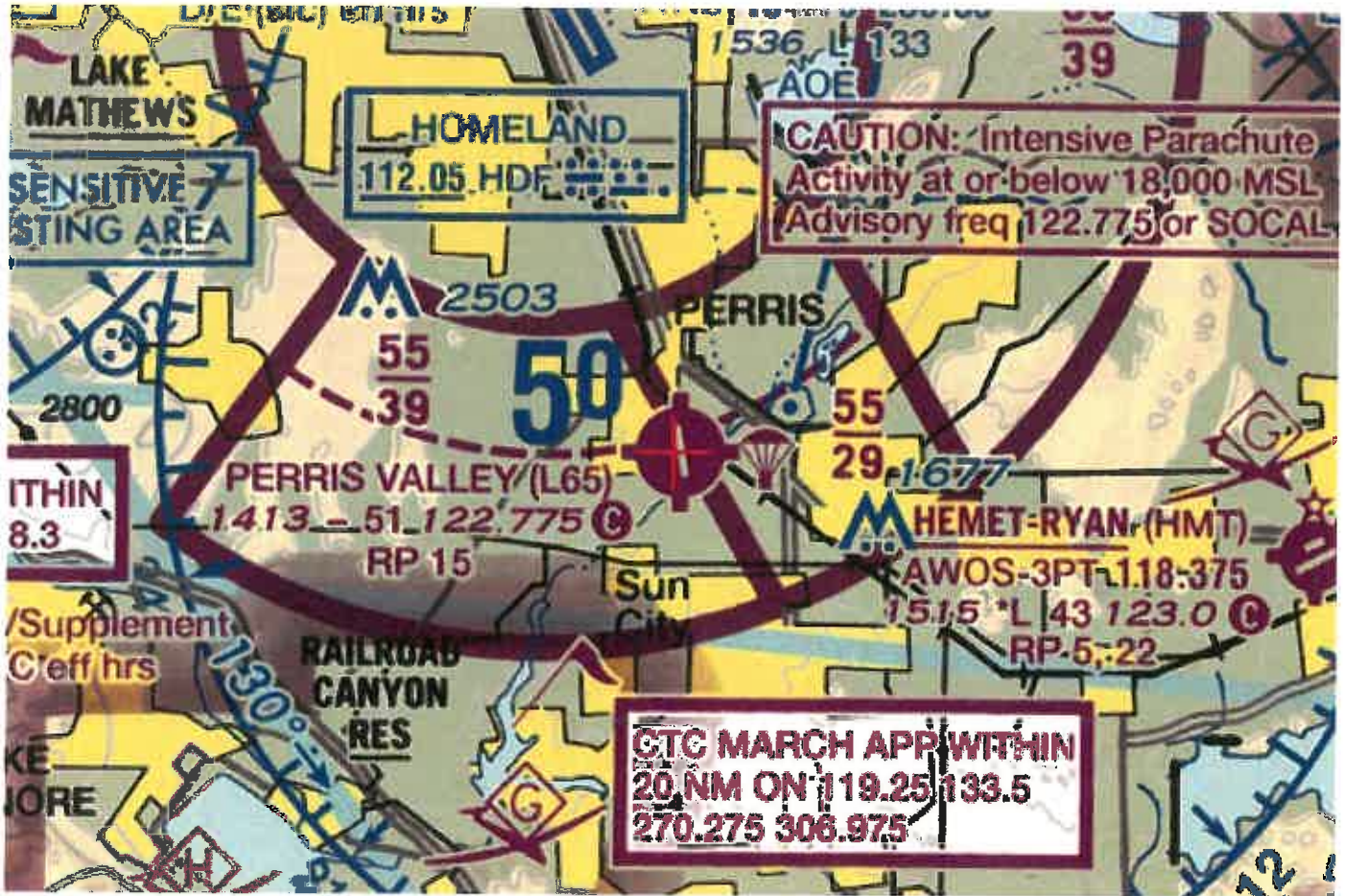
Attachment(s)

Map(s)

TOPO Map for ASN 2023-AWP-1827-OE



Sectional Map for ASN 2023-AWP-1827-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-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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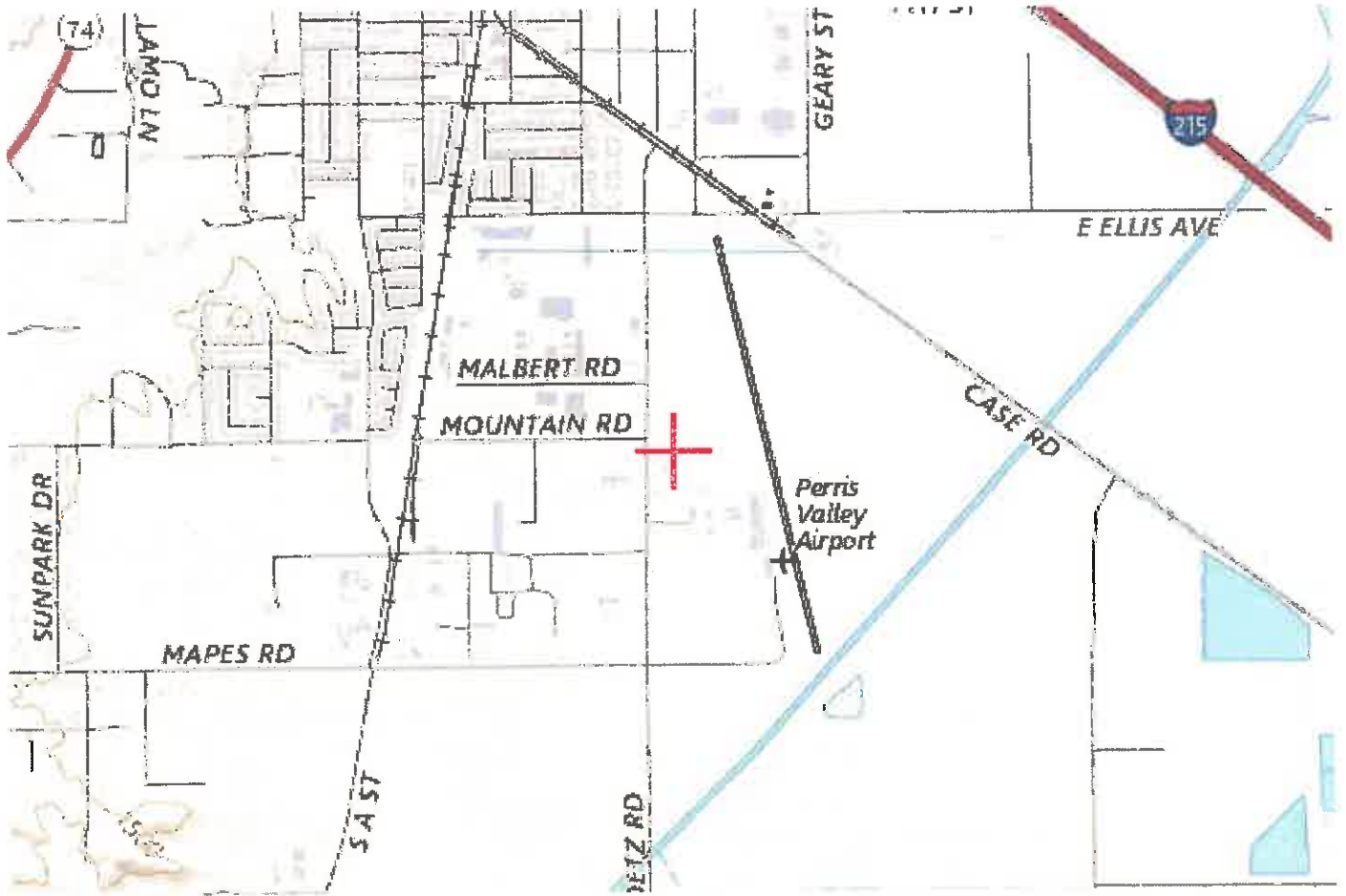
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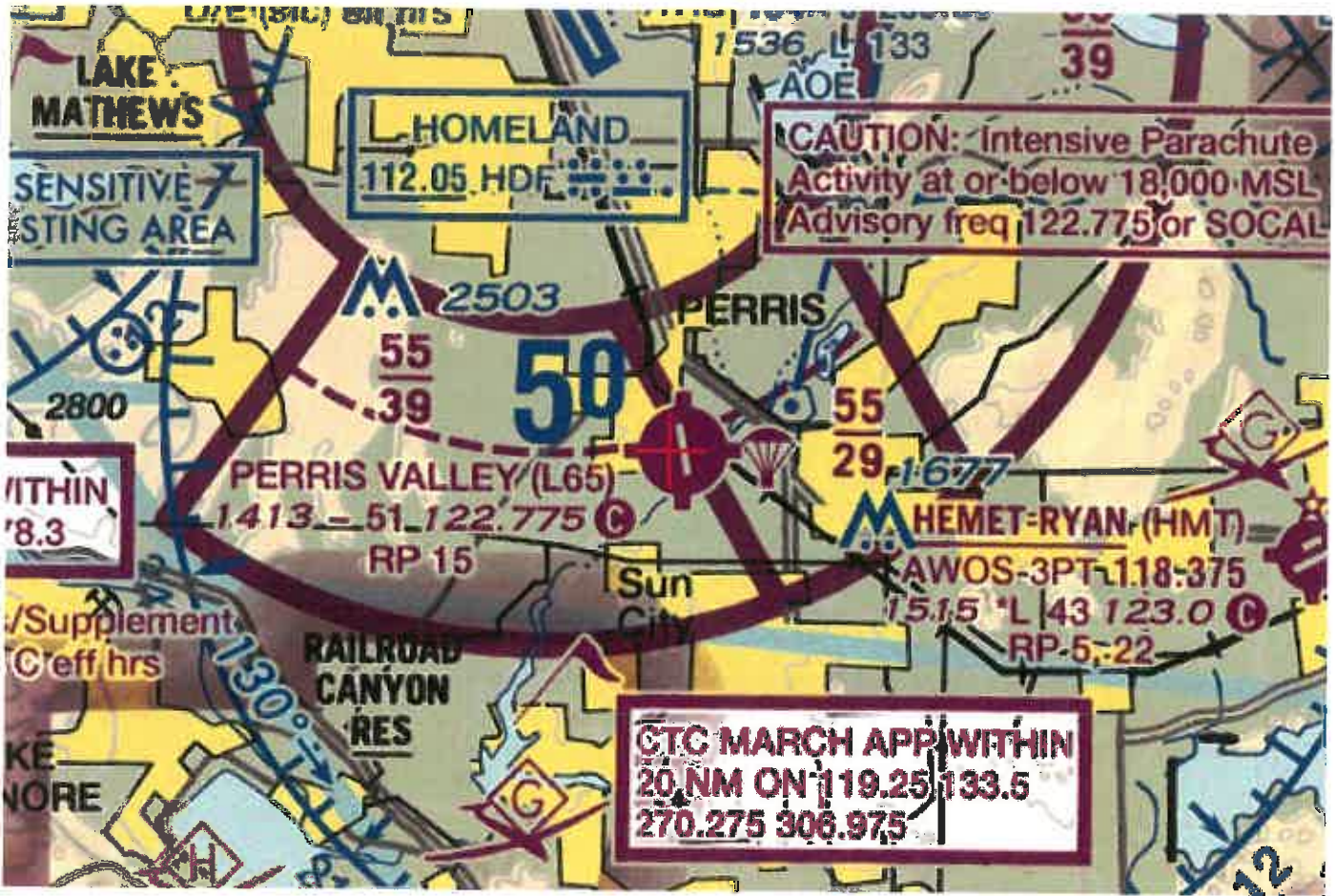
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-1828-OE



Sectional Map for ASN 2023-AWP-1828-OE



**CTC MARCH APP WITHIN
20 NM ON 119.25, 133.5
270.275 306.975**

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 Plan¹ (ALUCP) was adopted by the ALUC in 2011 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies² 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 77³ 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 2016⁴.

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](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.

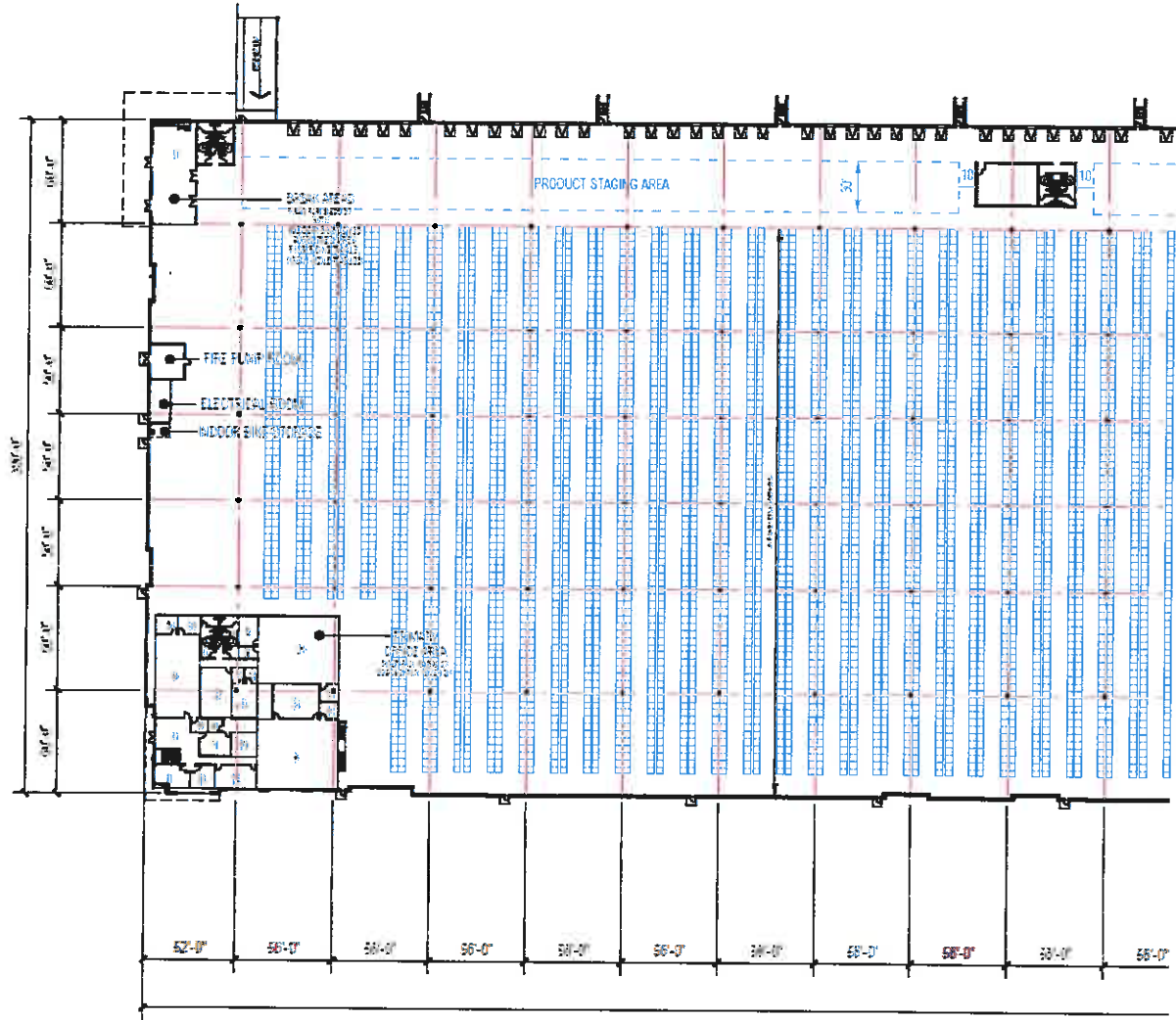
The Project site is 85.2 net-acres located in Planning Area 8 – Perris Valley Airport, of the City of Perris General Plan. The Project site is on either side of Runway 15-33. Goetz Road is to the west; Case Road is to the east and East Ellis Avenue is to the north of the Project site. The Project is 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 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

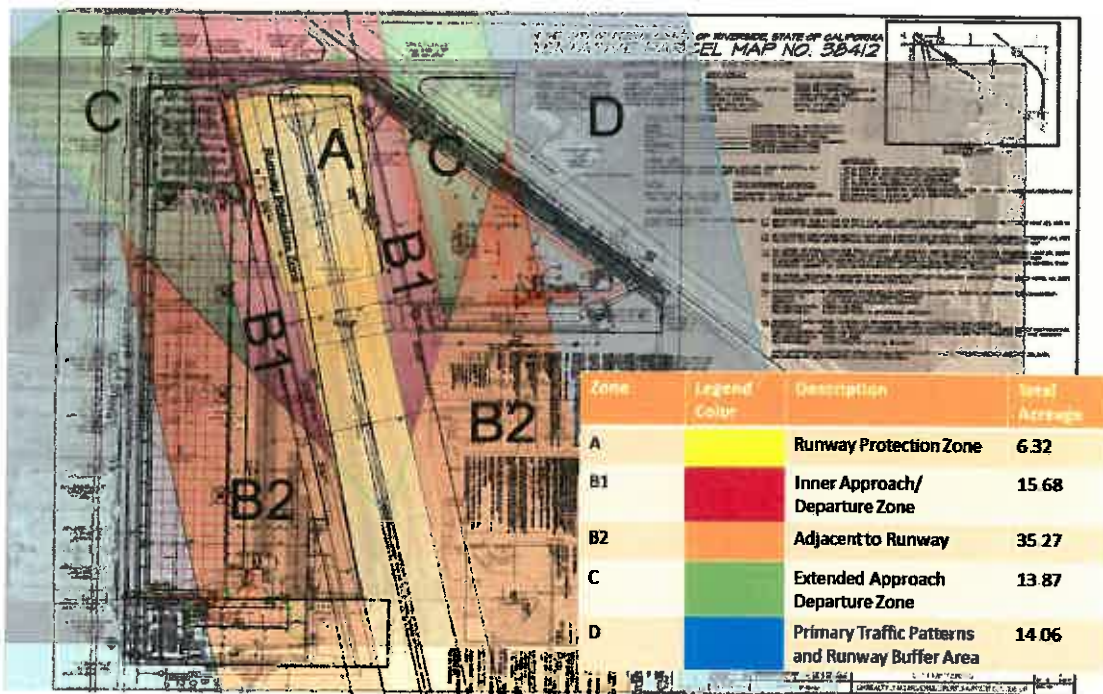


Perris Valley ALUCP

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



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

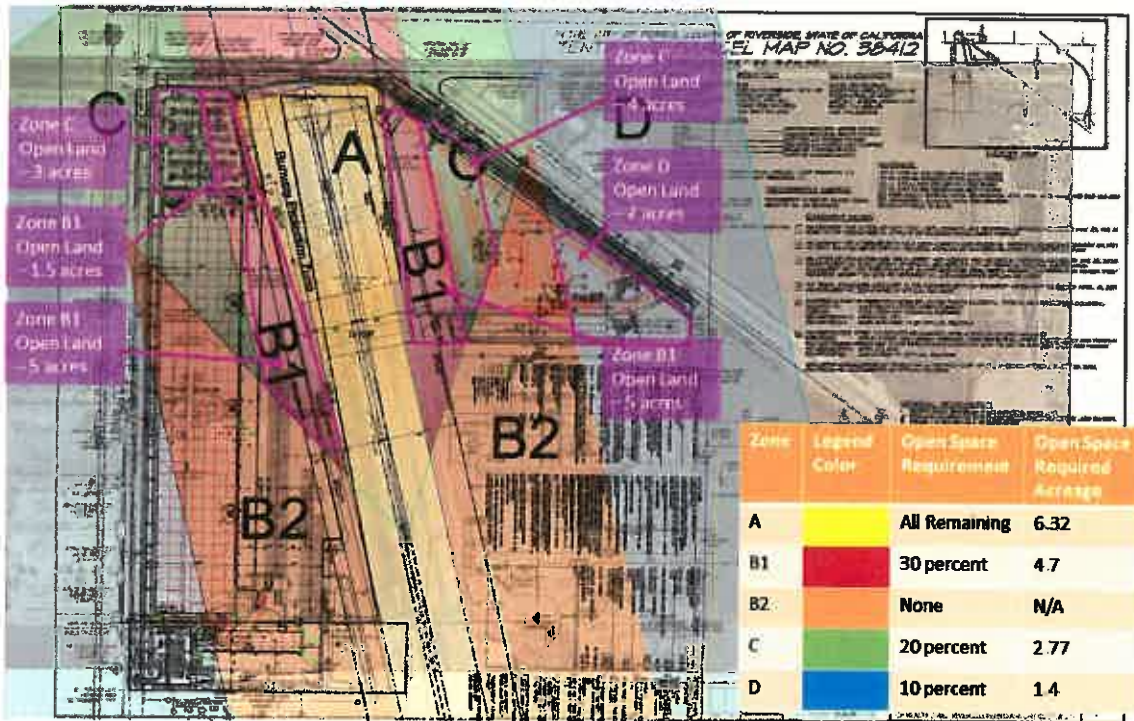


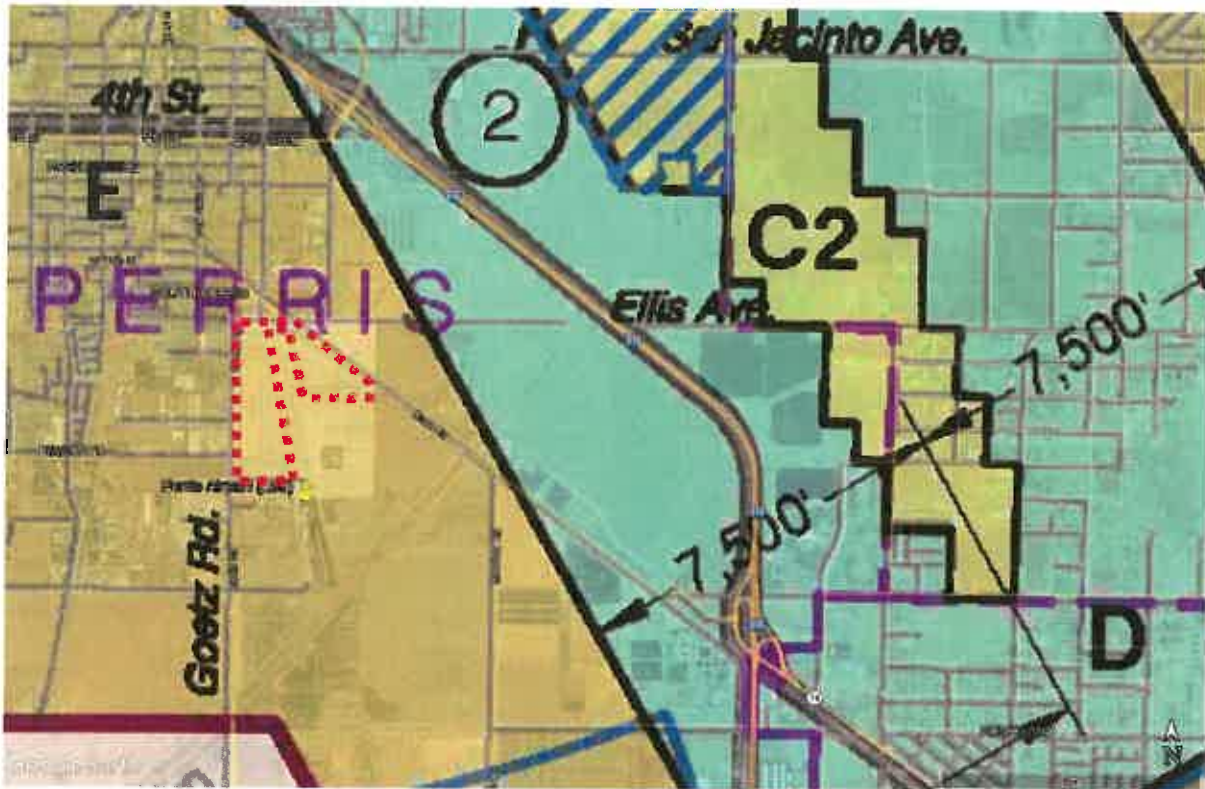
Table 1 – ALUCP Safety Zone Compatibility

Zone	Locations	Maximum Densities / Intensities				Req'd Open Land ³	Additional Criteria	
		Residential (d.w./ac.) ¹	Other Uses (people/ac.) ²				Prohibited Uses ⁴	Other Development Conditions ⁵
		Average	Single Use	with Bonus ³				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> 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 flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ 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	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >70 feet tall¹⁵ 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%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ 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		Building Size (sqft)	Zone Site 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)
Zone	Land Use		(acreage)	Single Acre Area					
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
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		Building Size (sqft)	Zone Site Area		Occupancy Rate (sqft/occupant) ¹	Maximum on Site Permitted (people)	Maximum on Site (people)
Zone	Land Use		(acreage)	Single Acre Area			
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

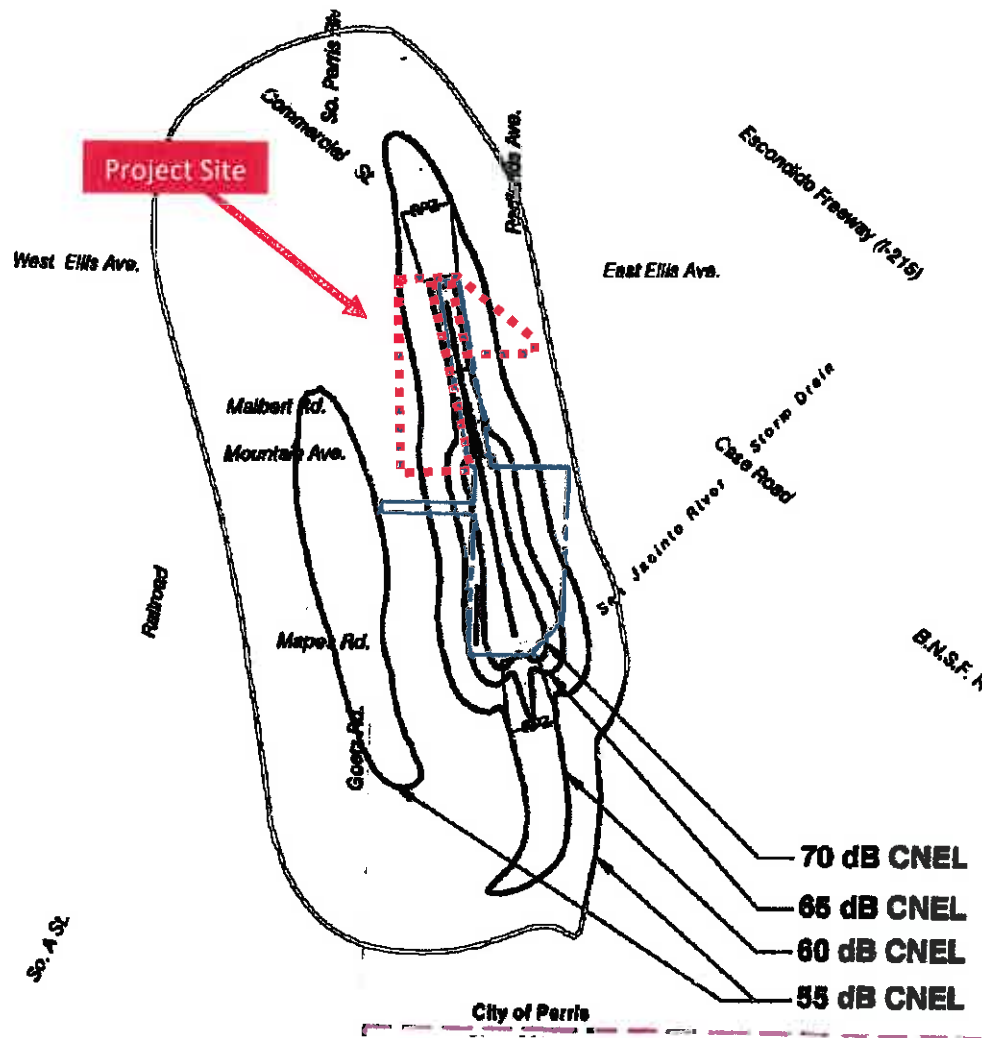
1 - Occupancy rates as per Riverside County ALUCP California Building Code table (Appendix C)

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 amphitheatres 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

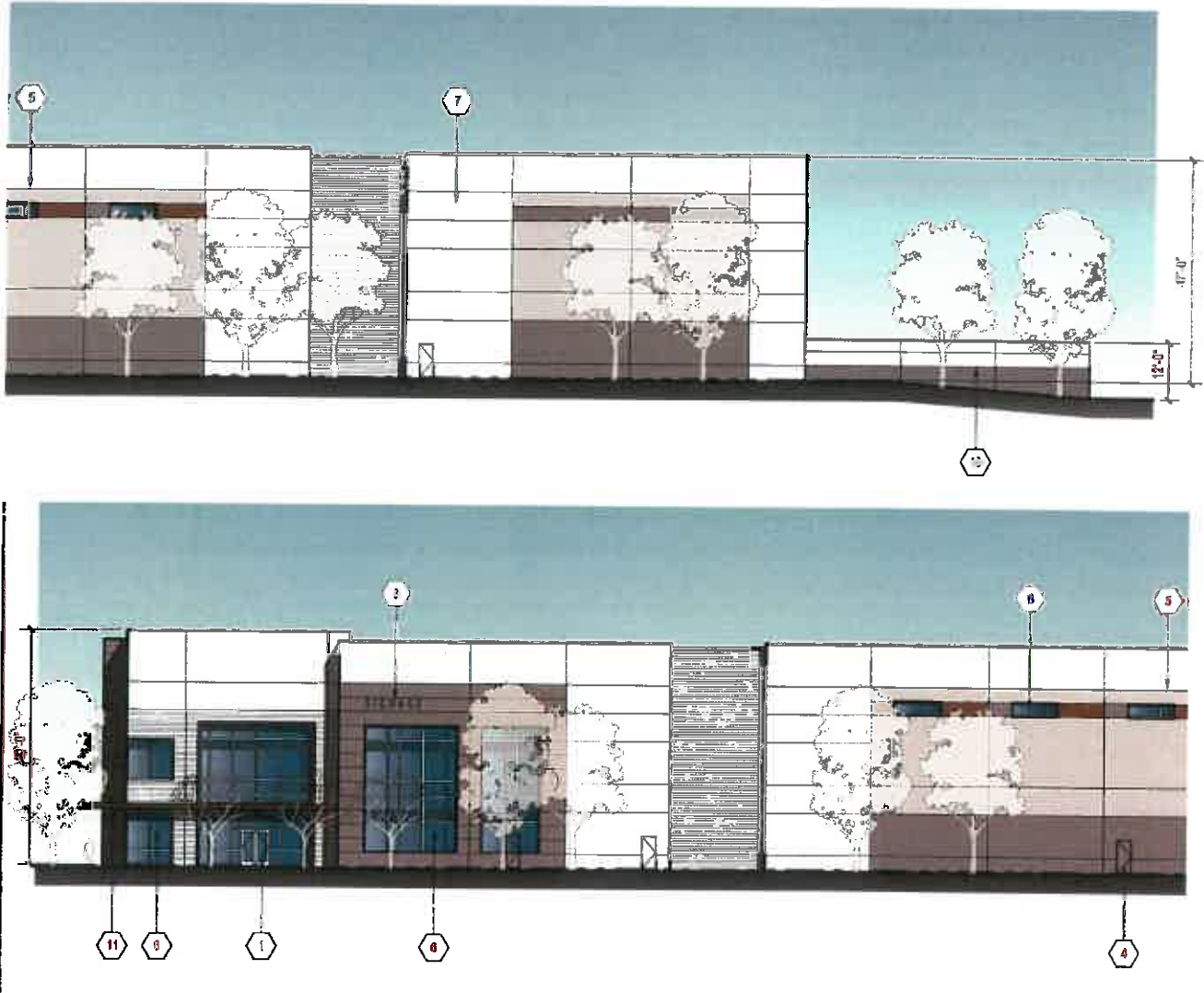
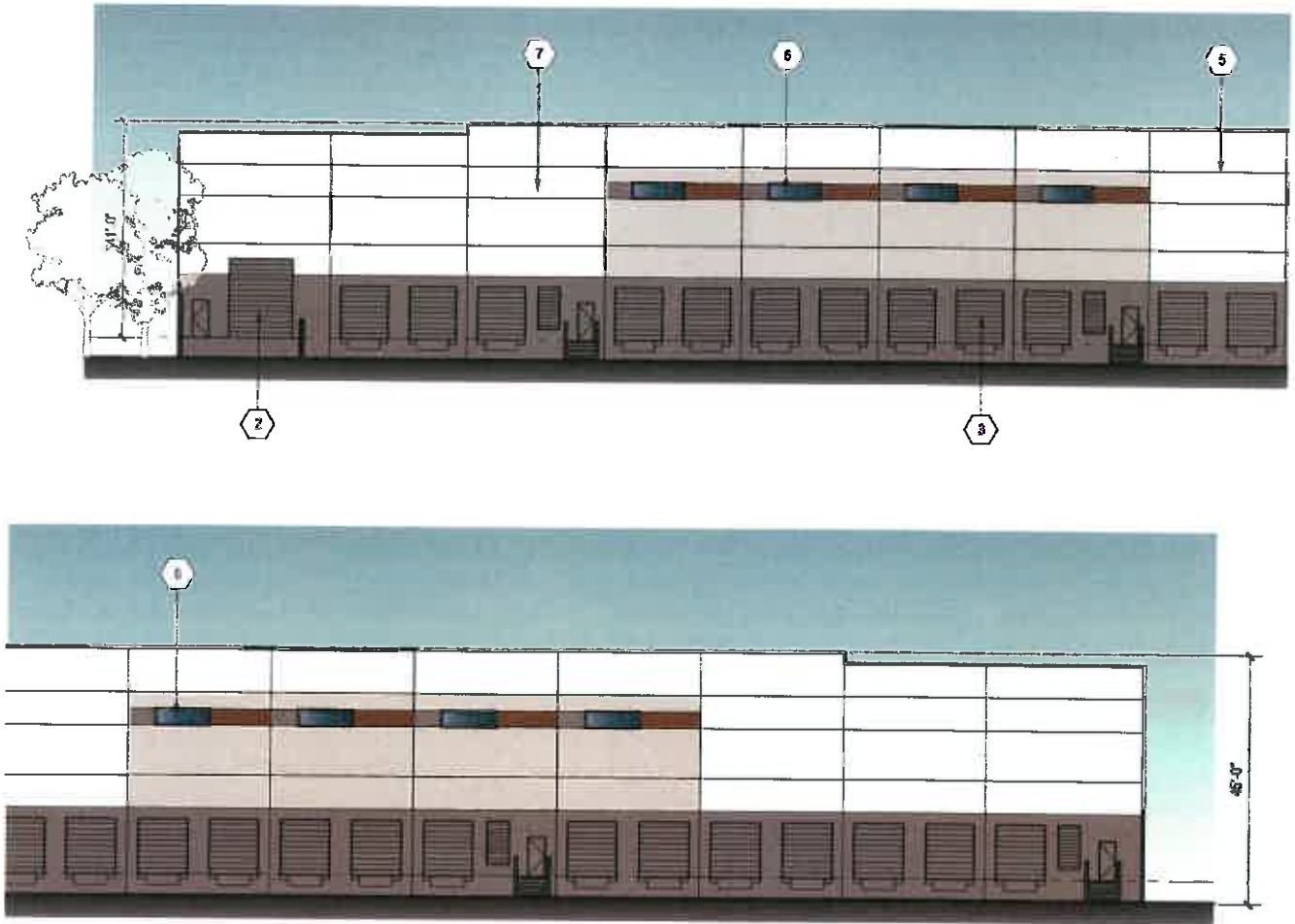


Figure 10 – Building 2 Elevation Range



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

**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

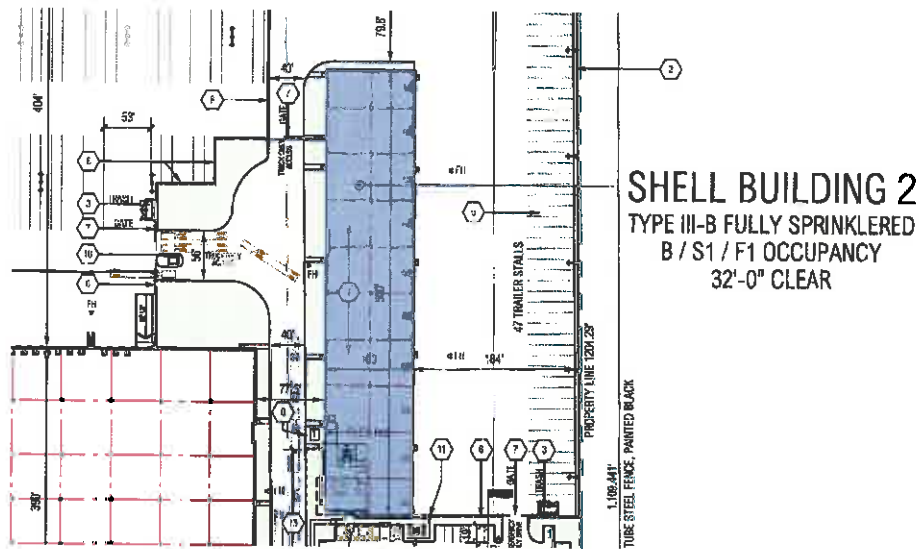
Industrial Building		Building Size (sqft)	Zone Site Area		Occupancy Rate (sqft/occupant) ¹	ALUCP Single Acre Intensity (people/acre) ²	Single Acre Occupancy (people/acre)	Maximum on Site Permitted (people)	Maximum Occupancy on Site (people)	ALUCP Average Intensity (people/acre) ³	Average Occupancy (average people/acre)	
Zone	Land Use		(acreage)	Single Acre Area								
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			25	0.43	
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			100	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	
	Office Mezzanine											
C	1	10,000	14.00	10,000	100	150	50			75	3.57	
TOTAL ZONE C							147			75	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			33	100	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)

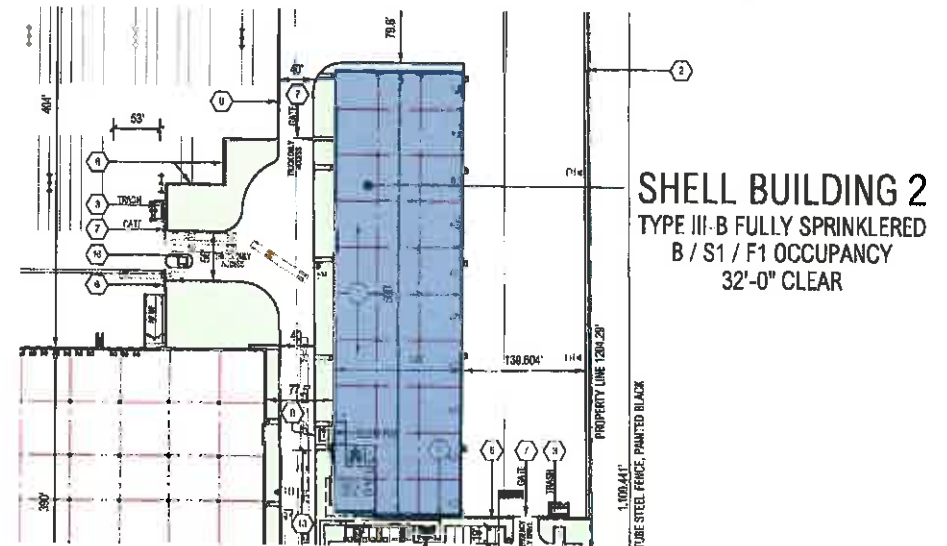
2 - Single Acre Intensity Allowed as per Perris Valley ALUCP

3 - Average Intensity Allowed as per Perris Valley ALUCP

ZAP1028PV23 – Landstar Companies Building 2 Revision

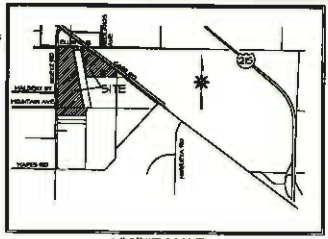


Original Building 2 – 49,961 sf
Approx. 500' x 100'
42,565 sf Zone B1; 7,396 sf Zone D



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

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE PARCEL MAP NO. 38412
 LOCATED IN SECTION 3, T. 5 S., R. 3 W., S.D.M.



OWNER/PLACANT
 CH REALTY IX, MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.
 20000 W. 14TH STREET, SUITE 100
 PERRIS, CA 92571
 PHONE: (951) 241-0222
 FAX: (951) 241-0222

DESIGNER
 JAMES M. HARRIS & ASSOCIATES
 10000 W. 14TH STREET, SUITE 100
 PERRIS, CA 92571
 PHONE: (951) 241-0222
 FAX: (951) 241-0222

ARCHITECT
 RMA
 2000 W. ALTON PARKWAY, SUITE 100
 PERRIS, CA 92571
 CONTACT: MIKE GILL
 PHONE: (951) 241-0222
 FAX: (951) 241-0222

SOILS ENGINEER
 SOILS ENGINEERING
 20000 W. 14TH STREET, SUITE 100
 PERRIS, CA 92571
 CONTACT: JOSEPH LOZANO LEON
 PHONE: (951) 241-0222
 FAX: (951) 241-0222

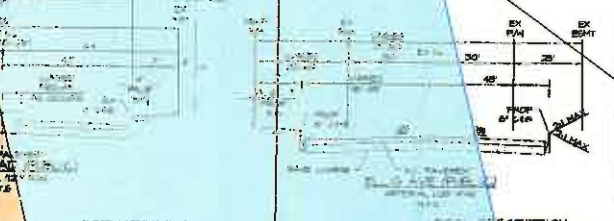
EASTERN MUNICIPAL WATER DISTRICT
EASTERN MUNICIPAL WATER DISTRICT
SOUTHERN CALIFORNIA GAS COMPANY
PRINTER COMMUNICATIONS
QUARTER COMMUNICATIONS

PLAN LAND USE: LIGHT INDUSTRIAL (LI)
 (SEE MUNICIPAL ORDINANCE)

TOPOGRAPHY SOURCE
 TOPOGRAPHY PLOTTED BY INLAND AERIAL SURVEYS, INC. (DATE: 01/01/2016)

ACREAGE
 LOT A: 0.06 AC R/W DEDICATION, BOETZ ROAD
 LOT B: 0.02 AC R/W DEDICATION, ELLIS AVENUE
 LOT C: 2.31 AC R/W DEDICATION, CASE ROAD
 LOT D: 0.04 AC R/W DEDICATION, BOETZ ROAD
 NET AREA (RECY): 3495 AC (APN: 350-000-028, -029, -026, -028, -040, AND 350-000-029)
 NET AREA (REAG): 22.86 AC (APN: 350-010-024)
 82555 SITE AREA: 8734 AC

- EASEMENT NOTES**
- AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 21, 2016 IN BOOK 877 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY.
 - AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 04, 2017 AS BOOK 818, PAGE 69 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY.
 - AN OFFER OF DEDICATION FOR PUBLIC STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED LINE 28, 2020 AS INSTRUMENT NO. 2020-0247441 OF OFFICIAL RECORDS, TO CITY OF PERRIS, A MUNICIPAL CORPORATION, A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-RELA PERRIS AIRPORT, LLC-RESOLUTION NUMBER 5707" RECORDED JANUARY 28, 2021 AS INSTRUMENT NO. 2021-0054934 OF OFFICIAL RECORDS.
 - THE TERMS PROVIDED CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-041746 OF OFFICIAL RECORDS.
 - EASEMENTS FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY FOR THE PURPOSES OF CONVEYING TO THE CITY OF PERRIS, A MUNICIPAL CORPORATION, POLE LINES AND INCIDENTAL PURPOSES, RECORDED DATE: MARCH 08, 1947 RECORDING NO: BOOK 832 PAGE 118 OF OFFICIAL RECORDS.
 - AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR PURPOSES OF PUBLIC STREET AND HIGHWAY PURPOSES, TOGETHER WITH ALL RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES, DRAINAGE, DRAINAGE AND OTHER IMPROVEMENTS CONSISTENT WITH THE USE AS A PUBLIC STREET AND HIGHWAY RECORDED DATE: APRIL 07, 2016 RECORDING NO: 2016-021621 OF OFFICIAL RECORDS.
- SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH HAS BEEN RECORDED JANUARY 28, 2021, RECORDING NO. 2021-0054934 OF OFFICIAL RECORDS.



LEGAL DESCRIPTION

ALL INTERESTS IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

TRACT 1: 0.06 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 2: 0.02 AC R/W DEDICATION, ELLIS AVENUE, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 3: 2.31 AC R/W DEDICATION, CASE ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 4: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 5: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 6: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 7: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 8: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 9: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 10: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 11: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 12: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 13: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 14: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 15: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 16: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 17: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 18: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 19: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

TRACT 20: 0.04 AC R/W DEDICATION, BOETZ ROAD, AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 18-0258, AS EVIDENCED BY INSTRUMENT NO. 2017-040474 OF OFFICIAL RECORDS.

GENERAL INFORMATION

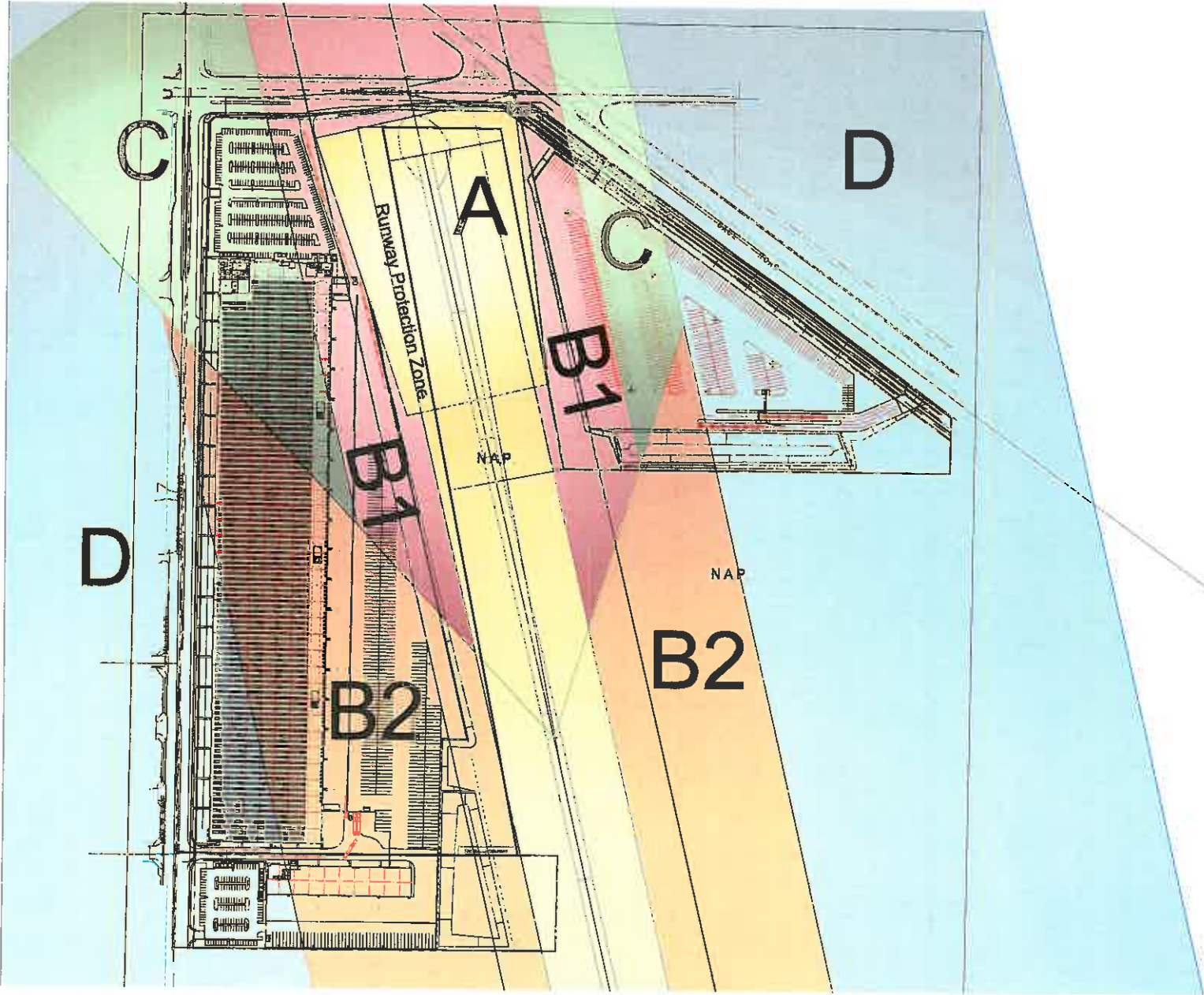
- THOMAS BRIGGS, MAP BOOK PAGE 807 66D, 14, 15 & 16.
- THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- PROJECT IS NOT WITHIN A CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- EASEMENTS OF RECORD ARE PLOTTED HEREIN.
- PROJECT IS NOT WITHIN A COMPANY SERVICES DISTRICT.
- PROJECT IS WITHIN HEAD VALLEY AREA PLAN (HAP).
- THERE ARE NO EXISTING WELLS ON THE PROPERTY.
- TOPOGRAPHY PLOTTED BY INLAND AERIAL SURVEYS, INC.
- SECTIONS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 407 REGULATIONS.
- ALL SLOPES ARE 3:1 RATIO, UNLESS OTHERWISE NOTED.
- NO SURFACE WATER DRAINAGE IS INTENDED.
- LAND IS SUBJECT TO LOW LIQUIDATION.
- EXISTING STRUKTURES ON APN 350-000-001 ARE TO BE REMOVED.
- THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SURVEILLANT (A).
- FLOOD ZONE AE AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL C00340400.
- PROJECT IS WITHIN AIRPORT COMPATIBILITY ZONE E (MARCH AIR FORCE BASE).

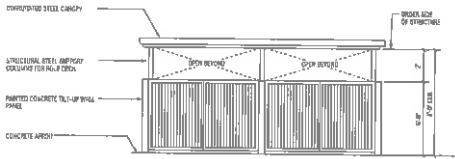
TENTATIVE PARCEL MAP NO. 38412
CITY OF PERRIS

CH REALTY IX, MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

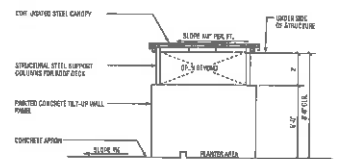
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PRELIMINARY

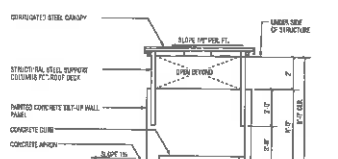




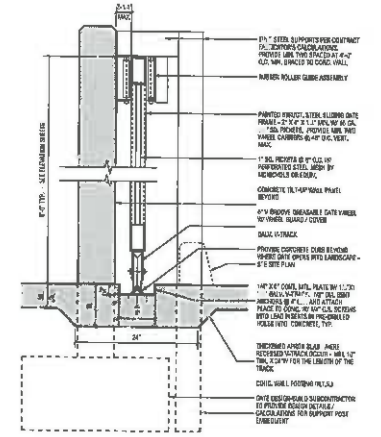
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SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE SIDE ELEVATIONS
SCALE: 1/4" = 1'-0"

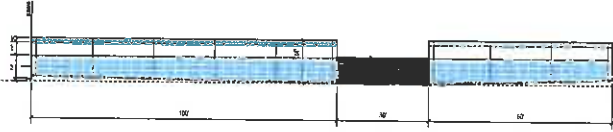


TYPICAL TRASH ENCLOSURE SECTION
SCALE: 1/4" = 1'-0"

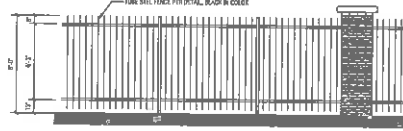


- NOTES:**
1. REFER TO THE ARCHITECT'S SPECIFICATIONS FOR MATERIALS AND FINISHES FOR ALL MATERIALS AND FINISHES.
 2. PROVIDE SHIP LAMINAR AND STRUCTURAL STEEL TO BE COATED WITH AN EPOXY-RESIN-BASED COATING FOR ALL EXPOSED SURFACES.
 3. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 4. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 5. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 6. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 7. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 8. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 9. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.
 10. PROVIDE GATE WITH AN ANTI-CORROSION PROTECTION SYSTEM.

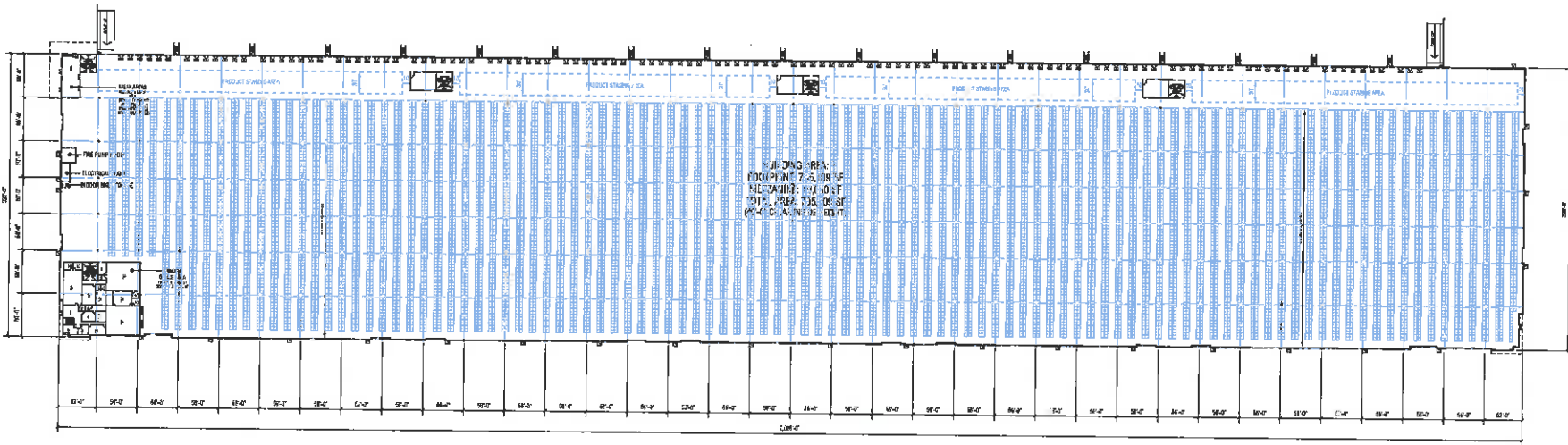
SINGLE ROLLING GATE
SCALE: 1/2" = 1'-0"



TYPICAL SCREEN ELEVATION AND GATE (BUILDING 2)
SCALE: 1/4" = 1'-0"



TYPICAL TUBE STEEL FENCE ELEVATION
SCALE: 1/4" = 1'-0"



FLOOR PLAN
SCALE: 1/8" = 1'-0"



CONVEYANCE

PROFESSIONAL SEAL

PERRIS AIRPORT LOGISTICS CENTER

0000 GOETZ ROAD
CITY OF PERRIS, CA

CH REALTY PARTNERS LLC

CH REALTY (D-M-C) INVESTORS
PERRIS AIRPORT CENTER, L.P.
3815 MAPLE AVENUE
DALLAS, TX 75218
PHILIP CYBART

ID	DESCRIPTION
01	
02	
03	
04	
05	
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11	11.11.2022
12	12.11.2022
13	13.11.2022
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15	15.11.2022
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17	17.11.2022
18	18.11.2022
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98	98.11.2022
99	99.11.2022
100	100.11.2022

FLOOR PLAN BUILDING 1

CONTRACT

PROFESSIONAL SEAL

PERRIS AIRPORT LOGISTICS CENTER

00000 GOETZ ROAD
CITY OF PERRIS, CA

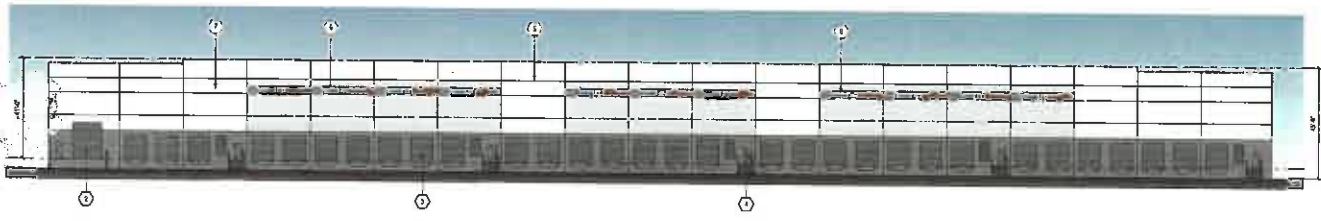
CH REALTY PARTNERS LLC
CH REALTY OF MID-ROVERSIDE
PERRIS AIRPORT CENTER, L.P.
3819 MAPLE AVENUE
DALLAS, TX 75219
PHILIP CYBERT

NO.	DATE	REVISIONS	DESCRIPTION
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03			
04			
05			
06			
07			
08			
09			
10			

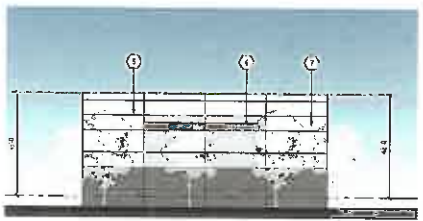
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OWNER PROJECT NO.	000000
CAD FILE NAME	2020-04-02.rvt
DATE PLOTTED	11/20/2020
CHECKED BY	JDK
DATE PLOTTED	11/20/2020
SCALE	AS SHOWN

EXTERIOR ELEVATIONS

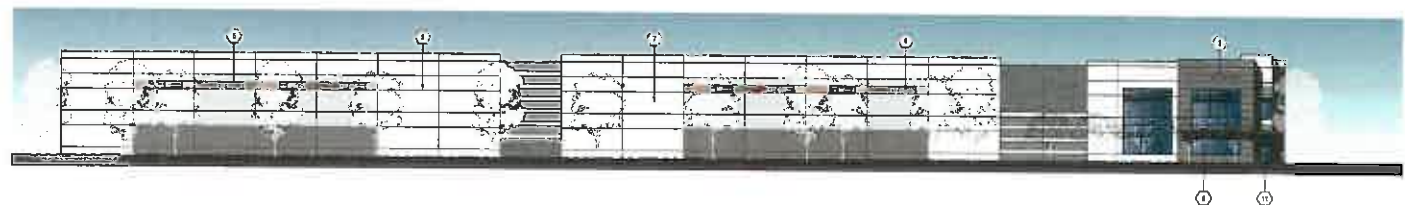
BUILDING 2



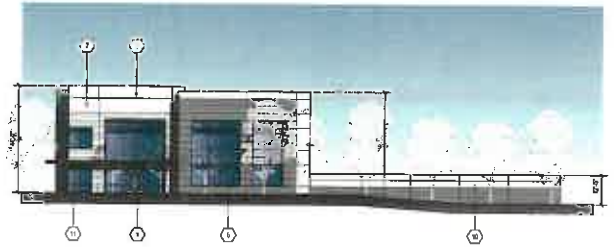
SOUTH ELEVATION
SCALE 1"=20'-0"



EAST ELEVATION
SCALE 1"=20'-0"



NORTH ELEVATION
SCALE 1"=20'-0"



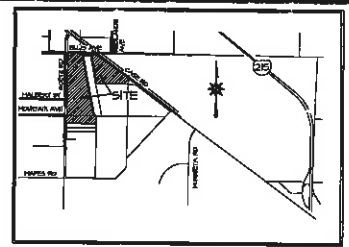
WEST ELEVATION
SCALE 1"=20'-0"

FINISH SCHEDULE

1	FIELD CELLS - FINE MESH - SPONGE MELLERS ON TOSS
2	ACCENT COLORS - LEADERS CASE - SHOWN WILLIAMS ON TOSS
3	ACCENT COLORS - SABLE - SPONGE MELLERS ON TOSS
4	ACCENT PAPER
5	VANES BLATHER - PLAGIATION DISCREETLY UNACTUAL, SHOWN GAB 411
6	1" REGULATED REBAR W/ 1/2" AIRSPACE AND 2" GAP UP, SEE SCHEDULE FOR LOCATIONS OF REBAR LOCATIONS

- KEYNOTES**
1. FILLING ENTRANCE.
 2. PAINTED KEYS IN 1/2" HIGH UNL. VERTICAL LEFT TRUCK DOOR.
 3. PAINTED KEYS IN 1/2" HIGH VERTICAL LEFT TRUCK DOOR.
 4. 3" X 2" FINISH METAL MAIN DOOR.
 5. 2" WIDE X 6" DEEP HORIZONTAL PHYSICAL REVEAL.
 6. POLYURETHANE GLASS IN STEELWORK FRAME (PFCGL).
 7. HORIZONTAL CONNECT TO SUPPORT OVERWALL, CLASH DETECTION.
 8. HORIZONTAL VERTICAL BEARING BRIDGE ADDRESS FROM LOCATION.
 9. 8" HIGH BLADE TO PLAIN STEEL MELLERS WHITE - TOP KEYTRAIL OUTWARDS, SEE SEE PLAN.
 10. TOP PAINTED CONCRETE SCHEDULED REBAR ON ACCENT RE. CASE AND PAINTED ACCORDS TO FINISH THE OVERWALL DETAIL.
 11. WITH CLAD GARAGE STRUCTURE.

IN THE CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
DEVELOPMENT PLAN DPR 22-00005
 LOCATED IN SECTION 5, T. 5 S., R. 3 W., S.B.M.



OWNER/APPLICANT
 CH REALTY IX-MCI RIVERSIDE PERRIS AIRPORT CENTER, L.P.
 16020 LYON DRIVE, SUITE 501
 TORREY LINDA, CA 92581
 CONTACT: MICHAEL HANSTADSON
 PHONE: (714) 294-0841

ENGINEER
 ALBERT A. VESSE ASSOCIATES
 5700 HIGHWAY STREET
 RIVERSIDE, CA 92505
 CONTACT: SARAH KOWALSKI
 PHONE: (951) 500-1070

ARCHITECT
 RBA
 9321 ALTON PARKWAY, SUITE 100
 IRVINE, CA 92618
 CONTACT: MIKE BILL
 PHONE: (949) 241-0200
 FAX: (949) 241-0222

SOILS ENGINEER
 SOCAL GEOTECHNICAL
 22805 SAN JUAN PARKWAY NE
 TORREY LINDA, CA 92581
 CONTACT: JOSEPH LOZANO LEON
 PHONE: (714) 685-1181
 FAX: (714) 685-1182

ARCHITECT FILE RECEIVED
 ARCHITECT SITE PLAN PROVIDED BY
 ESA ON 1/06/2022

UTILITY PROVIDERS
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 SEWER: EASTERN MUNICIPAL WATER DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 CABLE: SOUTHERN CALIFORNIA GAS COMPANY
 CABLE TV: CHARTER COMMUNICATIONS

LAND USE
 EXISTING/PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
 EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

SCHOOL DISTRICT
 FERRIS ELEMENTARY AND FERRIS UNION HIGH SCHOOL DISTRICTS

TOPOGRAPHY SOURCE
 TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 05/05/2021

ACREAGE
 LOT A: 0.08 AC RAN DEDICATION, GORETZ ROAD
 LOT B: 2.00 AC RAN DEDICATION, ELLIS AVENUE
 LOT C: 2.81 AC RAN DEDICATION, GAGE ROAD
 LOT D: 0.41 AC RAN DEDICATION, GORETZ ROAD
 NET AREA (INSTR. 2018-018182) 22.88 AC (APNs: 880-040-001, -026, -054, -036, -040, AND 880-100-030)
 GROSS SITE AREA: 87.64 AC

APN
 880-040-001, -026, -054, -036, -040, AND 880-100-030

EASEMENT NOTES
 1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 21, 2018 IN BOOK 571 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, 1997 AS BOOK 318, 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. 2020-026484 OF OFFICIAL RECORDS TO CITY OF FERRIS. A MUNICIPAL CORPORATION A DOCUMENT ENTITLED "CERTIFICATE OF ACCOMMODATION RE: PERRIS AIRPORT, LLC-REGISTRATION NUMBER 9706" RECORDED JANUARY 28, 2021 AS INSTRUMENT NO. 2021-028484 OF OFFICIAL RECORDS.
 4. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-014146 OF OFFICIAL RECORDS.
 5. EASEMENTS FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS GRANTED IN A DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-014146 OF OFFICIAL RECORDS.
 6. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR 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 RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-014146 OF OFFICIAL RECORDS.
 SAID OFFER WAS ACCEPTED BY RESOLUTION A CERTIFIED COPY OF WHICH HAS RECORDED JANUARY 28, 2021, RECORDED NO. 2021-026484 OF OFFICIAL RECORDS.

LEGAL DESCRIPTION
 REAL PROPERTY IN THE CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 APNs: 880-040-001, -026, -054, -036, -040, AND 880-100-030

PARCEL 1
 PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. M-02626, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-014074 OF OFFICIAL RECORDS.

PARCEL 2
 PARCEL 2 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. M-02626, AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-014074 OF OFFICIAL RECORDS.

PARCEL 3
 AN EASEMENT AND RIGHT OF WAY TO CONSTRUCT, USE, MAINTAIN, OPERATE, ALTER, ADD TO, REPAIR, REPLACE, RECONSTRUCT, ENLARGE, IMPROVE, DEFEND, 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, 2002, AND MELANIE D. CONATSER, TRUSTEE OF THE MELANIE D. CONATSER IRREVOCABLE TRUST DATED DECEMBER 28, 2002 TO NERA NESA PERRIS AIRPORT, LLC, DATED DECEMBER 28, 2002 AND RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-014146 OF OFFICIAL RECORDS.

APN 880-100-030
 LOT 1 OF BERRAN'S SUBDIVISION, CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP BOOK 11 PAGE 344 RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

PROJECT DESCRIPTION
 DEVELOPMENT PLAN REVIEW FOR A DISTRIBUTION WAREHOUSE COMPLEX CONSISTING OF TWO (2) BUILDINGS TOTALING 624,270 SQUARE FEET ON 22.88 NET ACRES.

GENERAL INFORMATION
 1. THOMAS BRIDG, MAP BOOK PAGE 807 GRID: H6, H5 & J3.
 2. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 3. PROJECT IS NOT WITHIN A SPECIFIED PLAN.
 4. PARCELS OF RECORD ARE PLOTTED HEREIN.
 5. PROJECT IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
 6. PROJECT IS WITHIN HEAD VALLEY AREA PLAN (R04).
 7. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
 8. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
 9. SETBACKS OF SLOPED TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 481 REQUIREMENTS.
 10. ALL SLOPES ARE (1) RATIO, UNLESS OTHERWISE NOTED.
 11. LAND IS NOT WITHIN A SPECIAL STUDY ZONE.
 12. LAND IS SUBJECT TO LOW LIQUIDATION.
 13. NO SUBSURFACE SEPTIC DISPOSAL IS INTENDED.
 14. EXISTING STRUCTURES ON APN 880-100-001 ARE TO BE REMOVED.
 15. THE PROJECT WILL COMPLY WITH NOTES REQUIREMENTS AS REQUIRED BY NOTES SUPPLEMENT 'A'.
 16. FLOOD ZONE AE, AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL 060636404H.
 17. PROJECT IS WITHIN AIRPORT COMPATIBILITY ZONE E (PARCH AIR FORCE BASE).

PROJECT DATA

BUILDING 1 FOOTPRINT (WAREHOUSE)	780,001 SF
BUILDING 2 FOOTPRINT (WAREHOUSE)	49,969 SF
BUILDING 1 OFFICE (MEZZANINE)	10,000 SF
SLABED ROADS	200,000 SF
TOTAL FLOOR SPACE	849,970 SF

AUTO PARKING REQ'D

1ST 20K SF	61,000 SF	20 STALLS
20K - 40K SF	61,000 SF	10 STALLS
ABOVE 40K	61,000 SF	10 STALLS
TOTAL AUTO PARKING REQUIRED		40 STALLS

AUTO PARKING PROVIDED

ACCESSIBLE STALLS	13 STALLS
STANDARD STALLS	44 STALLS
EV STALLS (CHARGING)	3 STALLS
EV STALLS (RESTRUCTURED)	21 STALLS
TOTAL AUTO PARKING PROVIDED	81 STALLS

OTHER FACILITIES PROVIDED

TRAILER PARKING @5000 SF (44 REQ'D)	848 PROVIDED
DOCK DOORS	182 PROVIDED
BIKE LOCATIONS	63% OF REQ'D AUTO 10 PROVIDED

EARTHWORK ESTIMATE

CUT	14,900 CY
FILL	20,000 CY
EMBANKMENT	18,000 CY
NET	14,900 CY (FILL)

SHEET INDEX

SHEET 1	INDEX MAP
SHEET 2	NOTES AND SECTIONS
SHEET 3-1	CONCEPTUAL GRADING
SHEET 3-4	CONCEPTUAL UTILITY

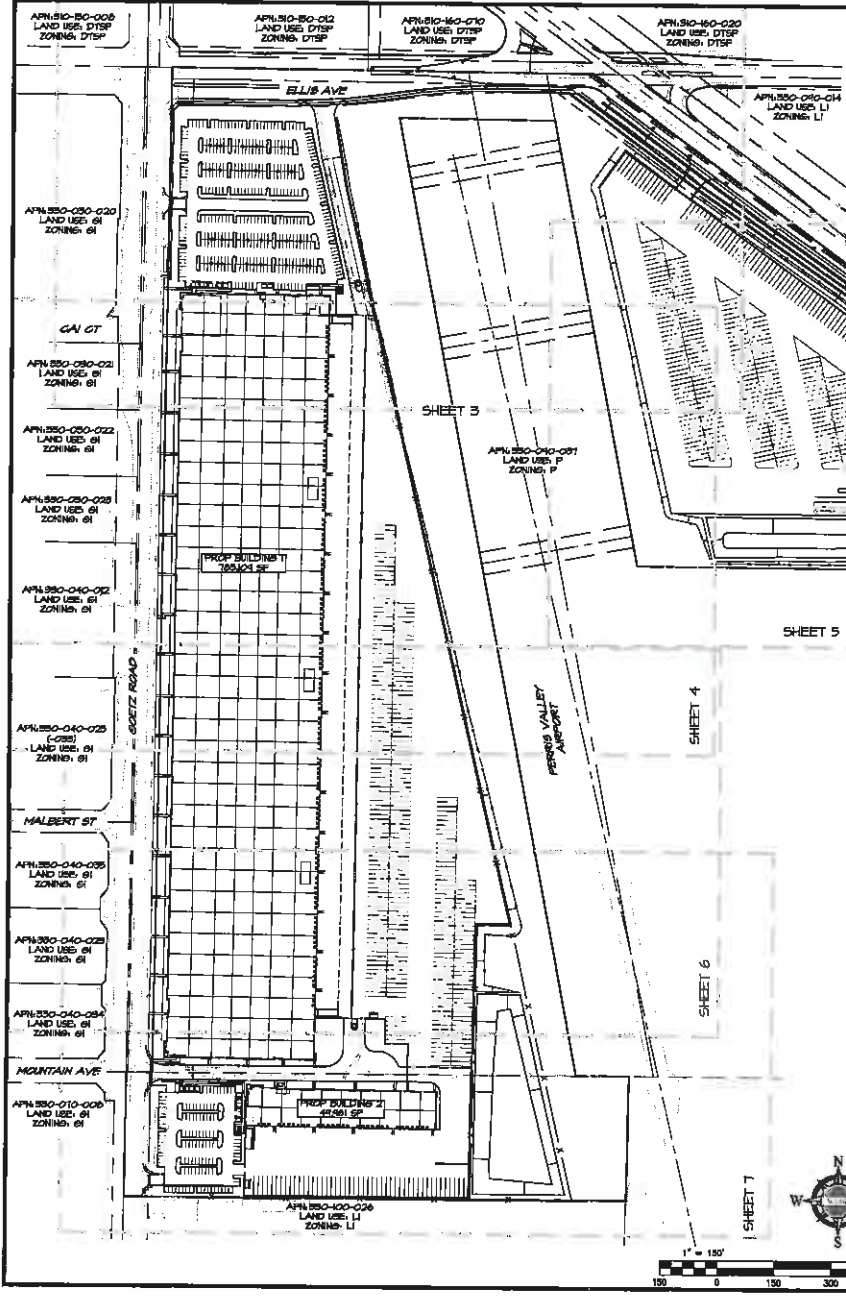
LEGEND

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---	EX WATER LINE	FF	FURNISHED FLOOR
---	EX SEWER LINE	R/H	RIGHT-OF-WAY
---	PROP WATER LINE	PROP	PROPOSED
---	PROP SEWER LINE	EX	EXISTING
---	PROP #1 FENCE	SP	EDGE OF PAVEMENT
---	PROP GRADE BREAK	SD	STREET DRAIN
---	EDGE OF PAVEMENT	PH	FIRE HYDRANT
---		S/M	SIDEWALK
---		ESHT	EASEMENT
---		CL	CENTERLINE

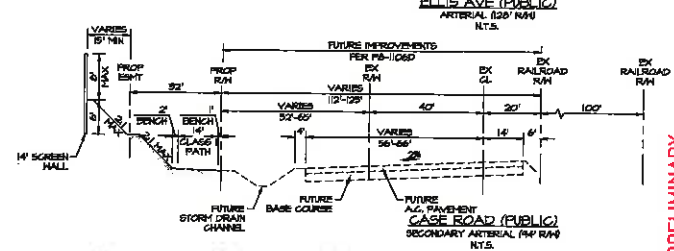
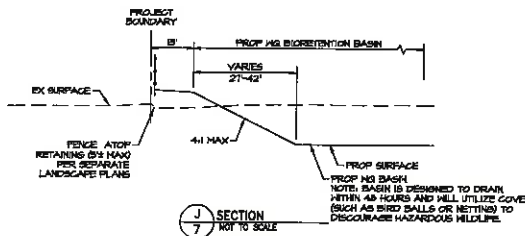
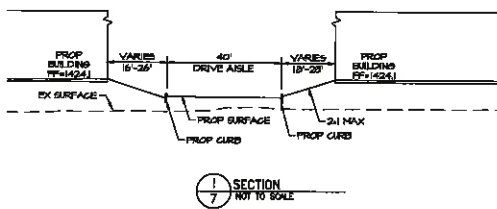
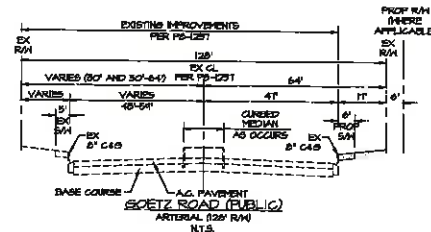
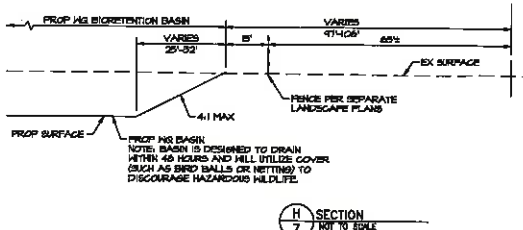
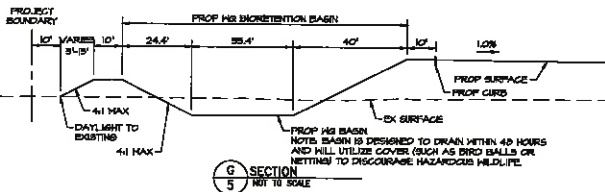
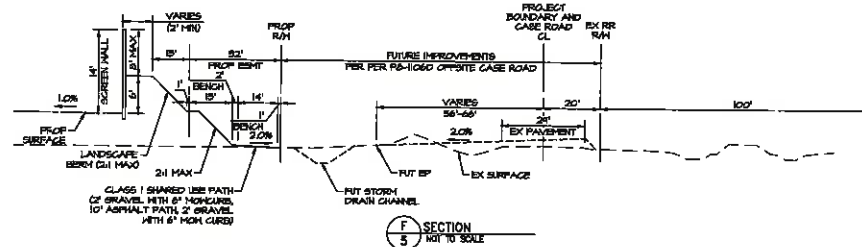
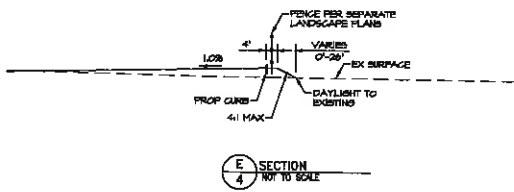
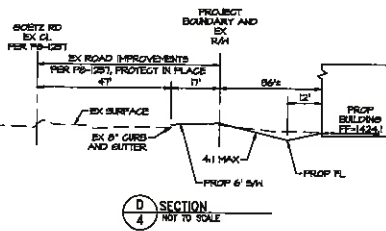
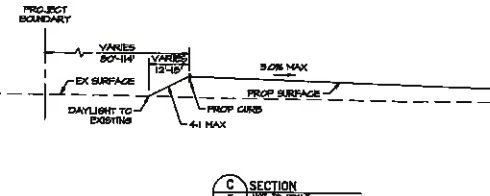
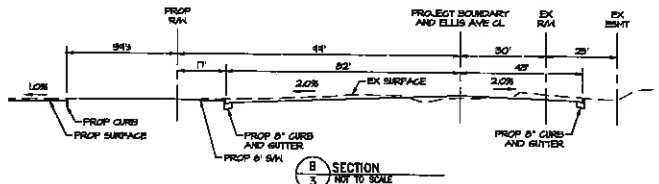
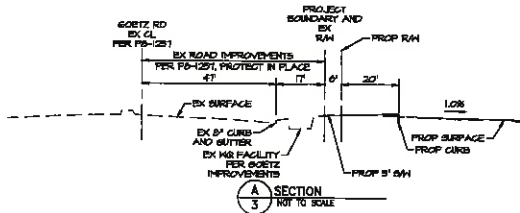
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 CHECKED: SK
 P.L.N. OR REP.
 1246296
 SHEET 3 OF 4
 DATE: 21-Nov-22

DEVELOPMENT PLAN DPR 22-00005
 CITY OF FERRIS
 CH REALTY IX-MCI RIVERSIDE PERRIS AIRPORT CENTER, L.P.

NO. 21-028
 SHEET 3 OF 4
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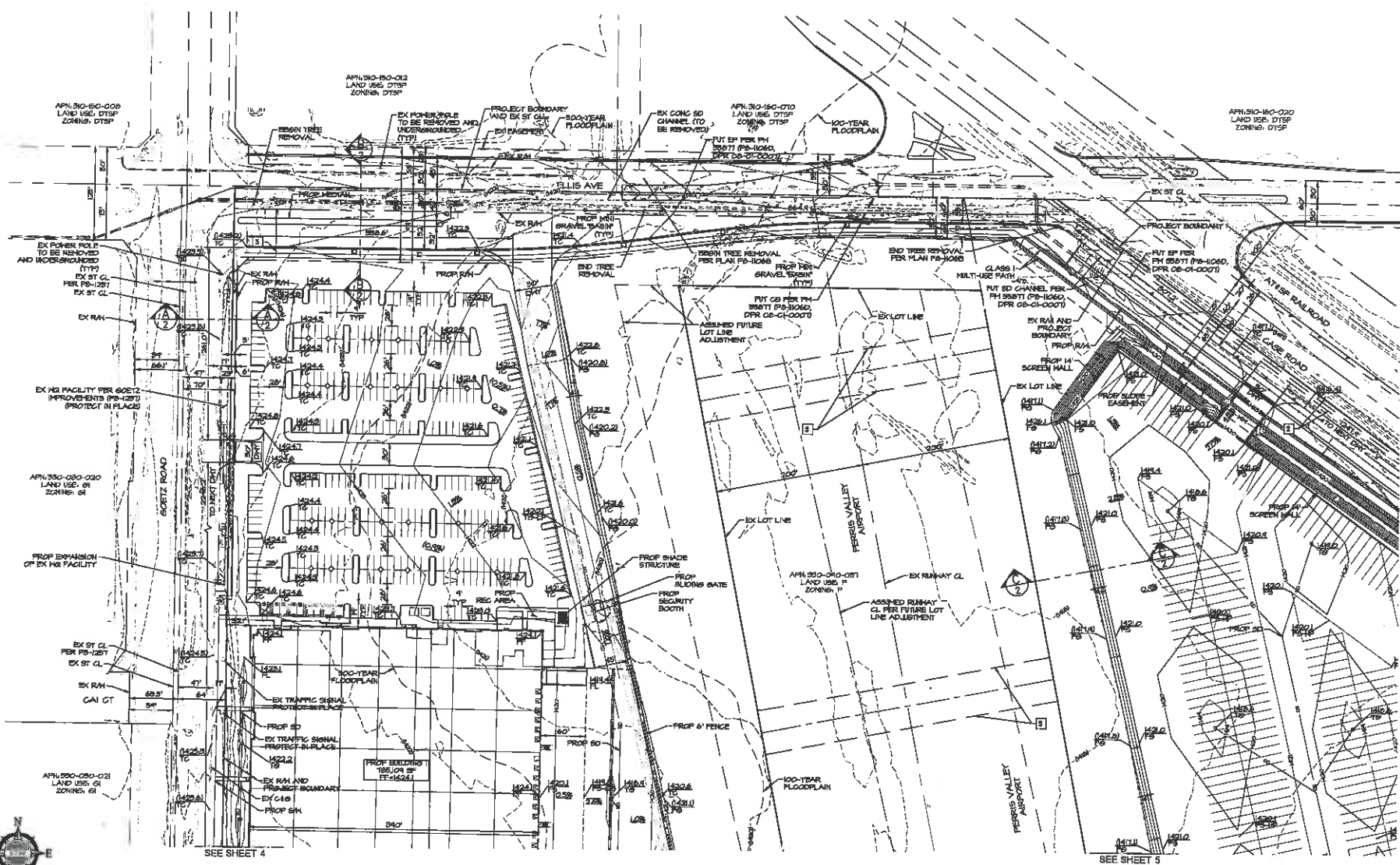


PRELIMINARY



SCALE: 1"=20'	DATE: 2022-11-21	DESIGNED: ASB	CHECKED: SKC	PLN. OR. REF.	DATE: 11-21-22	PROJECT NO.: 21-000-02	SHEET: 2 OF 2 SHEETS
							DEVELOPMENT PLAN DPR 22-00005 CITY OF PERRIS CH REALTY IX-MC I RIVERSIDE PERRIS AIRPORT CENTER, L.P.

PRELIMINARY
 11/21/2022 10:58:58 AM

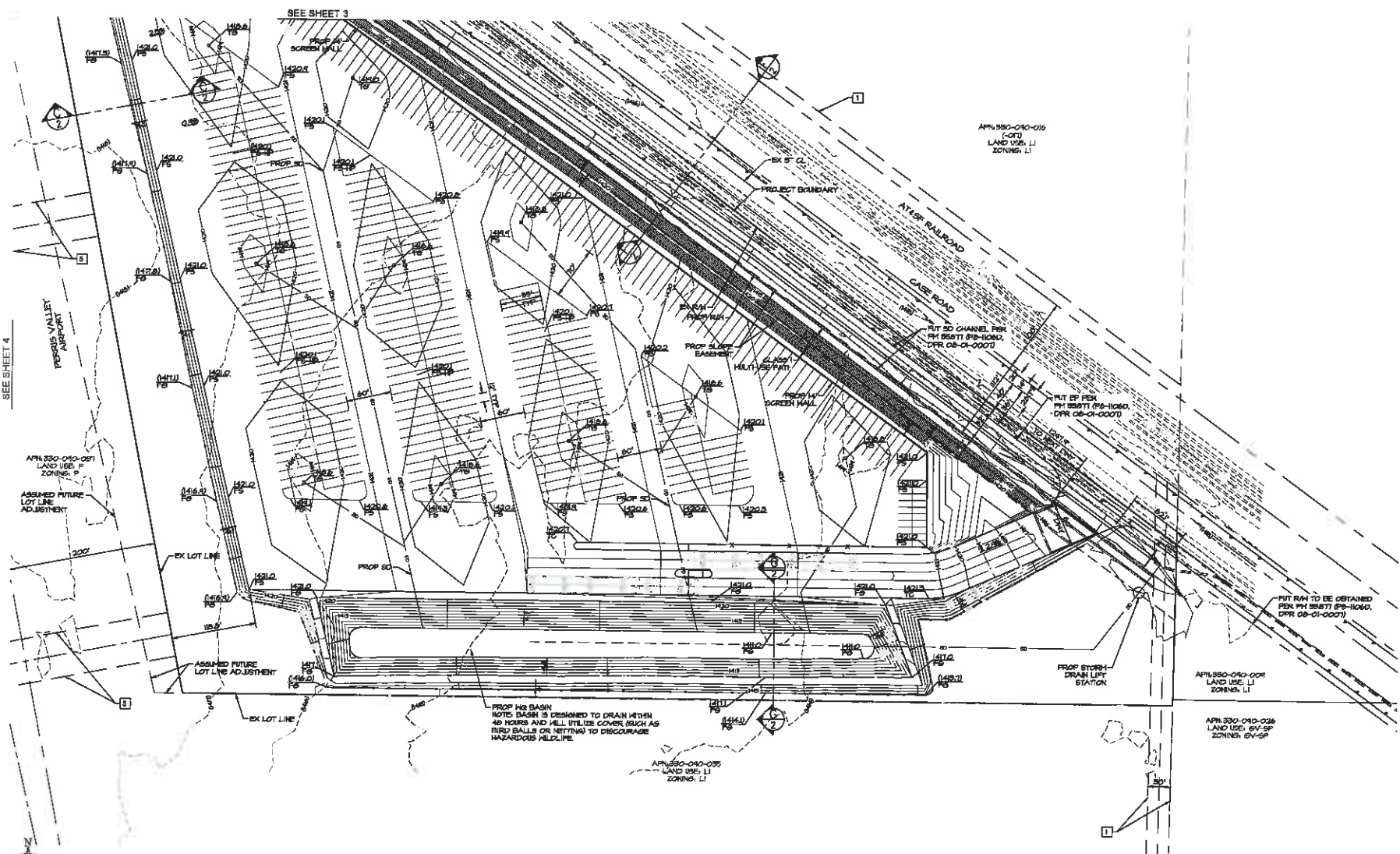


SEE SHEET 4

SEE SHEET 5

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DATE	DESCRIPTION																							
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PROJECT NO.	DPR 22-00005																							
CITY	CITY OF HERRIS																							
CLIENT	CH REALTY (X-M) MIDWIDE PERRIS AIRPORT CENTER L.P.																							
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SHEET NO.	3																							
TOTAL SHEETS	3																							

PRELIMINARY



SEE SHEET 4

SEE SHEET 3

APN 850-010-016
 (CITY)
 LAND USE: LI
 ZONING: LI

APN 850-010-087
 LAND USE: P
 ZONING: P

APN 850-010-001
 LAND USE: LI
 ZONING: LI

APN 850-010-026
 LAND USE: SV-SP
 ZONING: SV-SP

APN 850-010-035
 LAND USE: LI
 ZONING: LI

PROP #2 BASIN
 WITH DRAIN IS DESIGNED TO DRAIN WITHIN
 48 HOURS AND WILL UTILIZE COVER (SUCH AS
 BRICK BALLS OR NETTING) TO DISCOURAGE
 HAZARDOUS WILDLIFE.

FIT SD CHANNEL PER
 PH 55071 (P8-1060,
 DPR 08-01-0007)

FIT EP PER
 PH 55071 (P8-1060,
 DPR 08-01-0007)

FIT RM TO BE OBTAINED
 PER PH 55071 (P8-1060,
 DPR 08-01-0007)



		DEVELOPMENT PLAN DPR 22-00005 CITY OF PERRIS CH REALTY AND RIVERSIDE PERRIS AIRPORT CENTER, L.P.		SHEET 5 OF 5
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PRELIMINARY

APN 350-040-012
LAND USE: G1
ZONING: G1

APN 350-040-025
(-025)
LAND USE: G1
ZONING: G1

APN 350-040-025
(-025)
LAND USE: G1
ZONING: G1

APN 350-040-025
LAND USE: G1
ZONING: G1

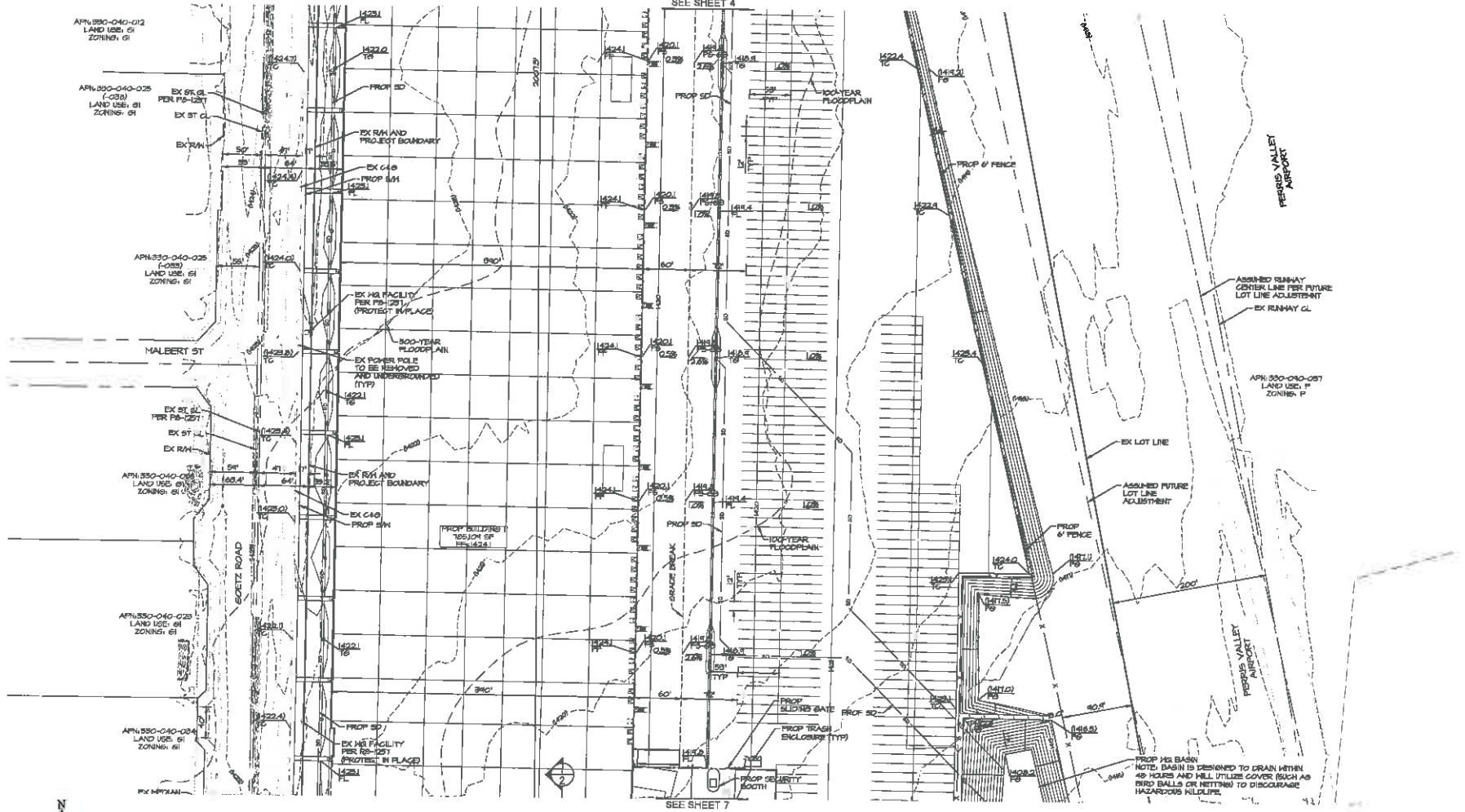
APN 350-040-025
LAND USE: G1
ZONING: G1

APN 350-040-034
LAND USE: G1
ZONING: G1



SEE SHEET 4

SEE SHEET 7



PERRIS VALLEY AIRPORT

ASSUMED RAILWAY CENTER LINE PER FUTURE LOT LINE ADJUSTMENT

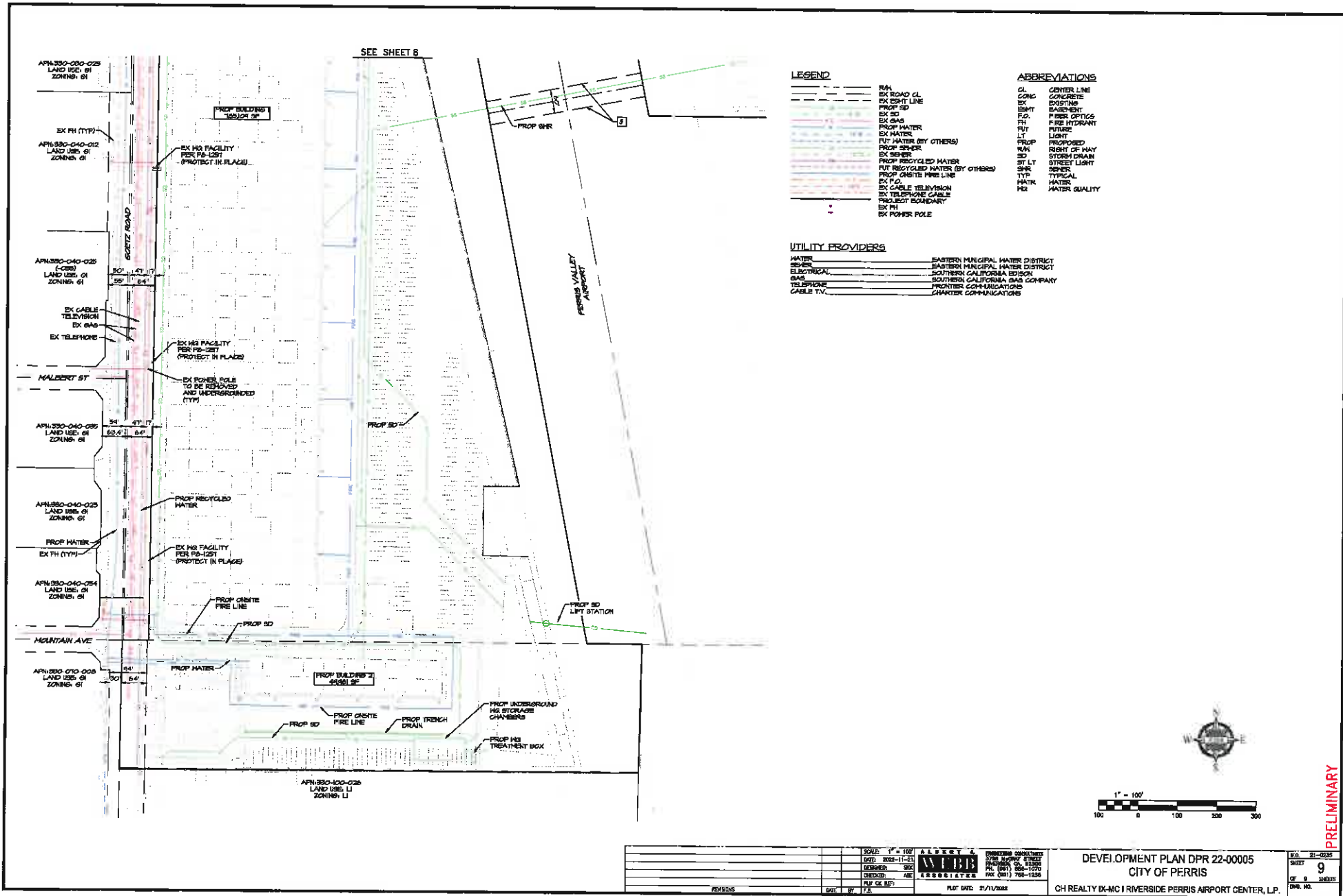
APN 300-040-087
LAND USE: P
ZONING: P

PERRIS VALLEY AIRPORT

PROP H2 BASIN
NOTE: DRAIN IS DESIGNED TO DRAIN WITHIN 48 HOURS AND SHALL UTILIZE COVER BUSH AND BIRD BALLS OR NETTING TO DISCOURAGE HAZARDOUS WILDLIFE.

		DEVELOPMENT PLAN DPR 22-00005 CITY OF PERRIS		SHEET 6 OF 6
PROJECT NO: 22-00005 DATE: 08/20/2022		CITY OF PERRIS 1000 W. MAIN ST. PERRIS, CA 92370		SCALE: AS SHOWN DRAWN BY: [Name] CHECKED BY: [Name]
CH HEALTH & MC 3 RIVERSIDE PERRIS AIRPORT CENTER, L.P.				

PRELIMINARY



LEGEND

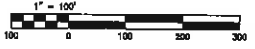
- RAH EX ROAD CL
- EX ROAD CL
- EX EMT LINE
- PROP SD
- EX SD
- EX GAS
- PROP WATER
- EX WATER
- FUT WATER (BY OTHERS)
- PROP SEWER
- EX SEWER
- PROP RECYCLED WATER
- FUT RECYCLED WATER (BY OTHERS)
- PROP ONSITE FIRE LINE
- EX F.O.
- EX CABLE TELEVISION
- EX TELEPHONE CABLE
- PROJECT BOUNDARY
- EX FH
- EX POWER POLE

ABBREVIATIONS

- CL CENTER LINE
- CONC CONCRETE
- EXIST EXISTING
- EMT EMBANKMENT
- F.O. FIBER OPTICS
- FH FIRE HYDRANT
- FUT FUTURE
- LT LIGHT
- PROP PROPOSED
- RAH RIGHT OF WAY
- SD STORM DRAIN
- ST LT STREET LIGHT
- SWR SENSER
- TYR TYPICAL
- WTR WATER
- HQ 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 TV. CHARTER COMMUNICATIONS



SCALE: 1" = 100' DATE: 2022-11-21 DESIGNED: GRS CHECKED: ASE P.L.P. OR REF.: DATE: BY: T.B.		ALBERT E. ALBERT ENGINEERING CONSULTANTS 5705 MACKEY STREET RIVERSIDE, CA 92506 PH: (951) 506-1270 FAX: (951) 750-1330	DEVELOPMENT PLAN DPR 22-00005 CITY OF PERRIS CH REALTY IX-AC I RIVERSIDE PERRIS AIRPORT CENTER, LP.	SHEET: 21-025 SHEET: 9 OF: 9 SHEETS DATE:
--	--	--	---	--

PRELIMINARY
 11/21/2022 11:21 AM

IN THE CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA TENTATIVE PARCEL MAP NO. 38412

LOCATED IN SECTION 5, T. 5 S., R. 3 N, S.B.M.

OWNER/APPLICANT
CH REALTY (X-M) I REVERSIDE
FERRIS AIRPORT CENTER, L.P.
10282 LEXON DRIVE SUITE 961
YORBA LINDA, CA 92586
CONTACT: MICHAEL HASTERTSON
PHONE: (714) 214-2544

ENGINEER
ALBERT A. HESS ASSOCIATES
3740 MCGRAY STREET
RIVERSIDE, CA 92506
CONTACT: SARAH KOWALSKI
PHONE: (951) 541-0232
FAX: (951) 541-0232

ARCHITECT
RBA
2001 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE BILL
PHONE: (949) 264-0230
FAX: (949) 264-0232

SOILS ENGINEER
SOCAL GEOTECHNICAL
22885 SAN RAMON PARKWAY #E
YORBA LINDA, CA 92807
CONTACT: JOSEPH LIZARD LEON
PHONE: (714) 800-1128
FAX: (714) 800-1128

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 TV: CHARTER COMMUNICATIONS

LAND USE
EXISTING/PROPOSED GENERAL PLAN LAND USE: LIGHT INDUSTRIAL (LI)
EXISTING/PROPOSED ZONING: LIGHT INDUSTRIAL (LI)

A.P.N.
APN 010-040-020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, AND 350-040-030

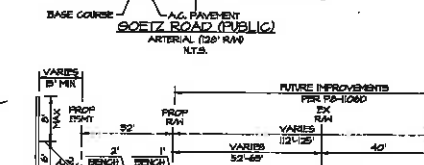
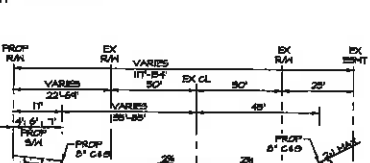
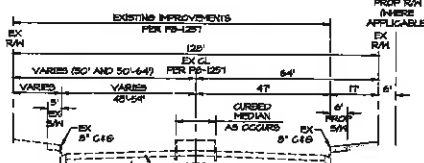
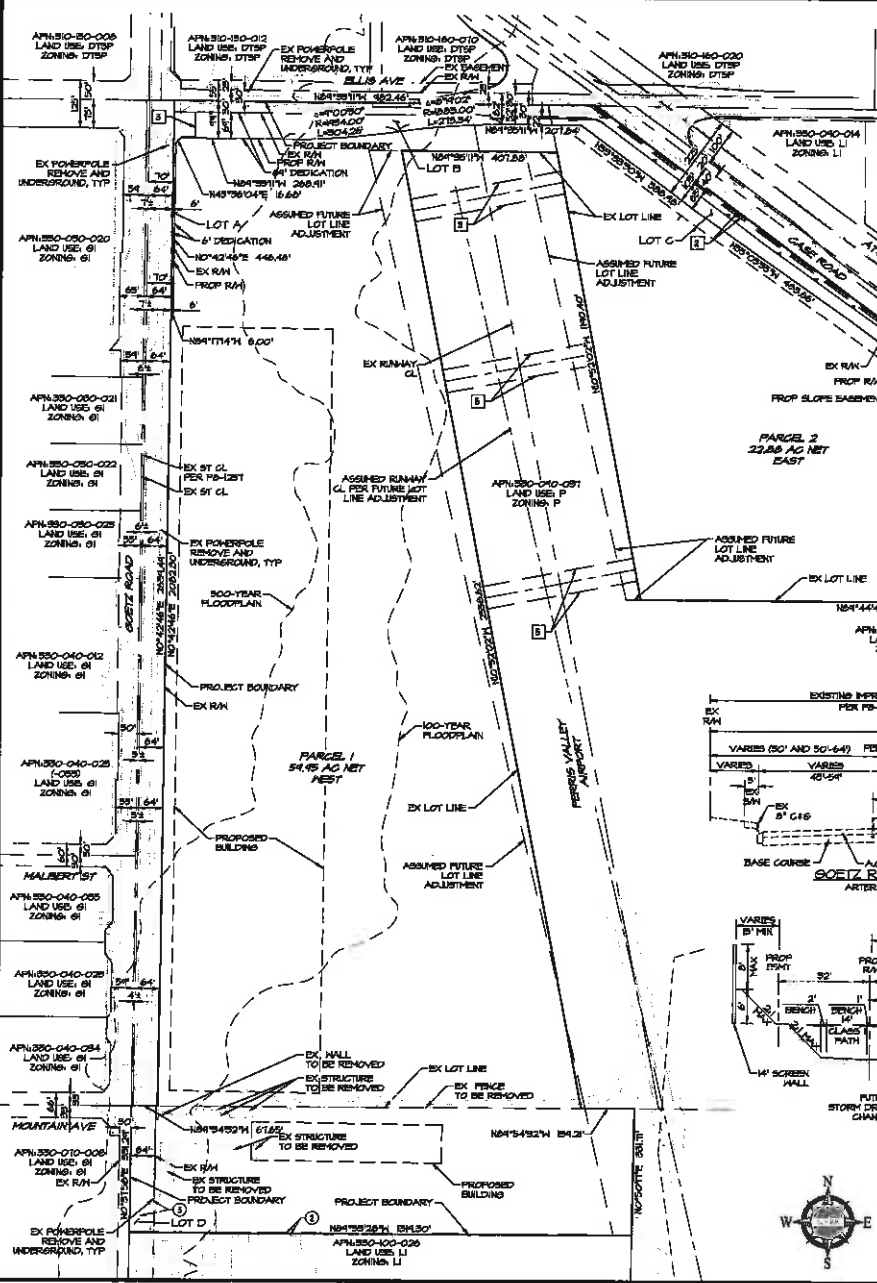
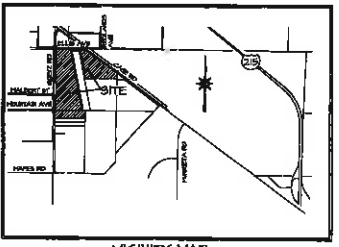
TOPOGRAPHY SOURCE
TOPOGRAPHY PLOTTED BY INLAND AERIAL SURVEYS, INC. ON 02/18/2022

SCHOOL DISTRICT
FERRIS ELEMENTARY AND FERRIS UNION HIGH SCHOOL DISTRICTS

ACREAGE
LOT A: 0.06 AC R/W DEDICATION, SOEITZ ROAD
LOT B: 2.00 AC R/W DEDICATION, ELLIS AVENUE
LOT C: 2.01 AC R/W DEDICATION, CASE ROAD
LOT D: 0.44 AC R/W DEDICATION, SOEITZ ROAD
NET AREA (WEST): 10.12 AC (APN 350-040-020, 021, 022, 023, 024, AND 350-040-030)
NET AREA (EAST): 22.88 AC (APN 010-040-020)
GROSS SITE AREA: 32.94 AC

EASEMENT NOTES

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED MAY 21, 1918 IN BOOK 571 OF DEEDS, PAGE 16, IN FAVOR OF SOUTHERN SIERRA POWER COMPANY.
 2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 04, 1917 AS BOOK 583 PAGE 56 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. 2020-0284614 OF OFFICIAL RECORDS, IN FAVOR OF CH REALTY (X-M) I REVERSIDE FERRIS AIRPORT CENTER, L.P. A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-MIRA MESA FERRIS AIRPORT, LLC-RESOLUTION NUMBER 5704" RECORDED JANUARY 29, 2021 AS INSTRUMENT NO. 2021-0284614 OF OFFICIAL RECORDS.
 4. THE TERMS, PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "EASEMENT AGREEMENT" RECORDED APRIL 10, 2017 AS INSTRUMENT NO. 2017-041746 OF OFFICIAL RECORDS.
 5. EASEMENTS FOR THE PURPOSES SHOWN BELOW AND RIGHTS INCIDENTAL THEREOF, AS GRANTED IN A DOCUMENT ENTITLED "CERTIFICATE OF ACCEPTANCE-MIRA MESA FERRIS AIRPORT, LLC-RESOLUTION NUMBER 5704" RECORDED JANUARY 29, 2021 AS INSTRUMENT NO. 2021-0284614 OF OFFICIAL RECORDS.
 6. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR 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. 2016-017651 OF OFFICIAL RECORDS.
- SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JANUARY 28, 2021, RECORDED NO. 2021-0284614 OF OFFICIAL RECORDS.



- GENERAL INFORMATION**
1. THOMAS BRDS. MAP BOOK PAGE 807 GRID H4, H5 & J5.
 2. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 3. EASEMENTS OF RECORD ARE PLOTTED HEREIN.
 4. PROJECT IS NOT WITHIN A SPECIAL STUDY DISTRICT.
 5. PROJECT IS WITHIN MOUNTAIN VALLEY AREA PLAN (MVP).
 6. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
 7. TOPOGRAPHY PLOTTED BY INLAND AERIAL SURVEYS, INC.
 8. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO COUNTY OF RIVERSIDE ORDINANCE 407 REQUIREMENTS.
 10. ALL SLOPES ARE 3:1 RATIO UNLESS OTHERWISE NOTED.
 11. LAND IS NOT WITHIN A SPECIAL STUDIES ZONE.
 12. LAND IS SUBJECT TO LOU LUBBERG ACT.
 13. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
 14. EXISTING STRUCTURES ON APN 350-100-001 ARE TO BE REMOVED.
 15. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS AS REQUIRED BY NPDES SUPPLEMENT W.
 16. FLOOD ZONE AS AREA OF SPECIAL FLOOD HAZARD PER FEMA PANEL DEGRAPHICAL.
 17. PROJECT IS WITHIN AIRPORT COMPATIBILITY ZONE E (MARCH AIR FORCE BASE).

LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 1: PARCEL 1 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-03261 AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140978 OF OFFICIAL RECORDS.
PARCEL 2: PARCEL 2 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-03261 AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140978 OF OFFICIAL RECORDS.
PARCEL 3: PARCEL 3 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-03261 AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140978 OF OFFICIAL RECORDS.
PARCEL 4: PARCEL 4 AS SHOWN ON CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT NO. 16-03261 AS EVIDENCED BY DOCUMENT RECORDED APRIL 07, 2017 AS INSTRUMENT NO. 2017-0140978 OF OFFICIAL RECORDS.



DATE	BY	FILE
2022-11-21	AS	300
2022-11-21	AS	300
2022-11-21	AS	300

TENTATIVE PARCEL MAP NO. 38412		NO. 2831-2838
CITY OF FERRIS		SHEET 1
CH REALTY (X-M) I REVERSIDE FERRIS AIRPORT CENTER, L.P.		OF 1 3/19/23

PRELIMINARY
 02/23/2023 09:58:53 AM
 11/27/2022 10:23:19 AM

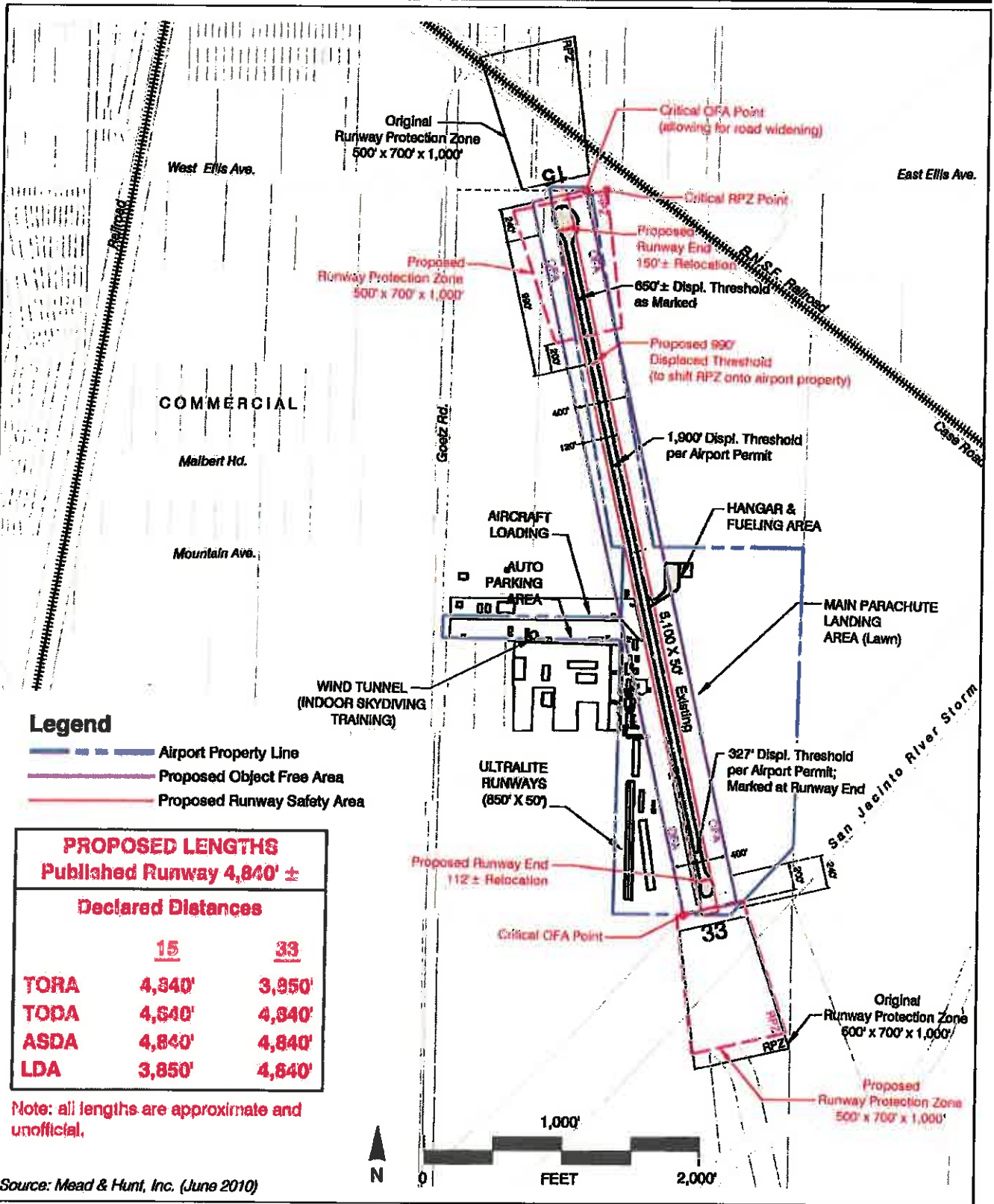


Exhibit PV-2

Airport Diagram

Perris Valley Airport

W8-4

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

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1129FV23 – Marks Architects (Representative: Gabriela Marks)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT230027 (Plot Plan)

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

Airport Influence Area: French Valley Airport

Land Use Policy: Compatibility Zone B1

Noise Levels: 60 - 65 CNEL from aircraft noise

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Plot Plan **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 2,054 square foot The Habit Burger restaurant, and a 1,568 square foot KFC restaurant with a shared drive-thru on 1.38 acres.

PROJECT LOCATION: The proposed project is located on the southeast corner of Benton Road and Temeku Street, approximately 3,067 feet northerly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone B1 of the French Valley Airport Influence Area. Within Compatibility Zone B1 of the French Valley Airport Influence Area, Additional Compatibility Policy 2.3 limits average acre intensity to 40 people per acre.

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

- Restaurant dining area – 1 person per 15 square feet,

- Restaurant kitchen area – 1 person per 200 square feet, and
- Storage area- 1 person per 300 square feet.

The project proposes to construct a 2,054 square foot Habit Burger, and a 1,568 square foot KFC with a shared drive-thru, on 1.38 acres, consisting of The Habit restaurant :716 square feet of kitchen area, 978 square feet of storage area, and 360 square feet of dining area; the KFC: 982 square feet of kitchen area, 465 square feet of storage area, 120 square feet of dining area, and a 9 car-stack drive-thru, accommodating a total of 55 people, resulting in an average intensity of 40 people per acre, which is consistent with Compatibility Zone B1 average intensity criterion of 40 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 standard vehicle). Based on the number of vehicle parking spaces provided (37), the total occupancy would be estimated at 56 persons, resulting in an average intensity of 40 persons per acre, which is consistent with the Zone B1 average intensity criterion of 40 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1, where Additional Compatibility Policy 2.3 restricts single acre intensity to a maximum of 80 persons.

Based on the proposed site plan and occupancies as previously noted, the maximum single-acre intensity includes the Habit restaurant :716 square feet of kitchen area, 978 square feet of storage area, and 360 square feet of dining area; the KFC: 982 square feet of kitchen area, 465 square feet of storage area, 120 square feet of dining area, and a 9 car-stack drive-thru, accommodating a total occupancy of 55 people, which is consistent with the Zone B1 single-acre intensity criterion of 80 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1.

Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located within the 60 - 65 CNEL contour range from aircraft noise. Office and retail (restaurant) uses are identified as marginally acceptable within this range as long as outdoor activities are minimal; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 3,067 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,378 feet AMSL. The site elevation is 1,350 feet AMSL with a maximum building height of 24 feet, the top point elevation would be 1,374 feet. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

Open Area: Compatibility Zone B1 requires 30% of open land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is 1.38 acres, therefore, open area is not required.

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 nearest portion of the project is located 3,067 feet from the runway, and therefore would be subject to the above requirement.

The project includes a biofiltration basins totaling 3,388 square feet and pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, "Airports, Wildlife and Stormwater Management", such basins are permissible in Zone B when vegetation is selected careful 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).

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 landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
 4. The project shall utilize sand filter basins and 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.

5. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
6. This project has been evaluated as consisting of a 2,054 square foot The Habit Burger, and a 1,568 square foot KFC restaurant with a shared drive-thru. No outdoor seating is proposed. Any increase in building area (including construction of a new building), 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. 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.

X:\AIRPORT CASE FILES\French Valley\ZAP1129FV23\ZAP1129FV23sr.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**

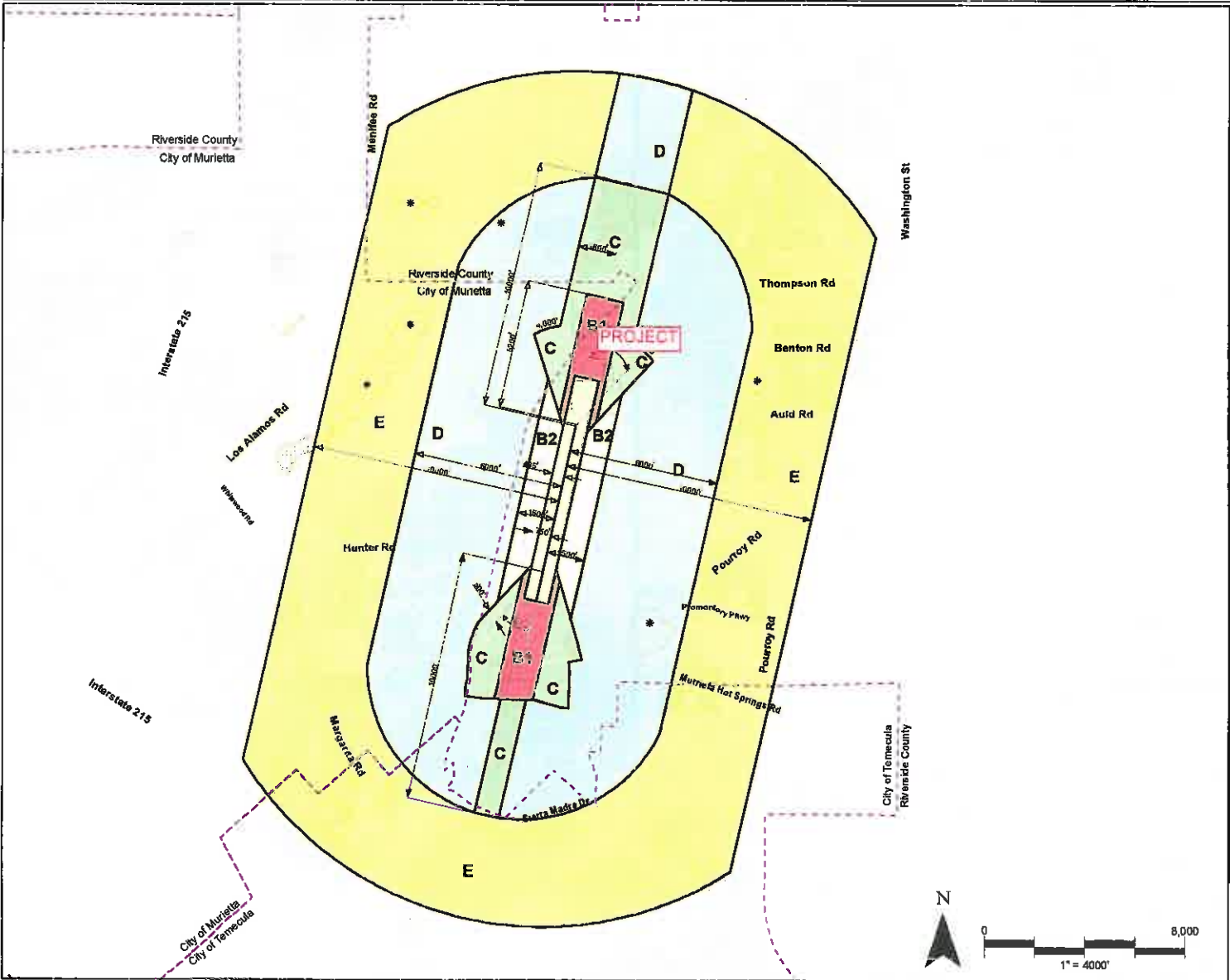
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

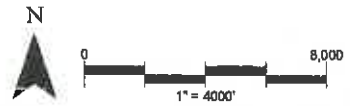
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - * Height Review Overlay Zone

Note

Airport Influence Area 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 from compatibility criteria associated with this map.

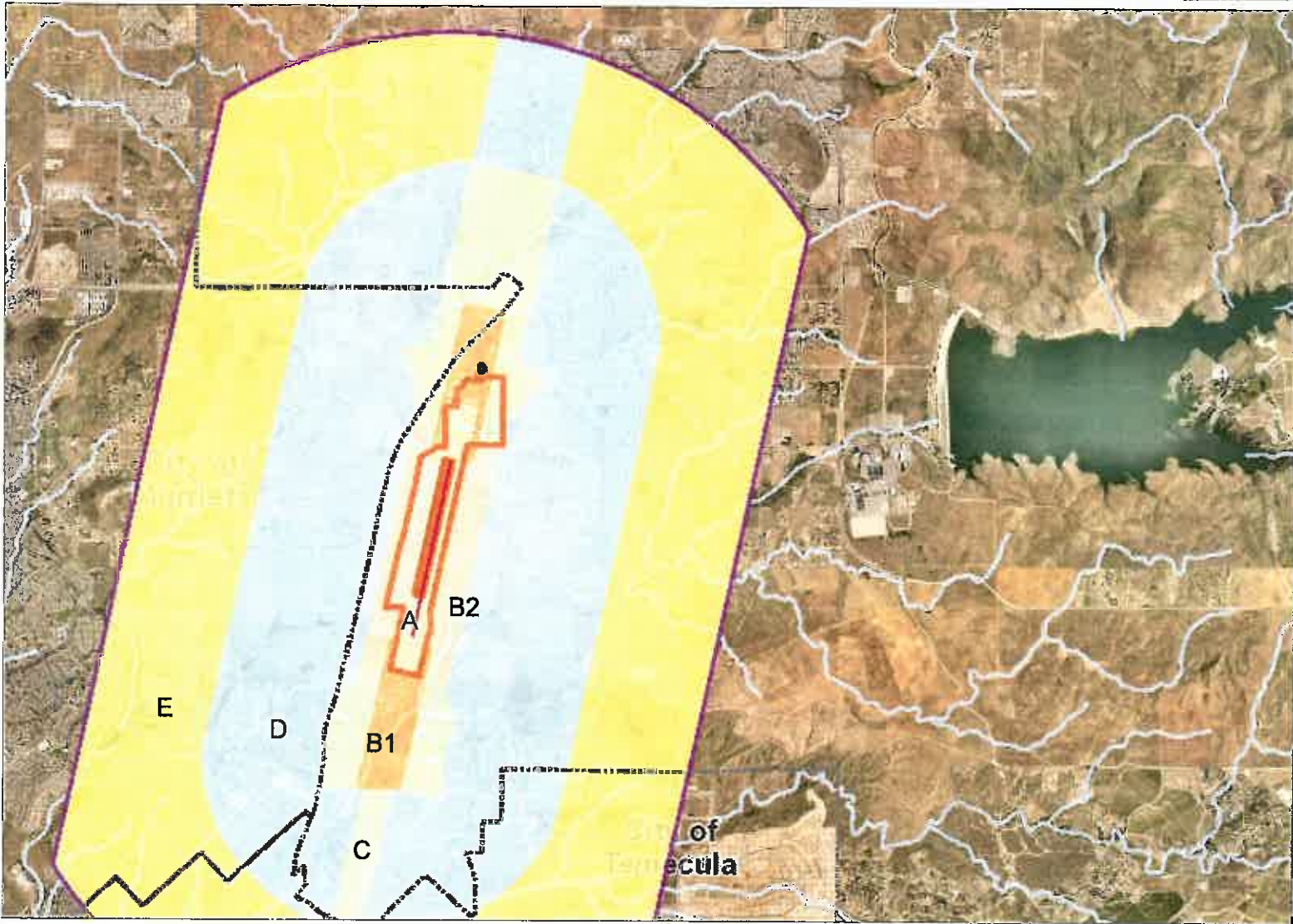
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (April 2010)



Map FV-1

Compatibility Map
 French Valley 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



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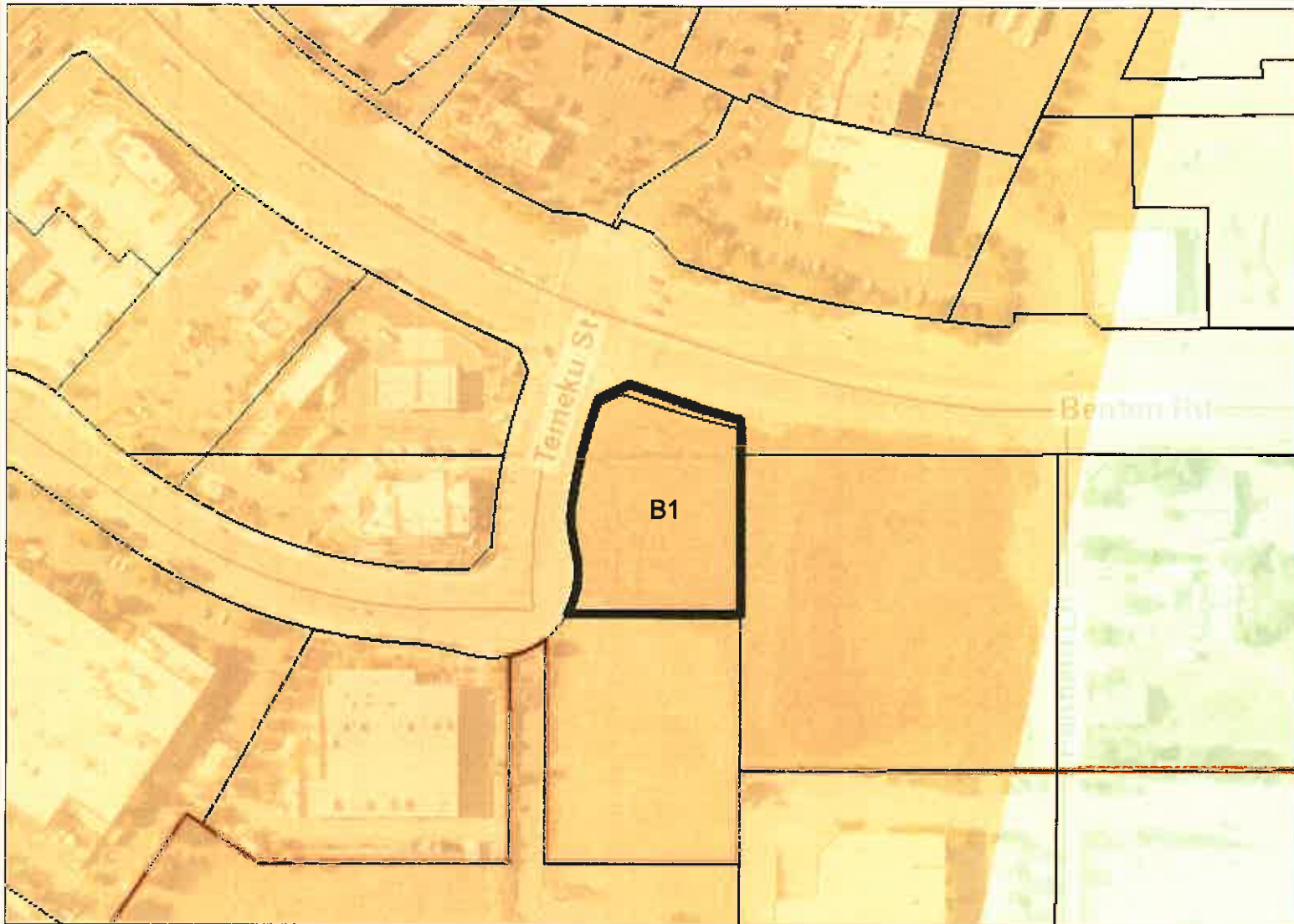
Notes



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Map My County Map



Legend

- Parcels
- 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



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Notes



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Map My County Map



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



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0 192 385 Feet

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Notes

Map My County Map



Legend

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



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Notes



0 770 1,539 Feet

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Map My County Map



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



0 385 770 Feet

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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map



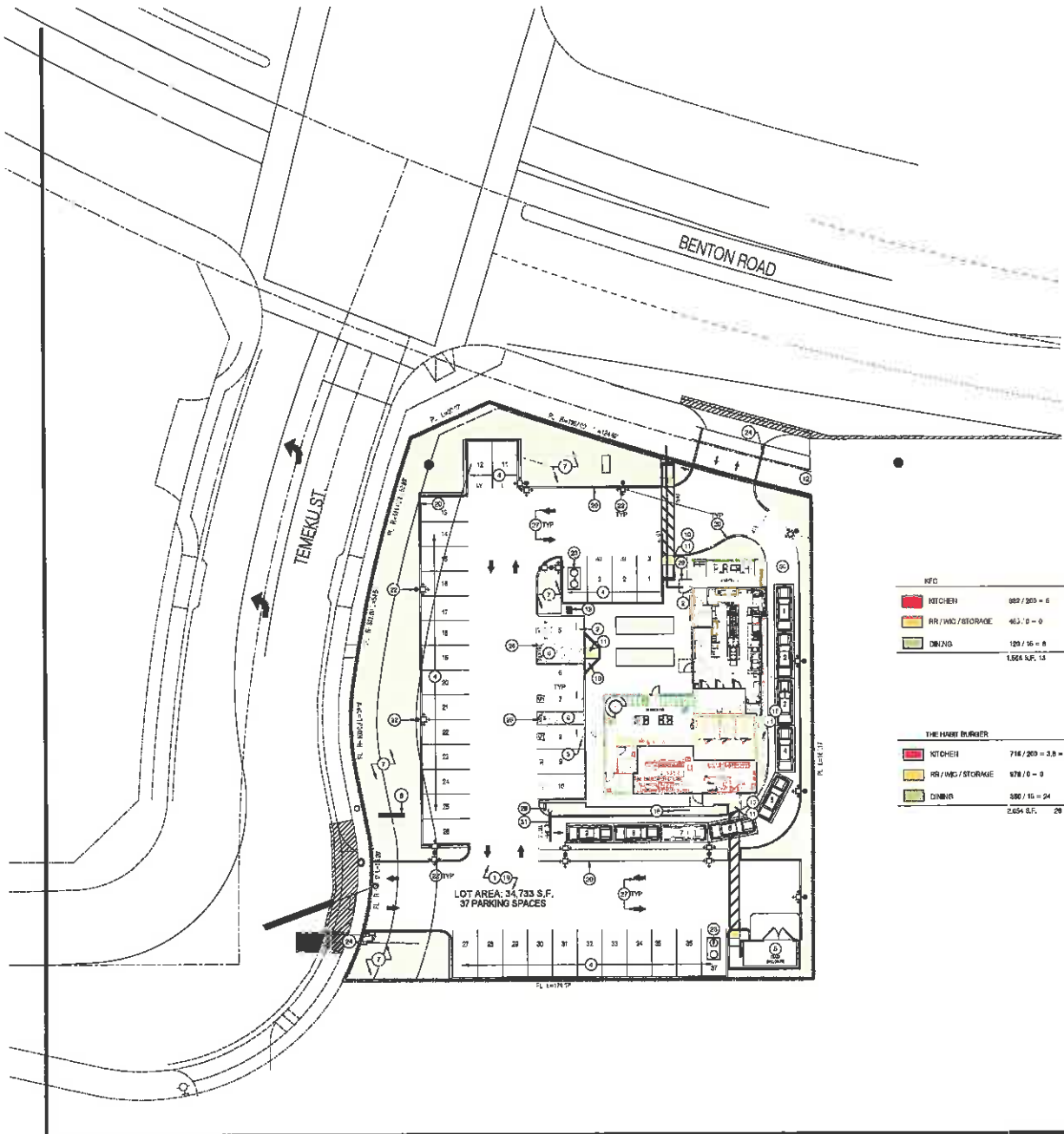
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Notes



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IFPC

KITCHEN	882 / 203 = 4
RR / W/D / STORAGE	462 / 0 = 0
DINING	120 / 16 = 8
	1,664 S.F. / 13

THE HABIT BURGER

KITCHEN	718 / 203 = 3.5
RR / W/D / STORAGE	878 / 0 = 0
DINING	380 / 16 = 24
	2,654 S.F. / 28

LOT AREA: 34,733 S.F.
37 PARKING SPACES

KEY NOTES

1. NEW ASPHALT PARKING LOT
2. ACCESSIBLE ENTRY STORAGE
3. ACCESSIBLE P PARKING STALL WITH SIGNAGE
4. PAINTED PARKING STRIPING PER CITY STANDARDS
5. TRASH ENCLOSURE, PAINT TO MATCH BUILDING, PROVIDE ROOF OVER ENCLOSURE
6. ACCESSIBLE PATH OF TRAVEL, 120" MAX, FINISH SLOPE: 2% MAX. CROSS SLOPE.
7. LANDSCAPE AREA, REFER TO LANDSCAPE DRAWINGS
8. Pylon Sign OR MONUMENT
9. PRECAST CONCRETE WHEEL STOP
10. ACCESSIBLE CURB RAMP
11. DETECTABLE WARNING
12. ACCESSIBLE P. 1/4 OF TRAVEL FROM PUBLIC WALKWAY
13. BIKE RACK
14. CANOPY
15. SPEAKER P.O.T.
16. MENU BOARD
17. SWITCHGEAR
18. PREVIEW BOARD
19. A.C. PAVING AND BARE, SEE CIVIL DRAWINGS AND SOILS REPORT
20. PRECAST CONCRETE CURB, TYP.
21. TRANSFORMER AND TRANSFORMER PAD, CONFIRM WITH UTILITY COMPANY
22. PARKING LOT LIGHT WITH CONCRETE BASE
23. GREASE INTERCEPTOR
24. 10' AWAY BOIL
25. ACCESSIBLE LOADING ARMS
26. PAINT "NO PARKING" LETTERING ON ACCESSIBLE LOADING ZONE, PAINT 12" HIGH WHITE LETTERS
27. PAINT DIRECTIONAL ARROW
28. DIRECTIONAL SIGN
29. PROVIDE 8' x 6' CLEAR SPACE AT ENTRANCE
30. NEW BLACK CONCRETE DRIVE THRU LAKE
31. CLEARANCE BAR

RIVERSIDE COUNTY PARKING ANALYSIS

PARKING REQUIRED	
1 SPACE / 45 S.F. SERVING AREA + 1 SPACE FOR EACH 2-EMPLOYEES	
SITE SERVING AREA	1,525 SF
EMPLOYEES PER SHIFT	4
PARKING REQUIRED:	5 SPACES
THE HABIT BURGER	1,900 SF
SERVING AREA	316 SF
EMPLOYEES PER SHIFT	8
PARKING REQUIRED:	14 SPACES
TOTAL PARKING REQUIRED	19 SPACES
TOTAL PARKING PROVIDED	37 SPACES ✓



services
 interior design
 retail
 multi-family
 special planning
 master planning
 land acquisition
 camp

3433 Northway
 Suite 1000
 San Diego, CA 92108
 619-594-9900



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PROJECT
 HABIT/FO BENTON

ADDRESS
 3825 TEMEKU ST.,
 MURRIETA, CA 92583



SITE
 PLAN
 A105

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 Jackie Vega at (951) 955-0982.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Blanca Bernardino at (951) 955-6503.

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 javega@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: November 9, 2023

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1129FV23 – Marks Architects (Representative: Gabriela Marks) – County of Riverside Case No. PPT230027 (Plot Plan). A proposal to construct a 2,054 square foot The Habit Burger restaurant, and a 1,568 square foot KFC restaurant with a shared drive-thru on 1.38 acres, located on the southeast corner of Benton Road and Temeku Street. (Airport Compatibility Zone B1 of the French Valley Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1129FV23 Date Submitted: 8/15/23
AIA: French Valley Zone: B1 Public Hearing Staff Review

Applicant

Applicant Full Name: Gabriela Marks / Marks Architects

Applicant Address: 2643 4th Ave, San Diego, CA 92103

Phone: (619) 702-9448 Email: gabriela@marksarchitects.com

Representative/ Property Owner Contact Information

Representative: _____ Email: _____
Phone: _____

Address: _____

Property Owner: Dr. Rowena Gbenoba Email: owensanchez@yahoo.com

Phone: (909) 549-8150

Address: 31301 Kestrel Way, Winchester, CA 92596

Local Jurisdiction Agency

Agency Name: County of Riverside Phone: (951) 955-6503

Staff Contact: Blanca Bernardino / Planning Department Email: BBernardino@Rivco.org

Address: 4080 Lemon St, 12th Floor, Riverside, CA 92501

Local Agency Case No.: PPT230027

Project Location

Street Address: 36525 Temeku St, Murrieta, CA 92563 Gross Parcel Size: 0.80 Acres

Assessor's Parcel No.: 963-070-015-9

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) 1,350 Ft

Height of Building or structures: Habit Burger: 24'-0" / KFC: 20'-4"

What type of drainage basins are being proposed and the square footage: N/A - Underground storm water system proposed.

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).

SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	\$3,696	\$2,458	\$2,310	\$1,537
Community Plan or Area Plan (County or City)	\$3,696	\$2,402	\$2,310	\$1,502
(New) Specific Plan or Master Plan	\$3,261	N/A	\$2,038	N/A
Specific Plan Amendment	N/A	\$2,181	N/A	\$1,363
General Plan Amendment	\$1,331	N/A	\$832	N/A
Change of Zone or Ordinance Amendment	\$1,331	\$887	\$832	\$554
Non-Impact Legislative Project (as determined by staff)	\$420	N/A	\$375	N/A
Tract Map	\$1,515	\$1,017	\$947	\$636
Conditional Use Permit or Public Use Permit	\$1,331	\$887	\$832	\$554
Plot Plan, Development Review Plan or Design Review	\$1,331	\$887	\$832	\$554
Parcel Map	\$1,331	\$887	\$832	\$554
Environmental Impact Report*	\$3,050	\$2,033	\$1,906	\$1,271
Other Environmental Assessments*	\$1,671	\$1,109	\$1,044	\$693
Building Permit or Tenant Improvement	\$573	\$389	\$359	\$243

Effective March 1, 2019, an additional fee of \$190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	\$2,500	\$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	\$3,000	\$3,000	\$3,000	\$3,000
Heliports/Helicopter Landing Sites	\$1,000	\$1,000	\$1,000	\$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	\$8,210	\$8,210	N/A	N/A

NOTE: * THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

Checks should be made payable to: Riverside County Airport Land Use Commission

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1131FV23 – GCRE & Butterfield Center, LLC
(Representative: Temecula Engineering Consultants, Inc.)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: GPA220011 (General Plan Amendment)

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

Airport Influence Area: French Valley Airport

Land Use Policy: Zone E

Noise Levels: Below 55 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011.

PROJECT DESCRIPTION: A proposal to amend the County's General Plan Circulation Element changing the designation of Auld Road west of Pourroy Road to Washington Street from Urban Arterial to Arterial, and also to realign Pourroy Road between High Vista Drive to Auld Road as Arterial.

PROJECT LOCATION: The site is located on the southeast corner of Auld Road and Pourroy Road, approximately 7,700 feet easterly of the northerly terminus of Runway 18-36 at French Valley Airport.

BACKGROUND:

Density/Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, which does not restrict intensity or density. Additionally, the proposed amendment to the road classifications and alignment will not impact ALUC issues.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone E.

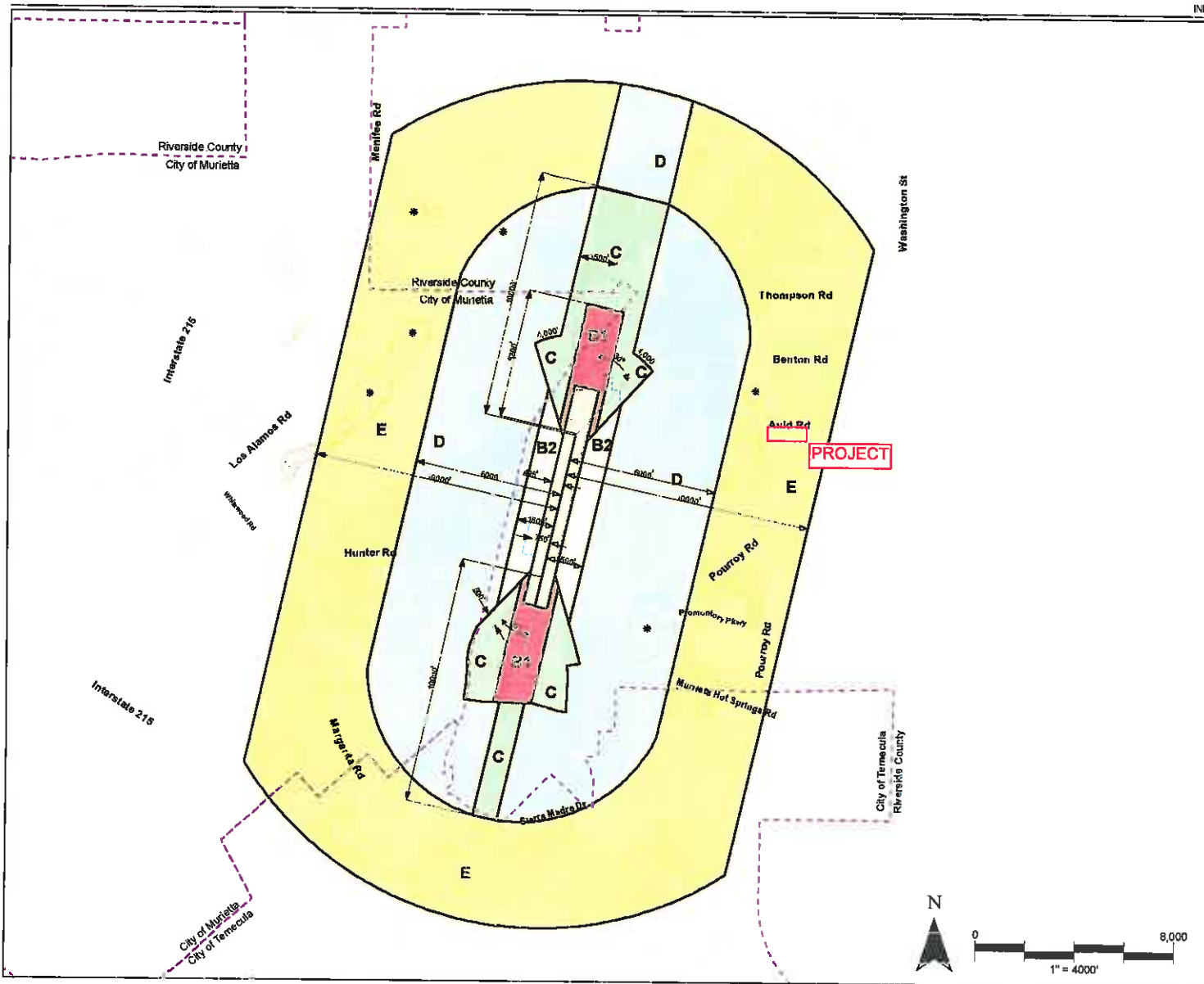
Noise: The French Valley Airport Land Use Compatibility Plan depicts the site as being located below the 55 CNEL contour range from aircraft noise. Therefore, no special measures are required to mitigate aircraft generated noise. Additionally, the proposed amendment to the road classifications and alignment will not impact ALUC issues.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level. At a distance of approximately 7,700 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with a top of point elevation exceeding 1,424 feet AMSL. The proposed amendment to the road classifications and alignment will not impact ALUC issues.

Open Area: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, which does not require ALUC qualifying open area that could potentially serve as emergency landing areas. Additionally, the proposed amendment to the road classifications and alignment will not impact ALUC issues.

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). Although the project is located 7,700 feet from the runway, the proposed amendment to the road classifications and alignment will not impact ALUC issues.

General Plan Amendment: The applicant proposes to amend the County's General Plan Circulation Element changing the designation of Auld Road west of Pourroy Road to Washington Street from Urban Arterial to Arterial, and also to realign Pourroy Road between High Vista Drive to Auld Road as Arterial. The project is located within Zone E which does not restrict density or intensity. Additionally, the proposed amendment to the road classifications and alignment will not impact ALUC issues. As such, the proposed amendments would be consistent with the Compatibility Plan.



Legend

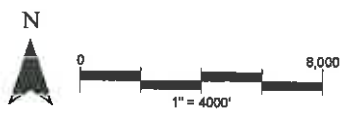
- Compatibility Zones**
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- Airport Property Line
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 - * Height Review Overlay Zone

Note
 Airport Influence Area 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 from compatibility criteria associated with this map.

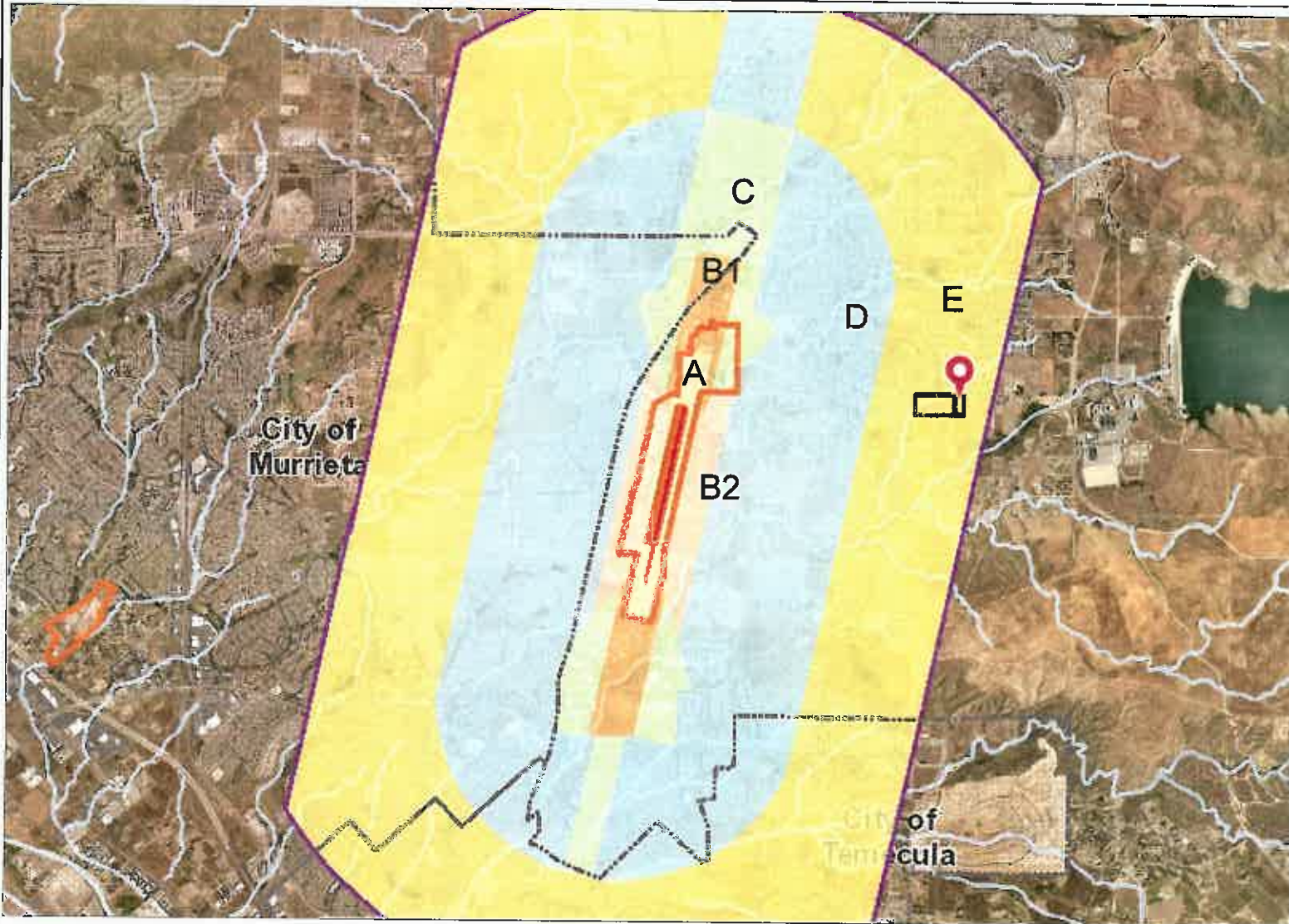
Riverside County
 Airport Land Use Commission
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 Airport Land Use Compatibility Plan
 Policy Document
 (April 2010)

Map FV-1

Compatibility Map
 French Valley Airport



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
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- C2-EXC5
- C2-EXC6



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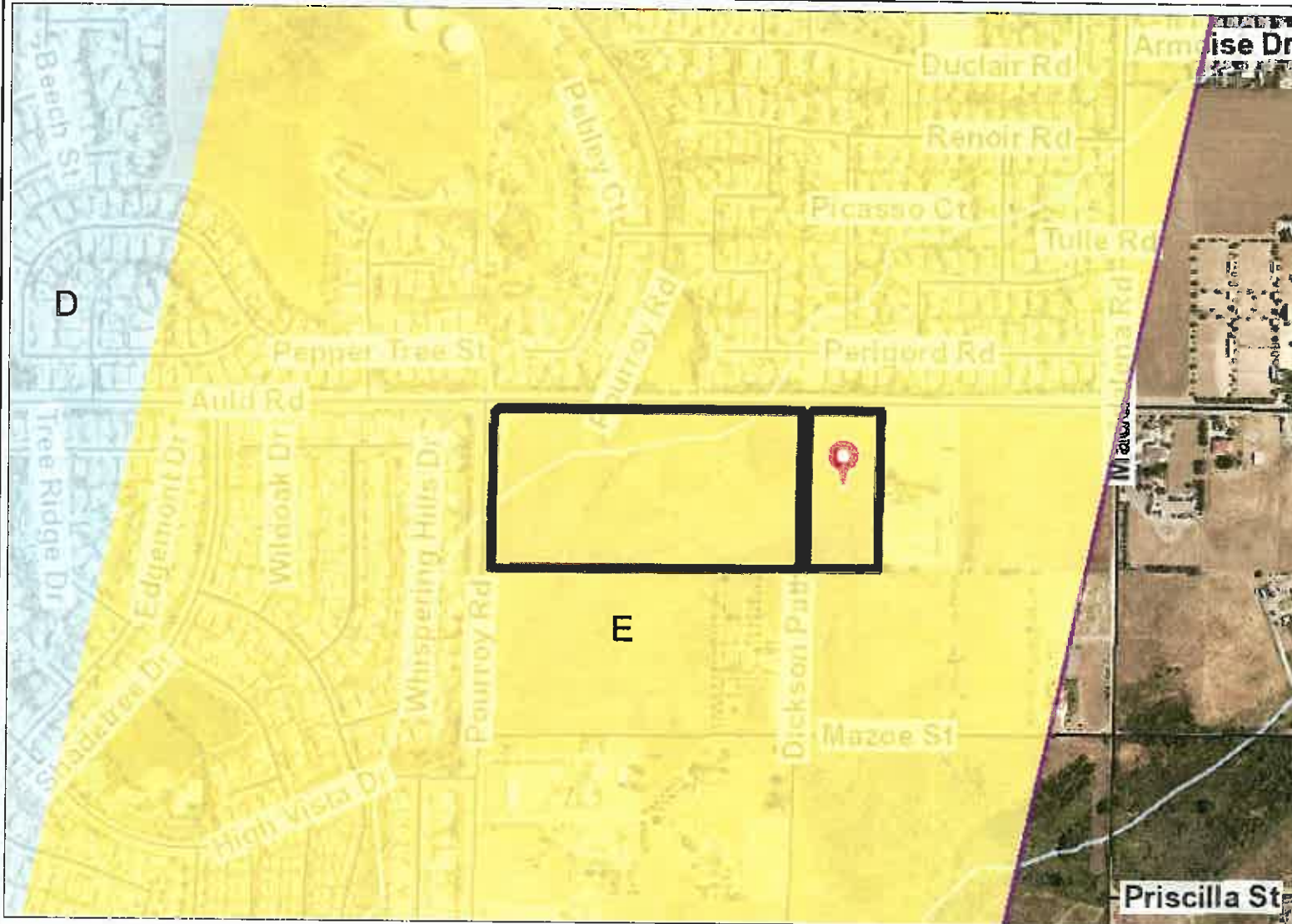
Notes



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Map My County Map



Legend

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



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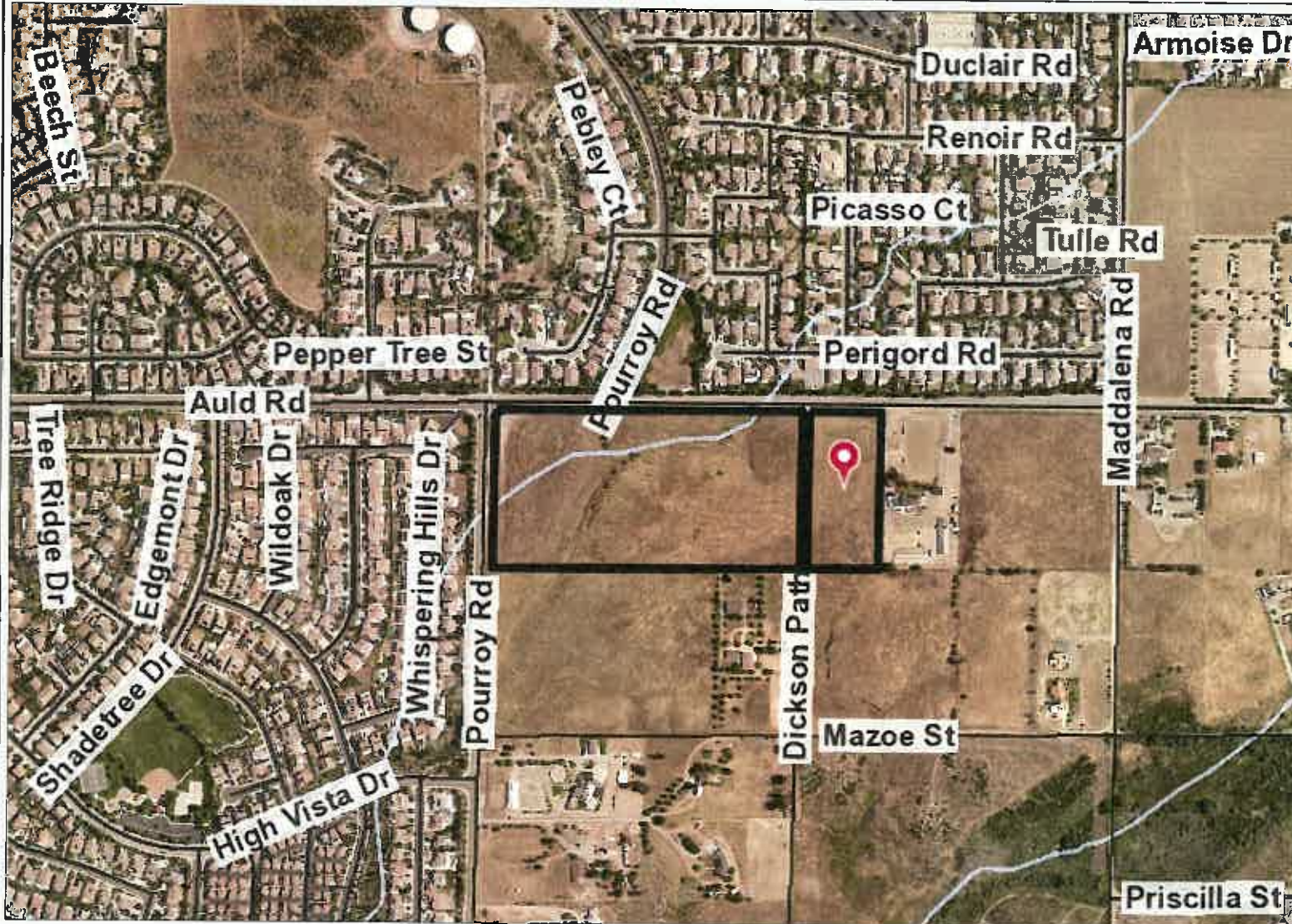
Notes



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Map My County Map



- Legend**
- County Centerline Names
 - County Centerlines
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 - City Areas
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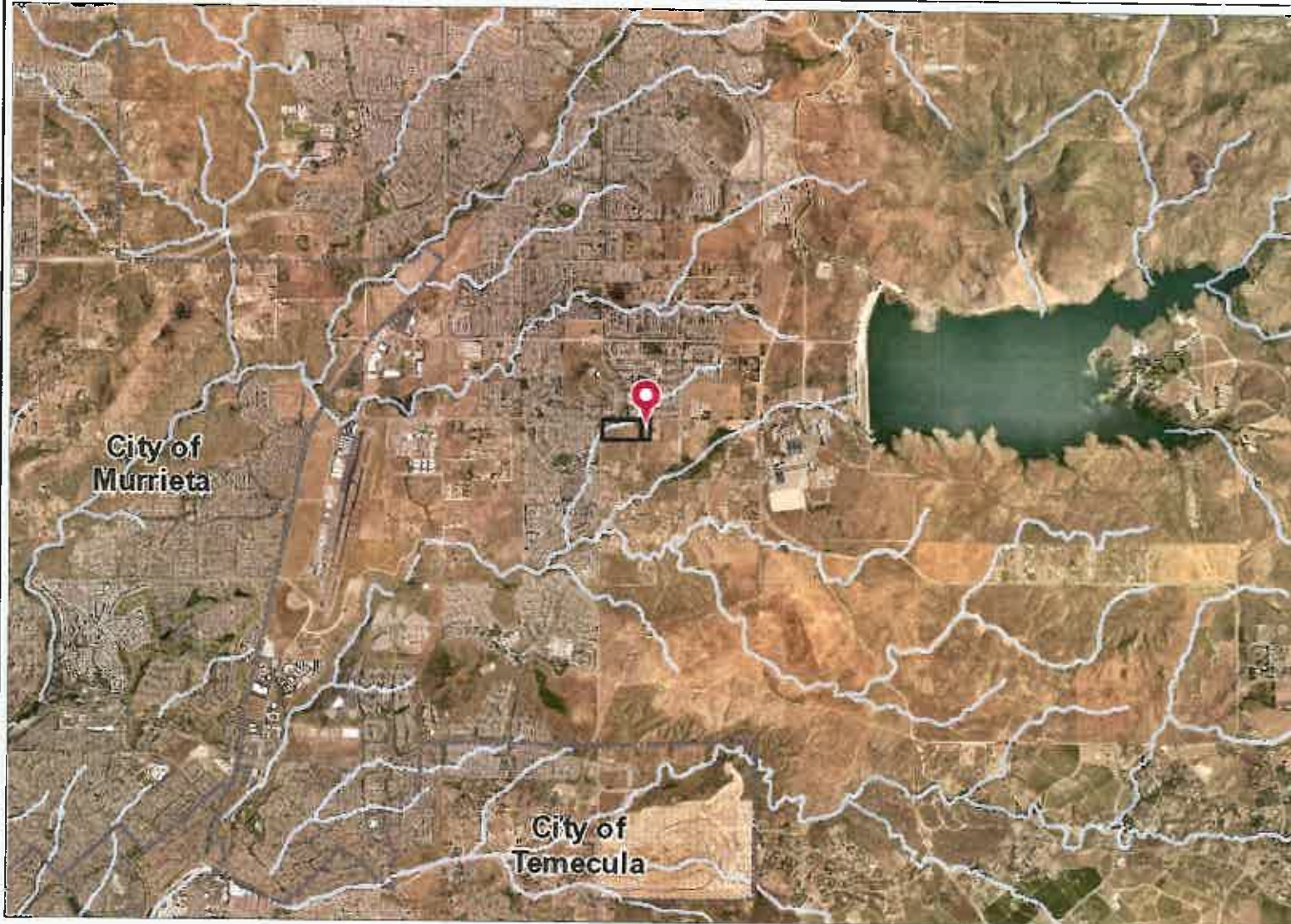
Notes



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Map My County Map



- Legend**
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 - City Areas
 - World Street Map



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Notes



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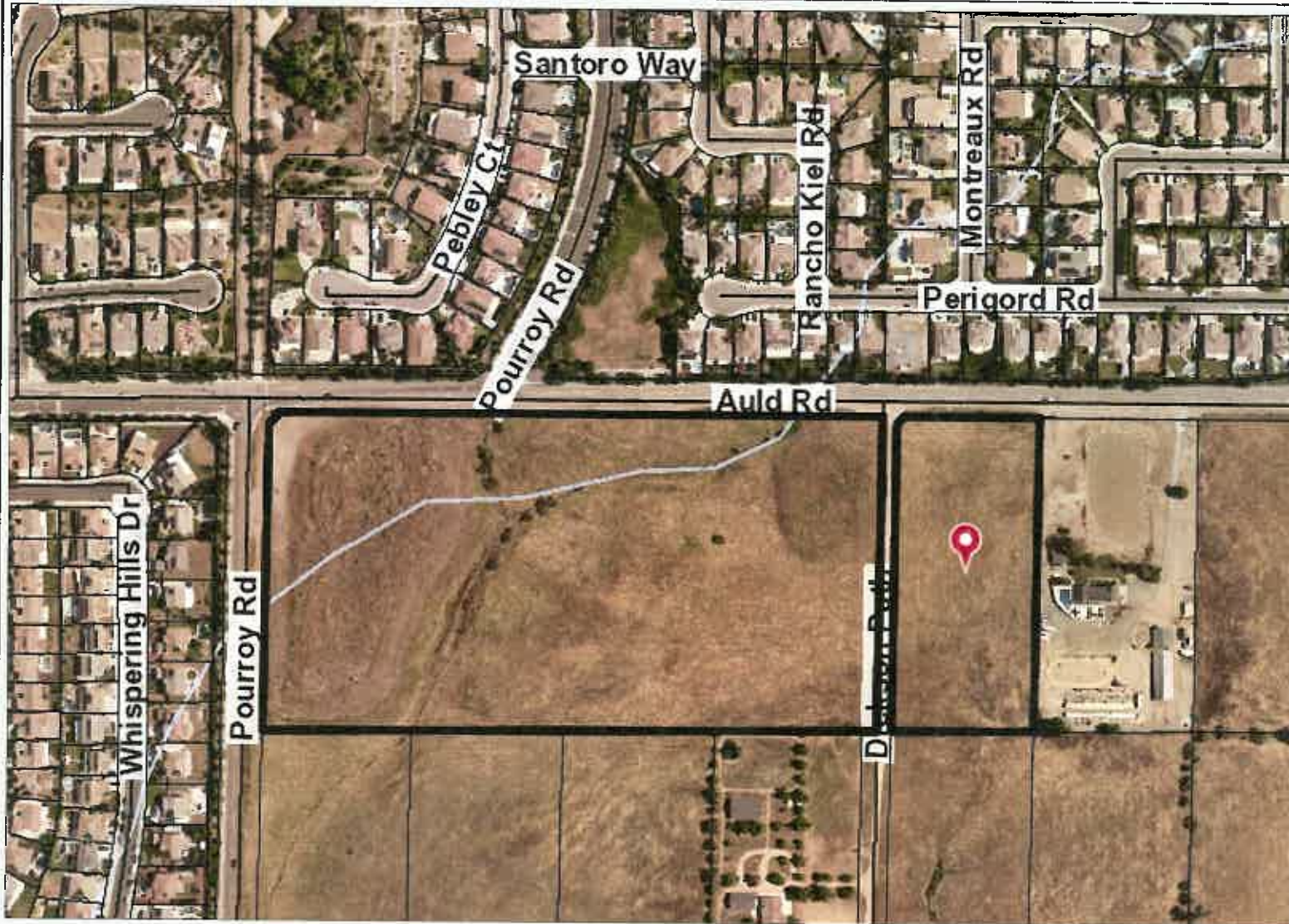
Notes



REPORT PRINTED ON... 10/11/2023 9:12:08 AM

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Map My County Map



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



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Notes



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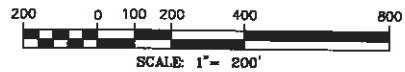
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EXHIBIT 5 - EXISTING CIRCULATION ELEMENT DETAIL



REVISION BLOCK	
DATE	DESCRIPTION
04/13/2023	REVISED TO SHOW EXISTING AND PROPOSED CIRCULATION ELEMENT

——— URBAN ARTERIAL (152' ROW)
——— ARTERIAL (128' ROW)
——— SECONDARY (100' ROW)



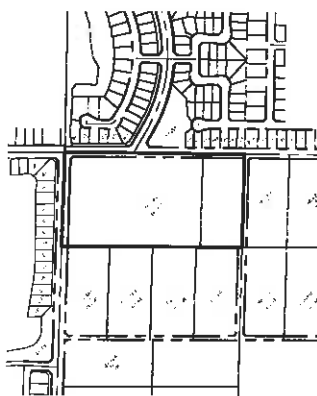
GENERAL PLAN AMENDMENT 220011

ASSESSOR'S PARCEL NO.:
964-050-001 & 964-050-006

GENERAL PLAN DESIGNATION:
EXISTING = CR
PROPOSED = CR

ACREAGE:
28.18 GROSS

UTILITIES:
ELECTRIC SOUTHERN CALIFORNIA EDISON
GAS SOUTHERN CALIFORNIA GAS
SEWER EASTERN MUNICIPAL WATER DISTRICT
WATER EASTERN MUNICIPAL WATER DISTRICT
TELEPHONE FRONTIER
CABLE TV SPECTRUM



LEGAL DESCRIPTION:

PANEL 1 OF PARCEL MAP 9509, RECORDED IN BOOK 30, PAGE 80 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, S 8, T 7 S, R 2 W, SEM. AND PANEL 1 OF PARCEL MAP 18292, RECORDED IN BOOK 80, PAGE 68 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, S 8, T 7 S, R 2 W, SEM.

PREPARED FOR APPLICANT AND OWNER:

GRE & BUTTERFIELD STAGE CENTER LLC
32840 PACIFIC COAST HIGHWAY, SUITE N
DANA POINT, CALIFORNIA 92629
ATTN: JOSEPH D. GOVEIA/AMY KILLIANE
TEL: 949-295-1088
E-MAIL: AM@BGMETACRE.COM

PREPARED BY ENGINEER:

TEC TEMECULA
ENGINEERING
CONSULTANTS INC.

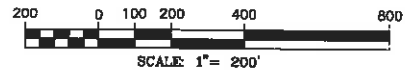
LAND PLANNING, CIVIL ENGINEERING, CONSTRUCTION CONSULTANTS
28377 RANCHO CALIFORNIA RD., STE. 202, TEMECULA, CA 92591
* TELEPHONE 951-676-1018 * FACSIMILE 951-676-2284 *
DATE: SEPTEMBER 2022 JOB NO.: 18.1130.02

EXHIBIT 6 - PROPOSED CIRCULATION ELEMENT DETAIL



REVISION BLOCK	
DATE	DESCRIPTION
04/13/2023	REVISED TO SHOW EXISTING AND PROPOSED CIRCULATION ELEMENT

——— ARTERIAL (128' ROW)
——— SECONDARY (100' ROW)



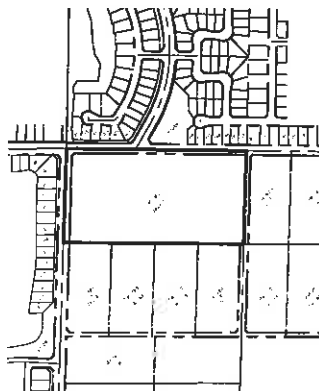
GENERAL PLAN AMENDMENT 220011

ASSESSOR'S PARCEL NO.:
984-050-001 & 984-050-006

GENERAL PLAN DESIGNATION:
EXISTING = CR
PROPOSED = DR

ACREAGE:
26.18 GROSS

UTILITIES:
ELECTRIC SOUTHERN CALIFORNIA EDISON
GAS SOUTHERN CALIFORNIA GAS
SEWER EASTERN MUNICIPAL WATER DISTRICT
WATER EASTERN MUNICIPAL WATER DISTRICT
TELEPHONE FRONTIER
CABLE TV SPECTRUM



LEGAL DESCRIPTION:

PARCEL 1 OF PARCEL MAP 0500, RECORDED IN BOOK 38, PAGE 80 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, S 8, T 7 S, R 2 W, SEM. AND PARCEL 1 OF PARCEL MAP 18392, RECORDED IN BOOK 90, PAGE 60 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, S 8, T 7 S, R 2 W, SEM.

PREPARED FOR APPLICANT AND OWNER:

GOBE & BUTTERFIELD STAGE CENTER LLC
30840 PACIFIC COAST HIGHWAY, SUITE N
DANA POINT, CALIFORNIA 92625
ATTN: JOSEPH D. GOVEIA/MY WILLIAMS
TEL: 949-293-1088
E-MAIL: ASHW@GHEIACRE.COM

PREPARED BY ENGINEER:

TEC TEMECULA
ENGINEERING
CONSULTANTS, INC.

LAND PLANNING, CIVIL ENGINEERING, CONSTRUCTION CONSULTANTS
28377 RANCHO CALIFORNIA RD., STE. 202, TEMECULA, CA 92591
* TELEPHONE 951-876-1018 * FACSIMILE 951-876-2284 *
DATE: SEPTEMBER 2022 JOB NO.: 18.1130.02

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. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982**. 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.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Krista Mason at (951) 955-1722.

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 javega@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone 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: **November 9, 2023**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1131FV23 – GCRE & Butterfield Stage Center, LLC (Representative: Temecula Engineering Consultants, Inc.) – County of Riverside Case No. GPA220011 (General Plan Amendment). A proposal to amend the County's General Plan Circulation Element changing the designation of Auld Road west of Pourroy Road to Washington Street from Urban Arterial to Arterial, and also to realign Pourroy Road between High Vista Drive to Auld Road as Arterial (Airport Compatibility Zone E of the French Valley Airport Influence Area)



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1131EV23

Date Submitted: 10/3/23

AIA: French Valley

Zone: E

Public Hearing

Staff Review

Applicant

Applicant Full Name: GCRE & Butterfield Stage Center LLC, Contact: Amy Williams

Applicant Address: 32840 Pacific Coast Highway, Suite N, Dana Point, CA 92629

Phone: 949-295-1086

Email: amy@goveiacre.com

Representative/ Property Owner Contact Information

Representative: Stanley Heaton

Email: stan.heaton@verizon.net

Temecula Engineering Consultants, Inc.

Phone: 951-676-1018

Address: 29377 Rancho California Rd, Ste 202, Temecula, CA 92591

Property Owner: GCRE & Butterfield Stage Center LLC

Email: joe@goveiacre.com

Joseph D Goveia

Phone: 949-276-8300

Address: 32840 Pacific Coast Highway, Suite N, Dana Point, CA 92629

Local Jurisdiction Agency

Agency Name: County Of Riverside- Transportation and Land Management Agency

Phone: 951-955-1722

Staff Contact: KRISTA MASON, URBAN AND REGIONAL PLANNER IV, Riverside County Planning

Email: kmason@rivco.org

Address: 4080 Lemon Street, 12th Floor |P.O. Box 1409 Riverside, CA 92501-1409

Local Agency Case No.: GPA 220011, Circulation Element GPA Only

Project Location

Street Address: 32155 Auld Rd, Winchester, CA 92596

Gross Parcel Size: 26.18 acres

Assessor's Parcel No.: 964-050-001, 964-050-006

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) 1370 feet

Height of Building or structures: No buildings or structures are proposed with the GPA220011

What type of drainage basins are being proposed and the square footage: No drainage basins are proposed with the GPA220011

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

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1584MA23 – David Patton (Representative: David Patton)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN23-0072 (General Plan Amendment), PEN23-0071(Change of Zone), PEN23-0070 (Development Plan Review), PEN23-0069(Tentative Tract Map No. 38702).

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Airport Influence Area: March Air Reserve Base/Inland Port Airport

Land Use Policy: Compatibility Zones D, E

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the General Plan Amendment and Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the Development Plan Review and Tentative Tract Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to divide 13.75 acres into 131 single family residential lots and recreational amenities. The applicant also proposes to amend the site's general plan land use designation and zoning from Residential 5 to Residential 10.

PROJECT LOCATION: The site is located on the southeast corner of Goya Avenue and Indian Street, approximately 5,731 feet easterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Residential Density: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones D and E, which does not restrict residential density.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or

discouraged in Compatibility Zones D and E.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 5,731 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,545 feet AMSL. The site's finished floor elevation is 1,495 feet AMSL and the proposed building height is 25 feet, for a top point elevation of 1,520 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

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 5,731 feet from the runway, and therefore would not be subject to the above requirement.

The project includes a 33,000 square foot bioretention basin. 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 as long as the vegetation is selected carefully 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).

General Plan Amendment/Change of Zone: The applicant also proposes to amend the general plan land use designation to change the sites zoning from Residential 5 to Residential 10. The proposed amendments would be as, or more, consistent with the Compatibility Plan as the underlying compatibility zone does not restrict intensity.

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 or circling climb following takeoff or toward an aircraft engaged in a

straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, 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) Hazards to flight
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
 4. Any proposed detention 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 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 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.

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.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access

gates, etc.

6. The project has been evaluated to construct a proposal to divide 13.75 acres into 131 single family residential lots and recreational amenities. Any increase in building area, 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.

X:\AIRPORT CASE FILES\March\ZAP1584MA23\ZAP1584MA23sr.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**

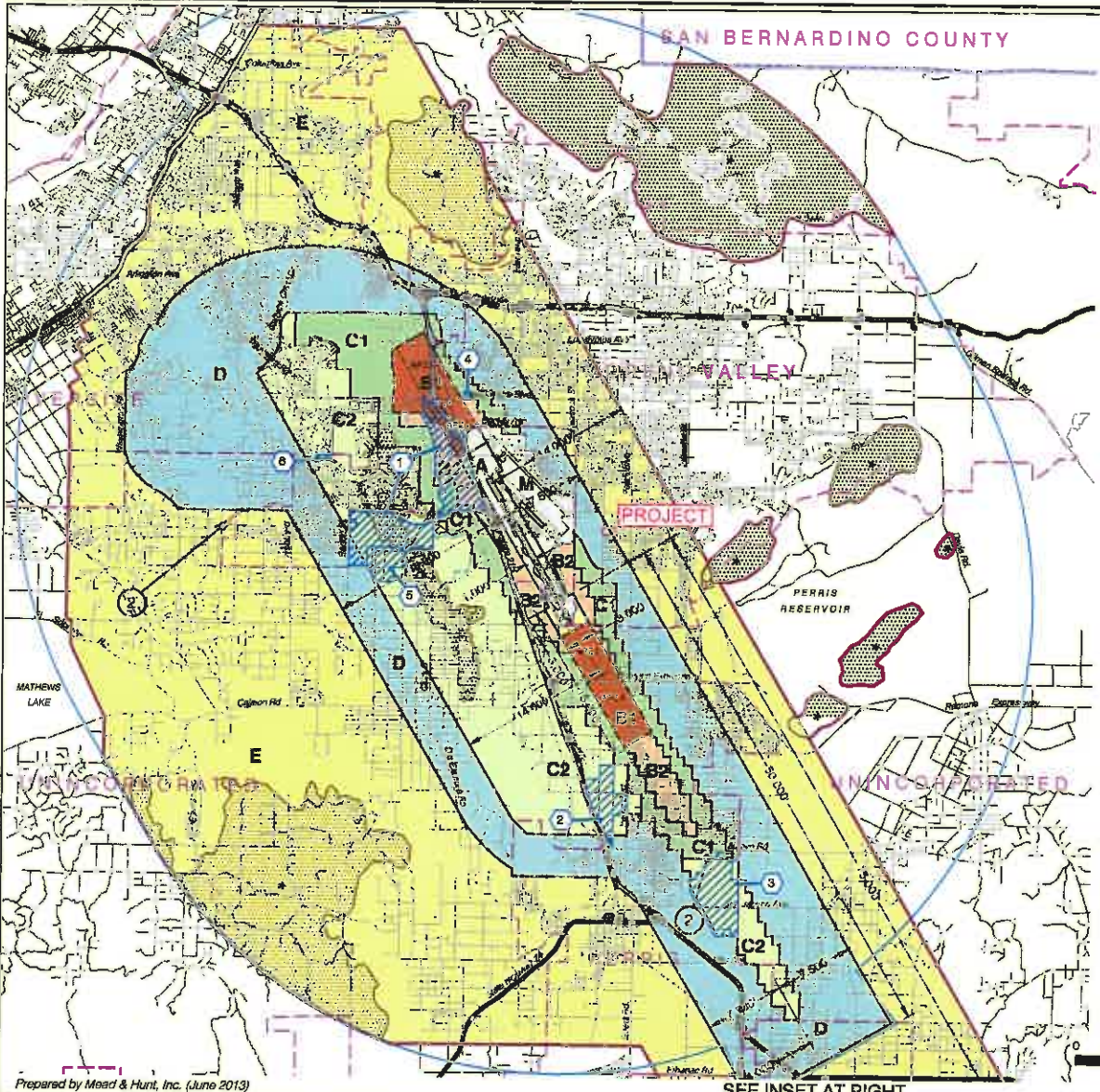
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

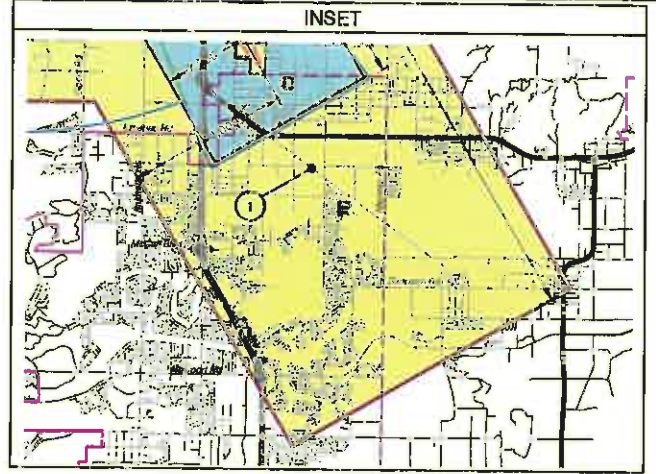
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 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.

- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridge Crest Subdivision



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

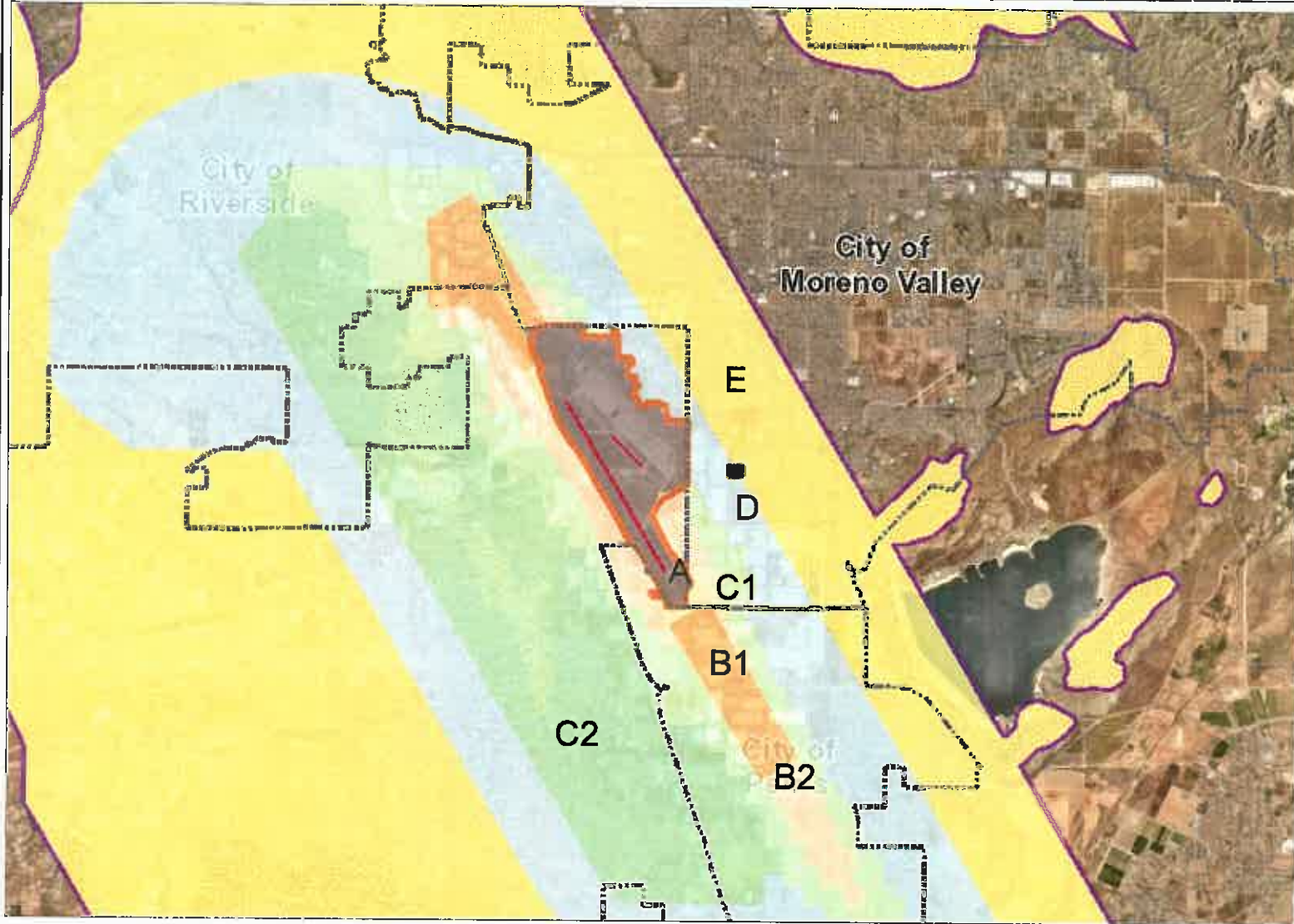
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

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-EXC8



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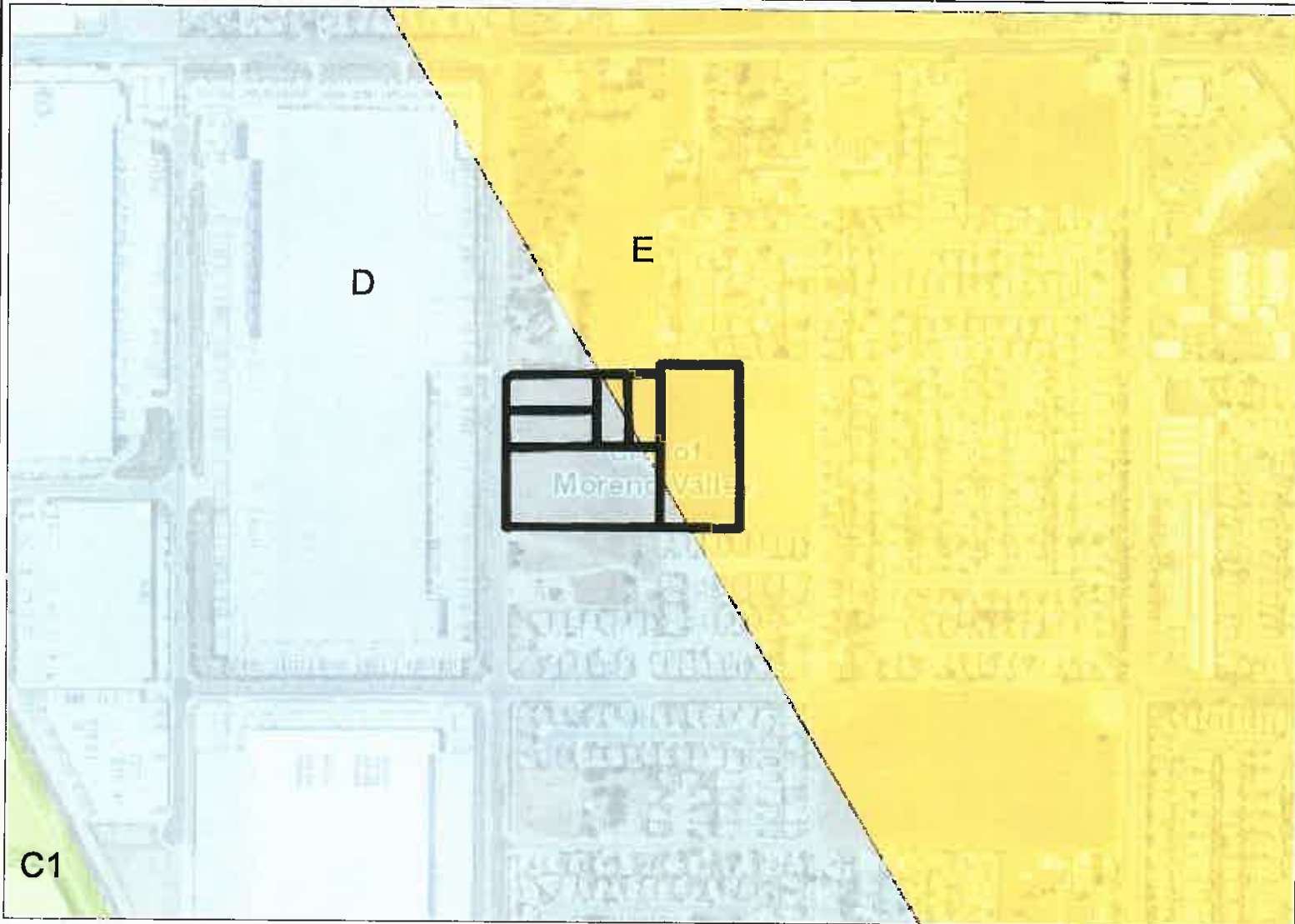
Notes



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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



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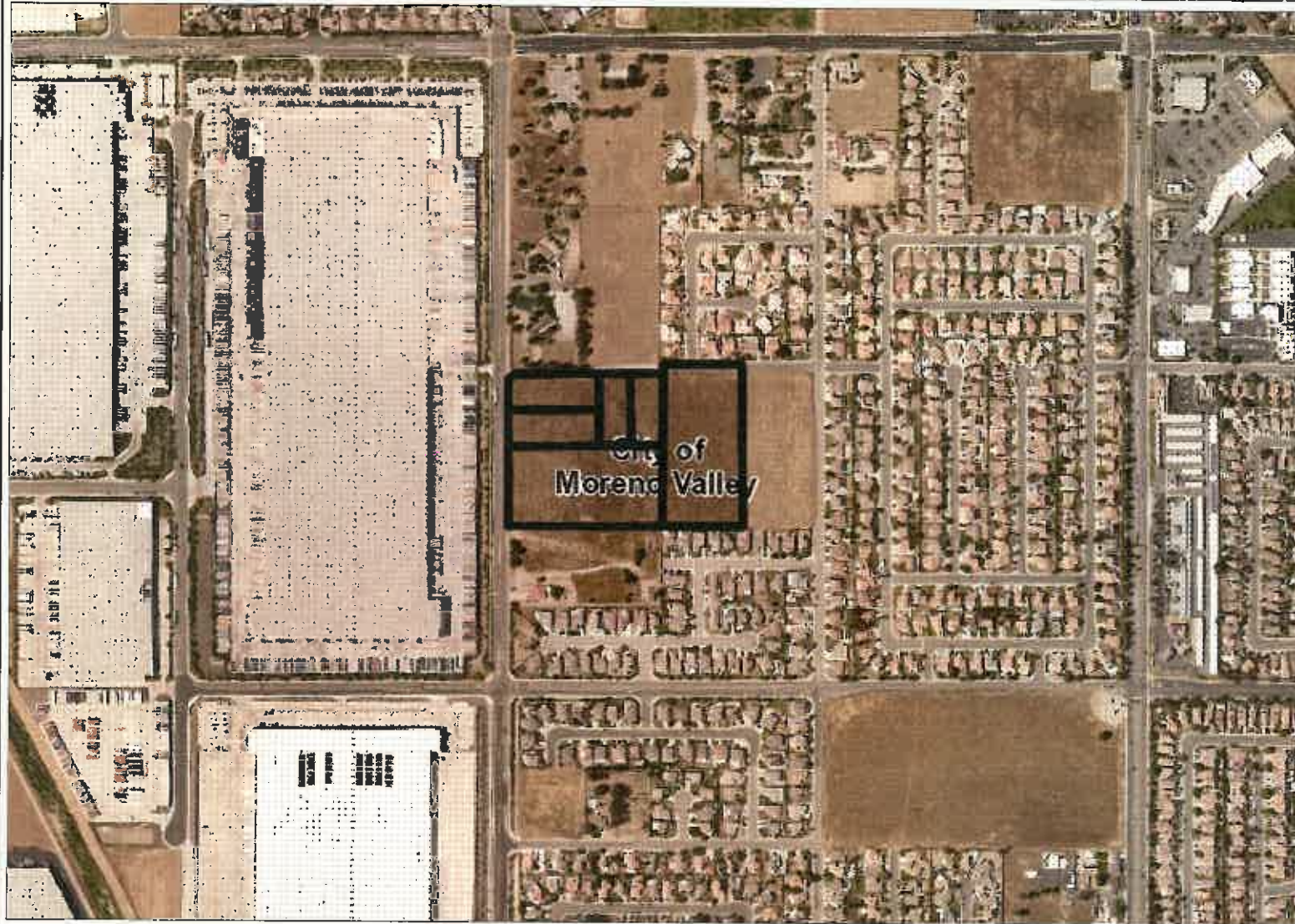
Notes



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Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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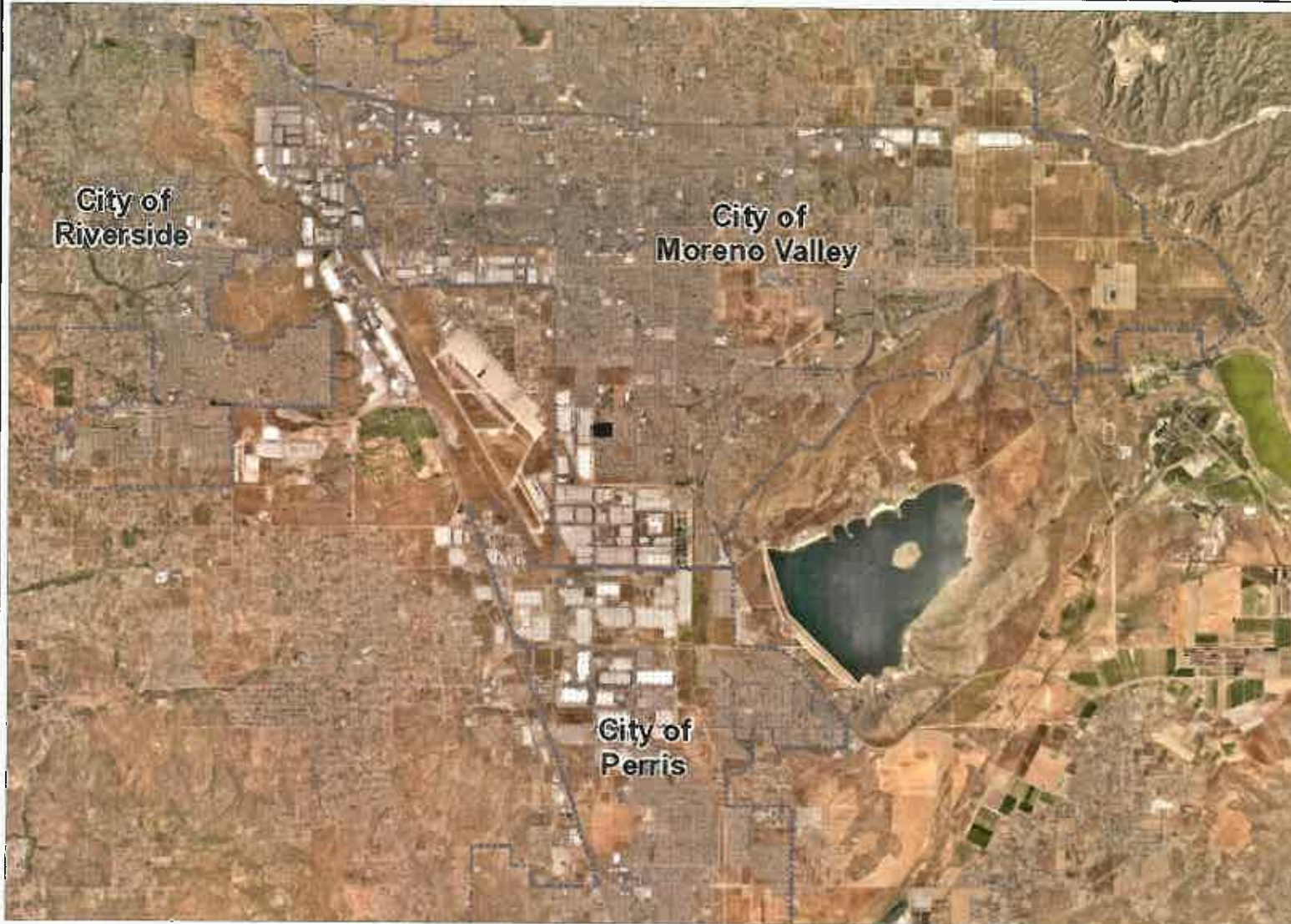
Notes

0 770 1,539 Feet

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Map My County Map



Legend

- City Areas
- World Street Map

Notes



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Map My County Map



Legend

- Blueline Streams
- ▨ City Areas
- World Street Map



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.

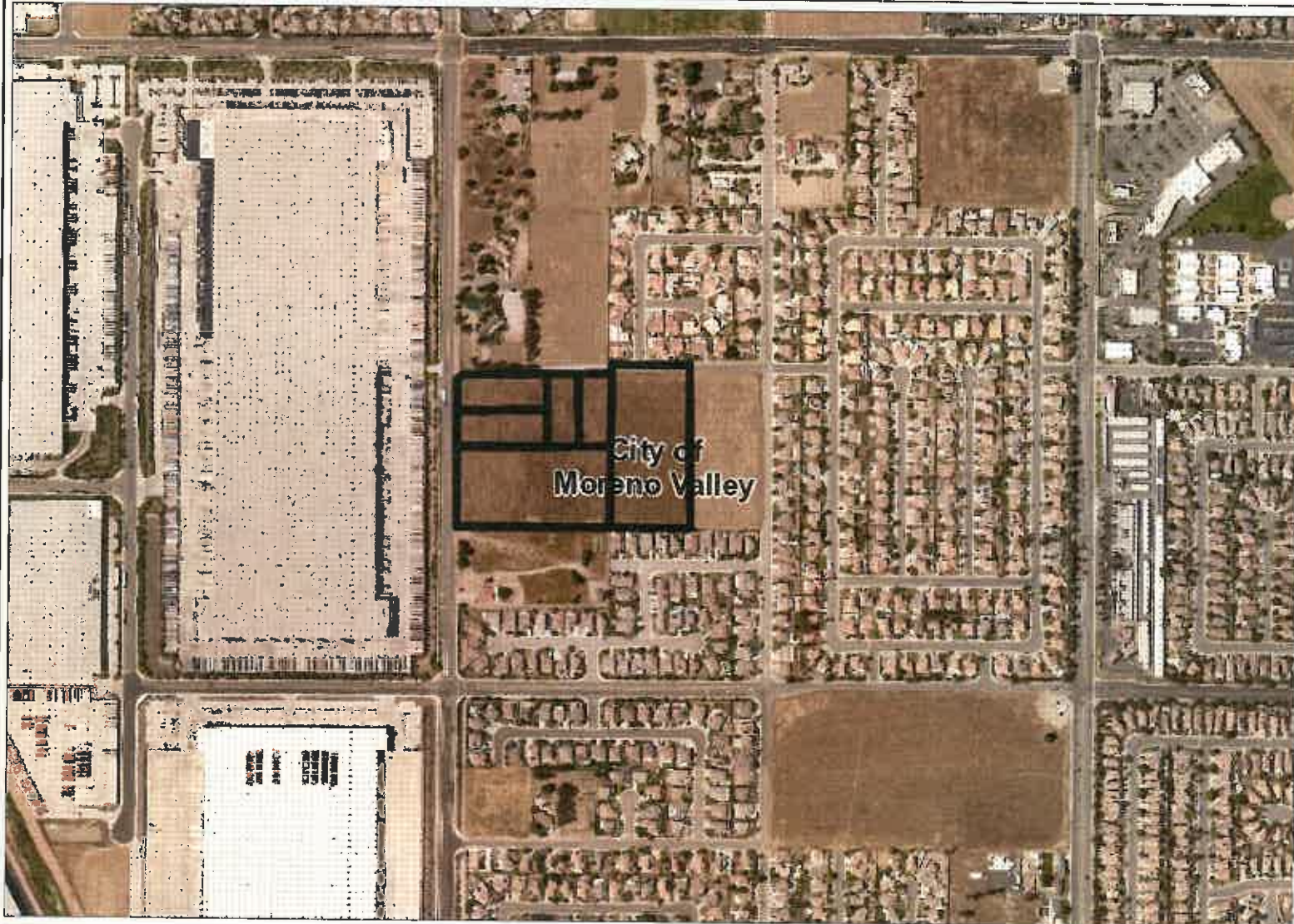
Notes





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Map My County Map



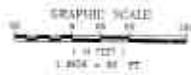
- Legend**
- Blue line symbol: Blueline Streams
 - Grid symbol: City Areas
 - Street symbol: World Street Map

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.

Notes



LAND USE SUMMARY

USE	ACREAGE
RESIDENTIAL (LOTS 1-131)	8.06 AC
ADJUSTED OPEN SPACE & PUBLIC OPEN SPACE	1.26 AC
TOTAL GROSS ACREAGE	13.78 AC
PUBLIC STREETS	0.06 AC
TOTAL NET ACREAGE	13.67 AC

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MORENO VALLEY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3

PARCEL 3 OF PARCEL MAP NO. 11678, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 57, PAGE 38 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAO COUNTY, APN: 316-020-023

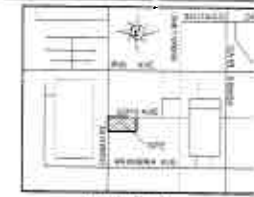
PARCELS A & B

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MORENO VALLEY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCELS 1, 2, 3 AND 4 OF PARCEL MAP NO. 18644, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED IN BOOK 115, PAGE 1 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 5, AS SHOWN BY PARCEL MAP NO. 11678, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON FILE IN BOOK 57, PAGE 38 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APN: 316-020-022, APN: 316-020-021, APN: 316-020-022, APN: 316-020-023, APN: 316-020-024, APN: 316-020-025



OWNER/DEVELOPER: PATTON DEVELOPMENTS
20 CORPORATE PARKWAY #200
IRVINE, CA 92614
DAVID PATTON
dpatton@patton.com

CIVIL ENGINEER: ENCOMPASS ASSOCIATES, INC.
3888 COLLEAS PLACE
SAN JOSE, CALIFORNIA, CA 95137
ARON BREKERS
ARON@ENCOMPASS.COM

LAND SURVEYOR: SITECHECK, INC.
8001 CHURCH ST., PO BOX 5402
MIRAMONTE, CA 91761
BERNHARD K. MATYER
BKMATYER@SITECHECK.COM

ASSESSOR'S PARCEL NO.:
APN: 316-020-022, APN: 316-020-021, APN: 316-020-022, APN: 316-020-023, APN: 316-020-024, APN: 316-020-025

FLOOD HAZARD:
PER FEMA PANEL D6240010 A AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN.

PROJECT DESCRIPTION:
PROPOSED 131 LOT SINGLE-FAMILY RESIDENTIAL DEVELOPMENT ON 3 EXISTING LOTS AND WITH OPEN SPACE, LANDSCAPE, PARKING AND DRIVE ACCESS.

EARTHWORK:
CUT: CU TO
FILL: CU TO
TOTAL: CU TO / CUT

- NOTES:**
1. FIELD TOPOGRAPHY AND BOUNDARY SURVEY CONDUCTED BY SITECHECK, INC. EXISTING INFORMATION IS BASED ON FUND MEASUREMENTS AND FGD RECORDS.
 2. 131 SINGLE-FAMILY UNITS ARE PROPOSED.
 3. EXISTING STORM IS AS IS.
 4. PROPOSED STORM, SW AND SW RESIDENTIAL.
 5. SURVEYOR RESERVES THE RIGHT TO RESURVEY MULTIPLE FINAL MAPS.
 6. THIS TENTATIVE TRACT MAP INCLUDES THE NECESSARY ACCESS OF LAND OWNER.
 7. LOT A TO BE DESIGNATED AS OPEN SPACE.
 8. LOT B FOR PARKING ACCESS, UTILITIES AND EMERGENCY ACCESS PURPOSES.
 9. LOT C TO BE DESIGNATED FOR OPEN SPACE AND STORM WATER QUALITY MANAGEMENT.
 10. ACCESS (SW) SHALL CONFORM WITH CITY OF MORENO VALLEY STANDARD - 105-114-2 (ACCESS SW) TYPE 1) AND/OR 105-114-6.
 11. RESIDENTIAL DEVELOPMENT SHALL CONFORM TO CITY OF MORENO VALLEY STD. PLAN NO. 105-111B-3 WITH = 12 MIN. AND 31 MAX. (75)

LEGEND

- TRACT BOUNDARY
- PL --- PROPERTY LINE
- R/O/W --- RIGHT OF WAY
- CL --- CENTERLINE
- EP --- EDGE OF PAVEMENT
- FC --- FLOOR FINISH
- PS --- FINISHED SURFACE
- GB --- GRADE BREAK
- OV --- PIPE INVERT
- FG --- FRESH GRADE
- ES --- EXISTING SURFACE
- DC --- EXISTING CROWN
- PAO --- PAD ELEVATION
- FE --- FINISH FLOOR ELEVATION
- CF --- CHIMNEY FLOOR ELEVATION
- HP --- HIGH POINT
- TR --- TOP OF RETURN WALL
- TF --- TOP OF FOOTING
- FE(1) --- INDICATES PROPOSED ELEVATION
- FE(2) --- INDICATES EXISTING ELEVATION
- SD --- PROPOSED STORM DRAIN
- SD --- EXISTING STORM DRAIN
- WL --- PROPOSED WATER LINE
- WL --- EXISTING WATER LINE
- FWL --- FRONTYARD WATER LINE
- PL --- PROPOSED PIPE LINE
- PL --- EXISTING PIPE LINE
- SL --- PROPOSED SEWER LINE
- SL --- EXISTING SEWER LINE
- PL --- PROPOSED PROPERTY LINE
- PL --- RIGHT-OF-WAY CENTERLINE
- EX PL --- EX. PL.
- SL --- STREET LIGHT

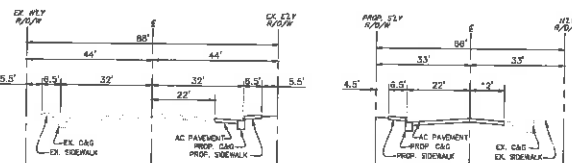
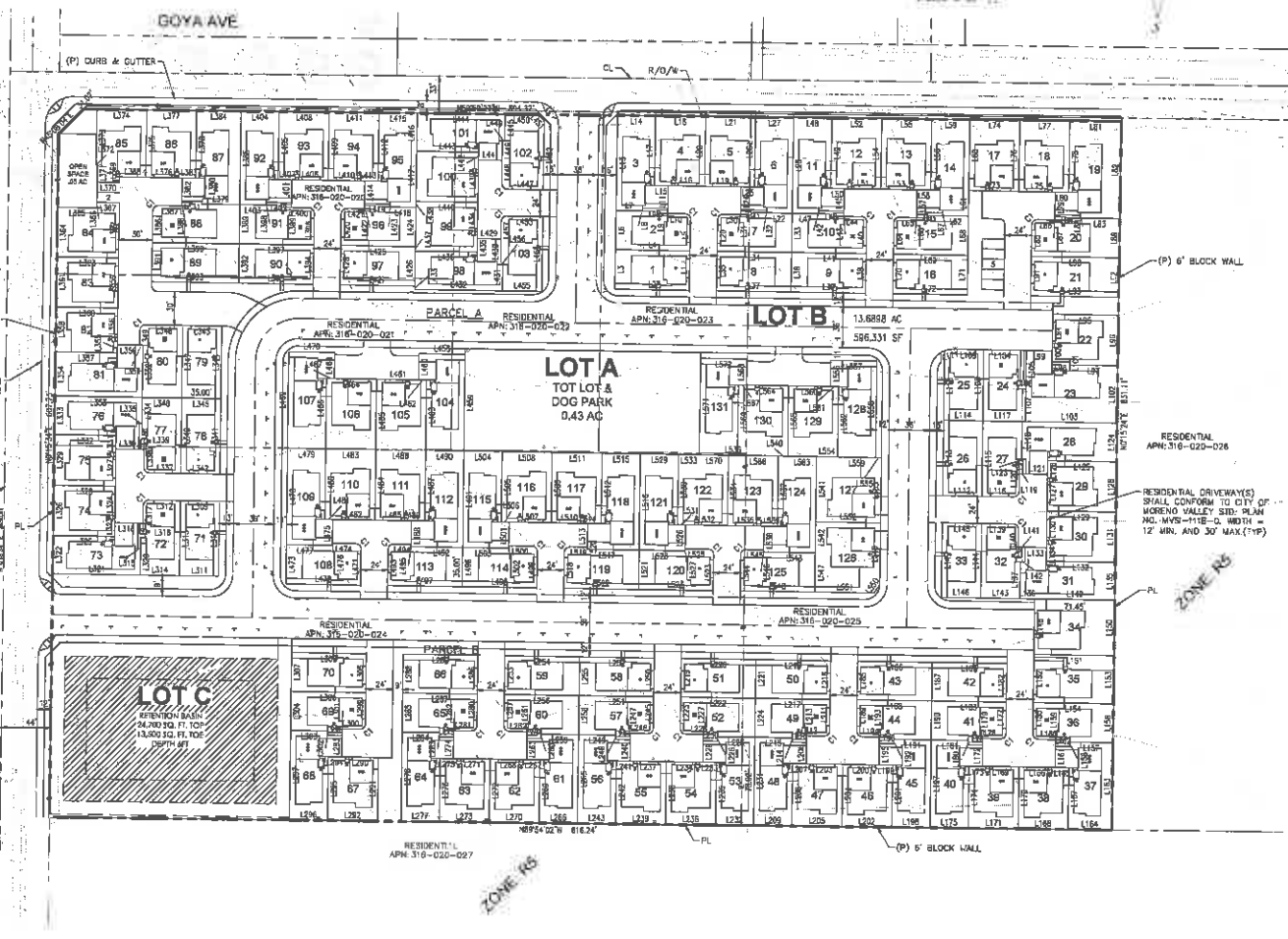
STATEMENT
THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND EXCEPT OR ONLY A PORTION THEREOF.

PREPARED BY:
ENCOMPASS ASSOCIATES, INC.
3888 COLLEAS PLACE
SAN JOSE, CALIFORNIA 95137
(408) 251-8888

TENTATIVE TRACT MAP

TTM38702

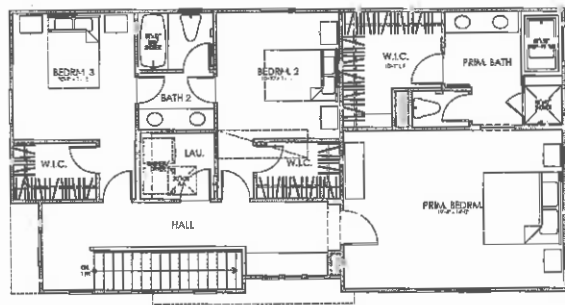
RIV _____
PEN _____
1 OF 2



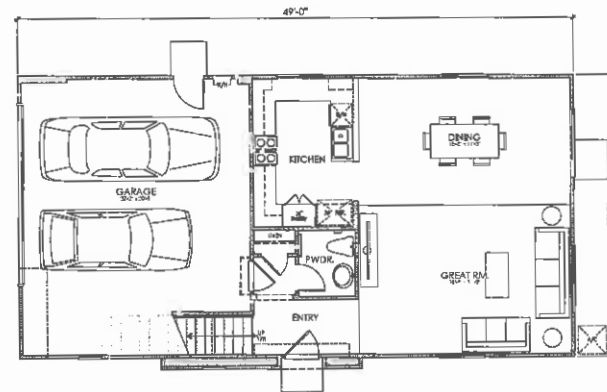
INDIAN ST. TYP. SECTION
PER CITY STD. MAP 104A-1

GOYA ST. TYP. SECTION
PER CITY STD. MAP 104B-2

INTERIOR ST. TYP. SECTION
PER CITY STD. MAP 104B-2



SECOND FLOOR PLAN



FIRST FLOOR PLAN

AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	729 SQ. FT.
SECOND FLOOR AREA	1,145 SQ. FT.
TOTAL DWELLING	1,874 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	495 SQ. FT.

PLAN 1 (1874)
3 BEDROOM, 2.5 BATH

GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

DAVID PATTON / MICHAEL PATTON
41 CORPORATE PARK, SUITE 250
IRVINE, CA 92606
(949) 836-1877



Kevin L. Crook
Architect
Inc.

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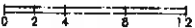
Refer to landscape drawings for wall, tree, and shrub locations

SPANISH

PLAN 1 (1874)
FRONT ELEVATION

GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

DAVID PATTON / MICHAEL PATTON
41 CORPORATE PARK, SUITE 250
IRVINE, CA 92606
(949) 836-1897



Kevin L. Crook
Architect
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kcrook.com
JOB #: 20204

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Refer to landscape drawings for wall, tree, and shrub locations

RANCH

PLAN 1 (1874) FRONT ELEVATION

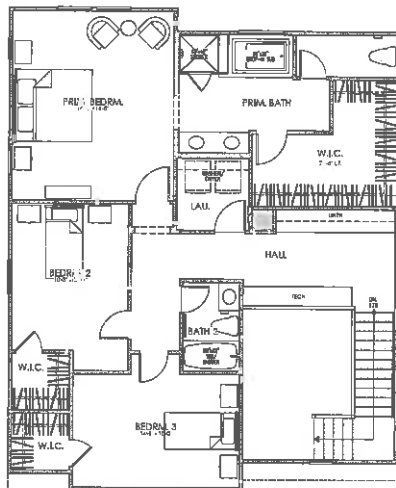
GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

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IRVINE, CA 92606
(949) 836-1897

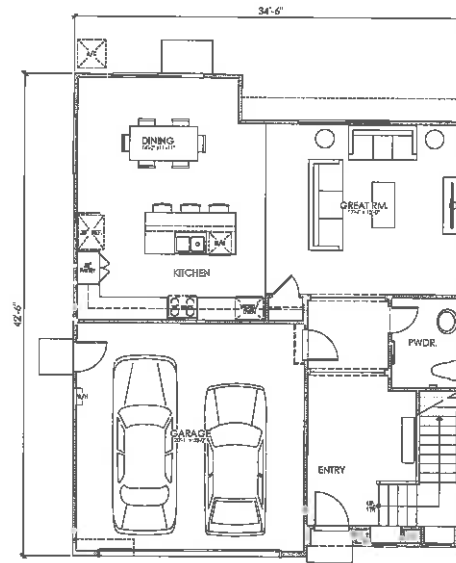


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kcrook.com
108 8/2022



SECOND FLOOR PLAN



FIRST FLOOR PLAN

AREA TABULATION	
CONDITIONED SPACE	
FIRST FLOOR AREA	937 SQ. FT.
SECOND FLOOR AREA	1,197 SQ. FT.
TOTAL DWELLING	2,134 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	426 SQ. FT.

PLAN 2 (2130)
3 BEDROOM, 2.5 BATH

GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

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IRVINE, CA 92606
(949) 836-1877



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Refer to landscape drawings for wall, tree, and shrub locations

PRAIRIE

PLAN 2 (2130)
FRONT ELEVATION

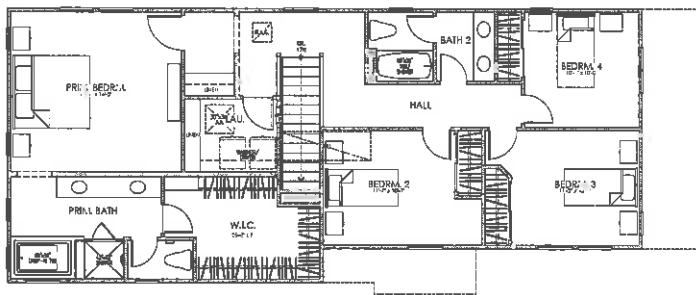
GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

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IRVINE, CA 92606
(949) 836-1897

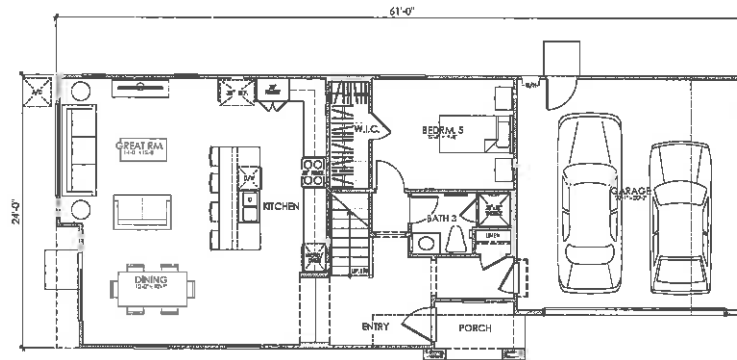


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SECOND FLOOR PLAN



FIRST FLOOR PLAN

AREA TABULATION

CONDITIONED SPACE	
FIRST FLOOR AREA	922 SQ. FT.
SECOND FLOOR AREA	1,237 SQ. FT.
TOTAL BUILDING	2,144 SQ. FT.
UNCONDITIONED SPACE	
GARAGE	425 SQ. FT.
PORCH	41 SQ. FT.

PLAN 3 (2140)
 5 BEDROOM, 3 BATH
GOYA
 MORENO VALLEY, CALIFORNIA
 01/23/23

DAVID PATTON / MICHAEL PATTON
 41 CORPORATE PARK, SUITE 250
 IRVINE, CA 92606
 (949) 834-1897

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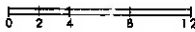
Refer to landscape drawings for wall, tree, and shrub locations

CRAFTSMAN

PLAN 3 (2140)
FRONT ELEVATION

GOYA
MORENO VALLEY, CALIFORNIA
01/23/23

DAVID PATTON / MICHAEL PATTON
41 CORPORATE PARK, SUITE 250
IRVINE, CA 92606
(949) 836-1897



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Architect
Inc

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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 Jackie Vega at (951) 955-0982.**

The City of Moreno Valley Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Moreno Valley Planner Oliver Mujica at 951-413-3000.

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 javega@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: **November 9, 2023**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1584MA23 – David Patton (Representative: David Patton) – City of Moreno Valley Case No. PEN23-0072 General Plan Amendment), PEN23-0071(Change of Zone), PEN23-0070 (Development Plan Review), PEN23-0069(Tentative Tract Map No. 38702). A proposal to divide 13.75 acres into 131 single family residential lots and recreational amenities located on the southeast corner of Goya Avenue and Indian Street. The applicant also proposes to amend the site's general plan land use designation and zoning from Residential 5 to Residential 10. (Airport Compatibility Zones D and E of the 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:	ZAP1584MA23	Date Submitted:	9/19/23
AIA:	Airport	Zone:	Zone D&E
	MARCH	Public Hearing	<input checked="" type="checkbox"/>
		Staff Review	<input type="checkbox"/>
Applicant			

Applicant Full Name: David Patton

Applicant Address: 41 Corporate Park, Suite 250, Irvine, CA 92606

Phone: 949.852.0266 Email: dpatton545@gmail.com

Representative/ Property Owner Contact Information

Representative: (Same as above) _____ Email: _____
Phone: _____

Address: _____

Property Owner: _____ Email: _____
Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: City of Moreno Valley Phone: 951.413.3000

Staff Contact: Oliver Mujica Email: oliverm@moval.org

Address: 14177 Frederick Street, Moreno Valley, CA 92552

Local Agency Case No.: PEN23-0069

Project Location

Street Address: Southeast corner of Indian Street & Goya Avenue Gross Parcel Size: 13.75 Acres

Assessor's Parcel No.: 316-020-020, -021, -22, -023, -024, -025

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) 1495'

Height of Building or structures: 25ft

What type of drainage basins are being proposed and the square footage: Bioretention Basin / Top of Basin 24,700 SF

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

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1585MA23 – David Patton (Representative: David Patton)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PEN22-0159 (General Plan Amendment), PEN22-0158 (Change of Zone), PEN22-0156, PEN22-0157 (Development Plan Review), (Tentative Tract Map No. 38458)

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Airport Influence Area: March Air Reserve Base/Inland Port Airport

Land Use Policy: Compatibility Zones D, E

Noise Levels: Below 60 CNEL from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the General Plan Amendment and Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the Development Plan Review and Tentative Tract Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to divide 9.18 acres into 78 single family residential lots and recreational amenities. The applicant also proposes to amend the site's general plan land use designation and zoning from Residential 5 to Residential 10.

PROJECT LOCATION: The site is located on the southeast corner of Iris Avenue and Indian Street, approximately 6,006 feet easterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Residential Density: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones D and E, which does not restrict residential density.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones D and E.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 6,006 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof elevation exceeding 1,548 feet AMSL. The site's finished floor elevation is 1,502 feet AMSL and the proposed building height is 25 feet, for a top point elevation of 1,527 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service (FAA OES) was not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

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 6,006 feet from the runway, and therefore would be subject to the above requirement.

The project includes a 18,200 square foot bioretention basin. 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 as long as the vegetation is selected carefully 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).

General Plan Amendment/Change of Zone: The applicant also proposes to amend the general plan land use designation to change the sites zoning from Residential 5 to Residential 10. The proposed amendments would be as, or more, consistent with the Compatibility Plan as the underlying compatibility zone does not restrict intensity.

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 or circling climb following takeoff or toward an aircraft engaged in a

straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, 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) Hazards to flight
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. Any proposed detention 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 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 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.

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.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave

transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project has been evaluated to construct a proposal to divide 9.18 acres into 78 single family residential lots and recreational amenities. Any increase in building area, 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.

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**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

LEGEND

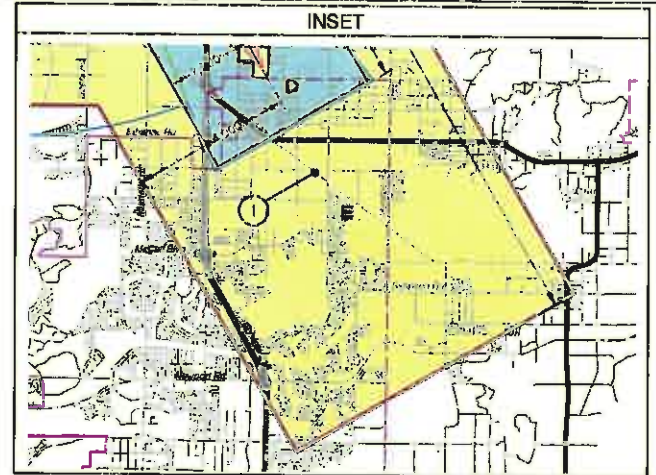
Compatibility Zones

- 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)
 - March JPA: March Business Center/Meridian
 - Perris: Harvest Landing
 - Perris: Park West
 - Moreno Valley: Affordable Housing
 - March JPA: Ben Clark Training Center
 - Riverside: Ridge Crest Subdivision

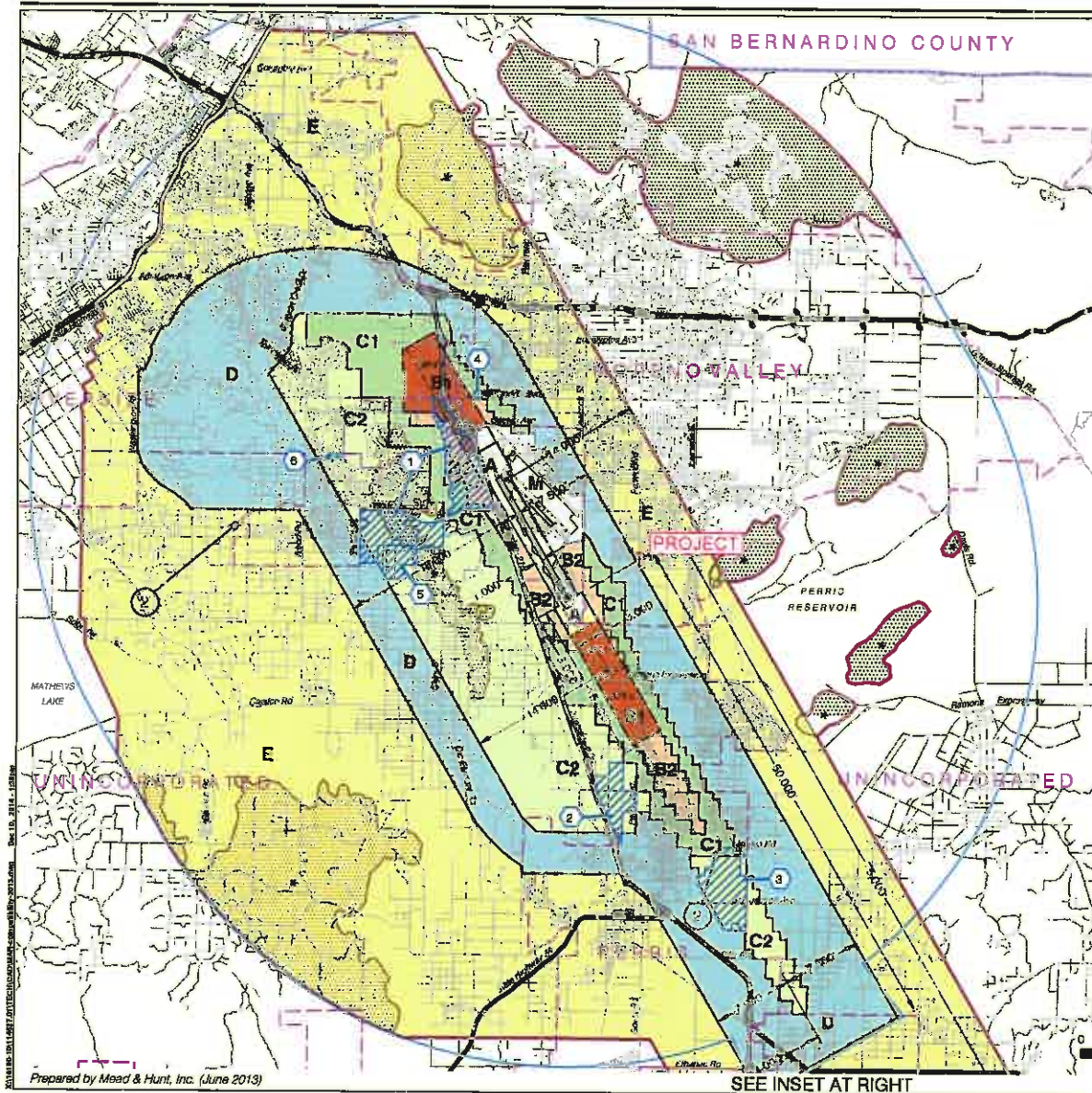
- Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- Point at which departing aircraft typically reach 3,000 feet above runway end.



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



Base map source: County of Riverside 2013



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

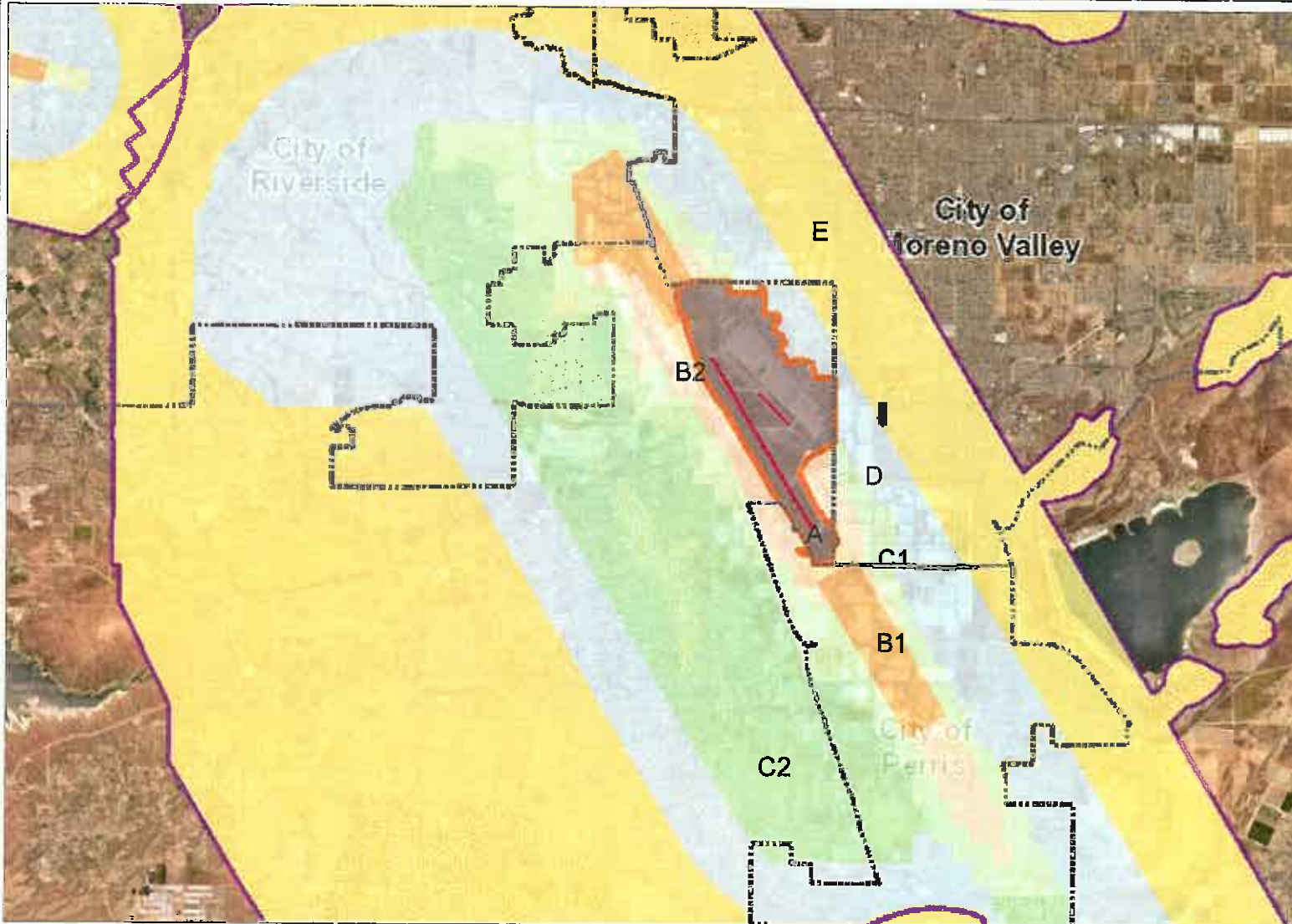
SEE INSET AT RIGHT

**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



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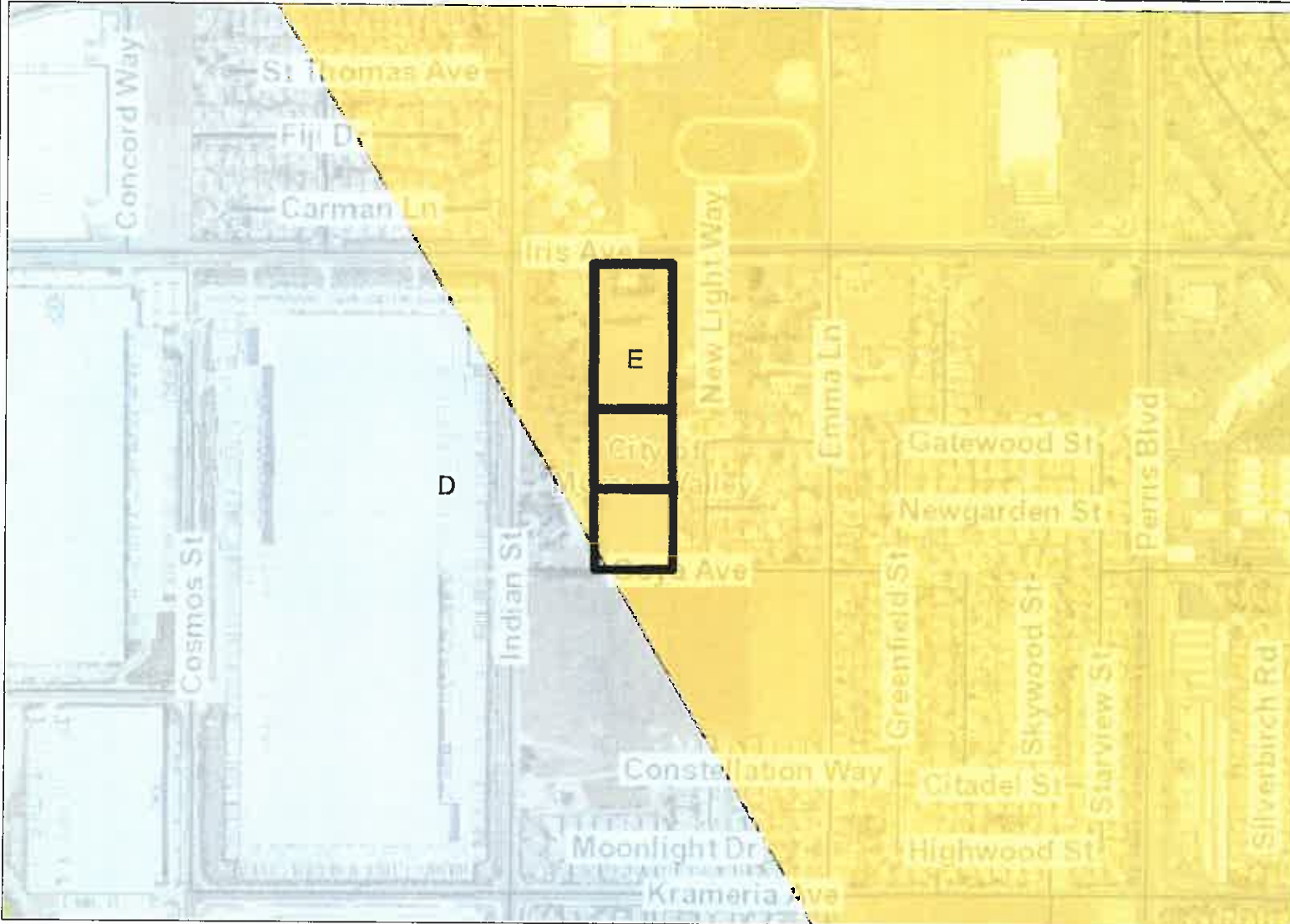
Notes



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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-FXC5
- C2-EXC6



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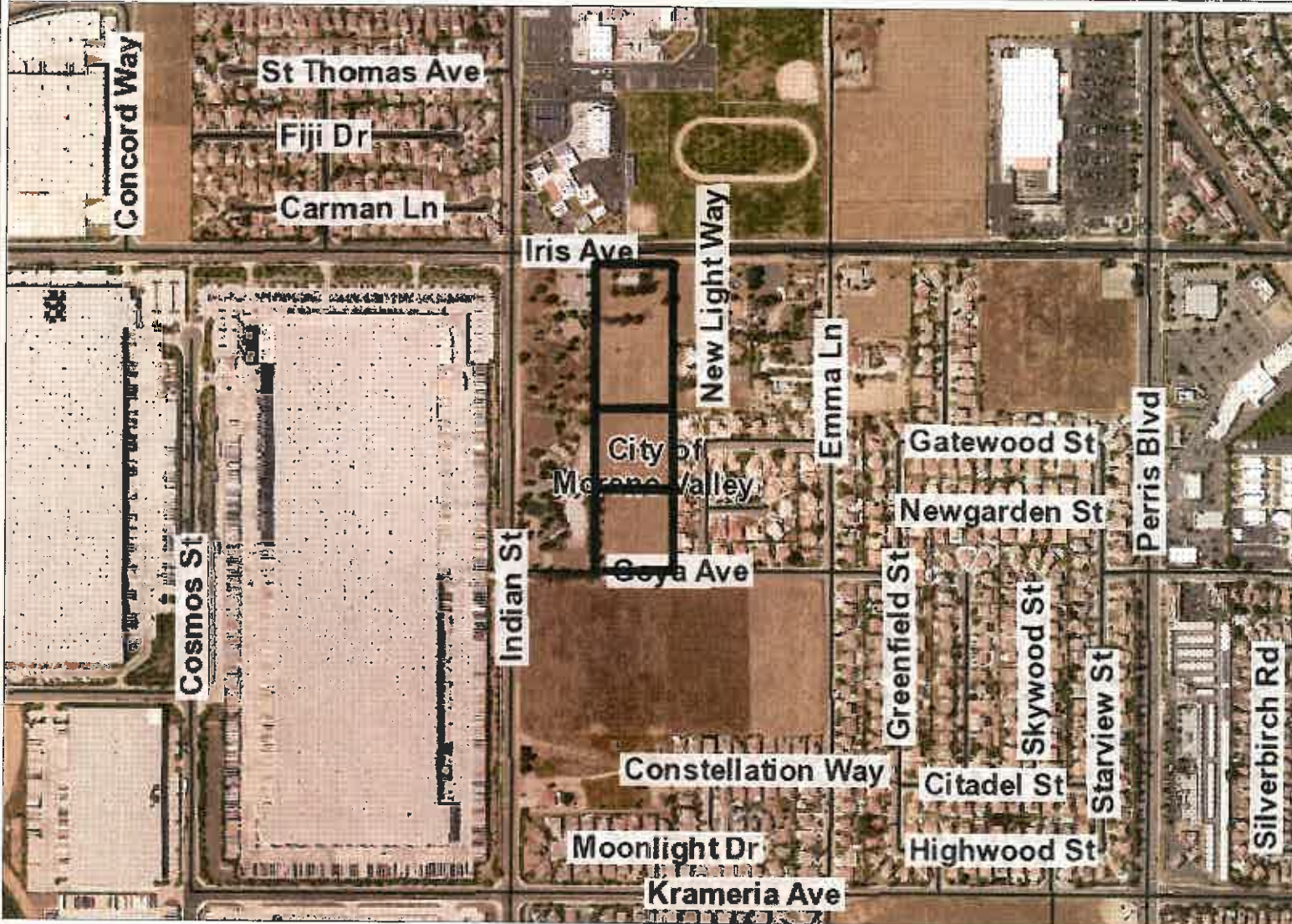
Notes



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Map My County Map



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



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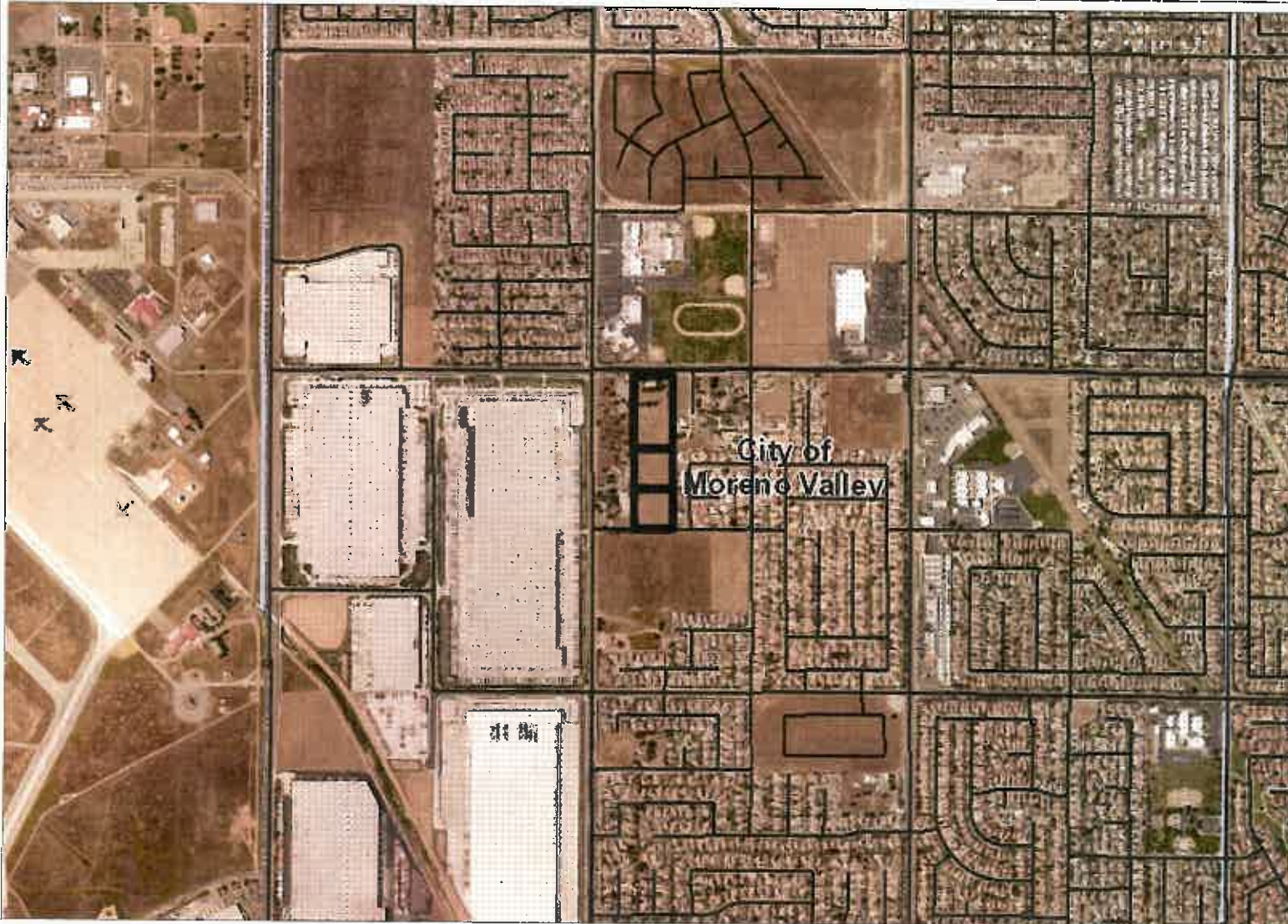
Notes



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Map My County Map



Legend

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



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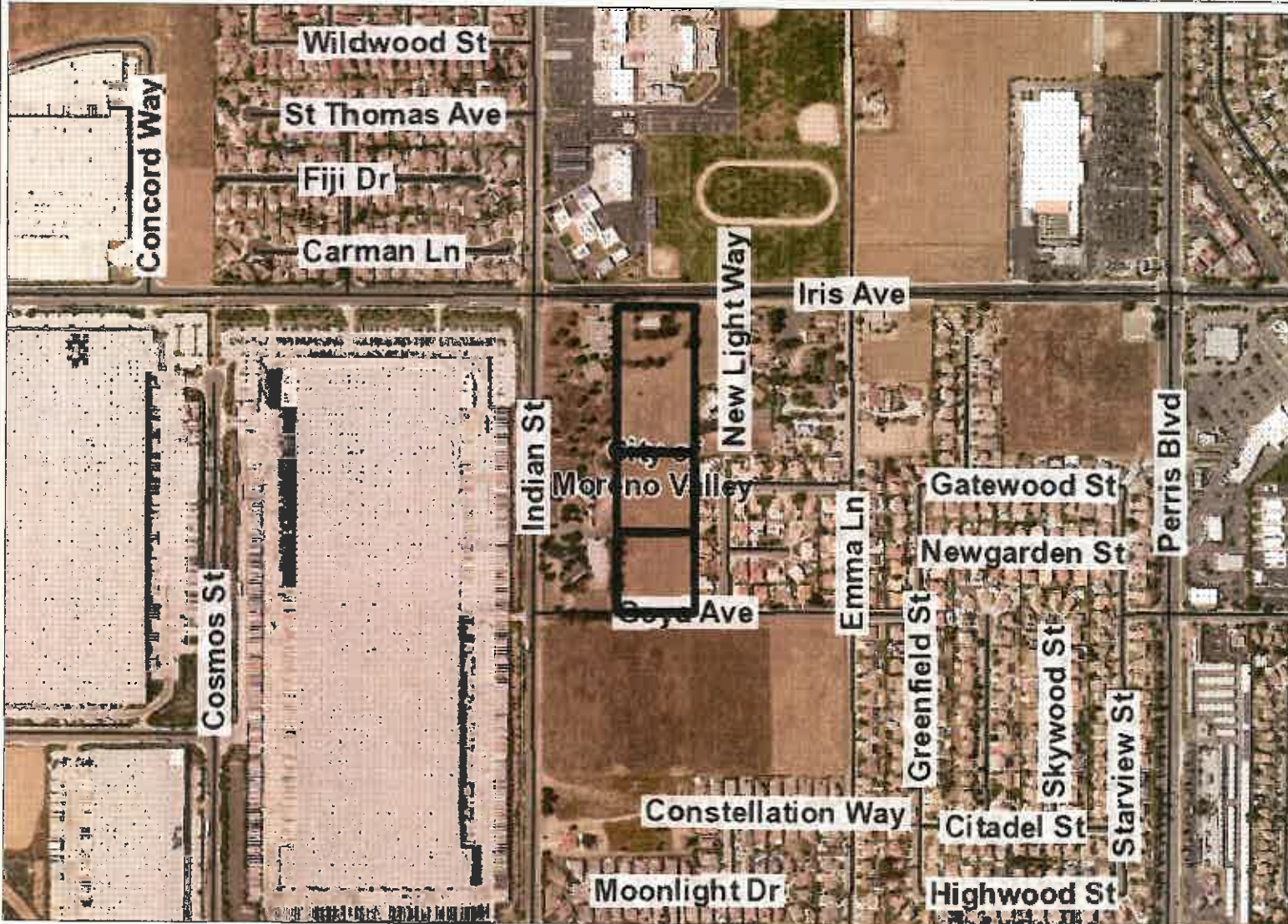
0 1 3,079 Feet
539

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Notes

Map My County Map



- Legend**
- County Centerline Names
 - County Centerlines
 - Blue-line Streams
 - City Areas
 - World Street Map



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Notes



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Map My County Map



Legend

- Blue Line Streams
- City Areas
- World Street Map



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Notes



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Line #	Length	Direction
L1	44.84'	N89°57'2"E
L2	72.74'	N87°57'2"E
L3	45.01'	N87°57'2"E
L4	72.74'	N87°57'2"E
L5	45.01'	N87°57'2"E
L6	72.74'	N87°57'2"E
L7	45.01'	N87°57'2"E
L8	72.74'	N87°57'2"E
L9	45.01'	N87°57'2"E
L10	72.74'	N87°57'2"E
L11	45.01'	N87°57'2"E
L12	72.74'	N87°57'2"E
L13	45.01'	N87°57'2"E
L14	72.74'	N87°57'2"E
L15	45.01'	N87°57'2"E
L16	72.74'	N87°57'2"E
L17	45.01'	N87°57'2"E
L18	72.74'	N87°57'2"E
L19	45.01'	N87°57'2"E
L20	72.74'	N87°57'2"E

Line #	Length	Direction
L21	45.01'	N87°57'2"E
L22	72.74'	N87°57'2"E
L23	45.01'	N87°57'2"E
L24	72.74'	N87°57'2"E
L25	45.01'	N87°57'2"E
L26	72.74'	N87°57'2"E
L27	45.01'	N87°57'2"E
L28	72.74'	N87°57'2"E
L29	45.01'	N87°57'2"E
L30	72.74'	N87°57'2"E
L31	45.01'	N87°57'2"E
L32	72.74'	N87°57'2"E
L33	45.01'	N87°57'2"E
L34	72.74'	N87°57'2"E
L35	45.01'	N87°57'2"E
L36	72.74'	N87°57'2"E
L37	45.01'	N87°57'2"E
L38	72.74'	N87°57'2"E
L39	45.01'	N87°57'2"E
L40	72.74'	N87°57'2"E

Line #	Length	Direction
L41	45.01'	N87°57'2"E
L42	72.74'	N87°57'2"E
L43	45.01'	N87°57'2"E
L44	72.74'	N87°57'2"E
L45	45.01'	N87°57'2"E
L46	72.74'	N87°57'2"E
L47	45.01'	N87°57'2"E
L48	72.74'	N87°57'2"E
L49	45.01'	N87°57'2"E
L50	72.74'	N87°57'2"E
L51	45.01'	N87°57'2"E
L52	72.74'	N87°57'2"E
L53	45.01'	N87°57'2"E
L54	72.74'	N87°57'2"E
L55	45.01'	N87°57'2"E
L56	72.74'	N87°57'2"E
L57	45.01'	N87°57'2"E
L58	72.74'	N87°57'2"E
L59	45.01'	N87°57'2"E
L60	72.74'	N87°57'2"E

Line #	Length	Direction
L61	45.01'	N87°57'2"E
L62	72.74'	N87°57'2"E
L63	45.01'	N87°57'2"E
L64	72.74'	N87°57'2"E
L65	45.01'	N87°57'2"E
L66	72.74'	N87°57'2"E
L67	45.01'	N87°57'2"E
L68	72.74'	N87°57'2"E
L69	45.01'	N87°57'2"E
L70	72.74'	N87°57'2"E
L71	45.01'	N87°57'2"E
L72	72.74'	N87°57'2"E
L73	45.01'	N87°57'2"E
L74	72.74'	N87°57'2"E
L75	45.01'	N87°57'2"E
L76	72.74'	N87°57'2"E
L77	45.01'	N87°57'2"E
L78	72.74'	N87°57'2"E
L79	45.01'	N87°57'2"E
L80	72.74'	N87°57'2"E

Line #	Length	Direction
L81	45.01'	N87°57'2"E
L82	72.74'	N87°57'2"E
L83	45.01'	N87°57'2"E
L84	72.74'	N87°57'2"E
L85	45.01'	N87°57'2"E
L86	72.74'	N87°57'2"E
L87	45.01'	N87°57'2"E
L88	72.74'	N87°57'2"E
L89	45.01'	N87°57'2"E
L90	72.74'	N87°57'2"E
L91	45.01'	N87°57'2"E
L92	72.74'	N87°57'2"E
L93	45.01'	N87°57'2"E
L94	72.74'	N87°57'2"E
L95	45.01'	N87°57'2"E
L96	72.74'	N87°57'2"E
L97	45.01'	N87°57'2"E
L98	72.74'	N87°57'2"E
L99	45.01'	N87°57'2"E
L100	72.74'	N87°57'2"E

Line #	Length	Direction
L101	45.01'	N87°57'2"E
L102	72.74'	N87°57'2"E
L103	45.01'	N87°57'2"E
L104	72.74'	N87°57'2"E
L105	45.01'	N87°57'2"E
L106	72.74'	N87°57'2"E
L107	45.01'	N87°57'2"E
L108	72.74'	N87°57'2"E
L109	45.01'	N87°57'2"E
L110	72.74'	N87°57'2"E
L111	45.01'	N87°57'2"E
L112	72.74'	N87°57'2"E
L113	45.01'	N87°57'2"E
L114	72.74'	N87°57'2"E
L115	45.01'	N87°57'2"E
L116	72.74'	N87°57'2"E
L117	45.01'	N87°57'2"E
L118	72.74'	N87°57'2"E
L119	45.01'	N87°57'2"E
L120	72.74'	N87°57'2"E

Line #	Length	Direction
L121	45.01'	N87°57'2"E
L122	72.74'	N87°57'2"E
L123	45.01'	N87°57'2"E
L124	72.74'	N87°57'2"E
L125	45.01'	N87°57'2"E
L126	72.74'	N87°57'2"E
L127	45.01'	N87°57'2"E
L128	72.74'	N87°57'2"E
L129	45.01'	N87°57'2"E
L130	72.74'	N87°57'2"E
L131	45.01'	N87°57'2"E
L132	72.74'	N87°57'2"E
L133	45.01'	N87°57'2"E
L134	72.74'	N87°57'2"E
L135	45.01'	N87°57'2"E
L136	72.74'	N87°57'2"E
L137	45.01'	N87°57'2"E
L138	72.74'	N87°57'2"E
L139	45.01'	N87°57'2"E
L140	72.74'	N87°57'2"E

Line #	Length	Direction
L141	45.01'	N87°57'2"E
L142	72.74'	N87°57'2"E
L143	45.01'	N87°57'2"E
L144	72.74'	N87°57'2"E
L145	45.01'	N87°57'2"E
L146	72.74'	N87°57'2"E
L147	45.01'	N87°57'2"E
L148	72.74'	N87°57'2"E
L149	45.01'	N87°57'2"E
L150	72.74'	N87°57'2"E
L151	45.01'	N87°57'2"E
L152	72.74'	N87°57'2"E
L153	45.01'	N87°57'2"E
L154	72.74'	N87°57'2"E
L155	45.01'	N87°57'2"E
L156	72.74'	N87°57'2"E
L157	45.01'	N87°57'2"E
L158	72.74'	N87°57'2"E
L159	45.01'	N87°57'2"E
L160	72.74'	N87°57'2"E

Line #	Length	Direction
L161	45.01'	N87°57'2"E
L162	72.74'	N87°57'2"E
L163	45.01'	N87°57'2"E
L164	72.74'	N87°57'2"E
L165	45.01'	N87°57'2"E
L166	72.74'	N87°57'2"E
L167	45.01'	N87°57'2"E
L168	72.74'	N87°57'2"E
L169	45.01'	N87°57'2"E
L170	72.74'	N87°57'2"E
L171	45.01'	N87°57'2"E
L172	72.74'	N87°57'2"E
L173	45.01'	N87°57'2"E
L174	72.74'	N87°57'2"E
L175	45.01'	N87°57'2"E
L176	72.74'	N87°57'2"E
L177	45.01'	N87°57'2"E
L178	72.74'	N87°57'2"E
L179	45.01'	N87°57'2"E
L180	72.74'	N87°57'2"E

Line #	Length	Direction
L181	45.01'	N87°57'2"E
L182	72.74'	N87°57'2"E
L183	45.01'	N87°57'2"E
L184	72.74'	N87°57'2"E
L185	45.01'	N87°57'2"E
L186	72.74'	N87°57'2"E
L187	45.01'	N87°57'2"E
L188	72.74'	N87°57'2"E
L189	45.01'	N87°57'2"E
L190	72.74'	N87°57'2"E
L191	45.01'	N87°57'2"E
L192	72.74'	N87°57'2"E
L193	45.01'	N87°57'2"E
L194	72.74'	N87°57'2"E
L195	45.01'	N87°57'2"E
L196	72.74'	N87°57'2"E
L197	45.01'	N87°57'2"E
L198	72.74'	N87°57'2"E
L199	45.01'	N87°57'2"E
L200	72.74'	N87°57'2"E

Line #	Length	Direction
L201	45.01'	N87°57'2"E
L202	72.74'	N87°57'2"E
L203	45.01'	N87°57'2"E
L204	72.74'	N87°57'2"E
L205	45.01'	N87°57'2"E
L206	72.74'	N87°57'2"E
L207	45.01'	N87°57'2"E
L208	72.74'	N87°57'2"E
L209	45.01'	N87°57'2"E
L210	72.74'	N87°57'2"E
L211	45.01'	N87°57'2"E
L212	72.74'	N87°57'2"E
L213	45.01'	N87°57'2"E
L214	72.74'	N87°57'2"E
L215	45.01'	N87°57'2"E
L216	72.74'	N87°57'2"E
L217	45.01'	N87°57'2"E
L218	72.74'	N87°57'2"E
L219	45.01'	N87°57'2"E
L220	72.74'	N87°57'2"E

Line #	Length	Direction
L221	45.01'	N87°57'2"E
L222	72.74'	N87°57'2"E
L223	45.01'	N87°57'2"E
L224	72.74'	N87°57'2"E
L225	45.01'	N87°57'2"E
L226	72.74'	N87°57'2"E
L227	45.01'	N87°57'2"E
L228	72.74'	N87°57'2"E
L229	45.01'	N87°57'2"E
L230	72.74'	N87°57'2"E
L231	45.01'	N87°57'2"E
L232	72.74'	N87°57'2"E
L233	45.01'	N87°57'2"E
L234	72.74'	N87°57'2"E
L235	45.01'	N87°57'2"E
L236	72.74'	N87°57'2"E
L237	45.01'	N87°57'2"E
L238	72.74'	N87°57'2"E
L239	45.01'	N87°57'2"E
L240	72.74'	N87°57'2"E

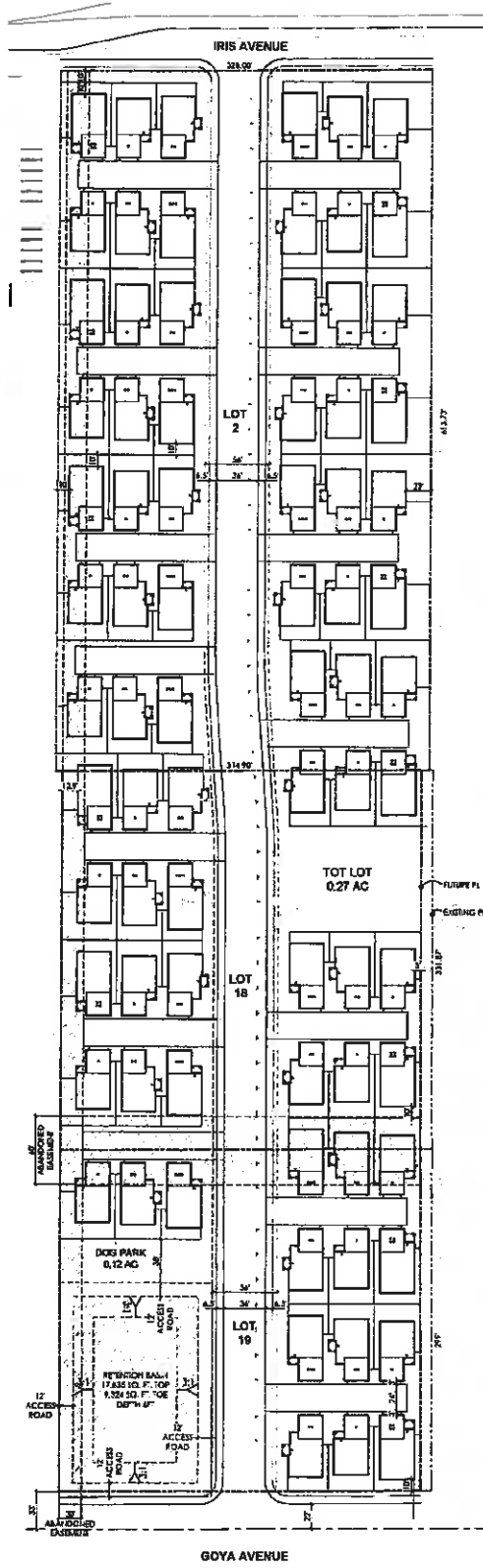
Parcel #	Area SF
1	2344
2	2727
3	2972
4	2344
5	2344
6	4021
7	4021
8	2820
9	3482
10	3482
11	2289
12	2492
13	2492
14	2492
15	2492
16	2492
17	2492
18	4021
19	4021
20	2820

Parcel #	Area SF
21	2782
22	2782
23	2782
24	2782
25	2782
26	2782
27	2782
28	2782
29	2782
30	2782
31	2782
32	2782
33	2782
34	2782
35	2782
36	2782
37	2782
38	2782
39	2782
40	2782

Parcel #	Area SF
41	2820
42	2820
43	2820
44	2820
45	2820
46	2820
47	2820
48	2820
49	2820
50	2820
51	2820
52	2820
53	2820
54	2820
55	2820
56	2820
57	2820
58	2820
59	2820
60	2820

Parcel #	Area SF
61	2820
62	2820
63	2820
64	2820
65	2820
66	2820
67	2820
68	2820
69	2820
70	2820
71	2820
72	2820
73	2820
74	2820
75	2820
76	2820
77	2820
78	2820
79	2820
80	2820

CURVE DATA TABLE				
CURVE #	LENGTH	BEGIN	END	WINDING
C1	45.01'	20.48'	3027.11'	36.84'
C2	72.74'	121.80'	3424.83'	42.84'
C3	32.01'	20.48'	3027.11'	36.84'
C4	42.84'	72.74'	2727.49'	32.01'
C5	32.01'	20.48'	3027.11'	36.84'
C6	72.74'	121.80'	3424.83'	42.84'



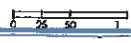
Site Summary

Total Acres	9.18 Acres
Total Homes	78
Density	8.5 DU/AC
Provided Parking	199 (2.5:1 overall)
Total Provided Assigned Parking:	156
Total Provided Guest Parking:	43 (8'x22' Parallel)

- Notes:**
1. Site plan is for conceptual purposes only.
 2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
 3. Show information per parcel maps.
 4. Civil engineer to verify all setbacks and grading information.
 5. Building footprints may change due to the final design elevation study.
 6. Other issues must be resolved for change.
 7. Building setbacks are measured from property lines to building.

CONCEPTUAL SITE PLAN ALTERNATIVE

SOUTH OF IRIS
MORENO VALLEY, CA

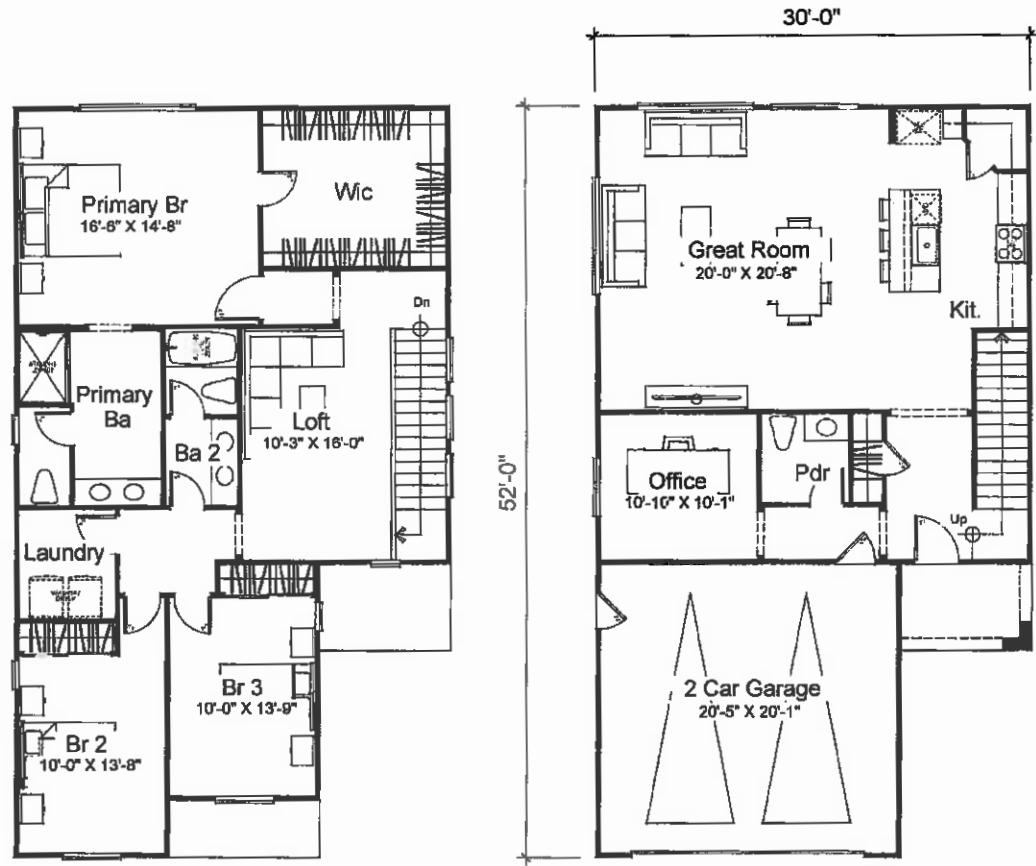


DAVID PATTON / MICHAEL PATTON
41 CORPORATE PARK, SUITE 250
IRVINE, CA 92606
(949) 836 - 1897

12/01/2022
A-2

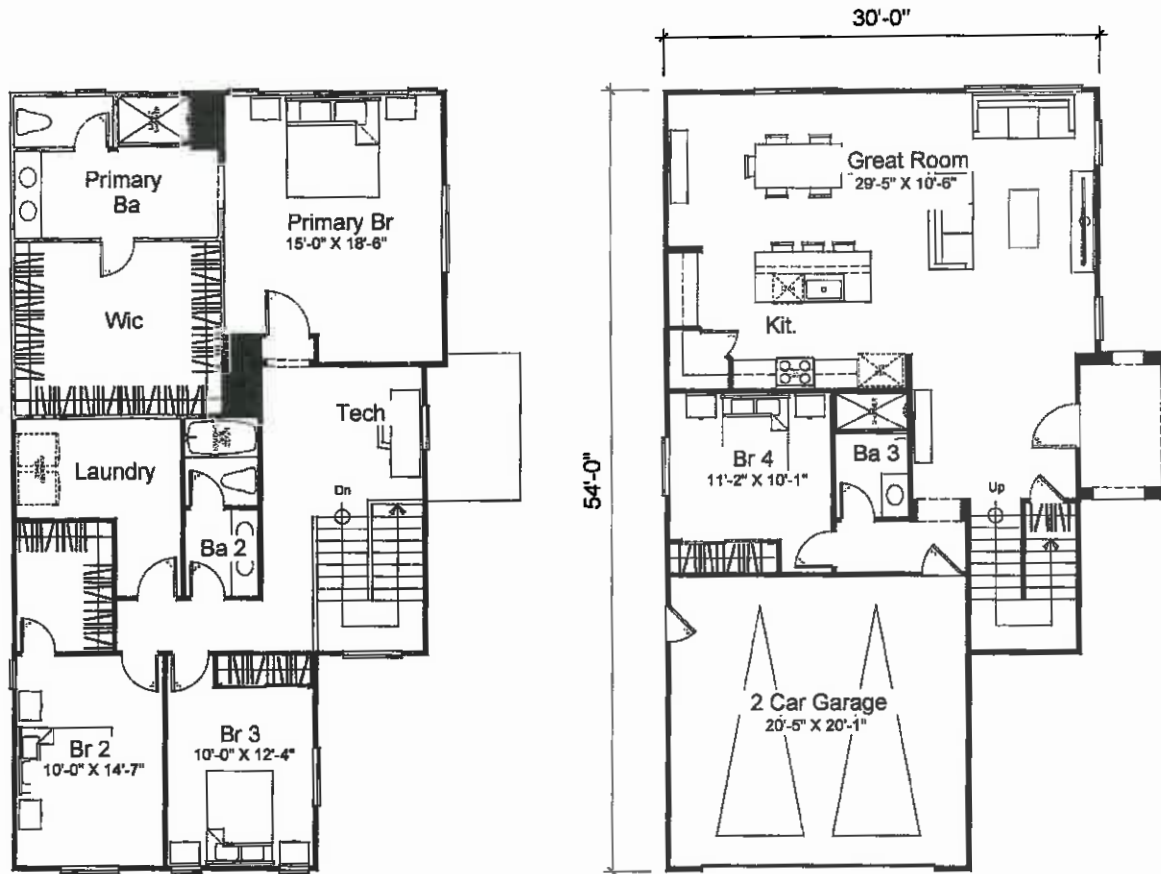
Kevin L. Crook
Architect
Inc
PLAN / ARCHITECTURE

JOE8-0001



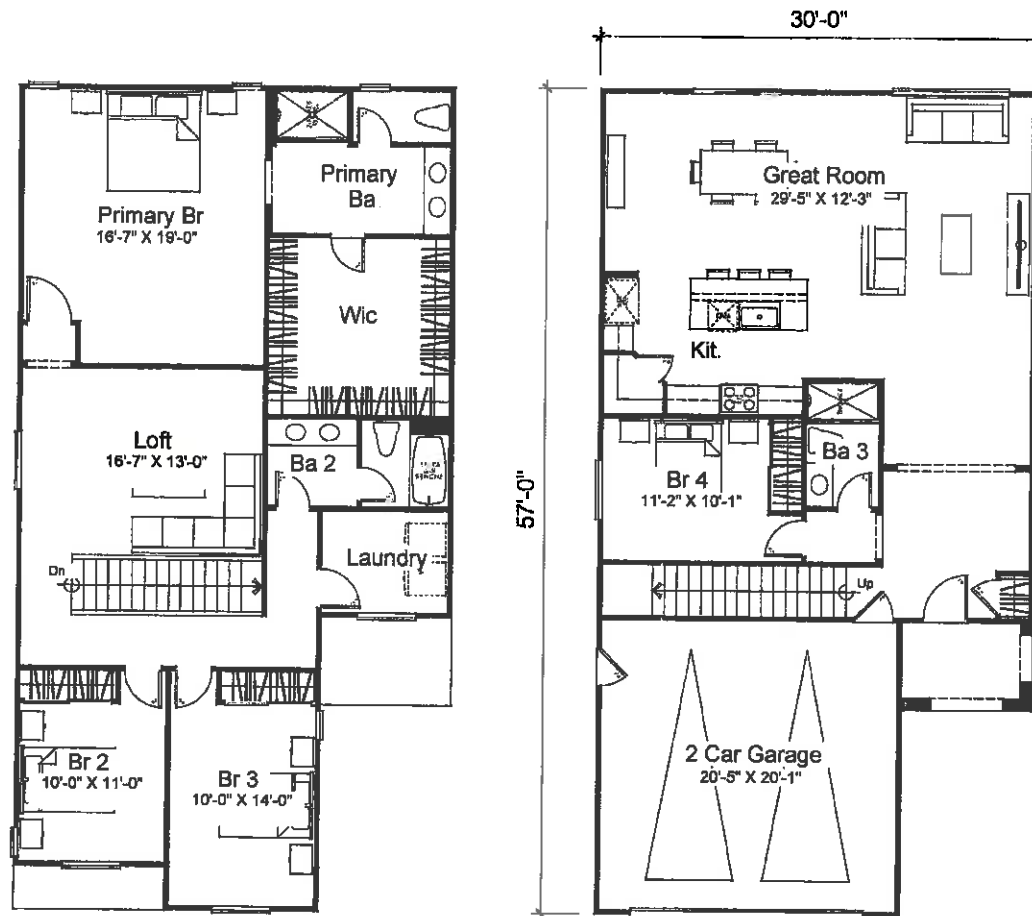
Plan 1
 2,221 S.F.
 3 Br, 2.5 Ba, Office, Loft, 2 Car Garage

1/4" = 1'-0"



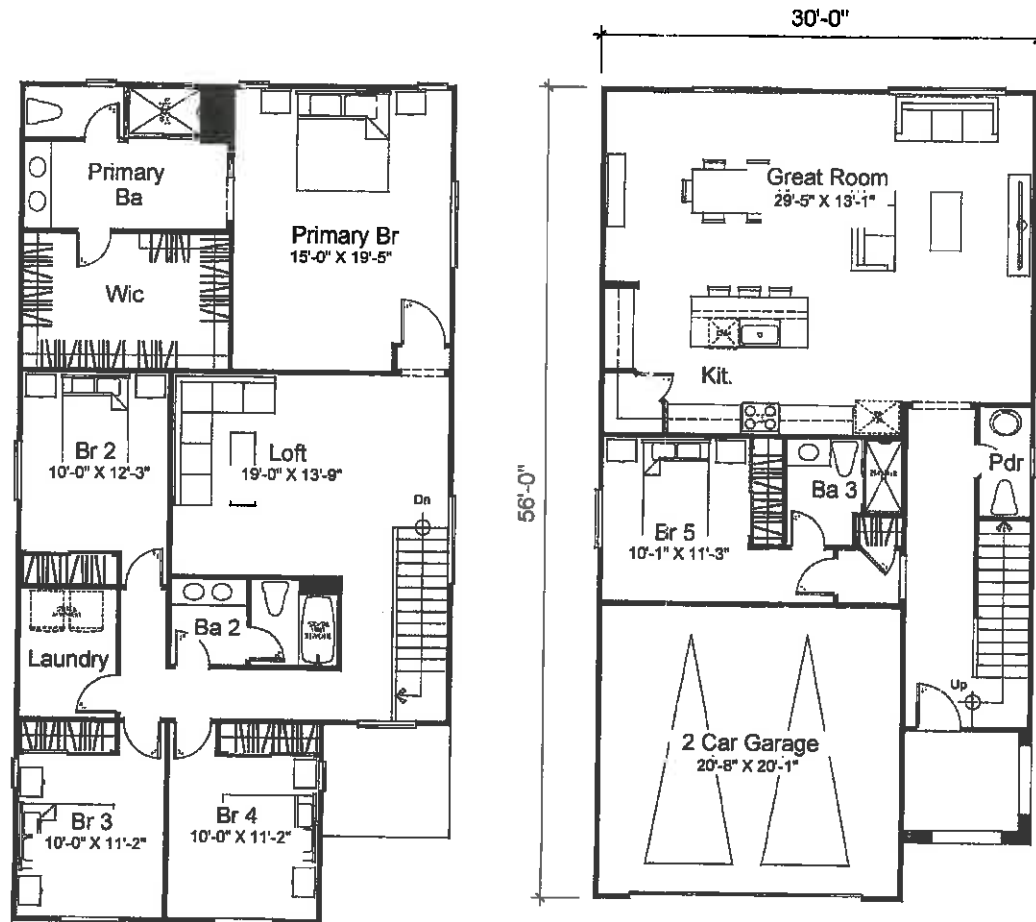
Plan 2
 2,412 S.F.
 4 Br, 2.5 Ba, Tech, 2 Car Garage

1/4" = 1'-0"



Plan 3
 2,547 S.F.
 4 Br, 3 Ba, Loft, 2 Car Garage

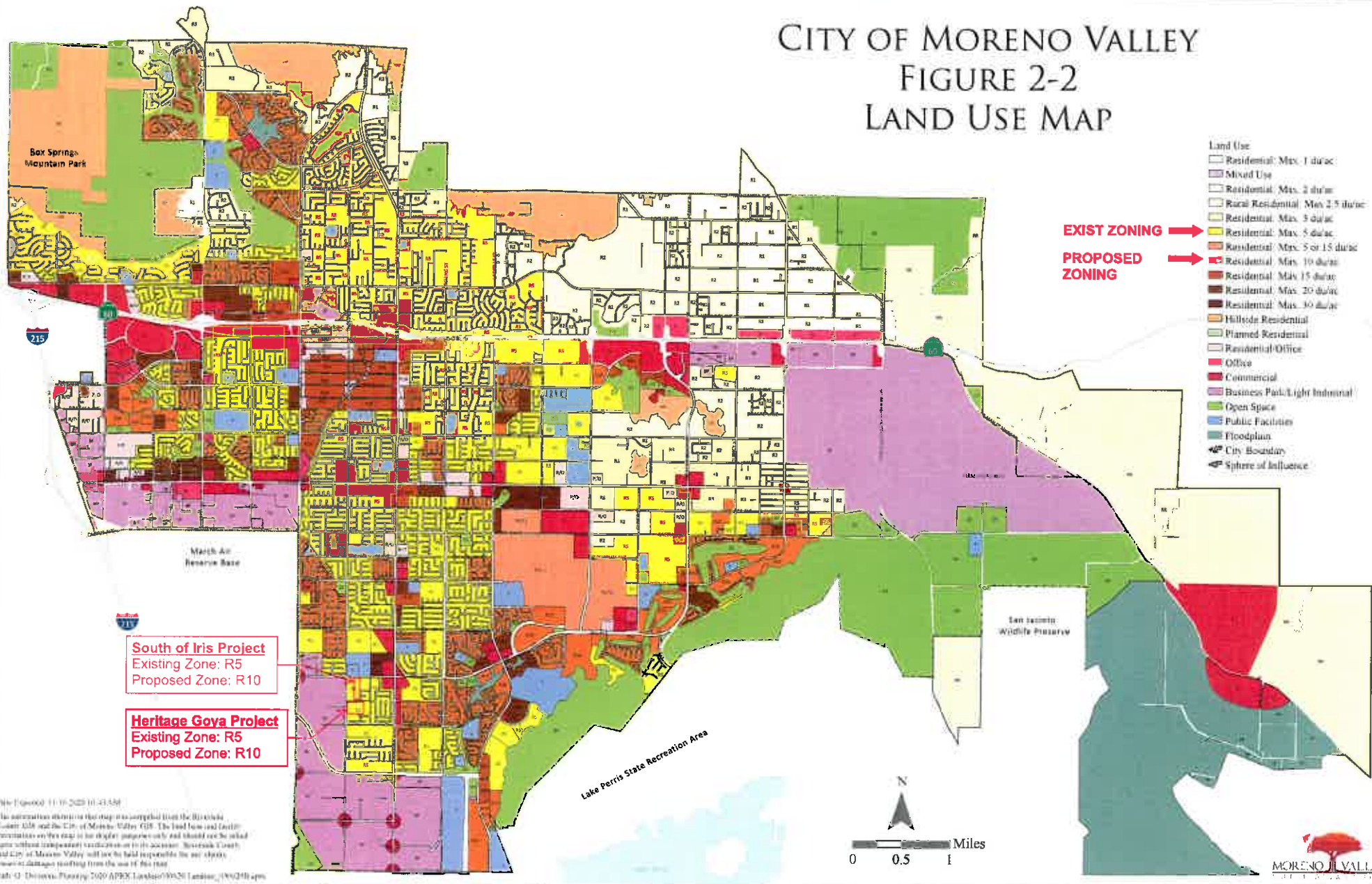
1/4" = 1'-0"



Plan 4
 2,709 S.F.
 5 Br, 3 Ba, 2 Car Garage

1/4" = 1'-0"

CITY OF MORENO VALLEY FIGURE 2-2 LAND USE MAP



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 Jackie Vega at (951) 955-0982.**

The City of Moreno Valley Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Moreno Valley Planner Oliver Mujica at 951-413-3000.

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 javega@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: November 9, 2023

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1585MA23 – David Patton (Representative: David Patton) – City of Moreno Valley Case No. PEN22-0159 (General Plan Amendment), PEN22-0158 (Change of Zone), PEN22-0157 (Development Plan Review), PEN22-0156 (Tentative Tract Map No. 38458). A proposal to divide 9.18 acres into 78 single family residential lots and recreational amenities located on the southeast corner of Iris Avenue and Indian Street. The applicant also proposes to amend the site's general plan land use designation and zoning from Residential 5 to Residential 10. (Airport Compatibility Zones D and E of the 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: ZAP1585MA23 Date Submitted: 9/19/23
 AIA: March Zone: D&E Public Hearing Staff Review

Applicant

Applicant Full Name: David Patton

Applicant Address: 41 Corporate Park, Suite 250, Irvine, CA 92606

Phone: 949.852.0266 Email: dpatton545@gmail.com

Representative/ Property Owner Contact Information

Representative: (Same as above) Email: _____

Phone: _____

Address: _____

Property Owner: _____ Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: City of Moreno Valley Phone: 951.413.3000

Staff Contact: Oliver Mujica Email: oliverm@movat.org

Address: 14177 Frederick Street, Moreno Valley, CA 92552

Local Agency Case No.: PEN22-0156

Project Location

Street Address: Southeast Corner of Iris Avenue & Indian Street Gross Parcel Size: 9.42 Acres

Assessor's Parcel No.: 316030002, 316030018, 316030019

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) 1502'

Height of Building or structures: 25ft

What type of drainage basins are being proposed and the square footage: Hybrid Detention & Bioretention Basin / Top of Basin 17,835 SF

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

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1580MA23 – Dish Wireless (Representative: CORE Development Services/ Butler America)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: MDR23-01 (Minor Development Review)

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP)

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone B2

Noise Levels: Between 65 - 75 CNEL contour from aircraft

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the Minor Development Review **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a wireless facility totaling 709 square feet on top of an existing building with a total height of 48 feet on 2.35 acres.

PROJECT LOCATION: The project is located on the northwest corner of Van Buren Boulevard and the 215 Freeway, approximately 2,594 feet westerly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Zone B2 which limits average intensity to 100 people per acre and 250 people per single acre. The proposed rooftop wireless facility will not generate any occupancy.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65 - 75 CNEL range from aircraft noise. The proposed rooftop wireless facility is not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 2,594 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,561 feet AMSL. The site's elevation is 1,551 feet AMSL and the proposed structure height is 48 feet, resulting in a top point elevation of 1,599 feet AMSL. Therefore, review of the structure for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2023-AWP-7046-OE to this project.

A Determination of No Hazard to Air Navigation letter was issued by the FAA OES on May 11, 2023, and it was determined that the project would not result in an impact to air navigation with FAA OES conditions, which have been incorporated into ALUC's conditions.

It is important to note that the FAA OES letter identifies the proposed (5G) structure as being "critical to flight safety", and that "it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination". Additionally, the determination of no hazard is based on conditions to accompany the project's permitting and licensing:

- As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.
- Upon receipt of notification from the Federal Communications Commission that harmful interference is being caused by the licensee's (permittee's) transmitter, the licensee (permittee) shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after 1 year of interference-free operation.
- 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.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone B2 westerly of the northerly runway at March Air Reserve Base, the Base staff was notified of the project and sent plans for their review. On October 11, 2023, the Air Force provided comments indicating no concerns at this time.

Prohibited and Discouraged Uses: The project does not propose any uses prohibited or discouraged in Compatibility Zone B2. Hazards to flight, which is a prohibited use, includes physical, visual, and electronic forms of interference with the safety of aircraft operations.

Electronic Interference

The proposed wireless facility intends on utilizing certain spectrum frequencies made available by the Federal Communications Commission (FCC) from 3.7–3.98 GHz for 5G applications and networks which could introduce harmful radio frequency (RF) interference to radar altimeters in (commercial) aircraft currently operating in the 4.2-4.4 GHz aeronautical band. (The report below only considers commercial aircraft altimeters in their study. Military aircraft was not analyzed.)

A report titled “Assessment of C-Band Mobile Telecommunications Interference Impact on Low Range Radar Altimeter Operations” (the Report) was prepared by RTCA, Inc. on October 7, 2020, which is being used in the preparation of the upcoming March Compatible Use Study and amendment to the March ALUCP. The report emphasizes that “radar altimeters are deployed on tens of thousands of civil aircraft in the United States and worldwide to support several critical safety-of-life aircraft functions throughout multiple phases of flight” and “are the *only* sensor onboard a civil aircraft which provides a direct measurement of the clearance height of the aircraft over the terrain or other obstacles, and failures of these sensors can therefore lead to incidents with catastrophic results resulting in multiple fatalities”. The report also states that “the aviation industry has explained to the FCC that further study was needed to adequately characterize the performance of currently fielded radar altimeters operating in the presence of RF interference from future 5G networks in the 3.7-3.98 GHz band, as well as the risk of harmful interference and associated impacts to safe aviation operations, such that appropriate mitigations could be employed before such 5G networks begin operation”. The report provides a “quantitative evaluation of radar altimeter performance regarding RF interference from expected 5G emissions in the 3.7-3.98 GHz band, as well as detailed assessment of the risk of such interference occurring and impacting aviation safety”.

The results of the report “reveal a major risk that 5G telecommunications systems in the 3.7-3.98 GHz band will cause harmful interference to radar altimeters on all types of civil aircraft-including commercial transport airplanes; business, regional, and general aviation airplanes; and both transport and general aviation helicopters”. (The report only considers commercial aircraft altimeters in their study. Military aircraft was not analyzed.) The results of report “clearly indicate that this risk is widespread and has the potential for broad impacts to aviation operations in the United States, including the possibility of catastrophic failures leading to multiple fatalities, in the absence of appropriate mitigations”. The extent of the RF interference is summarized by the worst-case exceedance of the safe interference limit of radar altimeters by expected 5G signals in the 3.7-3.98 GHz band: 14 dB for commercial transport airplanes; 48 dB for business, regional, and general aviation airplanes; and 45 dB for helicopters. In addition, further impacts are not only limited to 5G systems in the 3.7-3.98 GHz band, but also the spurious emissions from such systems within the protect 4.2-4.4 GHz radar altimeter band directly. In this latter case, the worst-case exceedance of the safe interference limit is: 28 dB for business, regional, and general aviation airplanes, and 12 dB for helicopters. The report concludes that given the extent to which the safe interference limits are exceeded, it will require a collaborative effort from the aviation and mobile wireless industry to ensure that safety critical aviation systems will continue to be protected for the purposes of public safety.

As such, the upcoming March ALUCP amendment is recommending the following policy concerning 5G facilities: “Any applicants proposing 5G telecommunication facilities to be located within one mile from any point on either runway at March Air Reserve Base shall coordinate with March Air Reserve Base, the Federal Aviation Administration, and the applicable land use jurisdiction to determine and, to the extent possible, mitigate the potential interference of such facilities with safe aeronautical operations”. As noted above, both the FAA OES and the March Air Reserve Base reviewed the

proposed wireless facility recognizing the potential impacts of 5G RF interference with aircraft equipment, and determined that the project would not be an impact with conditions (that have been included as part of this project).

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

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 nearest portion of the project is located 2,594 feet from the runway, and therefore would be subject to the above requirement. Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,594 feet), the project does not propose any new water quality retention basins.

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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, 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, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including but not limited to places of worship and theaters), buildings with more than 3 aboveground habitable floors, and critical community infrastructure facilities.
 - (f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
 - (g) Other Hazards to flight.
3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the March Inland Port Airport Authority or its successor in interest or provide evidence that such easement has been previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
 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 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.

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. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. The project has been evaluated as a wireless facility totaling 709 square feet on top of a proposed but not yet constructed building with a total height of 48 feet. Any increase in building area, 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.
8. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (2023-AWP-7046-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.
9. The proposed structure shall not exceed a height of 48 feet above ground level and a maximum elevation at top point of 1,598 feet above mean sea level.
10. 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.
11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 48 feet in height and a maximum elevation of 1,598 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of any individual 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(s).
13. As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.
14. Upon receipt of notification from the Federal Communications Commission (or airport manager) that harmful interference is being caused by the licensee's (permittee's) transmitter, the licensee (permittee) shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after 1 year of interference-free operation.

15. 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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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**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



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

Aeronautical Study No.
 2023-AWP-7046-OE

Issued Date: 05/11/2023

Brian De La Ree
 Dish Wireless
 1511 E. Orangethorpe Ave,
 Suite D
 Fullerton, CA 92831

**** 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 Hampton March Air
 Location: Riverside, CA
 Latitude: 33-53-21.65N NAD 83
 Longitude: 117-16-23.03W
 Heights: 1550 feet site elevation (SE)
 48 feet above ground level (AGL)
 1598 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)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

As a result of this structure being critical to flight safety, it is required that the FAA be kept apprised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

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.

This determination expires on 11/11/2024 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 of No Hazard is granted provided the following conditional statement is included in the proponent's construction permit or license to radiate:

Upon receipt of notification from the Federal Communications Commission that harmful interference is being caused by the licensee's (permittee's) transmitter, the licensee (permittee) shall either immediately reduce the power to the point of no interference, cease operation, or take such immediate corrective action as is necessary to eliminate the harmful interference. This condition expires after 1 year of interference-free operation.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (206) 231-2877, or Nicholas.Sanders@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-7046-OE.

Signature Control No: 581842067-585051822

(DNE)

Nicholas Sanders

Technician

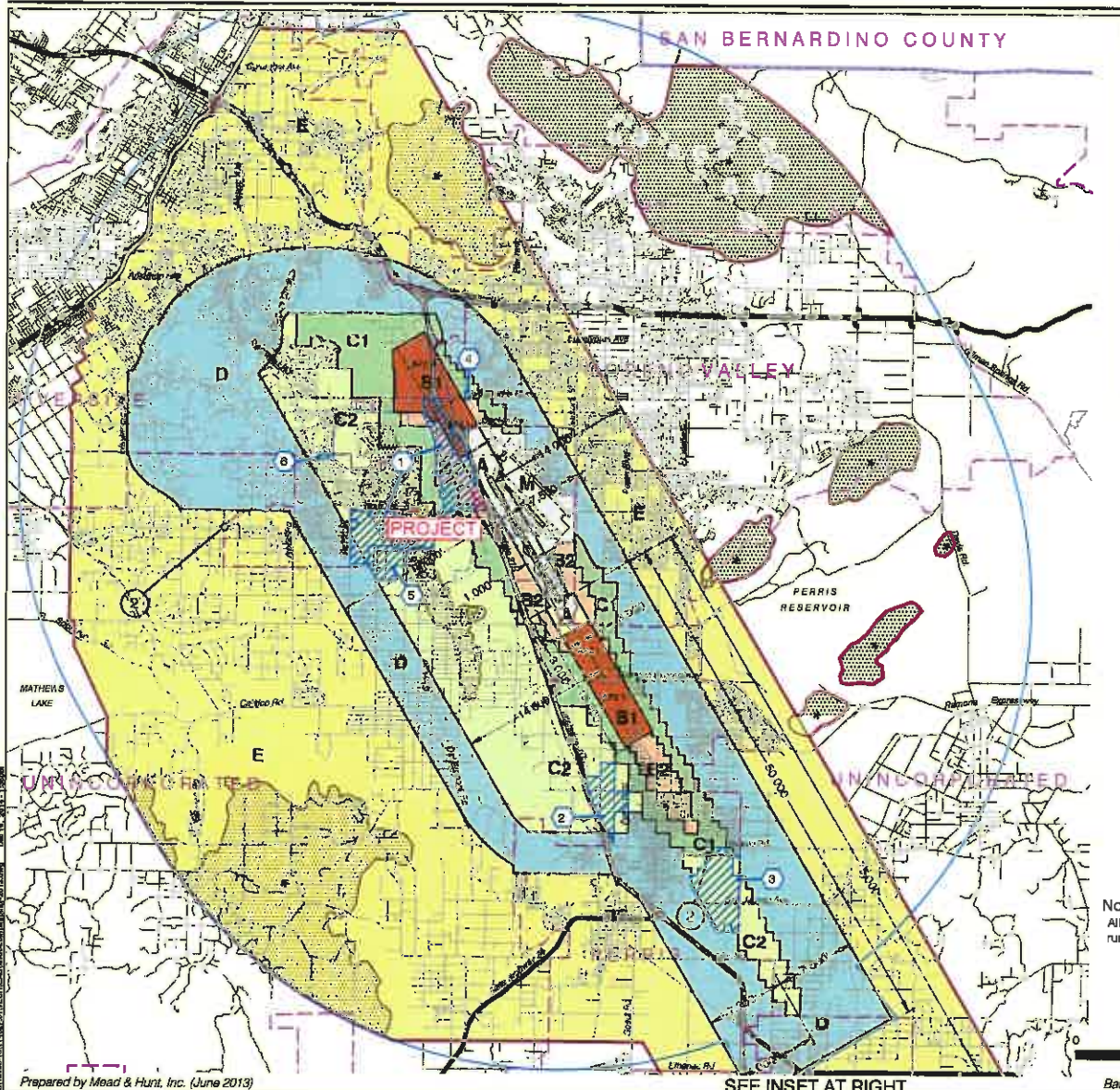
Attachment(s)

Frequency Data

cc: FCC

Frequency Data for ASN 2023-AWP-7046-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
600	699	MHz	76.02	dBm
1915	1920	MHz	76.02	dBm
1995	2000	MHz	76.02	dBm
2000	2020	MHz	76.02	dBm
2180	2200	MHz	76.02	dBm



LEGEND

Compatibility Zones

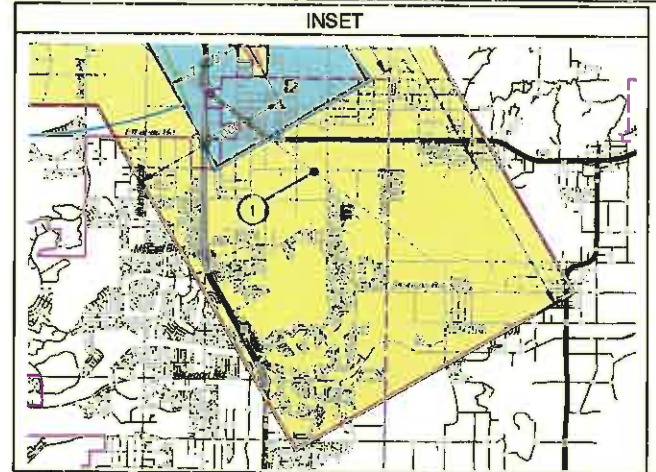
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 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.

- March JPA: March Business Center/Meridian
- Perris: Harvest Landing
- Perris: Park West
- Moreno Valley: Affordable Housing
- March JPA: Ben Clark Training Center
- Riverside: Ridge Crest Subdivision



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

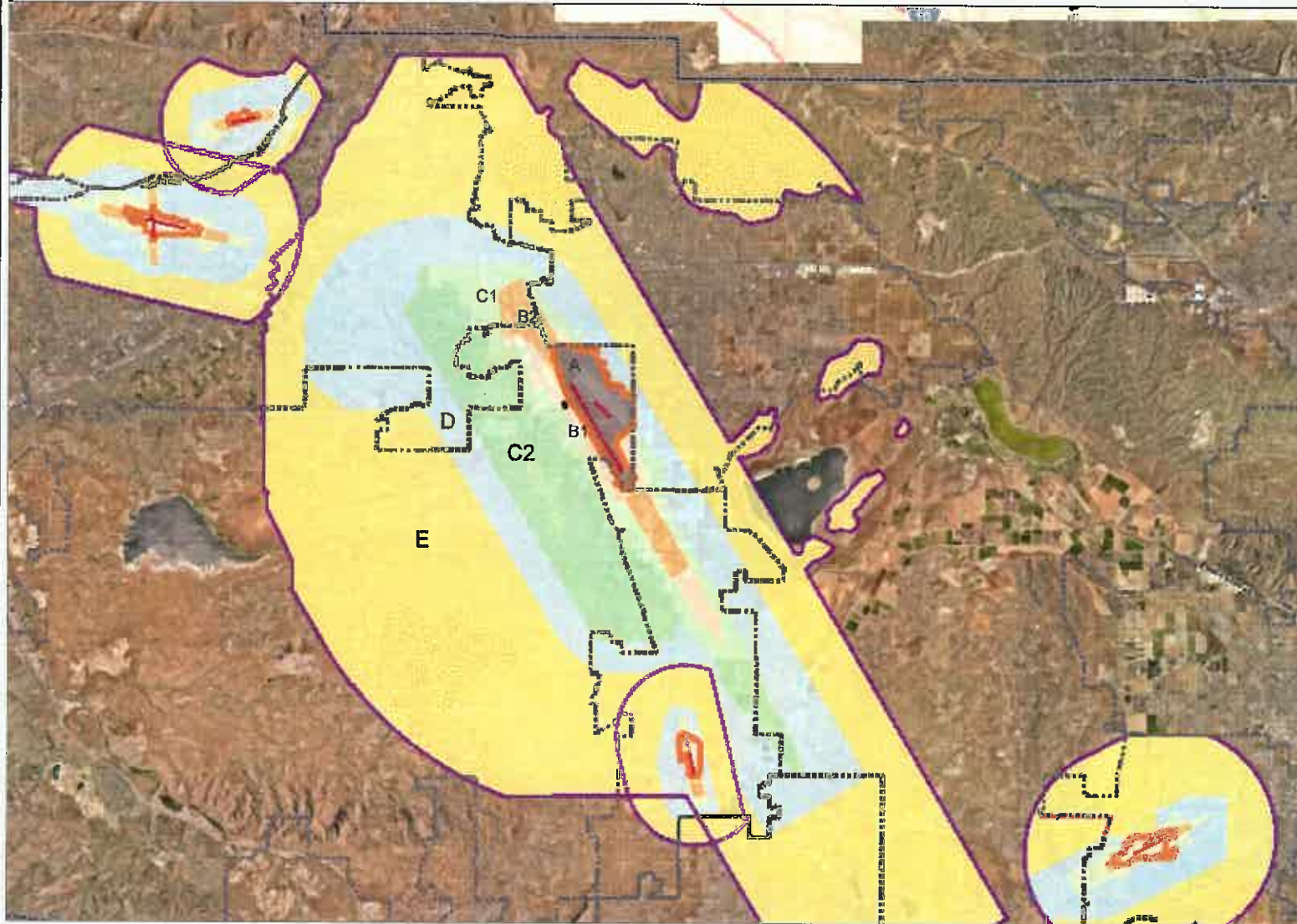
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

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



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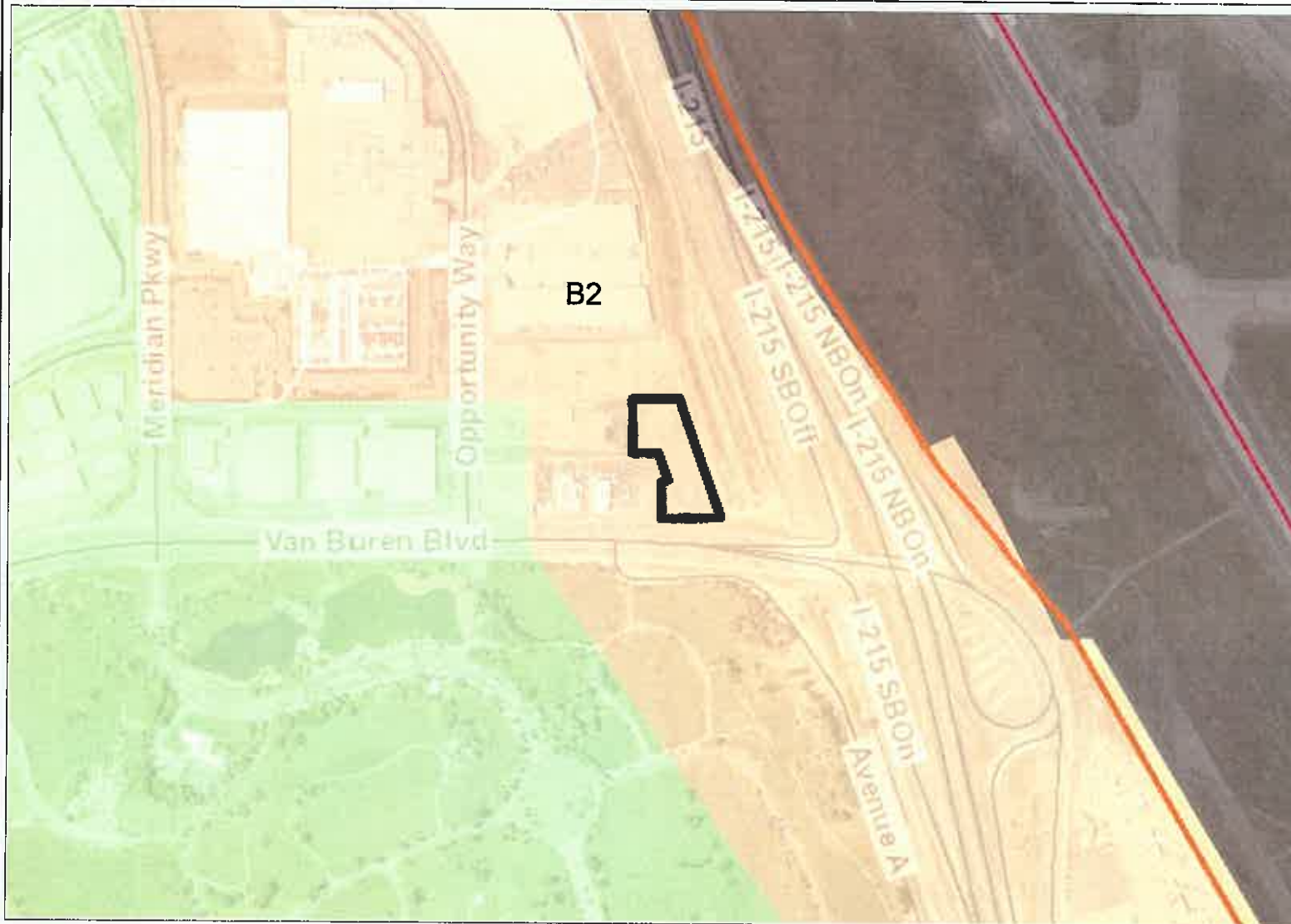
Notes



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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-EXC8



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Notes



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Map My County Map



Legend

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



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Notes

0 753 1,506 Feet

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Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blue Line Streams
- City Areas
- World Street Map

Notes



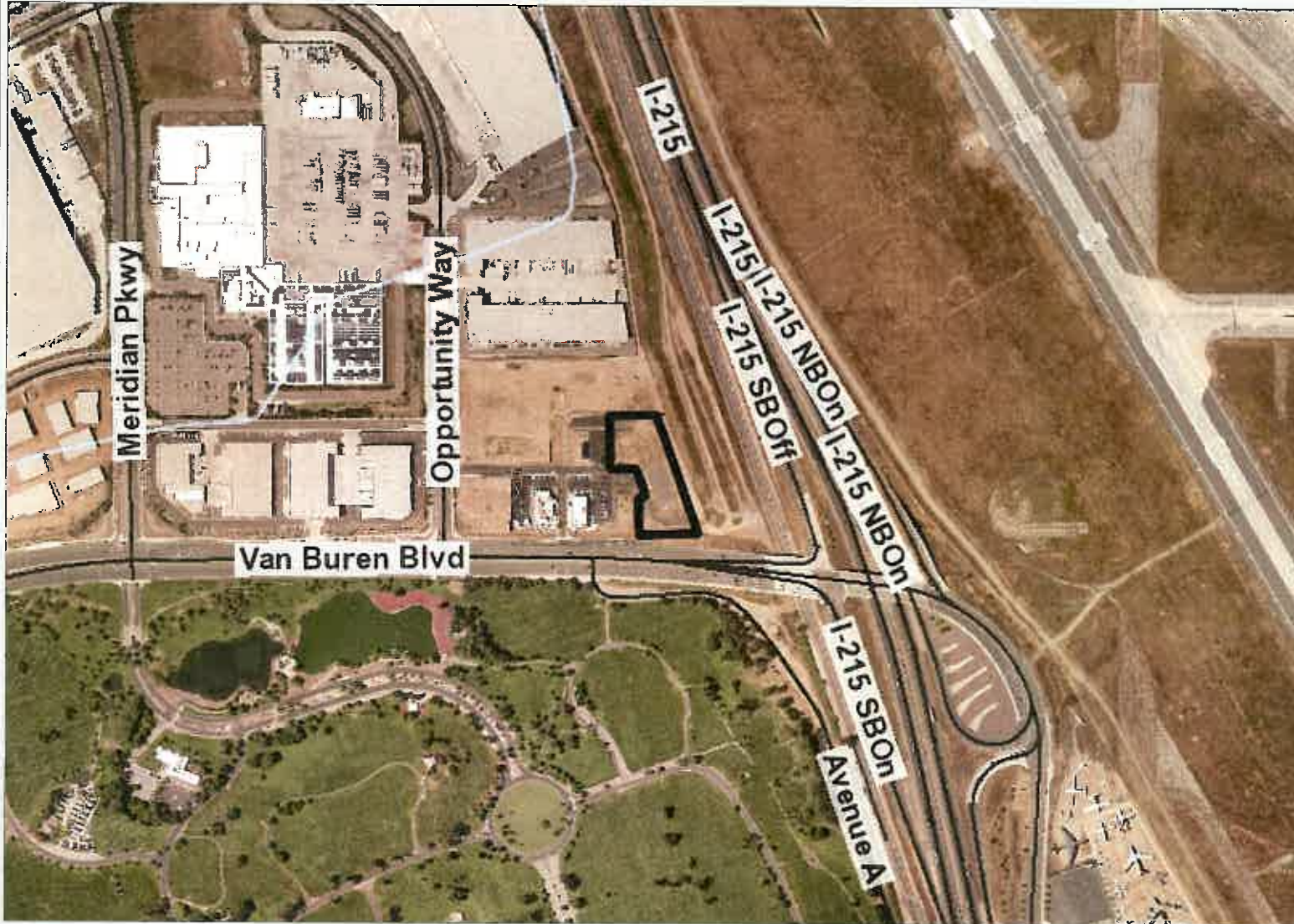
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 8/8/2023 7:53:58 AM

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Map My County Map



- Legend**
- County Centerline Names
 - County Centerlines
 - BlueLine Streams
 - City Areas
 - World Street Map



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Notes

0 753 1,506 Feet

REPORT PRINTED ON... 8/8/2023 7:54:21 AM

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Map My County Map



- Legend**
- Blueline Streams
 - ▨ City Areas
 - World Street Map

Notes



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REPORT PRINTED ON... 8/8/2023 7:53:35 AM

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DISH SITE ID: **LSSNA02171C** DISH SITE NAME: **HAMPTON MARCH AIR**
 SITE ADDRESS: **22440 VAN BUREN BLVD MARCH AIR RESERVE BASE, CA 92518**

SCOPE OF WORK

THIS IS NOT AN ALL INCLUSIVE LIST. CONTRACTOR SHALL UTILIZE SPECIFIED EQUIPMENT PART OR ENGINEER APPROVED EQUIVALENT. CONTRACTOR SHALL VERIFY ALL NEEDED EQUIPMENT TO PROVIDE A FUNCTIONAL SITE. THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:

SECTOR SCOPE OF WORK:

- INSTALL (6) PROPOSED 8'-0" PANEL ANTENNAS (2 PER SECTOR)
- INSTALL PROPOSED FIVE SCREENS
- INSTALL (12) PROPOSED RRUs (4 PER SECTOR)
- INSTALL (3) PROPOSED SURGE SUPPRESSION DEVICES (1 PER SECTOR)
- INSTALL (3) PROPOSED DC POWER CABLES AND (3) FIBER CABLES (1 EACH PER SECTOR)
- INSTALL PROPOSED CABLE TRAY ON ROOF
- INSTALL PROPOSED JUMPERS FROM RRU TO ANTENNAS AS REQ.

EQUIPMENT SCOPE OF WORK:

- INSTALL (1) PROPOSED EQUIPMENT PLATFORM WITH UTILITY H-FRAME
- INSTALL (1) PROPOSED EQUIPMENT CABINET ON NEW PLATFORM
- INSTALL NEW EQUIPMENT SCREENING TO MATCH (2)
- INSTALL (1) PROPOSED POWER CONDUIT
- INSTALL (1) PROPOSED TELCO CONDUIT
- INSTALL (1) PROPOSED NEMA 3 TELCO-FIBER BOX AND ELEC. PANEL 'A' (PPC)
- INSTALL (1) PROPOSED GPS ANTENNA
- INSTALL CABLELOCK GEN LOG INTERSECT AT GROUND LEVEL
- INSTALL NEW 200A METER MAIN IN MAIN ELECTRICAL ROOM AT GRADE LEVEL.

SITE INFORMATION		PROJECT DIRECTORY	
PROPERTY OWNER:	GREDEIS INV 2 22440 VAN BUREN BLVD MARCH AIR RESERVE BASE, CA 92518	APPLICANT:	DISH WIRELESS 7545 IRVINE CENTER DR., #250 IRVINE, CA 92618
SITE TYPE:	ROOFTOP	SITE DESIGNER:	CONNELL DESIGN GROUP 22431 ANTONIO PRNT., SUITE B100-131 RANCHO SANTA MARGUERITA, CA 92688 JOE CONNELL (949) 308-4650
COUNTY:	RIVERSIDE COUNTY	SITE ACQUISITION:	BUTLER 1511 E. ORANGECORP AVE., SUITE D FULLERTON, CA 92831
LATITUDE (NAD 83):	33° 53' 20.19" N	SITE ACQUISITION:	ADRIANNA TELADA (919) 874-0288 adrianna.telada@dish.com
LONGITUDE (NAD 83):	117° 16' 22.77" W	CONSTRUCTION MANAGER:	JAY WOEMPIER jwoempier@dish.com
ZONING JURISDICTION:	MARCH JOINT POWERS AUTHORITY	RF ENGINEER:	JONATHAN BADE jonathan.bade@dish.com
ZONING DISTRICT:	MERIDIAN SPECIFIC PLAN SP-6, AS	EMERGENCY CONTACT PERSON:	PHONE: 833-347-4802, OPT #1 EMAIL: DISH@irvineandoc@dish.com OOOOLE CHAT: DISH Wireless - NOC
PARCEL NUMBER:	294-070-048		
OCCUPANCY GROUP:	U		
CONSTRUCTION TYPE:	V-B		
POWER COMPANY:	SOUTHERN CALIFORNIA EDISON		
FIBER COMPANY:	FRONTIER, SPECTRUM		



1511 E. ORANGECORP AVE., SUITE D
FULLERTON, CA 92831



2521 PIEDRA BLVD
SUITE 510-10
IRVINE, CA 92618
800.444.4444
949.266.8844

NOT TO BE USED FOR CONSTRUCTION

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DRAWN BY:	CHECKED BY:	APPROVED BY:
JPC	JPC	DC
RFDS REV #:	1	08/01/2022

ZONING DOCUMENTS

SUBMITTALS	
REV	DATE DESCRIPTION
A	03/09/2022 SUBD FOR 068 2D REVIEW
B	04/07/2022 REV'D FOR 1008 2D

(VENDOR) PROJECT NUMBER
LSSNA02171C

DISH PROJECT NUMBER
LSSNA02171C
HAMPTON MARCH AIR
22440 VAN BUREN BLVD
MARCH AIR RESERVE BASE,
CA 92518 - ROOFTOP

SHEET TITLE
TITLE SHEET

SHEET NUMBER
T-1

CALIFORNIA - CODE COMPLIANCE

ALL WORK SHALL BE PERFORMED AND MATERIALS INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES:

CODE TYPE	CODE
BUILDING	2022 CALIFORNIA BUILDING CODE (CBC)
MECHANICAL	2022 CALIFORNIA MECHANICAL CODE (CMC)
ELECTRICAL	2022 CALIFORNIA ELECTRICAL CODE (CEC)

SHEET INDEX

SHEET NO.	SHEET TITLE
T-1	TITLE SHEET
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
A-1	OVERALL SITE PLAN
A-2	PARTIAL ENLARGED ROOF PLAN
A-3	EQUIPMENT / ANTENNA PLANS, ANTENNA SCHEDULE
A-4	ELEVATIONS
A-5	ELEVATIONS



UNDERGROUND SERVICE ALERT
 UTILITY NOTIFICATION CENTER OF CALIFORNIA
 (800) 452-4133
 WWW.CALIFORNIA811.ORG
 CALL 2-1-1 MORNING 24/7 UTILITY NOTIFICATION PRIOR TO CONSTRUCTION

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRINKING, NO SWAGEY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL, IS REQUIRED AND NO COMMERCIAL STORAGE IS PROPOSED.

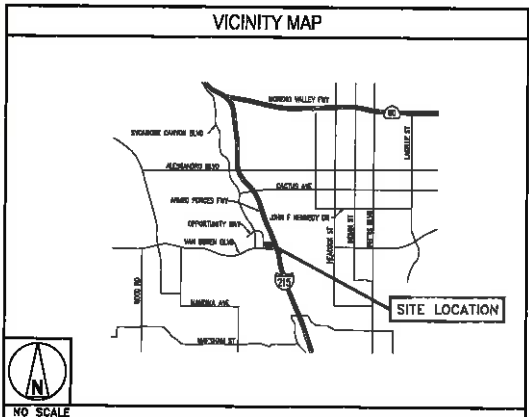
11"x17" PLOT WILL BE HALF SCALE UNLESS OTHERWISE NOTED

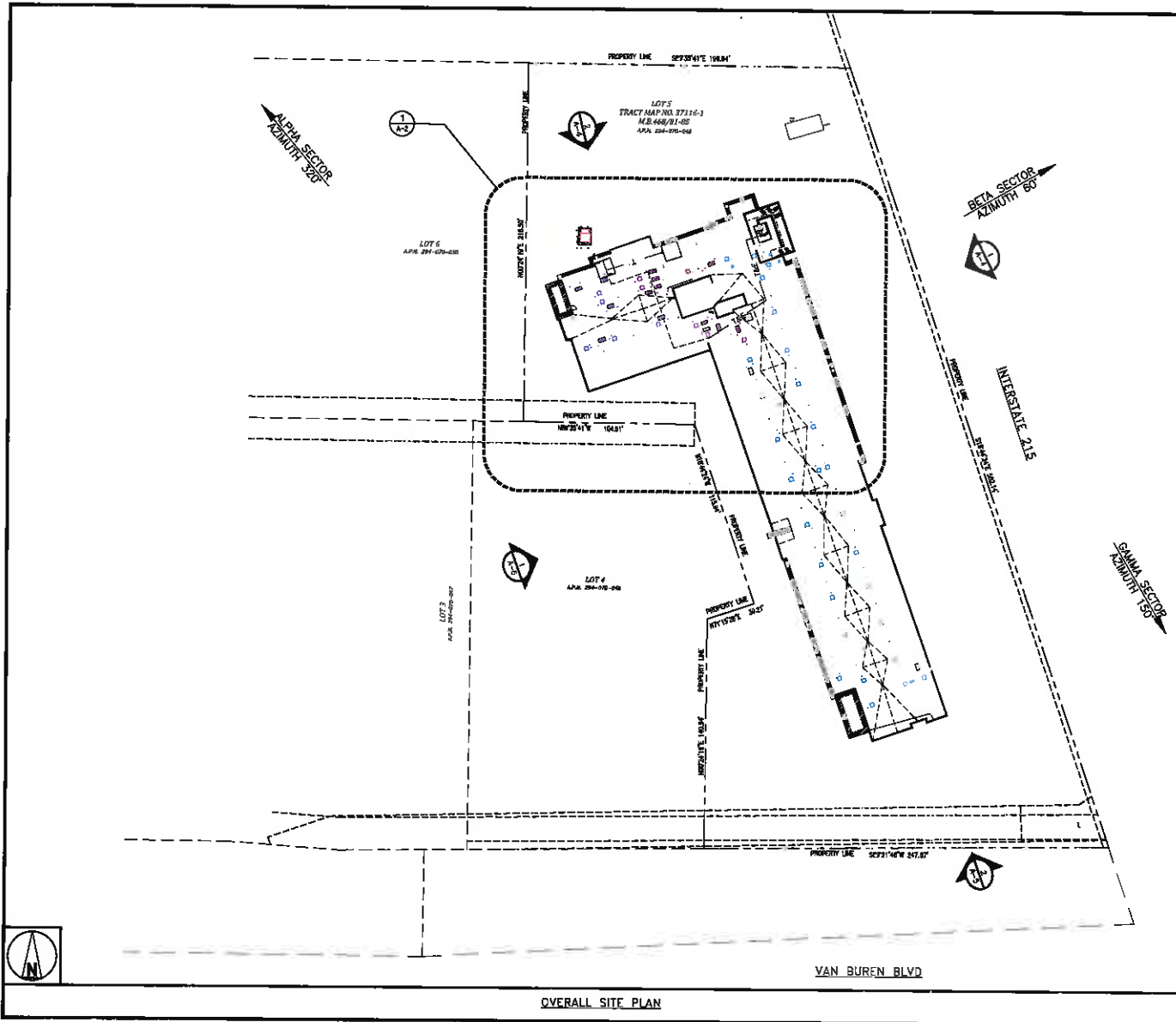
CONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS, AND CONDITIONS ON THE JOB SITE, AND SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.

DIRECTIONS

DIRECTIONS FROM DISH IRVINE OFFICE: 16812 ARMSTRONG AVE., IRVINE CA 92608

- HEAD NORTHWEST TOWARD ARMSTRONG AVE
- TURN RIGHT ONTO ARMSTRONG AVE
- TURN RIGHT ONTO BARBARA CANYON
- USE THE LEFT 2 LANES TO TURN LEFT ONTO JAMBOROE RD
- CONTINUE ONTO CA-241 N
- USE ANY LANE TO MERGE ONTO CA-241 N
- USE THE RIGHT 2 LANES TO TAKE EXIT 28A TO MERGE ONTO CA-91 E TOWARD RIVERSIDE
- USE THE RIGHT 2 LANES TO TAKE EXIT 038 TO MERGE ONTO CA-80 E TOWARD I-215 S/SAN DIEGO/INDIO
- CONTINUE ONTO CA-80 E/I-215 S
- USE THE RIGHT 2 LANES TO TAKE THE INTERSTATE 215 S EXIT TOWARD SAN DIEGO
- CONTINUE ONTO I-215 S
- USE THE RIGHT 2 LANES TO TAKE EXIT 25 FOR VAN BUREN BLVD
- USE THE RIGHT LANE TO MERGE ONTO VAN BUREN BOULEVARD
- DESTINATION WILL BE ON THE RIGHT





- NOTES**
1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
 2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED GPS UNIT, TRANSMITTING ANTENNAS AND EXISTING GPS UNITS.

dish
WIRELESS
 7545 IRVINE CENTER DR., SUITE 250
 IRVINE, CA 92618

BUTLER
 America Telecom
 LLC
 1511 E. ORANGE/THORNE AVE., SUITE D
 FULLERTON, CA 92821

CDG
 22451 AVENUE PONY
 SUITE 918-101
 RANCHO SANTA ANITA, CA 91763
 CDG@AMERICATELECOM.COM
 949-388-4844

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 FOR CONSTRUCTION**

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DRAWN BY: JPC
 CHECKED BY: JPC
 APPROVED BY: DC

RFDS REV #: 1 05/01/2022

ZONING DOCUMENTS

SUBMITTALS		
REV	DATE	DESCRIPTION
A	03/09/2023	ISSUED FOR PER TO REVIEW
B	04/07/2023	ISSUED FOR 100% DD

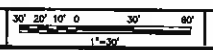
(VENDOR) PROJECT NUMBER
 LSSNA02171C

DISH PROJECT NUMBER
 LSSNA02171C
 HAMPTON MARCH AIR
 22440 VAN BUREN BLVD
 MARCH AIR RESERVE BASE,
 CA 9251B - ROOFTOP

SHEET TITLE
 OVERALL SITE PLAN

SHEET NUMBER
A-1

OVERALL SITE PLAN



dish
WIRELESS

7545 IRVINE CENTER DR., SUITE 250
IRVINE, CA 92618

BUTLER
America Telecom
LLC

1811 E. ORANGEBORNE AVE., SUITE D
FULLERTON, CA 92731

CDG

2247 AVENUE PIKE
SUITE 110-031
MARCH AIR RESERVE BASE
MARCH, CA 92541
951-301-8344

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FOR CONSTRUCTION**

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TO ALTER THIS DOCUMENT.

DRAWN BY: CHECKED BY: APPROVED BY:

JPC JPC DC

RFD5 REV #: 1 06/01/2022

ZONING DOCUMENTS

SUBMITTALS

REV	DATE	DESCRIPTION
A	05/04/2022	ISSUED FOR 100% 2D REVIEW
B	06/02/2022	ISSUED FOR 100% 2D

(VENDOR) PROJECT NUMBER
LSSNA02171C

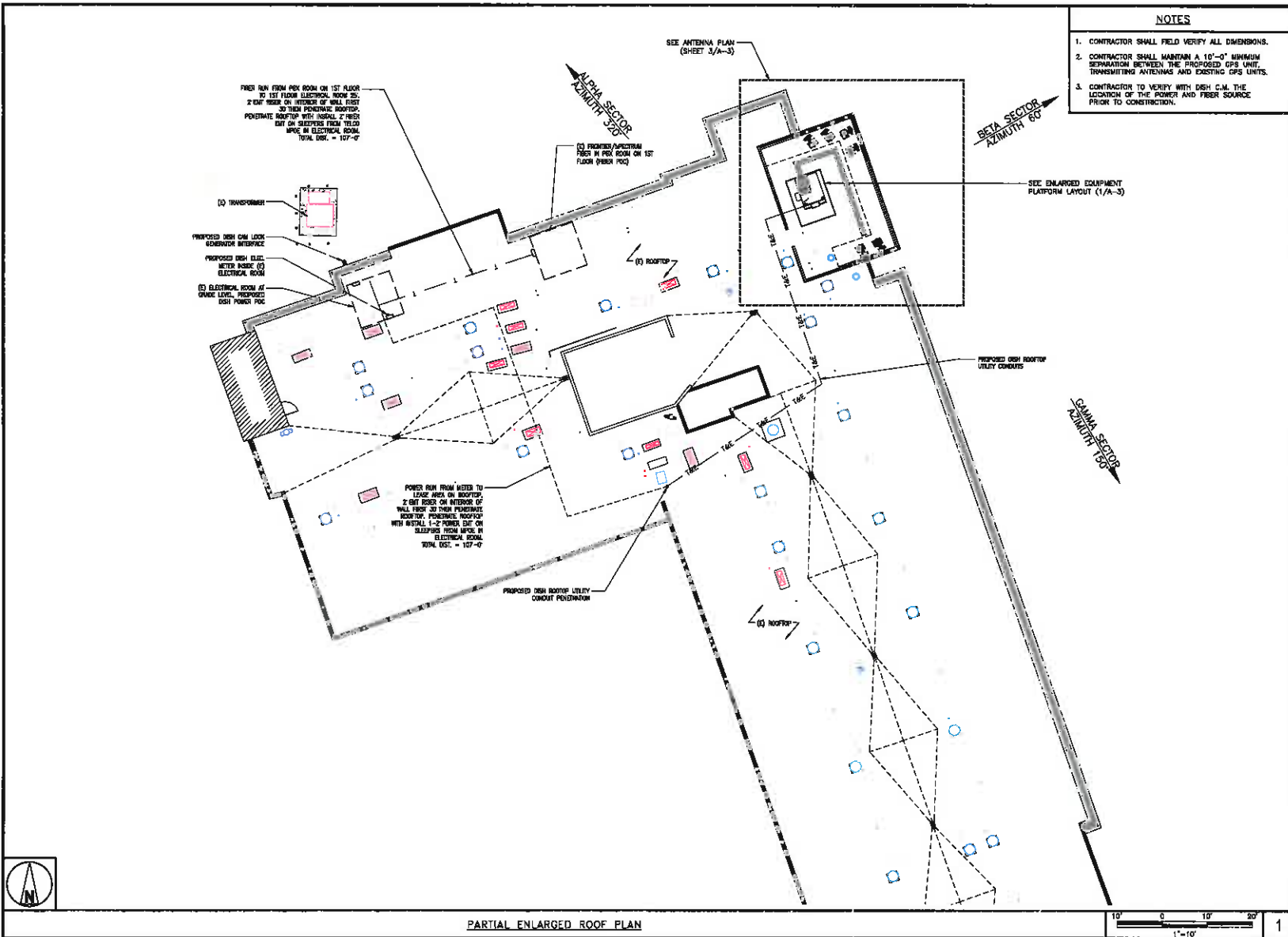
DISH PROJECT NUMBER
LSSNA02171C
HAMPTON MARCH AIR
22440 VAN BUREN BLVD
MARCH AIR RESERVE BASE,
CA 92518 - ROOFTOP

SHEET TITLE
PARTIAL ENLARGED
ROOF PLAN

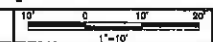
SHEET NUMBER
A-2

NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED GPS UNIT, TRANSMITTING ANTENNAS AND EXISTING GPS UNITS.
3. CONTRACTOR TO VERIFY WITH DISH C.M. THE LOCATION OF THE POWER AND FIBER SOURCE PRIOR TO CONSTRUCTION.

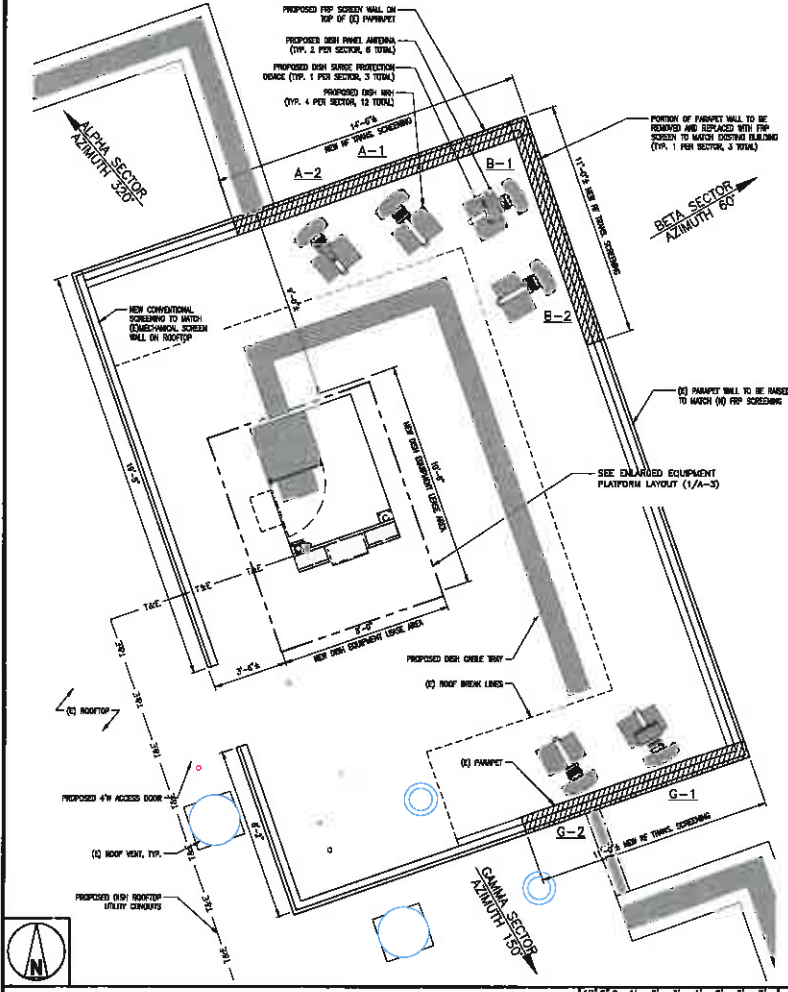


PARTIAL ENLARGED ROOF PLAN

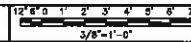


NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. ANTENNA AND NEW DISH SPECIFICATIONS REFER TO ANTENNA SCHEDULE AND TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.

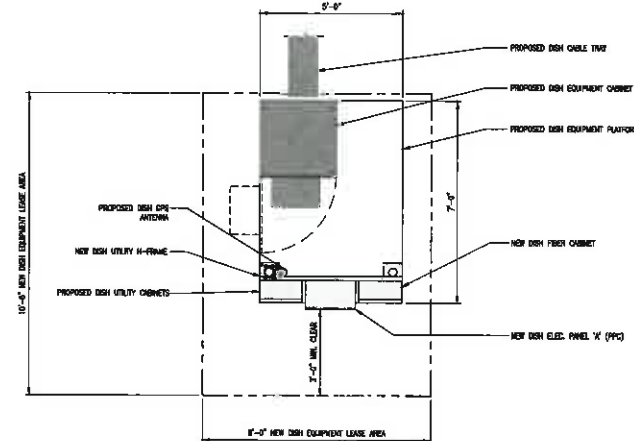


ANTENNA LAYOUT

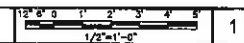


3

NOTE: EQUIPMENT LOCATION AND PLATFORMS SHOWN IN EXISTING ROOF OF THE BUILDING STRUCTURAL ROOF FRAMING



EQUIPMENT LAYOUT



SECTOR	POSITION	EXISTING OR PROPOSED	ANTENNA MANUFACTURER - MODEL NUMBER	AZIMUTH	TECH.	RAD. CENTER	JUMPER CABLE FEED LINE TYPE AND LENGTH
ALPHA	A1	PROPOSED	T.B.D.	320°	NR	44'-5"	10'-0" COAX MAX
	A2	PROPOSED	T.B.D.	320°	NR	44'-5"	10'-0" COAX MAX
BETA	B1	PROPOSED	T.B.D.	80°	NR	44'-5"	10'-0" COAX MAX
	B2	PROPOSED	T.B.D.	80°	NR	44'-5"	10'-0" COAX MAX
GAMMA	G1	PROPOSED	T.B.D.	150°	NR	44'-5"	10'-0" COAX MAX
	G2	PROPOSED	T.B.D.	150°	NR	44'-5"	10'-0" COAX MAX

- NOTES
1. CONTRACTOR TO REFER TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.
 2. ANTENNA OR RRM MODELS MAY CHANGE DUE TO EQUIPMENT AVAILABILITY. ALL EQUIPMENT CHANGES MUST BE APPROVED AND REMAIN IN COMPLIANCE WITH THE PROPOSED DESIGN AND STRUCTURAL ANALYSES.

SECTOR	POSITION	EXISTING OR PROPOSED	RADIO MANUFACTURER - MODEL NUMBER	RAV/CAP	TECH.	TRANSPORT CABLE
ALPHA	A1	PROPOSED	T.B.D.		REDC 9181 PF-48	MULTI BAND LOOSE DC AND FIBER CABLES - 20'
	A2	PROPOSED	T.B.D.			
BETA	B1	PROPOSED	T.B.D.		REDC 9181 PF-48	MULTI BAND LOOSE DC AND FIBER CABLES - 20'
	B2	PROPOSED	T.B.D.			
GAMMA	G1	PROPOSED	T.B.D.		REDC 9181 PF-48	MULTI BAND LOOSE DC AND FIBER CABLES - 20'
	G2	PROPOSED	T.B.D.			

- NOTES
1. CONTRACTOR TO REFER TO FINAL CONSTRUCTION RFDS FOR ALL RF DETAILS.
 2. ANTENNA OR RRM MODELS MAY CHANGE DUE TO EQUIPMENT AVAILABILITY. ALL EQUIPMENT CHANGES MUST BE APPROVED AND REMAIN IN COMPLIANCE WITH THE PROPOSED DESIGN AND STRUCTURAL ANALYSES.

ANTENNA SCHEDULE

NO SCALE 2

dish
WIRELESS
7545 IRVINE CENTER DR., SUITE 250
IRVINE, CA 92618

BUTLER
America Telecom
LLC
1611 E. CARNEGIE DRIVE, SUITE D
FULLERTON, CA 92831

CDG
3261 AVENUE HWY
SUITE 210-431
MARCH AIR RESERVE BASE, CA 92518
CDG@CDGENGINEERING.COM
949-308-8824

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DRAWN BY: JPC
CHECKED BY: JPC
APPROVED BY: DC
RFDS REV #: 1 08/01/2022

ZONING DOCUMENTS

SUBMITTALS

REV	DATE	DESCRIPTION
A	24/06/2023	ISSUED FOR RFP TO NUMBER
B	24/07/2023	ISSUED FOR RFP TO NUMBER

(VENDOR) PROJECT NUMBER
LSSNA02171C

DISH PROJECT NUMBER
LSSNA02171C
HAMPTON MARCH AIR
22440 VAN BUREN BLVD
MARCH AIR RESERVE BASE,
CA 92518 - ROOFTOP

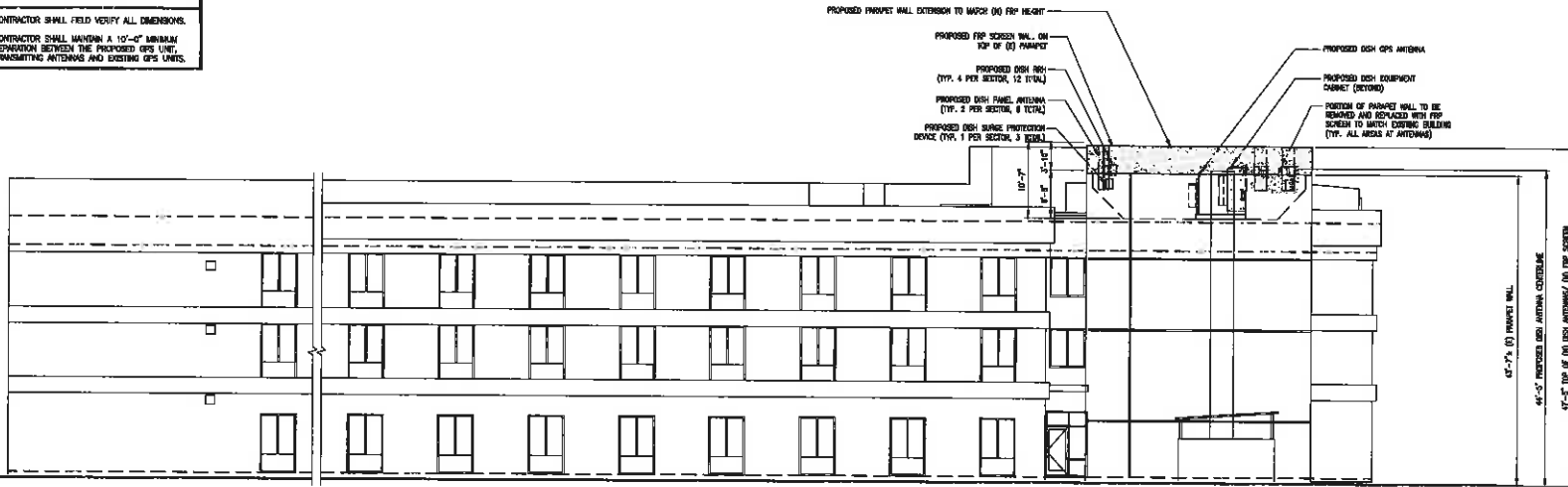
SHEET TITLE
EQUIP / ANTENNA LAYOUT
ANTENNA SCHEDULE

SHEET NUMBER

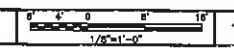
A-3

NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED GPS UNIT, TRANSMITTING ANTENNAS AND EXISTING GPS UNITS.



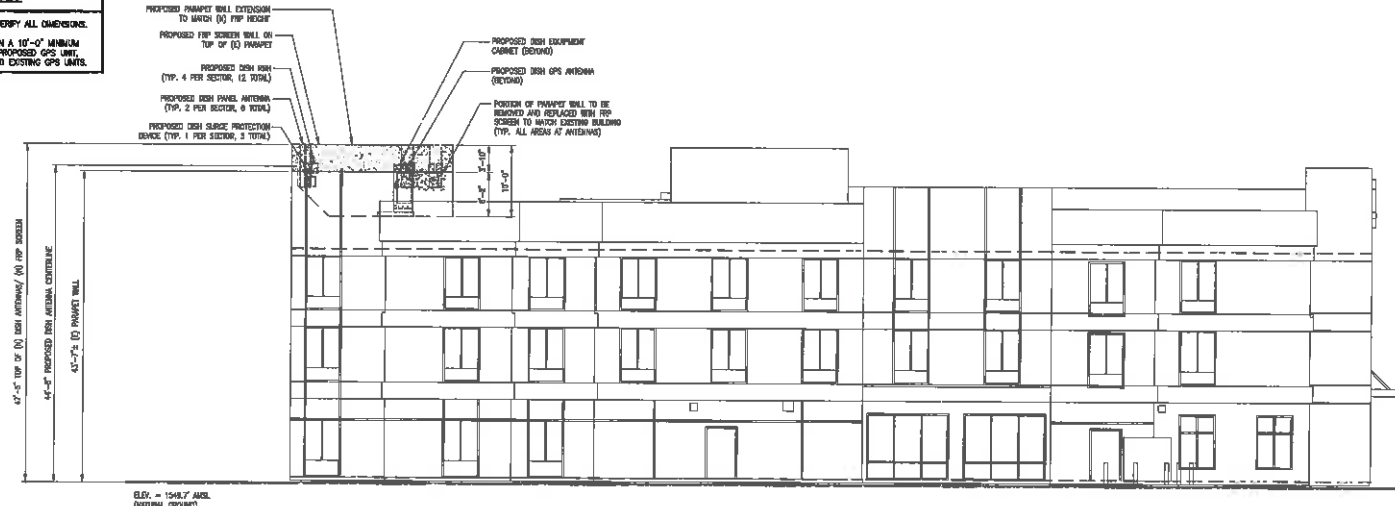
EAST ELEVATION



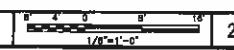
1

NOTES

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NORTH ELEVATION



2

dish WIRELESS
 7645 IRVINE CENTER DR., SUITE 250
 IRVINE, CA 92618

BUTLER
 America Telecom LLC
 1511 F. GRANBERRY DRIVE, SUITE B
 FULLERTON, CA 92831

CDG
 2241 AVENUE PIKE
 SUITE 2100-50
 RANCHO SANTA ANITA, CA 92683
 cdg@cdggroup.com
 949-301-8445

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DRAWN BY: JPC
 CHECKED BY: JPC
 APPROVED BY: DC

REDS REV #: 1 08/01/2022

ZONING DOCUMENTS

SUBMITTALS	
REV	DATE DESCRIPTION
A	05/05/2022 REVISION FOR HAZZ TO REVIEW
B	04/27/2022 REVISION FOR TOWER ZD

(VENDOR) PROJECT NUMBER
 LSSNA02171C

DISH PROJECT NUMBER
 LSSNA02171C
 HAMPTON MARCH AIR
 22440 VAN BUREN BLVD
 MARCH AIR RESERVE BASE,
 CA 92518 - ROOFTOP

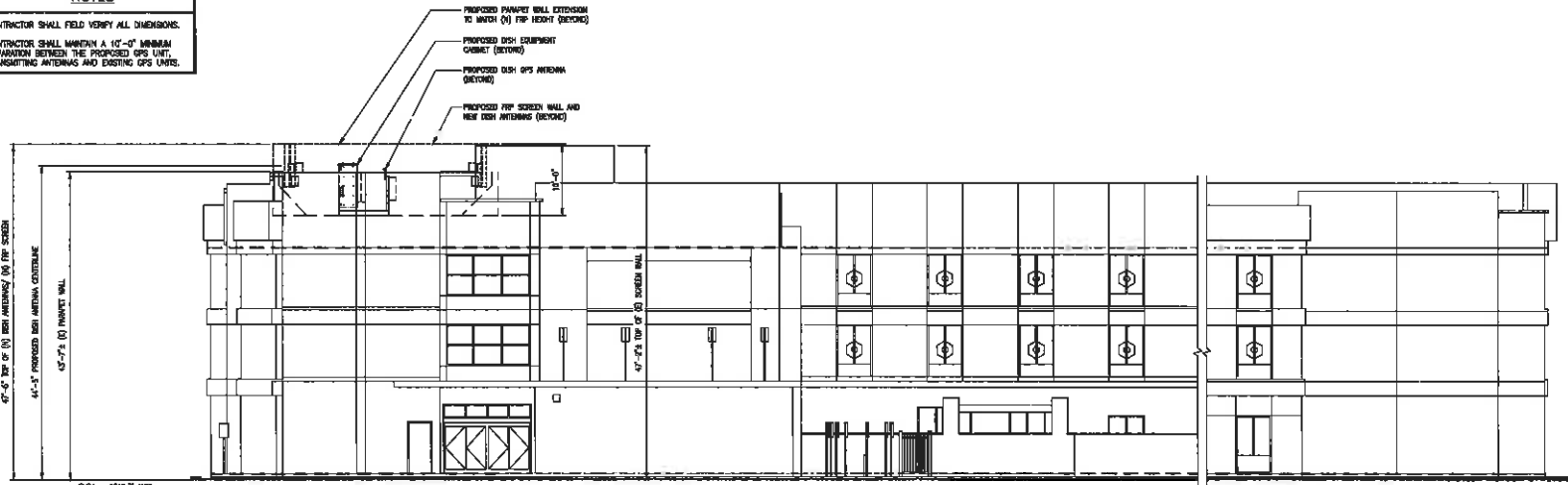
SHEET TITLE
 ELEVATIONS

SHEET NUMBER

A-4

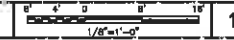
NOTES

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ELEV. = 1048.7 AMSL (NATURAL GROUND)

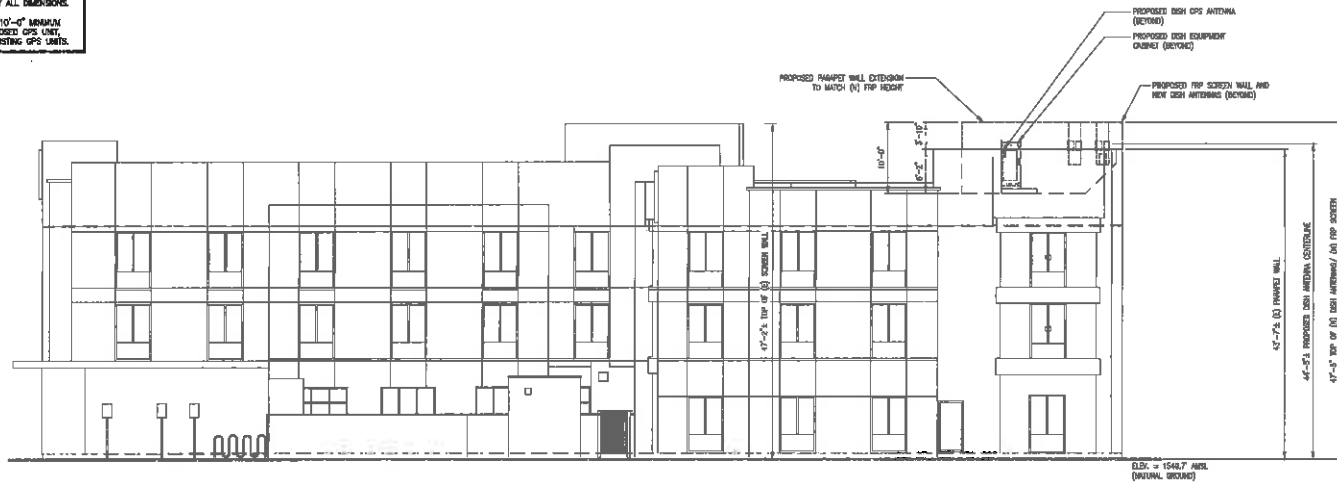
WEST ELEVATION



1

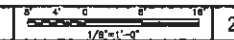
NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED GPS UNIT, TRANSMITTING ANTENNAS AND EXISTING GPS UNITS.



ELEV. = 1048.7 AMSL (NATURAL GROUND)

SOUTH ELEVATION



2

dish
WIRELESS

7545 IRVINE CENTER DR., SUITE 250
IRVINE, CA 92618

BUTLER
America Telecom
LLC

1111 E. OAKMETHORPE AVE., SUITE C
FULLERTON, CA 92831

CDG

2540 IRVINE FREEWAY
SUITE 1100-120
IRVINE, CALIFORNIA 92614
CDG@CDGARCHITECTURE.COM
949-380-0344

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DRAWN BY: JPC
CHECKED BY: JPC
APPROVED BY: DC

RFDS REV # : 1 08/01/2022

ZONING DOCUMENTS

SUBMITTALS

REV	DATE	DESCRIPTION
A	08/04/2022	ISSUED FOR PERMITS REVIEW
B	08/07/2022	ISSUED FOR PERMITS

(VENDOR) PROJECT NUMBER
LSSNA02171C

DISH PROJECT NUMBER
LSSNA02171C
HAMPTON MARCH AIR
22440 VAN BUREN BLVD
MARCH AIR RESERVE BASE,
CA 92518 - ROOFTOP

SHEET TITLE
ELEVATIONS

SHEET NUMBER
A-5

EXECUTIVE SUMMARY

The Federal Communications Commission (FCC) has recently taken action to reallocate a portion of the 3.7–4.2 GHz frequency band, making the frequency spectrum from 3.7–3.98 GHz available for flexible use including 5G applications. This spectrum will be auctioned to new licensees beginning in December 2020. The aviation industry noted in the FCC rulemaking process that deployment of 5G networks in this frequency band may introduce harmful radio frequency (RF) interference to radar altimeters currently operating in the globally-allocated 4.2–4.4 GHz aeronautical band. Radar altimeters are deployed on tens of thousands of civil aircraft in the United States and worldwide to support several critical safety-of-life aircraft functions throughout multiple phases of flight. Radar altimeters are the *only* sensor onboard a civil aircraft which provides a direct measurement of the clearance height of the aircraft over the terrain or other obstacles, and failures of these sensors can therefore lead to incidents with catastrophic results resulting in multiple fatalities.

The aviation industry has explained to the FCC that further study was needed to adequately characterize the performance of currently fielded radar altimeters operating in the presence of RF interference from future 5G networks in the 3.7–3.98 GHz band, as well as the risk of harmful interference and associated impacts to safe aviation operations, such that appropriate mitigations could be employed before such 5G networks begin operation. RTCA Special Committee 239 (SC-239) formed a 5G Task Force in April 2020 to lead this study effort as a multi-stakeholder group with open participation from the interested public.

Using technical information supplied by the mobile wireless industry and radar altimeter manufacturers, this report provides a quantitative evaluation of radar altimeter performance regarding RF interference from expected 5G emissions in the 3.7–3.98 GHz band, as well as a detailed assessment of the risk of such interference occurring and impacting aviation safety. This process included testing of many representative radar altimeter models to empirically determine their tolerance to expected 5G interference signals; the development of interference models and assumptions to predict the received interference levels across a wide range of operational scenarios, such that they may be compared to the empirical tolerance limits; and a thorough study of multiple real-world operational scenarios for civil aircraft in which the presence of the expected 5G interference will result in a direct impact to aviation safety.

The results presented in this report reveal a major risk that 5G telecommunications systems in the 3.7–3.98 GHz band will cause harmful interference to radar altimeters on all types of civil aircraft—including commercial transport airplanes; business, regional, and general aviation airplanes; and both transport and general aviation helicopters. The results of the study performed clearly indicate that this risk is widespread and has the potential for broad impacts to aviation operations in the United States, including the possibility of catastrophic failures leading to multiple fatalities, in the absence of appropriate mitigations. The extent of the RF interference is summarized by the worst-case exceedance of the safe interference limit of radar altimeters by expected 5G signals in the 3.7–3.98 GHz band: 14 dB for commercial transport airplanes (as shown in Figure 10-4), 48 dB for business, regional, and general aviation airplanes (as shown in Figure 10-12), and 45 dB for helicopters (as shown in Figure 10-16). Further, the impacts are not only limited to the intentional emissions from 5G systems in the 3.7–3.98 GHz band, but also the spurious emissions from such systems within the protected 4.2–4.4 GHz radar altimeter band directly. In this latter case, the worst-case exceedance of the safe interference limit is 28 dB for business, regional, and general aviation airplanes (as shown in Figure 10-25), and 12 dB for helicopters (as shown in Figure 10-29).

Given the extent to which the safe interference limits are exceeded and the breadth of the impacts to aviation safety, the risk of harmful interference to radar altimeters cannot be adequately mitigated by the aviation industry acting alone. As such, it is envisioned that this report will be useful to those in the aviation industry, the mobile wireless industry, and both aviation and spectrum regulators to understand and take appropriate steps in a timely fashion to mitigate this risk. It is the responsibility of members of all of these groups to work together to ensure that safety-critical aviation systems will continue to be protected for the purposes of public safety.

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 March Joint Powers Authority Planning Department should be contacted on non-ALUC issues. For more information, please contact March Joint Powers Authority Planner Jeffrey Smith at 951-656-7000.

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: November 9, 2023

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1580MA23 – Dish Wireless (Representative: CORE Development Services/ Butler America) – March Joint Powers Authority Case No. MDR23-01 (Minor Development Review). A proposal to construct a wireless facility totaling 709 square feet on top of an existing building with a total height of 48 feet on 2.35 acres, located on the northwest corner of Van Buren Boulevard and the 215 Freeway. (Airport Compatibility Zone B2 of the 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: ZAP1580MA23

Date Submitted: 8/2/23

AIA: March

Zone: B2

Public Hearing

Staff Review

Applicant

Applicant Full Name: Dish Wireless c/o Brian De La Ree

Applicant Address: 1511 E. Orangethorpe Ave, Suite D, Fullerton, CA 92831

Phone: (323) 273-2199

Email: BDeLaRee@core.us.com

Representative/ Property Owner Contact Information

Representative: Brian De La Ree

Email: BDeLaRee@core.us.com

Phone: (323) 273-2199

Address: 1511 E. Orangethorpe Ave, Suite D, Fullerton, CA 92831

Property Owner: Greens Inv 2

Email:

Phone:

Address: 22440 Van Buren Blvd, March Air Force Base, CA 92518

Local Jurisdiction Agency

Agency Name: March Joint Powers Authority

Phone: (951) 656-7000

Staff Contact: Jeffery Smith

Email: smith@marchjpa.com

Address: 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

Local Agency Case No.: MDR 23-01

Project Location

Street Address: 22440 Van Buren Blvd, March Air Force Base, CA 92518 Gross Parcel Size: 2.35 AC

Assessor's Parcel No.: 294-070-049

Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study. (Only for zone C or higher.)

Data

Site Elevation:(above mean sea level) 1550.51

Height of Building or structures: Existing: 43' 7" Proposed: 47' 5"

What type of drainage basins are being proposed and the square footage: N/A, no changes proposed change drainage patterns or existing drainage mitigation methods

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 current 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

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: November 9, 2023

CASE NUMBER: ZAP1587MA23 – Sunpower (Representative: Ronnie Toh)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: COM-Solar 23-008 (Building Permit)

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C1

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Building Permit CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 704 square foot rooftop solar panel system on an existing industrial building on 1.65 acres.

PROJECT LOCATION: The site is located at 21550 Van Buren Boulevard, westerly of Meridian Parkway, approximately 5,626 feet westerly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1, which limits average intensity to 100 people per acre and 250 people per single acre. The proposed rooftop solar panels will not generate any occupancy.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C1 westerly of the northerly runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the proposal to add rooftop solar panels, and sent a solar glare hazard analysis study for their review. On October 18, 2023, the Air Force provided comments indicating no significant concerns.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C1 (children's schools, day care centers, hospitals, nursing homes, libraries, hotels/motels, places of assembly, buildings with 3 aboveground floors, critical community facilities, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's 704 square foot photovoltaic (PV) panel structures would be located on the rooftop of the existing industrial building within Compatibility Zone C1.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 704 square feet of solar panels on the existing building rooftop with a fixed tilt of 10 degrees with no rotation, and an orientation of 153 degrees. The applicant has submitted a glare analysis utilizing the web-based Forge Solar, a copy of which is attached hereto. The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some glare would occur on the 2 mile approach to the runways, and some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in a low potential for temporary after-image ("green" level glare) or no glare. All times are in standard time.

Runway 12/30 General Aviation traffic pattern (totaling 3,184 minutes of 'green' level glare):

- Runway 12 Crosswind, totaling 159 minutes of "green" level glare, lasting up to 10 minutes a day, between April to May and August to September from 5:00 p.m. to 5:30 p.m.
- Runway 12 Downwind, totaling 491 minutes of "green" level glare, lasting up to 15 minutes a day, between March to April and September to October, from 4:00 p.m. to 5:00 p.m.
- Runway 12 Upwind, totaling 947 minutes of "green" level glare, lasting up to 15 minutes a day, from May to August, from 5:00 p.m. to 6:00 p.m.
- Runway 30 Base, totaling 144 minutes of "green" level glare, lasting up to 10 minutes a day, in April and August, from 5:00 p.m. to 5:30 p.m.
- Runway 30 Downwind, totaling 489 minutes of "green" level glare, lasting up to 15 minutes a day, in March to April and September to October from 4:00 p.m. to 5:00p.m.
- Runway 30 Final, totaling 954 minutes of "green" level glare, lasting up to 15 minutes a day, between May to August, from 4:00 p.m. to 5:00 p.m.

Runway 14/32 General Aviation traffic pattern (total 16,104 minutes of 'green' level glare):

- Runway 14 Downwind, totaling 8,045 minutes of "green" level glare, lasting up to 35 minutes a day, between August to April, from 9:00 a.m. to 11:00 a.m.
- Runway 32 Downwind, totaling 8,059 minutes of "green" level glare, lasting up to 35 minutes a day, between August to April from 9:00 a.m. to 11:00 a.m.

Runway 14/32 Overhead Aviation traffic pattern (totaling 5,416 minutes of 'green' level glare):

- Runway 14 Initial, totaling 3,224 minutes of "green" level glare, lasting up to 30 minutes a day, between April to August from 4:00 p.m. to 5:00 p.m.
- Runway 14 Downwind, totaling 214 minutes of "green" level glare, lasting up to 15 minutes a day, in March and October, from 6:00 a.m. to 7:00 a.m.
- Runway 32 Initial, totaling 1,978 minutes of "green" level glare, lasting up to 30 minutes a day, between May to July, from 4:00 p.m. to 5:00 p.m.

The total of 24,704 minutes of "green" level glare represents less than 9 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site below 60 CNEL range from aircraft noise, therefore no mitigation measures are necessary.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 5,626 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,591 feet AMSL. The site's finished floor elevation is 1,625 feet AMSL and existing building height is 30 feet, resulting in a top point elevation of 1,655 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would normally be required, however, the height of the solar panels will not significantly increase the overall height of the building.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

CONDITIONS:

1. Any outdoor lighting 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.

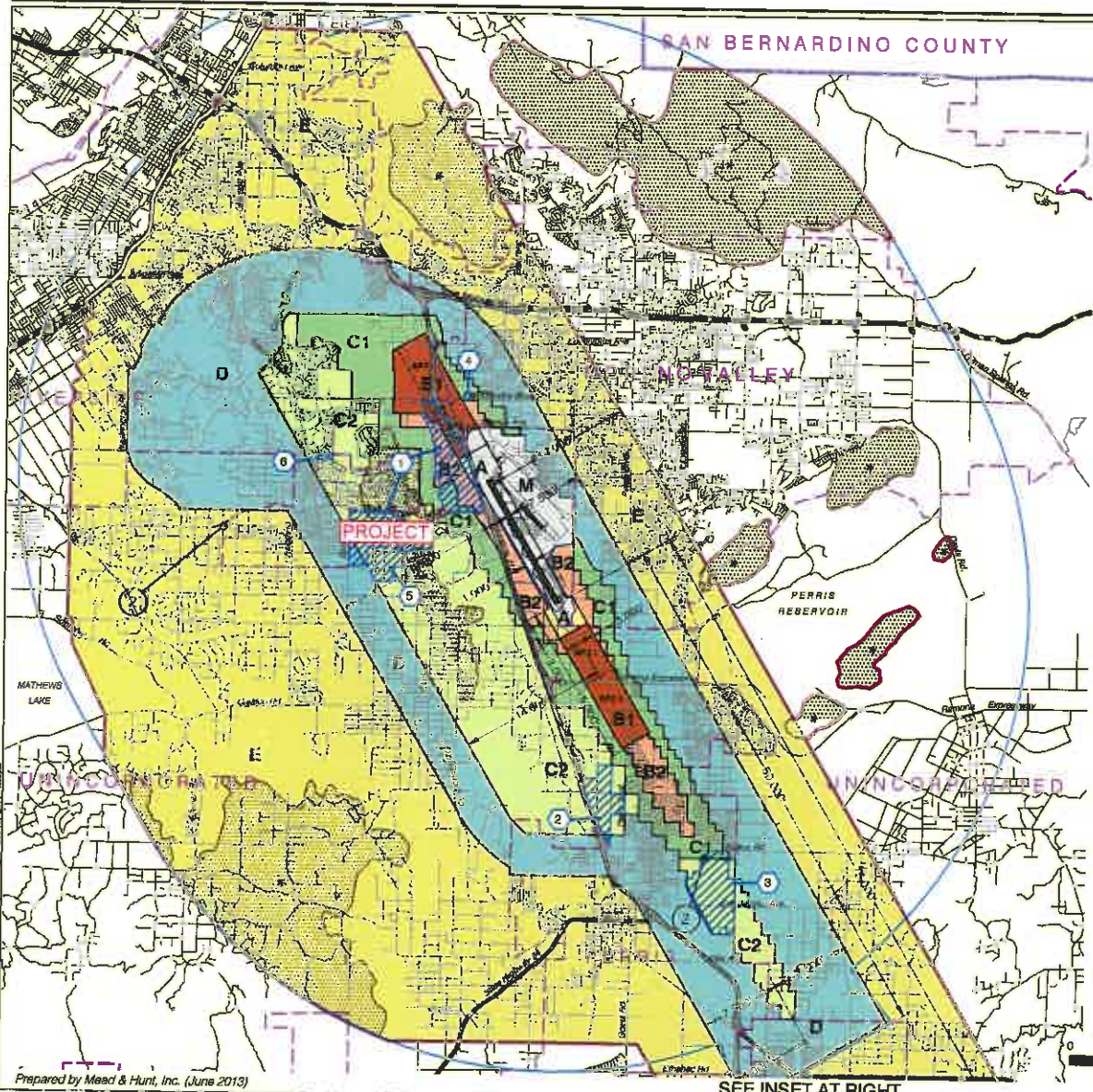
- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (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, 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, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.
 - (f) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
 - (g) Hazards to Flight.
3. 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.
4. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
5. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 153 degrees. Solar panels shall be limited to a total of 704 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall

require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

6. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
7. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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)



LEGEND

Compatibility Zones

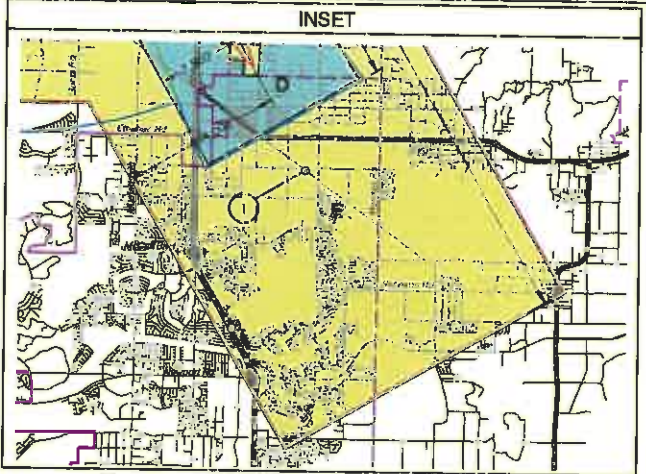
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 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.

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



INSET

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



Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

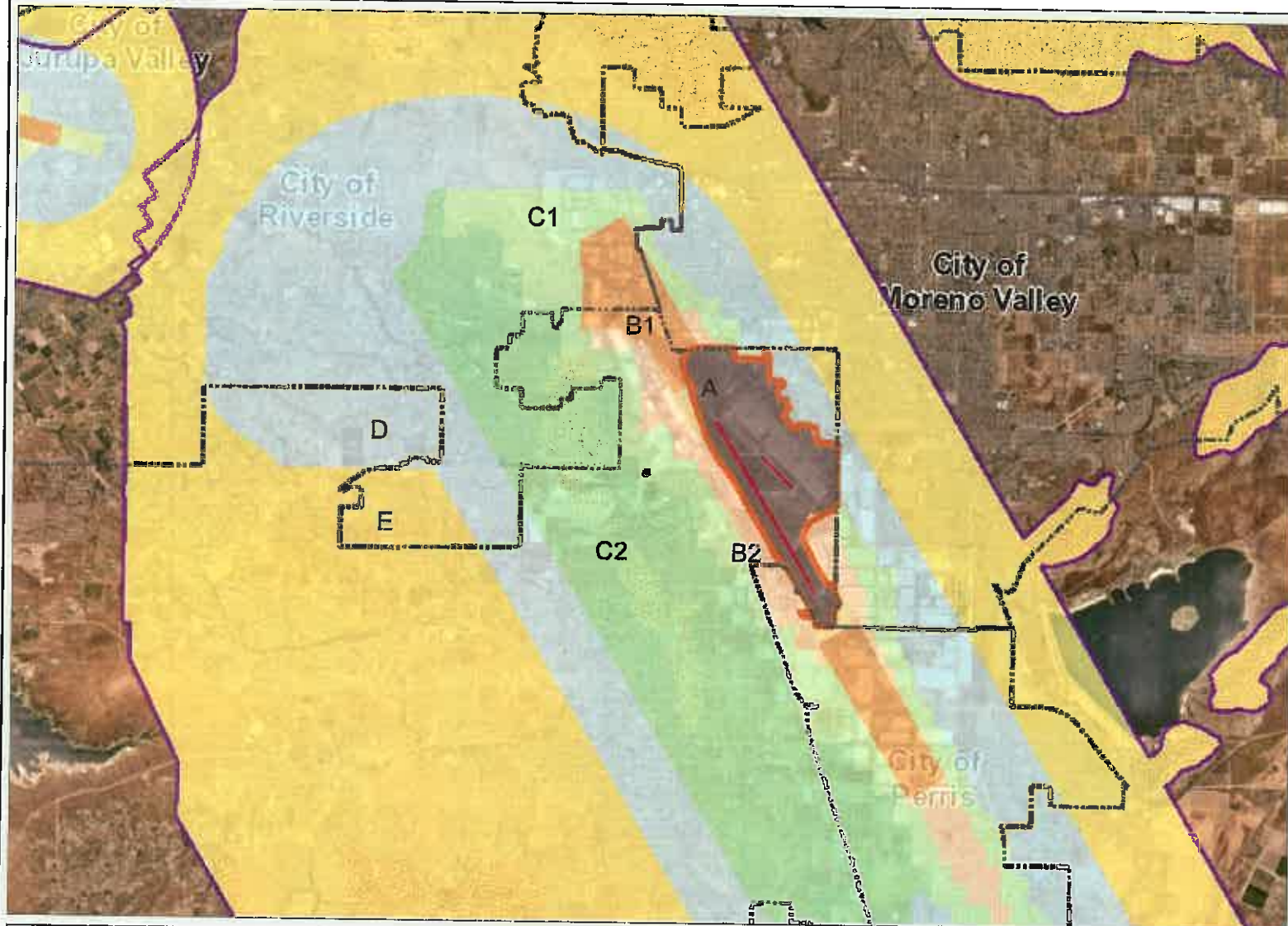
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

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



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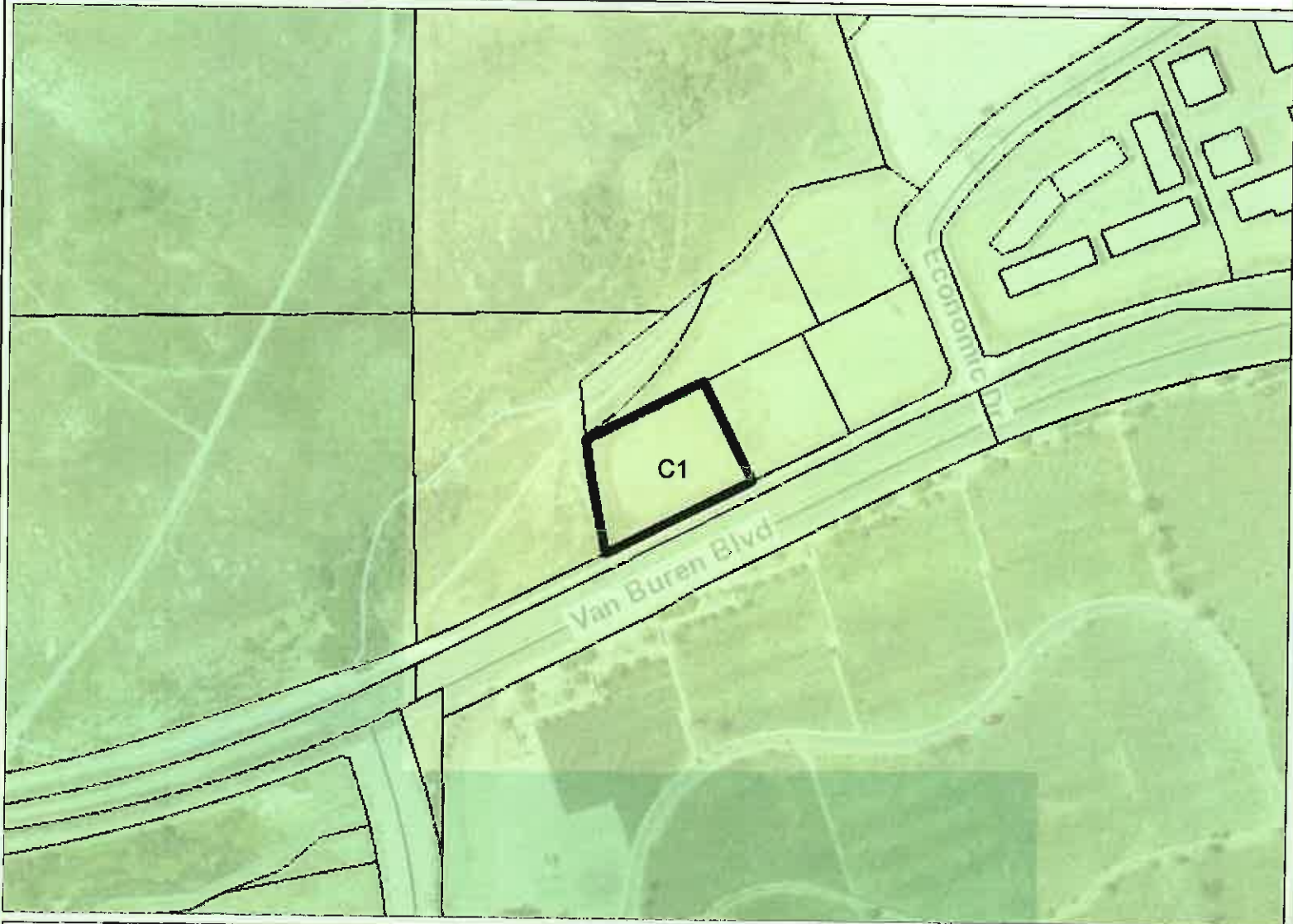
Notes



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Map My County Map



- Legend**
- Parcels
 - 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



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Notes



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Map My County Map



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



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Notes

0 385 770 Feet

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Map My County Map



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



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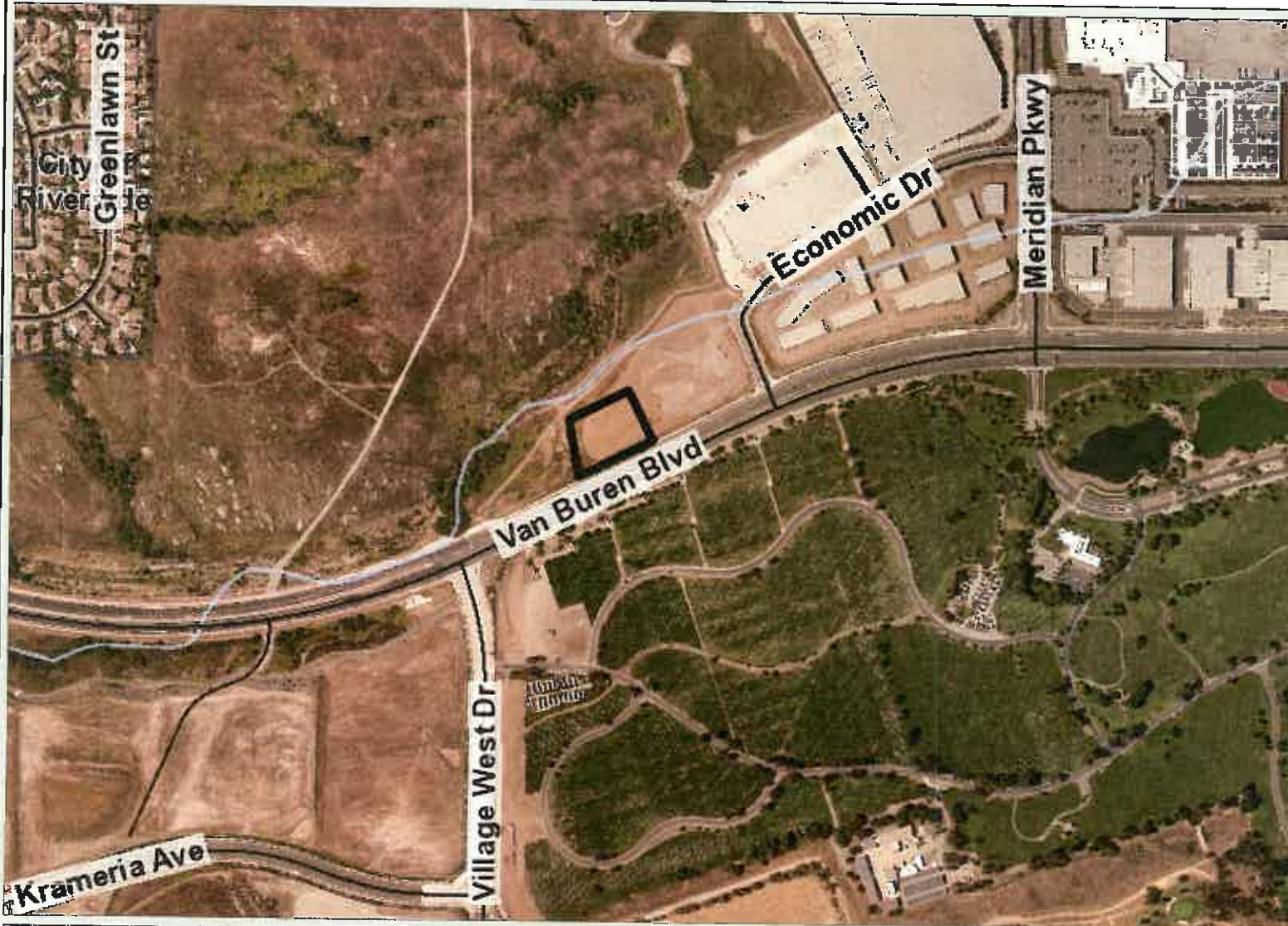
Notes



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Map My County Map



Legend

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



0 770 1,539 Feet

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Notes

Map My County Map



- Legend**
- Blueline Streams
 - ▤ City Areas
 - World Street Map



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Notes



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GENERAL NOTES

1. ALL ELECTRICAL MATERIALS SHALL BE NEW AND LISTED BY RECOGNIZED ELECTRICAL TESTING LABORATORY
CUSTOM MADE EQUIPMENT SHALL HAVE COMPLETE TEST DATA SUBMITTED BY THE MANUFACTURER ATTESTING TO ITS SAFETY
2. OUTDOOR EQUIPMENT SHALL BE NEMA 3R RATED OR BETTER
3. ALL METALLIC EQUIPMENT SHALL BE GROUNDED
4. CONTRACTOR SHALL OBTAIN ELECTRICAL PERMITS PRIOR TO INSTALLATION AND SHALL COORDINATE ALL INSPECTIONS, TESTING COMMISSIONING AND ACCEPTANCE WITH THE CLIENT, UTILITY CO. AND CITY INSPECTORS AS NEEDED.
5. THE ELECTRICAL CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS OF SERVICE POINTS AND SERVICE SIZES WITH THE SERVING UTILITY COMPANY AND COMPLY WITH ALL UTILITY COMPANIES REQUIREMENTS.
6. DRAWINGS ARE DIAGRAMMATIC ONLY. ROUTING OF RACEWAYS SHALL BE OPTION OF THE CONTRACTOR UNLESS OTHERWISE NOTED AND SHALL BE COORDINATED WITH OTHER TRADES.
7. IF THE ROOF MATERIAL OR ROOF STRUCTURE NOT ADEQUATE FOR PV INSTALLATION, CALL ENGINEER PRIOR TO INSTALL. THE CONTRACTOR IS RESPONSIBLE TO VERIFY THAT THE ROOF IS CAPABLE OF WITHSTANDING THE EXTRA WEIGHT.
8. IF THE DISTANCES FOR CABLE RUNS ARE DIFFERENT THAN SHOWN, THE CONTRACTOR SHALL NOTIFY THE ELECTRICAL ENGINEER TO VALIDATE THE WIRE SIZE. FINAL DRAWINGS WILL BE RED-LINED AND UPDATED AS APPROPRIATE.
9. WHENEVER A DISCREPANCY IN QUALITY OF EQUIPMENT ARISES ON THE DRAWING OR SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIAL AND SERVICES REQUIRED BY THE STRICTEST CONDITIONS NOTED ON THE DRAWINGS OR IN THE SPECIFICATIONS TO ENSURE COMPLETE COMPLIANCE AND LONGEVITY OF THE OPERABLE SYSTEM REQUIRED BY THE ARCHITECT/ENGINEERS.
10. ALL BROCHURES, OPERATION MANUALS, CATALOGS, SHOP DRAWINGS, ETC. SHALL BE HANDED OVER TO OWNER'S REPRESENTATIVE AT THE COMPLETION OF WORK

PHOTOVOLTAIC NOTES:

1. ROOFTOP MOUNTED PHOTOVOLTAIC PANELS AND MODULES SHALL BE TESTED, LISTED AND IDENTIFIED BY RECOGNIZED ELECTRICAL TESTING LABORATORY
2. SOLAR SYSTEM SHALL NOT COVER ANY PLUMBING OR MECHANICAL VENTS
3. MODULES AND SUPPORT STRUCTURES SHALL BE GROUNDED.
4. SOLAR INVERTER SHALL BE LISTED TO UL1741.
5. REMOVAL OF AN INTERACTIVE INVERTER OR OTHER EQUIPMENT SHALL NOT DISCONNECT THE BONDING CONNECTION BETWEEN THE GROUNDING ELECTRODE CONDUCTOR AND THE PHOTOVOLTAIC SOURCE AND/OR OUTPUT CIRCUIT GROUNDED CONDUCTORS.

6. ALL PV MODULES AND ASSOCIATED EQUIPMENT AND WIRING SHALL BE PROTECTED FROM PHYSICAL DAMAGE.
7. LIVE PARTS OF PV SOURCE CIRCUITS AND PV OUTPUT CIRCUITS OVER 150V TO GROUND SHALL NOT BE ACCESSIBLE TO OTHER THAN QUALIFIED PERSONS WHILE ENERGIZED.
8. INVERTER IS EQUIPED WITH INTEGRATED GFDI, THUS PROVIDING GROUND FAULT PROTECTION
9. ALL CONDUCTORS SHALL BE COPPER AND 90 DEG RATED
10. ALL ELECTRICAL EQUIPMENT SHALL BE LISTED BY A RECOGNIZED ELECTRICAL TESTING LABORATORY.
11. A SINGLE CONDUCTOR SHALL BE PERMITTED TO BE USED TO PERFORM THE MULTIPLE FUNCTIONS OF DC GROUNDING, AC GROUNDING AND BONDING BETWEEN AC AND DC SYSTEMS.
12. NON-CURRENT CARRYING METAL PARTS OF EQUIPMENT SHALL BE EFFECTIVELY BONDED TOGETHER. BOND BOTH ENDS OF RACEWAYS.



VICINITY MAP
SCALE: NTS



SATELLITE VIEW
SCALE: NTS

INDEX

1	ROOF PLAN
2	SINGLE LINE DIAGRAM
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8	OPTIMIZER DATA SHEET
9	RACKING DATA SHEET
10	RACKING SPECS
11	RACKING SPECS
12	RACKING SPECS

Project Name:
5x Equity LLC
Property address:
**21550 Van Buren Boulevard,
Riverside, CA 92518**

MAIN

THE INSTALLATION OF SOLAR ARRAYS AND PHOTOVOLTAIC POWER SYSTEMS SHALL COMPLY WITH THE FOLLOWING CODES:
 2020 NATIONAL ELECTRICAL CODE
 2022 CALIFORNIA BUILDING CODE
 2022 CALIFORNIA RESIDENTIAL CODE
 2022 CALIFORNIA GREEN BUILDING STANDARD CODE
 2022 CALIFORNIA PLUMBING CODE
 2022 CALIFORNIA MECHANICAL CODE
 2022 CALIFORNIA ELECTRICAL CODE
 2022 CALIFORNIA FIRE CODE
 2022 CALIFORNIA ENERGY CODE
 2016 INTERNATIONAL PROPERTY MAINTENANCE CODE

ALL OTHER ORDINANCE ADOPTED BY THE LOCAL GOVERNING AGENCIES

PV SOLAR SYSTEM DETAILS

SYSTEM SIZE: DC STC: 14.080 KW
 SYSTEM SIZE: AC CEC: 12.689 KW
 SOLAR MODULES: (32) Sunpower 440 WATT
 INVERTERS: (1) SolarEdge 14.4 KUS

ELECTRICAL INFORMATION:
 EXISTING
 MAIN SERVICE PANEL BUS SIZE: 800A
 MAIN SERVICE BREAKER : 800A
 MOUNTING SYSTEM: UNIRAC RM10 BALLAST

BUILDING INFORMATION:
 CONSTRUCTION TYPE: V-B
 OCCUPANCY: B
 ROOF: Torch Down
 Rafter 2 X 12 @ 24" O.C.

CONTRACTOR

**Sun Solar
Energy Holdings**
 Address:
 4085 E La Palma Ave.
 Suite B Anaheim, CA 92807
 Phone Number:
 (949) 377-2424
 License #: 1033340
 Type: #C10



by Sun Solar

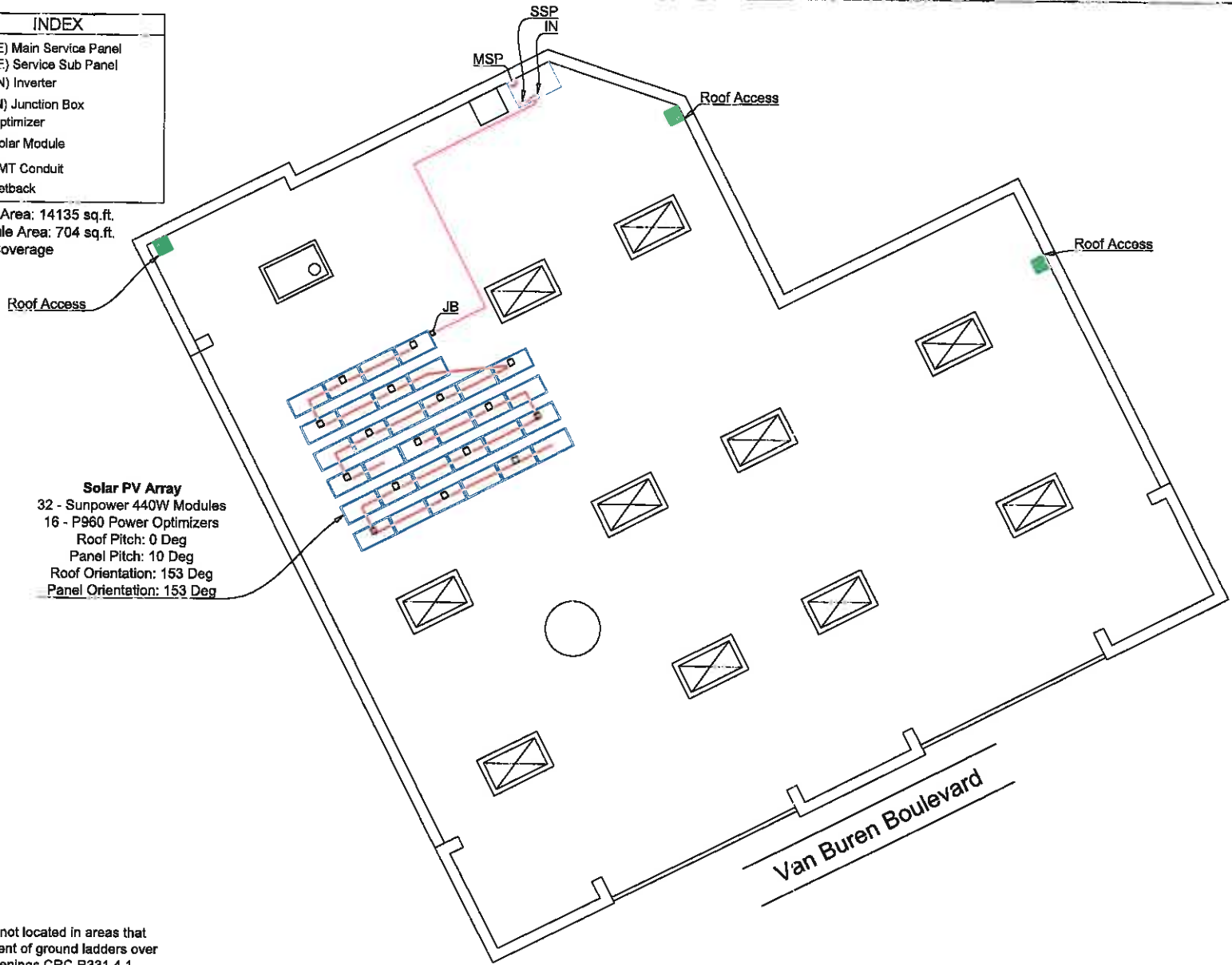


Drawn By: New@engineeringinc.io

DATE: 03/20/2023

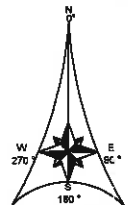
INDEX	
MSP	(E) Main Service Panel
SSP	(E) Service Sub Panel
IN	(N) Inverter
JB	(N) Junction Box
	Optimizer
	Solar Module
	EMT Conduit
	Setback

Total Roof Area: 14135 sq.ft.
 Total Module Area: 704 sq.ft.
 4.98% of Coverage



Solar PV Array
 32 - Sunpower 440W Modules
 16 - P960 Power Optimizers
 Roof Pitch: 0 Deg
 Panel Pitch: 10 Deg
 Roof Orientation: 153 Deg
 Panel Orientation: 153 Deg

Roof access is not located in areas that require placement of ground ladders over exterior wall openings CRC R331.4.1.



SCALE: 1/16" = 1'-0"

1 ROOF PLAN

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by Sun Solar



Drawn By: New@engineeringinc.io

DATE: 03/20/2023

ITEM	DESCRIPTION	QTY
PV MODULE	Sunpower 440Watt SPR-A440-COM Voc = 51.6V, Vmp = 43.4V Isc = 10.9A, Imp = 10.2A	32
INVERTER	SOLAREEDGE SE14.4KUS (208) 97% CEC EFFICIENCY 14400Wac CONTINUOUS MAX OUTPUT CURRENT 40Aac MAX INPUT CURRENT 38Adc	1
PVC JUNCTION BOX	4"x4"x2" UL LISTED WATER TIGHT NEMA TYPE 3	1
MAIN SERVICE PANEL	(E) MAIN SERVICE PANEL 800A BUSBAR & 800A MAIN BREAKER(277/480)	1
POWER OPTIMIZER	SOLAREEDGE, P960 OPTIMIZER INPUT POWER: 960 WATTS MAX INPUT VOLTAGE: 60Vdc MPPT RANGE: 12.5 TO 60Vdc MAX INPUT CURRENT: 11.6Adc MAX OUTPUT CURRENT: 18Adc STRING LIMITATIONS: 15 TO 60, 9000 WATTS STC PER STRING MAX THREE PHASE 208V	32
SERVICE SUB PANEL	(E) SERVICE SUB PANEL 125A BUSBAR & 125A MAIN BREAKER (120/208)	1

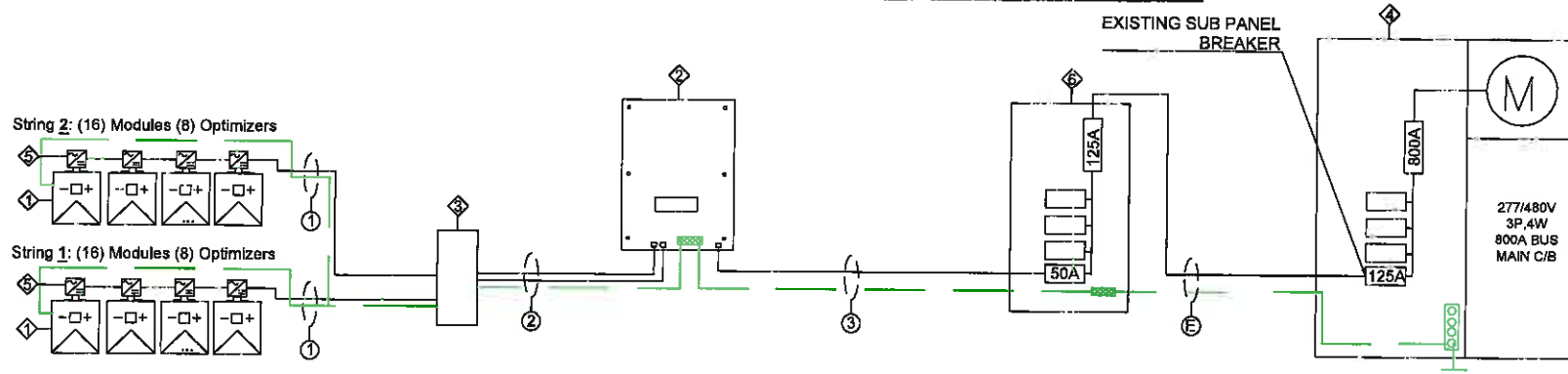
PERCENT OF VALUES	NUMBER OF CURRENT CARRYING CONDUCTORS IN EMT
.80	4-6
.70	7-9
.50	10-20

AC SYSTEM SIZE CALCULATION					
Module PTC Rating (W)	x	NO. of Modules	x	Average Inverter CEC Efficiency	= AC System Size
408.8	x	32	x	97%	= 12.689 kW AC

WIRE CHART						
#	MAX AMPS X NEC MULT = DESIGN AMPS	BREAKER SIZE (A)	WIRE TYPE	EGC	WIRE RATING X TEMP DERATE X CONDUCTOR DERATE = DERATED WIRE	CONDUIT SIZE
①	18 X 1.25 = 22.5 A	20	(2) #10 PV-WIRE	(1) #8 BARE SOLID COPPER GEC	40 X .71 X 1 = 28.4 >= 22.5	IN FREE AIR
②	18 X 1.25 = 22.5 A	20	(4) #10 AWG, CU-THWN-2	(1) #8 AWG, CU-THWN-2 EGC	40 X .71 X .8 = 22.72 >= 22.5	3/4" EMT
③	40 X 1.25 = 50 A	50	(4) #8 AWG, CU-THWN-2	(1) #8 AWG, CU-THWN-2 EGC	75 X .91 X 1 = 68.25 >= 50	3/4" EMT

- KEY NOTES:
- SOLID BARE G.E.C (FREE-AIR) MOUNTED UNDER ARRAY
 - PER NEC 250.120(C): WHERE CONDUCTORS & GROUND WIRE ARE RUN EXPOSED ON FROM ARRAY TO J-BOX, CONDUCTORS & BARE GROUND WIRE SHALL BE CONCEALED IN CONDUIT
 - PER NEC ARTICLE 690.36 INVERTER GROUND FAULT PROTECTION PROVIDED
 - ALL GROUNDS AND NEUTRALS BONDED TO EXISTING GROUNDING CONDUCTOR W/IRREVERSIBLE CRIP CONNECTOR.
 - BACKFED BREAKERS MUST BE LOCATED @ OPPOSITE END OF BUS BAR FROM MAIN BREAKER OR MAIN LUG ON GRID SIDE. WHEN A BACKFED BREAKER IS THE METHOD OF UTILITY INTERCONNECTION, BREAKER SHALL NOT READ 'LINE OR LOAD'.
 - PER CEC 250.85(C): CONDUCTOR SPLICES ONLY ALLOWED WITH COMPRESSION CONNECTORS OR EXOTHERMIC WELDING
 - ALL GROUNDS AND NEUTRALS BONDED TO EXISTING GROUNDING CONDUCTOR W/IRREVERSIBLE CRIP CONNECTOR.
 - VERIFY (E) UFER GROUND NEAR MSP. IF (E) UFER IS NOT ACCESSIBLE OR VERIFIABLE, INSTALL A NEW 5/8" Ø X 8' LONG GROUNDING ROD AND BOND SOLAR SYSTEM EQUIPMENT GROUNDING ACCORDINGLY.

120% RULE CALCULATION PER NEC 705.12(D)(2)(3)		
SSP BUSBAR RATING:	125	AMPS
SSP BREAKER RATING:	70	AMPS
PV BACKFEDDING CURRENT:	50	AMPS
BUSBAR X 120% - MAIN BREAKER	=	MAX PV BREAKER
150	- 70	= 80



2 SINGLE LINE DIAGRAM

Project Name:
5x Equity LLC
Property address:
**21550 Van Buren Boulevard,
Riverside, CA 92518**

CONTRACTOR

Sun Solar Energy Holdings
Address:
4085 E La Palma Ave.
Suite B Anaheim, CA 92807
Phone Number:
(949) 377-2424
License #: 1033340
Type: #C10

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by Sun Solar
ENGINEERING INC
Drawn By: New@engineeringinc.io
DATE: 03/20/2023

1 **CAUTION**
AUTHORIZED SOLAR
PERSONNEL ONLY

2 **CAUTION**
SOLAR DC CURRENT PRESENT
DURING DAYLIGHT HOURS

(STICKER TO BE LOCATED ON
CONDUIT WITH DC CURRENT
EVERY 4' HORIZONTALLY OR
10' VERTICALLY AND 1' FROM
EACH SIDE OF A BEND)

3 **WARNING!**
ELECTRIC SHOCK HAZARD,
IF GROUNDING FAULT IS INDICATED,
NORMALLY GROUNDED
CONDUCTORS MAY BE
UNGROUNDING AND ENERGIZED.

4 **DC DISCONNECT**
DC PHOTOVOLTAIC POWER SOURCE
RATED MAX POWER POINT CURRENT: 10.7 AMPS
RATED MAX POWER POINT VOLTAGE: 300 VOLTS
MAXIMUM SYSTEM VOLTAGE: 600 VOLTS
SHORT CIRCUIT CURRENT: 27.5 AMPS

5 **WARNING!**
ELECTRIC SHOCK HAZARD,
DO NOT TOUCH THE TERMINALS.
TERMINALS ON BOTH THE LINE AND
LOAD SIDES MAY BE ENERGIZED IN
THE OPEN POSITION.

11 **PV LOAD CENTER SIZED FOR PV
BREAKERS ONLY OR RENDERED UNABLE
TO ACCEPT ANY ADDITIONAL LOADS.**

(STICKER LOCATED
ON THE PV SUB PANEL)

13 **RAPID SHUTDOWN SWITCH
FOR SOLAR PV SYSTEM**

(RAPID SHUTDOWN SWITCH FOR
SOLAR PV SYSTEM)

6 **PV SUB-PANEL ONLY**
(TO BE LOCATED ON
SUB-PANEL ONLY
WHEN SUB-PANEL IS
DEDICATED FOR PV ONLY)

7 **AC DISCONNECT**
AC PHOTOVOLTAIC POWER SOURCE
RATED AC OUTPUT CURRENT: 50 A MAX
NOMINAL AC OPERATING VOLTAGE: 208 V ac

8 **THIS PANEL FED BY
MULTIPLE SOURCES
(UTILITY & SOLAR)**

9 **SOLAR**
(STICKER LOCATED
INSIDE PANEL
NEXT TO SOLAR BREAKER)

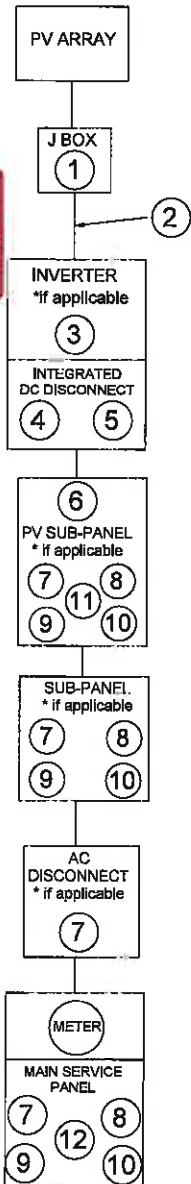
10 **WARNING!**
INVERTER OUTPUT CONNECTION, DO NOT
RELOCATE THIS OVERCURRENT DEVICE

(STICKER LOCATED
INSIDE PANEL
BELOW PV BREAKER)

12 **SOLAR PV SYSTEM EQUIPPED
WITH RAPID SHUTDOWN**
TURN RAPID SHUTDOWN
SWITCH TO THE
"OFF" POSITION TO
SHUT DOWN PV SYSTEM
AND REDUCE
SHOCK HAZARD
IN THE ARRAY

(STICKER LOCATED
ON THE MAIN SERVICE PANEL)

Permanent directory or plaque providing location of service disconnecting means and photovoltaic system disconnecting means, if not located at the same location. (Plaques shall be metal or plastic, with engraved or machine printed letters, or electro-photo plating, in a contrasting color to the plaque. Plaques shall be permanently attached to the equipment or in the required location using an approved method that is suitable to withstand the environment to which it is exposed. Plaques and signage shall meet legibility, defacement, exposure and adhesion requirements of Underwriters Laboratories marking and labeling system 969(UL969).



MARKINGS, LABELS AND WIRING SIGNS

A. Purpose: Provide emergency responders with appropriate warning and guidance with respect to isolating solar electric system. This can facilitate identifying energized electrical lines that connect solar panels to the inverter, as these should not be cut when venting for smoke removal.

B. Main Service Disconnect.

1. Residential buildings - The marking main be placed within the main service disconnect. The marking shall be placed outside cover if the main service disconnect is operable with the service panel closed.

2. Commercial buildings - The marking shall be placed adjacent to the main service disconnect clearly visible from the location where the level is operated.

3. Markings: Verbiage, Format and Type of Material.

a. Verbiage: CAUTION: SOLAR ELECTRIC SYSTEM CONNECTED

b. Format: White lettering on a red background. Minimum 3/8 inches letter height. All letters shall be capitalized, Arial or similar font, non bold.

c. Material: Reflective, weather resistant material suitable for the environment (use UL-969 as standard for weather rating). Durable adhesive materials meet this requirement.

C. Marking Requirements on DC conduit, raceways, enclosures, cable assemblies, DC combiners and junction boxes:

1. Markings: Verbiage, Format and Type of Material.

a. Placement: Markings shall be placed every 10 feet on all interior and exterior DC conduits, raceways, enclosures, and cable assemblies.

b. Verbiage: CAUTION: SOLAR ELECTRIC SYSTEM CONNECTED

c. Inverters are not required to have caution markings.

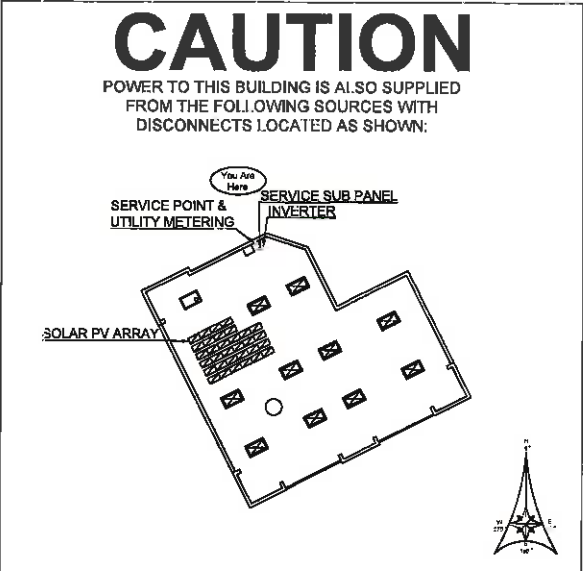
1. Marking is required on all interior and exterior DC conduit raceways, enclosures, cable assemblies, and junction boxes, combiner boxes and disconnects.

2. The materials used for marking shall be reflective, weather resistant material suitable for the environment.

Minimum 3/8" letter height; all upper case letters Arial or similar font; Red background with white lettering.

3. Marking shall contain the words: WARNING : PHOTOVOLTAIC POWER SOURCE.

4. Marking shall be placed adjacent to the main service disconnect in a location clearly visible from the location where the disconnect is operated.



3 SIGNAGE


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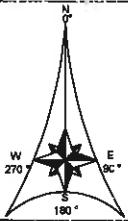
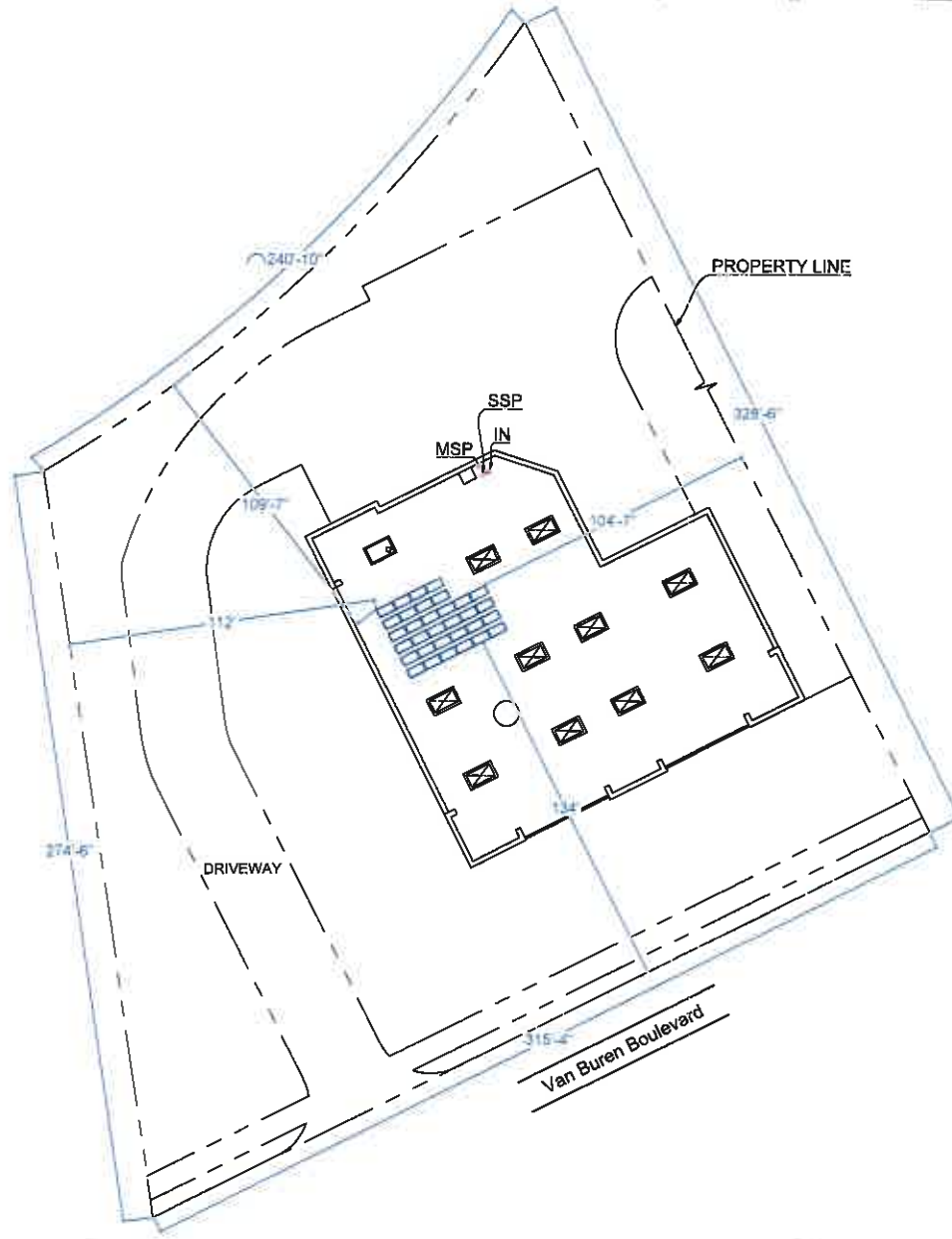
CONTRACTOR

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4085 E La Palma Ave.
Suite B Anaheim, CA 92807
Phone Number:
(949) 377-2424
License #: 1033340
Type: #C10

SUNPOWER®
by Sun Solar
ENGINEERING
Drawn By: New@engineerinc.io
DATE: 03/20/2023

INDEX

- MSP (E) Main Service Panel
- SSP (E) Service Sub Panel
- IN (N) Inverter
-  Solar Module



SCALE: 1/16" = 1'-0"

4 SITE PLAN

Project Name:
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ENGINEERING INC

Drawn By: New@engineeringinc.io

DATE: 03/20/2023

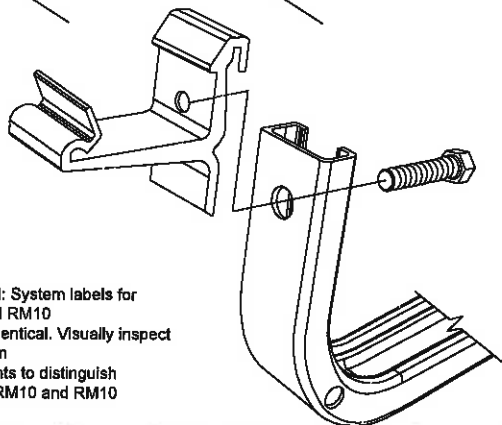
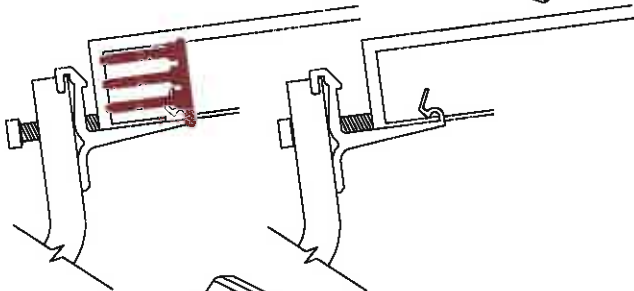
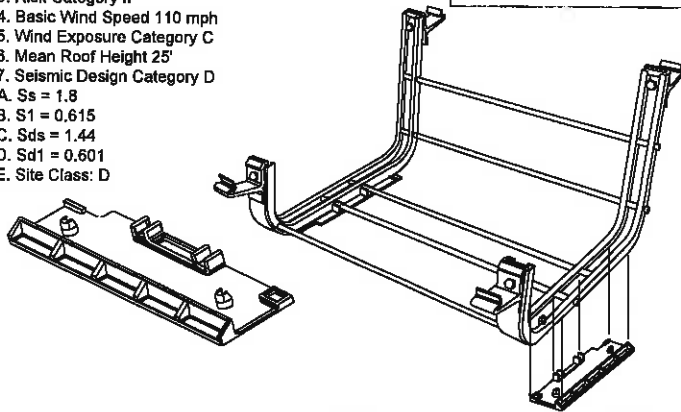
UNIRAC RM10 EVO BALLAST DETAILS

STRUCTURAL DESIGN CRITERIA:

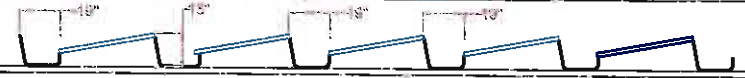
1. 2022 International Building Code
2. ASCE 7-16
3. Risk Category II
4. Basic Wind Speed 110 mph
5. Wind Exposure Category C
6. Mean Roof Height 25'
7. Seismic Design Category D
 - A. $S_s = 1.8$
 - B. $S_1 = 0.615$
 - C. $S_{ds} = 1.44$
 - D. $S_{d1} = 0.601$
 - E. Site Class: D

Rafter 2 X 12 @ 24" O.C.

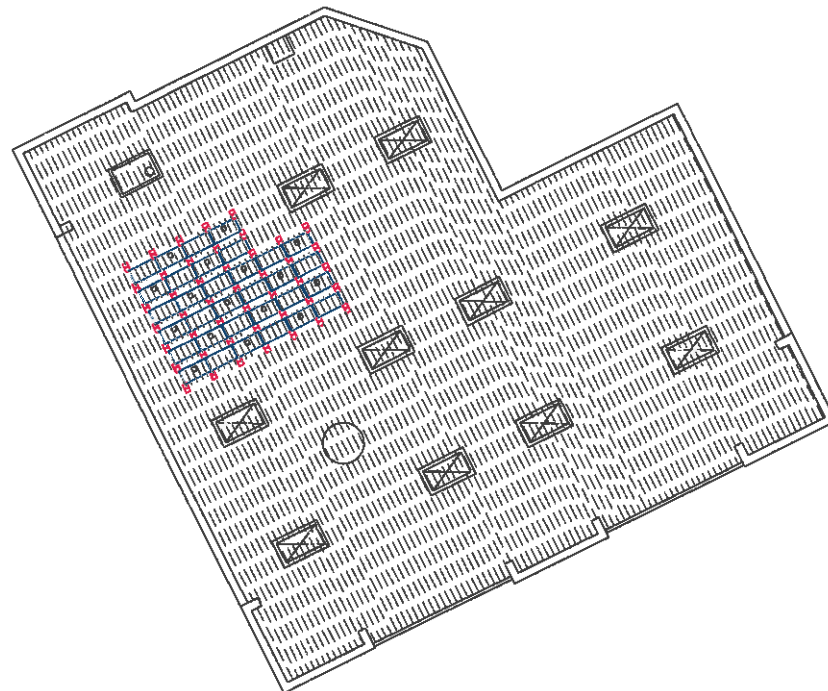
 BALLAST - 45



CAUTION: System labels for RM10 and RM10 Evo are identical. Visually inspect the system components to distinguish between RM10 and RM10 Evo.



Rafter 2 X 12 @ 24" O.C.



5 ATTACHMENT LAYOUT

Project Name:
5x Equity LLC
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 21550 Van Buren Boulevard,
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by Sun Solar

ENGINEERING INC

Drawn By: New@engineerinc.io

DATE: 03/20/2023



SUNPOWER®

430-450 W Commercial A-Series Panels

SunPower® Maxeon® Technology

SunPower® Maxeon cell-based panels maximize energy production and are designed for combining industry-leading power, efficiency and durability with the best power, product, and service warranty in the industry.



Highest Power Density Available

SunPower's new Maxeon® Gen 5 cell is 35% larger than prior generations, yielding the most powerful and highest efficiency panel in commercial solar. The result is more power per square meter than any commercially available solar.



Reduced Solting
NEW drainage notch improves performance

SUNPOWER MAXEON SOLAR CELL TECHNOLOGY

Fundamentally Different And Better:

- More efficient with less power loss
- Easier to install and less weight
- Patented notched cell backsheet increases surface area and current

As sustainable as the energy it produces

- Achieved the #1 ranking in the GreenSource™ Third-Party Certified Scorecard for 4 years running
- SunPower Maxeon solar panels are a green business LED in production



Maximum Lifetime Energy and Savings

Designed to deliver up to 40% more energy from the same solar over the first 25 years in real-world conditions like partial shade and high temperatures!



Best Reliability, Best Warranty

SunPower technology is proven to hold up and outstand behind our panels with the industry's best 25-year Combined Power, Product and Service Warranty.

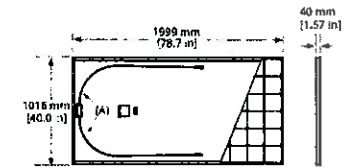


430-450 W Commercial A-Series Panels

Electrical Data	430 W Panel		
	SPP430-60-UM	SPP430-60-UM	SPP430-60-UM
Maximum Power (P _{max})	430 W	441 W	451 W
Maximum Power (P _{max}) Tolerance	-0.5%	+0.5%	+0.5%
Open-Circuit Voltage (V _{oc})	41.7 V	42.7 V	43.7 V
Short-Circuit Current (I _{sc})	10.1 A	10.3 A	10.5 A
Maximum System Voltage (V _{max})	1500 VDC	1500 VDC	1500 VDC
Maximum System Current (I _{max})	20 A	20 A	20 A
Temperature Coefficient (P _{max})	-0.45%/°C	-0.45%/°C	-0.45%/°C
Temperature Coefficient (V _{oc})	-2.1%/°C	-2.1%/°C	-2.1%/°C
Temperature Coefficient (I _{sc})	0.05%/°C	0.05%/°C	0.05%/°C
Temperature Coefficient (I _{sc})	0.05%/°C	0.05%/°C	0.05%/°C

Mechanical Data	
Standard Test Conditions (STC)	1000 W/m ²
Standard Test Conditions (STC) Air Mass 1.5	1000 W/m ²
Standard Test Conditions (STC) Spectral Irradiance	1000 W/m ²
Standard Test Conditions (STC) Temperature	25°C
Standard Test Conditions (STC) Humidity	50%
Standard Test Conditions (STC) Wind Speed	1 m/s
Standard Test Conditions (STC) Air Density	1.225 kg/m ³
Standard Test Conditions (STC) Air Pressure	1013.25 hPa
Standard Test Conditions (STC) Air Wavelength	380-1100 nm
Standard Test Conditions (STC) Air Wavelength	380-1100 nm
Standard Test Conditions (STC) Air Wavelength	380-1100 nm
Standard Test Conditions (STC) Air Wavelength	380-1100 nm

Mechanical Data	
Dimensions (mm)	1999 x 1320 x 40 (78.7 x 52.0 x 1.57)
Dimensions (in)	78.7 x 52.0 x 1.57
Weight (kg)	4.7 (10.35)
Weight (lb)	10.35 (4.7)
Max. Load	20 kPa (4.32 psf)
Frame	Aluminum



FRAME PROFILE



- (A) Cable Length: 1320 mm (+/-10 mm) [52 in (+/-0.4 in)]
- (B) Long Side: 32 mm [1.3 in]
- Start Size: 24 mm [0.9 in]

For more information, visit www.sunpower.com.

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430-450 W Commercial A-Series Panels are available in the following configurations: SPP430-60-UM, SPP430-60-UM, SPP430-60-UM. For more information, visit www.sunpower.com.

SUNPOWER®

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6 MODULE DATA SHEET

Project Name:
5x Equity LLC
Property address:
21550 Van Buren Boulevard,
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SUNPOWER®
by Sun Solar

ENGINEERING
Drawn By: New@engineering.io

DATE: 03/20/2023

Three Phase Inverters

For the 208V Grid for North America

SE9KUS / SE14.4KUS



The best choice for SolarEdge enabled systems

- Specifically designed to work with power optimizers
- Integrated arc fault protection and rapid shutdown for NEC 2014 and 2017, per article 690.11 and 690.12
- UL1741 SA certified, for CPUC Rule 21 grid compliance
- Built-in module-level monitoring
- Internet connection through Ethernet or Wireless
- Small, lightweight, and easy to install outdoors or indoors on provided bracket
- Fixed voltage inverter for longer strings
- Integrated Safety Switch
- Supplied with RS485 Surge Protection, to better withstand lightning events

solaredge.com



INVERTERS

/ Three Phase Inverters

For the 208V Grid for North America

SE9KUS / SE14.4KUS

APPLICABLE TO INVERTERS WITH PART NUMBER	SE9KUS	SE14.4KUS	
OUTPUT			
Rated AC Power Output	9000	14400	VA
Maximum AC Power Output	9000	14400	VA
AC Output Line Connections	4-wire 120V (L1-L2-L3-N) plus PE or 3-wire Delta		
AC Output Voltage Minimum-Nominal-Maximum (L-N)	105-120-132.5		
AC Output Frequency Minimum-Nominal-Maximum (L-L)	59.5-60-60.5		
AC Frequency Min-Nom-Max	23	40	A
MCA Continuous Output Current (per Phase)			A
GFD Threshold			A
Utility Monitoring, Islanding Protection, Counter, Configurable Set Points			A
INPUT			
Maximum DC Power (Module STC)	1200	1900	W
Transformerless Ungrounded	Yes		
Maximum Input Voltage DC to Grid	210	300	Vdc
Maximum Input Voltage DC to DC	210	600	Vdc
Normal Input Voltage DC to Grid	100		
Normal Input Voltage DC to DC	400		
Maximum Input Current	28.5	38	Adc
Maximum Input Short Circuit Current	45		
Reverse Polarity Protection	Yes		
Ground-Fault Isolation Function	10G Sensitivity	3500V Sensitivity	
CEC Single-Phase Efficiency	97		
Nighttime Power Consumption	< 3	< 4	W
ADDITIONAL FEATURES			
Supported Communication Interfaces	RS485, Ethernet, ZigBee (optional)		
Rapid Shutdown - NEC 2014 and 2017 (690.12)	Automatic Rapid Shutdown Upon AC Grid Disconnect		
RS-485 Surge Protection	Supplied with the Inverter		
STANDARD COMPLIANCE			
Safety	UL1741, UL1741 SA, UL1973, CSA C22.2 Canadian A1 and A2, IEC 62109-1 & 2		
Grid Connection Standards	IEEE1547, Rule 21, NEM 10-00		
Environmental	RoHS, parts class B		
INSTALLATION SPECIFICATIONS			
AC output cable size / ACV range	3/4" minimum / 12-6 AWG	3/4" minimum / 8-4 AWG	
DC input cable size / AWG range	3/4" minimum / 12-6 AWG		
Number of DC inputs	2 inputs	3 inputs	
Dimensions (H x W x D)	21 x 12.7 x 10.5 / 540 x 315 x 60		
Dimensions with Safety Switch (H x W x D)	30.5 x 12.5 x 10.5 / 775 x 315 x 260		
Weight	7.7 / 32.0	11.5 / 45	lb / kg
Weight with Safety Switch	13.7 / 36.2	16.5 / 75	lb / kg
Clearing	Riser (user supplied)		
Noise	< 50	< 50	dBA
Operating Temperature Range	-40 to +100 / -40 to +40		
Protection Rating	NEMA 3R		

* For more information on our products, visit www.solar-edge.com.
 ** For more information on our products, visit www.solar-edge.com.
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CE RoHS

7 INVERTER DATA SHEET

Project Name:
5x Equity LLC
Property address:
21550 Van Buren Boulevard,
Riverside, CA 92518

CONTRACTOR

Sun Solar Energy Holdings
Address:
4085 E La Palma Ave.
Suite B Anaheim, CA 92807
Phone Number:
(949) 377-2424
License #: 1033340
Type: #C10



by Sun Solar



Drawn By: New@engineeringinc.io

DATE: 03/20/2023

ROOFMOUNT | RM10 EVO

BETTER SOLAR STARTS HERE

LAY IT DOWN AND POWER UP! Unirac has taken the tried-and-true form and functionality of RM10 and evolved it to maximize the potential of flat roof solar projects. We have paired simplicity with power by improving the function, strength and reliability of the module clamps and modified the shape of the north row bay to optimize space and increase module density by up to 20%. The system continues to consist of only three major components, minimizing installation time and reducing soft costs. Quickly design around roof obstacles and bond the system with just the turn of a wrench. As with our legacy systems, optional roof attachments, roof pads, and MLPE mounts provide a complete solution. Unirac's unmatched commercial project support makes construction easy, from permitting through installation, and as always, Unirac is supported by North America's largest distribution network and industry leading 25-year warranty, AERODYNAMIC DESIGN, SIMPLICITY OF FORM.



LAY IT DOWN AND POWER UP!

FOR QUESTIONS OR CUSTOMER SERVICE, VISIT UNIRAC.COM OR CALL (505) 248-2702

ROOFMOUNT | RM10 EVO

BETTER SOLAR STARTS HERE

STREAMLINED DESIGN, EVOLVED SIMPLICITY, OPTIMIZED FOR POWER DENSITY.
THREE MAJOR COMPONENTS, ONE TOOL.

RM10 EVO supports most third PV module connections, 1x facial, and legs bonded at a 90-degree tilt. The component's 3x cylindrical steel studs, a fully assembled support bar, a fastener (one bar and a longitudinal universal module clamp). Together this custom module-mounted 1" steel spacing will give a 25% increase in the number of modules installed on the roof. Our legacy RM10 system has been adaptable being proven track record and we have introduced the 1x facial that will make RM10 EVO a solution, which is simple and robust. 100% increased spacing and four module to support feet. With just the turn of a wrench, RM10 EVO designed to make sure you will get the most from your investment.

IMPROVED
CLAMP
FEATURES

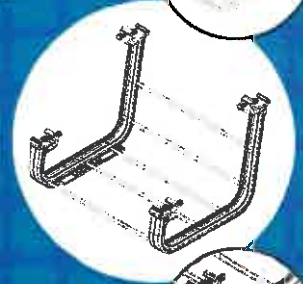


AVAILABILITY
NATIONWIDE NETWORK

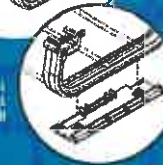
UNIRAC maintains the largest network of stocking distributors for our racking systems. Our network has distinguished their level of customer support, availability and overall value. We're providing the highest level of service for users of UNIRAC products. Contact us to confirm the best and available options to meet your project needs. Visit our store for a list of distributors.

AUTOMATED DESIGN TOOL
DESIGN PLATFORM AT YOUR SERVICE

Creating a bill of materials is just a few clicks away in Fusion, a powerful tool that the 11 engineers. The system of designing a wide range of solar mounting systems, from roof to ground, a solar profile, and track parameters and projects automatically and save time. We will make the design process with customer's plans, generate a list of parts and send to a manufacturer fast, clean and clear.



OPTIONAL
UNIVERSAL
RUBY TAIL



UL2703 UL2703 DESIGNING
TECHNICAL DESIGN
WITH A 100% COMPLIANCE

UNIRAC CUSTOMER SERVICE MEANS THE HIGHEST LEVEL OF PRODUCT SUPPORT



TECHNICAL SUPPORT

UNIRAC's technical support team is available to assist you with any questions or concerns you may have. Our team is available to assist you with any questions or concerns you may have. Our team is available to assist you with any questions or concerns you may have.

CERTIFIED QUALITY PROVIDER

UNIRAC is a certified quality provider. Our products are designed to meet the highest standards of quality and performance. We are committed to providing you with the best possible experience.

25 YEAR WARRANTY

UNIRAC offers a 25-year warranty on our products. This warranty covers the materials and workmanship of our products. It does not cover damage caused by fire, theft, or other external factors.

PROJECT FROM PERMITTING WITH QUALITY RACKING SOLUTIONS BACKED BY ENGINEERING EXCELLENCE AND A SUPERIOR SUPPLY CHAIN

9 RACKING DATA SHEET

Project Name:
5x Equity LLC
Property address:
**21550 Van Buren Boulevard,
Riverside, CA 92518**

CONTRACTOR

**Sun Solar
Energy Holdings**
Address:
4085 E La Palma Ave,
Suite B Anaheim, CA 92807
Phone Number:
(949) 377-2424
License #: 1033340
Type: #C10

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by Sun Solar

ENGINEERING
Drawn By: New@engineerinc.io
DATE: 03/20/2023

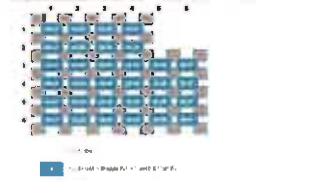
SUN TRACKER FOR MADE PV-102 RADIATION SYSTEM

Location	30.442	106.941
Altitude	1000	3280.84
Latitude	30.442	106.941
Longitude	-106.941	3280.84
Timezone	-7	GMT-7:00
Daylight Saving	1	Yes
System Name	5x Equity LLC	
System Size	1000	3280.84
System Type	Monocrystalline	
System Orientation	0	0
System Azimuth	0	0
System Tilt	0	0
System Tracking	0	0
System Inverter	0	0
System Losses	0	0
System Efficiency	0	0
System Capacity	0	0
System Voltage	0	0
System Current	0	0
System Power	0	0
System Energy	0	0
System Cost	0	0
System ROI	0	0
System Payback	0	0
System LCOE	0	0
System IRR	0	0
System NPV	0	0
System Break-even	0	0
System Status	0	0
System Notes	0	0

GRID DATA

Grid Name	1000	3280.84
Grid Type	1000	3280.84
Grid Voltage	1000	3280.84
Grid Current	1000	3280.84
Grid Power	1000	3280.84
Grid Energy	1000	3280.84
Grid Cost	1000	3280.84
Grid ROI	1000	3280.84
Grid Payback	1000	3280.84
Grid LCOE	1000	3280.84
Grid IRR	1000	3280.84
Grid NPV	1000	3280.84
Grid Break-even	1000	3280.84
Grid Status	1000	3280.84
Grid Notes	1000	3280.84

GRID TRACKER HISTORY - Grid Area 1 - Array 1



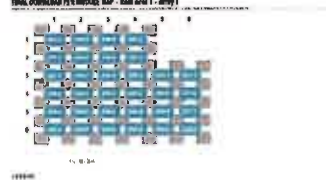
GRID TRACKER HISTORY - Grid Area 1 - Array 1



GRID TRACKER HISTORY - Grid Area 1 - Array 1



GRID TRACKER HISTORY - Grid Area 1 - Array 1



WPUF CALCULATOR



WPUF CALCULATOR



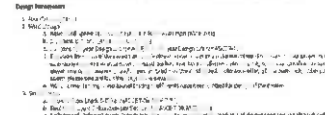
WPUF CALCULATOR



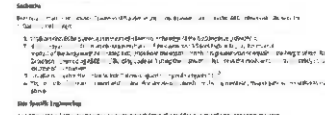
WPUF CALCULATOR



WPUF CALCULATOR



WPUF CALCULATOR



11 RACKING SPECS

Project Name:
5x Equity LLC
Property address:
21550 Van Buren Boulevard,
Riverside, CA 92518

CONTRACTOR

Sun Solar Energy Holdings
Address:
4085 E La Palma Ave.
Suite B Anaheim, CA 92807
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(949) 377-2424
License #: 1033340
Type: #C10

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SUNPOWER®
 by Sun Solar

ENGINEERING
 Drawn By: New@engineerinc.io

DATE: 03/20/2023



U-BUILDER PROJECT REPORT
APPLICATION VERSION: 6.0.4
PROJECT VERSION: 0.0.27

PROJECT TITLE: ROOFMOUNT RM10 EVO
PROJECT ID: C456ABA9
CREATED: March 20, 2023, 5:18 p.m.

NAME: RM10 EVO
ADDRESS: 21550 Van Buren Boulevard, Riverside, CA 92518, USA
CITY, STATE: Riverside, CA
MODULE: Sunpower SPR-A440-COM
32 - SPR-A440-COM
899.56 ft²
14.06 KW

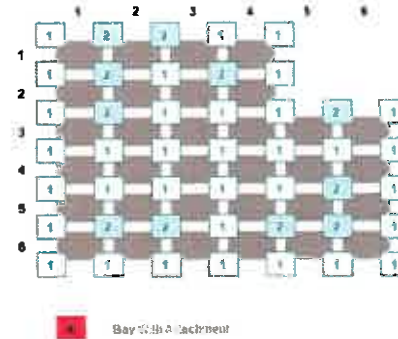
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INSTALLATION AND DESIGN PLAN

Roof Area 1



Roof Area 1 / Roof Area 1 - Array 1



NOTE

Install two roof pads: to every other primary bay in a row of bays, then skip a row, and do it again.

Layout Dimensions

NS DIMENSION: ~28.40 ft
EW DIMENSION: ~39.35 ft

ROW	MODULES	BAYS	BALLAST BLOCKS (PAIR)	BALLAST WEIGHT (LBS)
1	4	5	7	224.0
2	4	5	7	224.0
3	5	7	9	288.0
4	6	7	7	224.0
5	6	7	8	256.0
6	6	7	11	352.0
7	0	7	7	224.0

12	RACKING SPECS
<p>Project Name: 5x Equity LLC Property address: 21550 Van Buren Boulevard, Riverside, CA 92518</p>	

CONTRACTOR

**Sun Solar
Energy Holdings**

Address:
4085 E La Palma Ave.
Suite B Anaheim, CA 92807
Phone Number:
(949) 377-2424
License #: 1033340
Type: #C10

X _____

SUNPOWER®

by Sun Solar

ENGINEERING INC

Drawn By: New@engineerinc.io
DATE: 03/20/2023



REST

March Air Reserve Base

Proposed Rooftop Solar Project

ALESSANDRO

Riverside, CA Glare Study Results

**Photovoltaic (Solar) Project in
Riverside, Riverside County, CA**



REVISED October 5, 2023

Prepared for:

Sunpower by Sun Solar OC
4085 East La Palma
Suite B
Anaheim, CA 92807

Prepared by:


Elizabeth C. Myers, PMP
Certified Glare Analyst

Colliers Engineering & Design, Inc.
(DBA Maser Consulting)
18 Computer Drive E, Suite 203
Albany New York 12205
Main: 518 807 6164
Project # 23011087A
Colliersengineering.com

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Conclusion

Collier's Engineering & Design (CED) performed an analysis on the array area of a proposed 12.689kW AC rooftop solar project site in Riverside, Riverside County, CA.

Approximately thirty-two (32) modules are proposed to be installed on the rooftop at a pitch/angle of 10 degrees. The rooftop sits at approximately 30 feet high, so the midpoint of the panels is programmed to 31 feet.

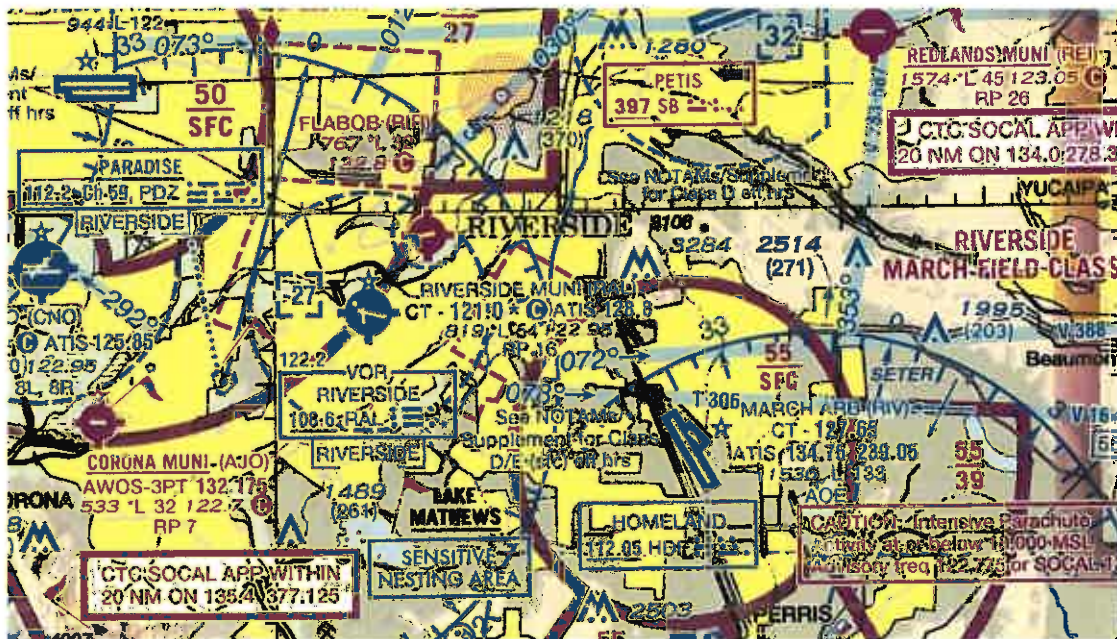
Both the rooftop and the proposed solar installation are orientated at an azimuth of 153.

The proposed project area is approximately 704 square feet.

A parapet is specified in the site plans at 36 inches high. For the modelling of this project, the parapet around the edge of the rooftop is programmed to 32 feet high from the ground.



A review of the Federal Aviation Administration's (FAA) Los Angeles area Visual Flight Rules (VFR) charts shows no restricted airspace in or around the proposed project area (Riverside, CA).



Resources

Federal Aviation Administration – Publicly Available Visual Flight Rules (VFR) Charts

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/

- Utilized to obtain FAA-approved VFR charts of the project area for inclusion and consideration in this study.

U.S. Military Training Routes (MTRs) and buffers - May 4, 2018 (Last modified Oct 6, 2021)

Uploaded by South Atlantic Blueprint

<https://salcc.databasin.org/datasets/4c81852be18444b997f8f860ee568c54/>

- Utilized to obtain detail and graphic of US-wide Military Training Routes and location specific data for this study.

Ho, C. K., Ghanbari, C. M., and Diver, R. B., 2011, **Methodology to Assess Potential Glint and Glare Hazards From Concentrating Solar Power Plants: Analytical Models and Experimental Validation**, *ASME J. Sol. Energy Eng.*, 133.

Solar Glare Hazard Analysis Tool (SGHAT) Technical Reference Manual

Details of Glare Study

Methodology

(Source Information: <https://forgesolar.com/help/#intro>)

Collier's Engineering & Design (CED) offers staff specifically trained on glare analyses utilizing *ForgeSolar*, a web-based interactive software that provides a quantified assessment of (1) when and where glare is predicted to occur throughout the year for a prescribed solar installation, and (2) potential effects on the human eye at locations where glare is predicted to occur. *ForgeSolar* is based on the Solar Glare Hazard Analysis Tool ("SGHAT") licensed from Sandia National Laboratories.

These tools meet the FAA standards for glare analysis.

Determination of glare occurrence requires knowledge of the following: sun position, observer location, and the tilt, orientation, location, extent, and optical properties of the modules in the solar array. Vector algebra is then used to determine if glare is likely to be visible from the prescribed observation points.

If glare is predicted, the software calculates the retinal irradiance and subtended angle (size/distance) of the glare source to predict potential ocular hazards ranging from temporary after-image to more severe possible retinal damage. These results are presented in a simple, easy-to-interpret plot that specifies when glare is predicted to occur throughout the year, with color codes indicating the potential ocular hazard.

Background Information

Glint is typically defined as a momentary flash of bright light, often caused by a reflection off a moving source. A typical example of glint is a momentary solar reflection from a moving car, or “catching” something bright out of the corner of your eye.

Glare is defined as a continuous source of bright light. Glare is generally associated with stationary objects, which, due to the slow relative movement of the sun, reflect sunlight for a longer duration.

The difference between glint and glare is duration. Industry-standard glare analysis tools evaluate the occurrence of glare on a minute-by-minute basis; accordingly, they generally refer to solar hazards as ‘glare.’

The ocular impact of solar glare is quantified into three categories (Ho, 2011):

1. □ Green – Unproblematic shine. Low potential to cause after-image. This type of glare can be compared to noticing something shiny in the distance.
 2. □ Yellow - Potential to cause temporary after-image (flash blindness). This type of glare is much like sunrise and sunset glare for drivers who struggle to find the perfect angle for car visors so they can continue to operate their vehicle safely while traveling through areas of such glare.
 - a. □ Standard levels of yellow glare can, for the most part, be handled with relative ease utilizing slatted fencing or local-foilage landscape mitigation measures.
 - b. □ Only extremely high levels of this type of glare (in the area of the chart to the right labeled as “direct viewing of the sun” which is uncommon to find with PV installations) would be considered an insurmountable hurdle to a PV installation of any size.
 - c. □ High levels/intensities and long durations are different factors.
 3. □ Red - Potential to cause retinal burn (permanent eye damage). PV modules do not focus reflected sunlight and therefore retinal burn (RED glare) is typically not possible.
 - d. □ This is the ONLY type of glare that would be considered an insurmountable hurdle to a PV installation of any size.

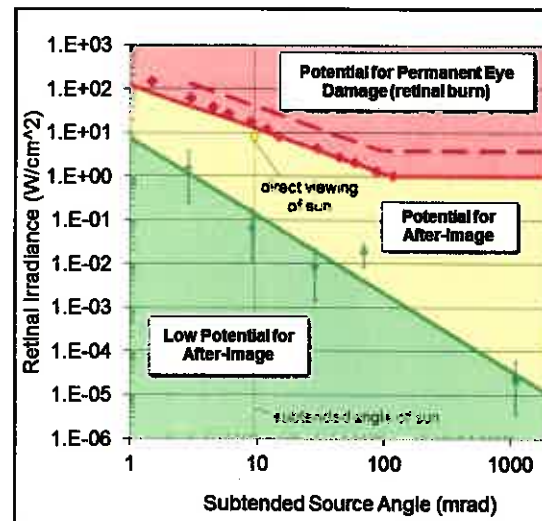


Figure 1 – From *ForgeSolar* website (sample glare hazard plot defining ocular impact as function of retinal irradiance and subtended source angle (Ho, 2011))

These categories assume a typical blink response in the observer.

Note that retinal burn is typically not possible for PV glare since PV modules do not focus reflected sunlight. They are, in fact, designed to absorb as much sunlight as possible.

To further put glare into perspective, the following is presented.

YELLOW glare such as in the graphic to the right could only be seen when standing directly next to project panels at the perfect angle when the sun is in a perfect place—indeed the point of a photographer standing directly by these panels and waiting for the perfect moment to capture this image. It is also possible that the panels in the picture shown do not have an anti-reflective coating.



Solar panel showing solar glare

GREEN glare, as illustrated directly to the right, is the more common occurrence with solar projects—a noticeable shiny area (in the northwest area) as compared to panels where the sun is not quite in perfect alignment yet.

Even so, the effect of this noticeable shine to certain areas of the project area is still seen from a relatively close up vantage point and at the optimal height this image was captured, possibly by a drone. A similarly sized project in the distance, closer to the horizon of the photo would be unlikely to show even the levels of green glare that the system in the foreground reflects.



Executive Summary

The purpose of the glare study on the proposed rooftop solar project in Riverside County, CA is to supply feedback regarding areas that may warrant closer examination in order to mitigate possible problematic predicted glare to the businesses, residences, and roads surrounding the project area.

Information was provided by Sunpower by Sun Solar OC in order to complete this study. The project's fixed tilt panels were programmed to a 10-degree tilt at an azimuth of 153° with an assumed midpoint height of 1-foot from the roof's surface which was reported at a height of 30 feet. It was further assumed that these panels are constructed of Smooth Glass with an Anti-Reflective coating. Additionally, a minimal 1-foot parapet was programmed surrounding the entire roof area. This edge of the rooftop is programmed at 32 feet high.

Two (2) Observation Points were placed at different points around the site and programmed to an average height of 5 and a half (5.5) feet to model someone standing in these spots.

Six (6) Route Receptors were programmed for two-way traffic to heights of 4.5 feet and 8.5 feet, effectively representing the eyeline of an average person sitting on/in any vehicle from a bike to a motorcycle, a standard car or SUV, through to the approximated seated height in the cab of an 18-wheeler truck.

While it is impossible to study every possible point and/or angle surrounding a photovoltaic (solar) project, Collier's Engineering & Design (CED) has modeled the project and surrounding areas as best as possible with the most likely points of concern.

PV modules do not focus reflected sunlight and therefore retinal burn is typically not possible. They are, in fact, designed to absorb as much sunlight as possible. Modern photovoltaic panels actually cause less glare than standard home window glass. And research has shown that they reflect less light than snow, white concrete and energy-efficient white rooftops.

The YELLOW glare we are looking to identified with this study is much like sunrise and sunset glare for drivers who struggle to find the perfect angle for car visors so they can continue to operate their vehicle safely while traveling through areas of such glare. In general, photovoltaic panel systems of any size produce some glare predominately during early sunrise and sunset throughout the Spring through Fall months—although glare is possible throughout each day as well as throughout the entire year.

After examining each point and then factoring in additionally recommended foliage, distance, and elevation changes, points where predicted glare is blocked by natural obstructions were removed from the listing of points to be examined more closely.

Finally, if any glare continues to be predicted in any area, this analyst will address the areas that present the most possibility for likely glare.

ASSUMPTIONS

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.*
- Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

Results of this Study

10 Degree Tilt at 153°

Fixed tilt panels set to 10-degrees with a mid-point 1-foot high from the roofs surface. Results of this scenario predict NO GLARE.

PV array 1 no glare found

Component	Green glare (min)	Yellow glare (min)
OP: OP 1	0	0
OP: OP 2	0	0
Route: Route 1	0	0
Route: Route 2	0	0
Route: Route 3	0	0
Route: Route 4	0	0
Route: Route 5	0	0
Route: Route 6	0	0
No glare found		

Summary of FAA-Level Flight Path Screening Results

March Air Reserve Base sits a little over one mile to the east of the proposed rooftop solar project.

The project's fixed-tilt panels were programmed to an azimuth of 153° with a panel tilt of 10 degrees.

Full reporting from all flight path screens can be found in the Appendix of this study.



FEDERAL AVIATION ADMINISTRATION (FAA) SCREENS

An FAA-level glare analysis was performed and a report specific to this request can be found in Appendix A of this report. Each operational flightpath was programmed with specified alignment, glide path, and threshold crossing height.

Analyses are run from threshold crossings to two miles out taking the pilot's visibility from the cockpit into consideration. These visibility settings were programmed at a 30-degree maximum

downward viewing angle and a 50-degree azimuthal viewing angle. Threshold crossing heights of 25 feet were programmed for both approaches.

There is no air traffic control tower at this facility, however a theoretical tower at a height of 25 feet was programmed.

Per the FAA’s most recent 2021 policy regarding solar around airports, this project **PASSES.**

Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the 2021 U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) (“ATCT”) at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The complete updated FAA Policy can be read at: <https://www.federalregister.gov/d/2021-09862>

NOTE: ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

On May 26, 2021, the Federal Aviation Administration updated their policies regarding the installation of solar on and/or near regulated airports/airstrips.

While this policy of the Federal Aviation Administration does not apply to solar energy systems on airports that do not have an Air Traffic Control Tower (ATCT), airports that are not federally-obligated, or solar energy systems not located on airport property—it does provide a high benchmark to meet to ensure that proposed solar installations do not create glare that poses any sort of safety hazard for pilots.

The brief of this FAA policy update states:

“The Federal Aviation Administration (FAA) published a final policy aimed at ensuring that airport solar projects don’t create hazardous glare. The policy requires airports to measure the visual impact of such projects on pilots and air traffic control personnel.

The policy applies to proposed solar energy systems at federally obligated airports with control towers. Federally obligated airports are public airports that have accepted federal assistance either in the form of grants of property conveyances

As more airports invests in this technology for environmental and economic benefits, the FAA wants to make sure that the reflection from the systems' glass surfaces do not create a glare that poses a safety hazard for pilots and air traffic controllers.

Under the final policy, airports are no longer required to submit the results of an ocular analysis to FAA. Instead, the airport must file a Notice of Proposed Construction or Alteration Form 7460-1 that includes a statement that the project will not cause any visual impact. The airport submits the form to the FAA for review and approval.

The FAA relies on the airport to confirm via the form that it has sufficiently analyzed the potential for glint and glare and determined there is no potential for ocular impact to the airport traffic control tower cab. If any impacts are discovered after construction, the airport must mitigate the impact at its expense. The airport may also face compliance action for failure to address visual impacts that create aviation safety hazards. As such, the agency encourages an airport to conduct sufficient analysis before installing a solar energy system.

The FAA is also withdrawing the recommended tool for measuring the ocular impact of potential glint and glare effects on pilots and air traffic controllers."

Additionally:

"Initially, FAA believed that solar energy systems could introduce a novel glint and glare effect to pilots on final approach. FAA has subsequently concluded that in most cases, the glint and glare from solar energy systems to pilots on final approach is similar to glint and glare pilots routinely experience from water bodies, glass-façade buildings, parking lots, and similar features. However, FAA has continued to receive reports of potential glint and glare from on-airport solar energy systems on personnel working in ATCT cabs. Therefore, FAA has determined the scope of agency policy should be focused on the impact of on-airport solar energy systems to federally-obligated towered airports, specifically the airport's ATCT cab."

Appendix

Appendix A | Detailed Glare Study Result Reports

The following pages are the full reporting results delivered directly from *ForgeSolar*.



5x Equity LLC

153Orientation_CheckingArea_V2

Client: Sunpower

Created Sep 06, 2023

Updated Sep 18, 2023

Time-step 1 minute

Timezone offset UTC-8

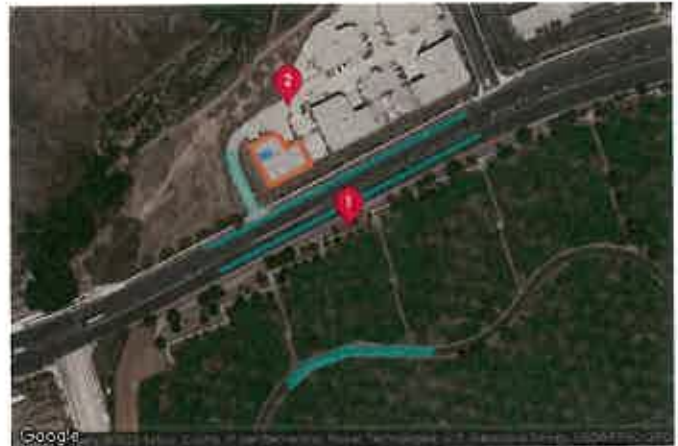
Minimum sun altitude 0.0 deg

Site ID 99624.17291

Project type Advanced

Project status: active

Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
 Ocular transmission coefficient: 0.5
 Pupil diameter: 0.002 m
 Eye focal length: 0.017 m
 Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
 Enhanced subtended angle calculation: On

Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	0	0	0

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
Footprint area: 0.02 acre
Axis tracking: Fixed (no rotation)
Tilt: 10.0 deg
Orientation: 153.0 deg
Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36



Route Receptor(s)

Name: Route 1
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886150	-117.286427	1612.45	4.50	1616.95
2	33.887218	-117.283932	1598.20	4.50	1602.70

Name: Route 2
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.887040	-117.283809	1599.99	8.50	1608.49
2	33.885967	-117.286314	1613.38	8.50	1621.88

Name: Route 3
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886929	-117.286207	1597.60	4.50	1602.10
2	33.886443	-117.285944	1609.18	4.50	1613.68

Name: Route 4
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886421	-117.286014	1609.98	8.50	1618.48
2	33.886893	-117.286255	1600.81	8.50	1609.31

Name: Route 5
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.885076	-117.285659	1610.85	0.00	1610.85
2	33.885214	-117.285461	1610.99	0.00	1610.99
3	33.885339	-117.285075	1609.01	0.00	1609.01
4	33.885321	-117.284275	1606.06	0.00	1606.06

Name: Route 6
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.885286	-117.284286	1606.01	0.00	1606.01
2	33.885294	-117.285053	1609.20	0.00	1609.20
3	33.885188	-117.285434	1610.64	0.00	1610.64
4	33.885032	-117.285633	1610.59	0.00	1610.59

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
OP 1	33.886296	-117.285059	1610.90	5.50	1616.40
OP 2	33.887281	-117.285643	1591.09	5.50	1596.59

Obstruction Components

Name: Obstruction 1
Upper edge height: 32.0 ft



Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886971	-117.286026	1595.63
2	33.887061	-117.285802	1592.36
3	33.887039	-117.285728	1592.26
4	33.886949	-117.285677	1592.71
5	33.887005	-117.285543	1594.31
6	33.886814	-117.285430	1599.10
7	33.886647	-117.285823	1598.88
8	33.886971	-117.286026	1595.63

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	0	0	-	-

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 no glare found

Component	Green glare (min)	Yellow glare (min)
OP: OP 1	0	0
OP: OP 2	0	0
Route: Route 1	0	0
Route: Route 2	0	0
Route: Route 3	0	0
Route: Route 4	0	0
Route: Route 5	0	0
Route: Route 6	0	0

No glare found

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the **Help page** for detailed assumptions and limitations not listed here.



5x Equity LLC

Base with ATCT_Runways_153

Client: Sunpower

Created Aug 30, 2023
Updated Oct 05, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
Site ID 99203.17291

Project type Advanced
Project status: active
Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
Enhanced subtended angle calculation: On

Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	0	0	-

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
Footprint area: 0.02 acre
Axis tracking: Fixed (no rotation)
Tilt: 10.0 deg
Orientation: 153.0 deg
Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.83	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36



2-Mile Flight Path Receptor(s)

Name: RNWY 12
Description:
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.260681	1519.10	50.00	1569.10
2-mile point	33.910702	-117.285338	1543.09	579.44	2122.53

Name: RNWY 14
Description:
Threshold height : 56 ft
Direction: 149.0 deg
Glide slope: 2.59 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1535.50	56.00	1591.50
2-mile point	33.921214	-117.286597	1524.57	544.61	2069.18

Name: RNWY 30
Description:
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.884319	-117.253536	1507.10	50.00	1557.10
2-mile point	33.863875	-117.228880	1469.65	640.88	2110.53

Name: RNWY 32
Description:
Threshold height : 59 ft
Direction: 329.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1488.30	59.00	1547.30
2-mile point	33.840211	-117.230327	1459.69	641.04	2100.73



Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1508.94	118.00	1626.94

1-ATCT map image



Obstruction Components

Name: Obstruction 1
Upper edge height: 32.0 ft

Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886655	-117.285826	1597.96
2	33.886818	-117.285434	1598.51
3	33.887004	-117.285547	1594.21
4	33.886950	-117.285676	1592.71
5	33.887041	-117.285733	1592.26
6	33.887057	-117.285805	1592.36
7	33.886967	-117.286028	1595.63
8	33.886655	-117.285826	1597.96



Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	0	0	-	

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 no glare found

Component	Green glare (min)	Yellow glare (min)
FP: RNWY 12	0	0
FP: RNWY 14	0	0
FP: RNWY 30	0	0
FP: RNWY 32	0	0
OP: 1-ATCT	0	0

No glare found

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the **Help** page for detailed assumptions and limitations not listed here.



5x Equity LLC

12-30 GA Rectangular Analysis

Client: Sunpower

Created Oct 03, 2023
Updated Oct 05, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
Site ID 102136.17291

Project type Advanced
Project status: active
Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
Enhanced subtended angle calculation: On

Summary of Results Glare with low potential for temporary after-image predicted

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	3,184	0	-

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
Footprint area: 0.02 acre
Axis tracking: Fixed (no rotation)
Tilt: 10.0 deg
Orientation: 153.0 deg
Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.888853	-117.285898	1594.36	31.00	1625.36



2-Mile Flight Path Receptor(s)

Name: RNWY 12
Description:
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.260681	1519.10	50.00	1569.10
2-mile point	33.910702	-117.285338	1543.09	579.44	2122.53

Name: RNWY 14
Description:
Threshold height : 56 ft
Direction: 149.0 deg
Glide slope: 2.59 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1535.50	56.00	1591.50
2-mile point	33.921214	-117.288597	1524.57	544.61	2069.18

Name: RNWY 30
Description:
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864319	-117.253536	1507.10	50.00	1557.10
2-mile point	33.863875	-117.228880	1489.65	640.88	2110.53

Name: RNWY 32
Description:
Threshold height : 59 ft
Direction: 329.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1488.30	59.00	1547.30
2-mile point	33.840211	-117.230327	1459.69	641.04	2100.73



Route Receptor(s)

Name: 12 Base
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.910322	-117.264967	1554.49	1245.51	2800.00
2	33.905592	-117.270622	1547.57	1252.43	2800.00

Name: 12 Crsswrd
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.876100	-117.235150	1481.20	1318.80	2800.00
2	33.880830	-117.229480	1485.58	1314.42	2800.00

Name: 12 Dwnwnd
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.887897	-117.229483	1507.62	1292.38	2800.00
2	33.910333	-117.256469	1554.46	1245.54	2800.00

Name: 12 Final
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.898508	-117.270608	1536.80	1263.20	2800.00
2	33.890258	-117.260681	1500.00	0.00	1500.00

Name: 12 Upwnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.884319	-117.253536	1500.00	0.00	1500.00
2	33.876069	-117.243811	1492.57	1307.43	2800.00

Name: 30 Base
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.880830	-117.229480	1485.58	1314.42	2800.00
2	33.876081	-117.235119	1481.20	1318.80	2800.00

Name: 30 Crsrwnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.905592	-117.270622	1547.57	1252.43	2800.00
2	33.910322	-117.264987	1554.19	1245.81	2800.00

Name: 30 Dwnwnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.910333	-117.256469	1554.46	1245.54	2800.00
2	33.887897	-117.229483	1507.82	1292.38	2800.00

Name: 30 Final
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.876069	-117.243811	1492.57	1307.43	2800.00
2	33.884319	-117.253536	1500.00	0.00	1500.00

Name: 30 Upwrnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.898530	-117.270630	1500.00	0.00	1500.00
2	33.890270	-117.270620	1534.29	1265.71	2800.00

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1508.94	118.00	1626.94

1-ATCT map image



Obstruction Components

Name: Obstruction 1
Upper edge height: 32.0 ft



Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886945	-117.285672	1592.73
5	33.887002	-117.285541	1594.43
6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	3,184	0	-	-

Distinct glare per month

Excludes overlapping glare from PV array for multiple receptors at matching time(s)

PV	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
pv-array-1 (green)	0	0	204	122	227	365	330	116	246	0	0	0
pv-array-1 (yellow)	0	0	0	0	0	0	0	0	0	0	0	0

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: RNWY 12	0	0
FP: RNWY 14	0	0
FP: RNWY 30	0	0
FP: RNWY 32	0	0
OP: 1-ATCT	0	0
Route: 12 Base	0	0
Route: 12 Crsswnd	159	0
Route: 12 Dwnwnd	491	0
Route: 12 Final	0	0
Route: 12 Upwnd	947	0
Route: 30 Base	144	0
Route: 30 Crsswnd	0	0
Route: 30 Dwnwnd	489	0
Route: 30 Final	954	0
Route: 30 Upwnd	0	0

PV array 1: RNWY 12

No glare found

PV array 1: RNWY 14

No glare found

PV array 1: RNWY 30

No glare found

PV array 1: RNWY 32

No glare found

PV array 1: 1-ATCT

No glare found

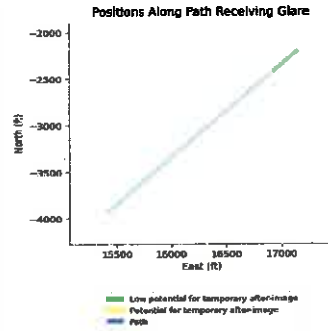
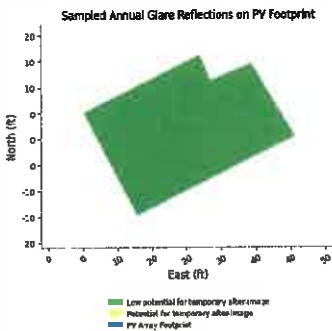
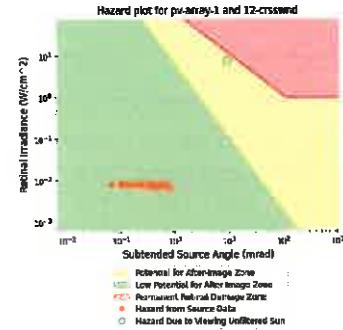
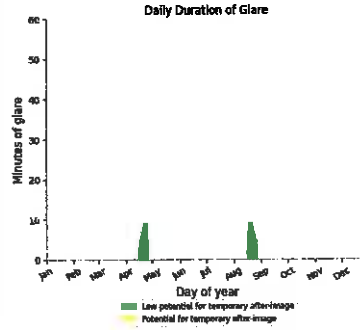
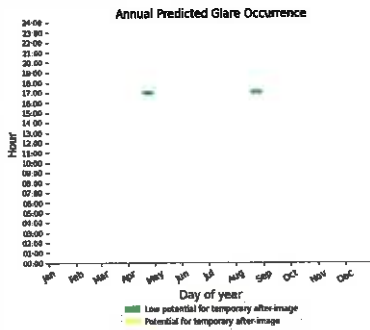
PV array 1: 12 Base

No glare found

PV array 1: 12 Crsswnd

PV array is expected to produce the following glare for this receptor:

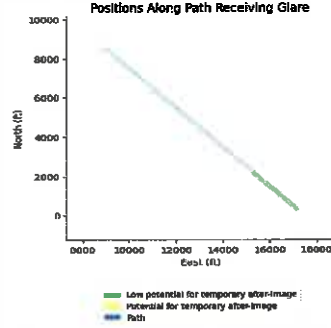
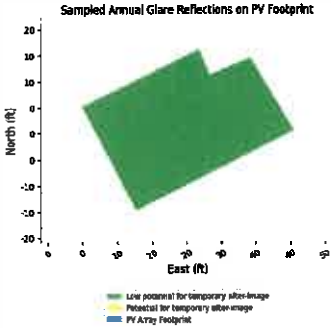
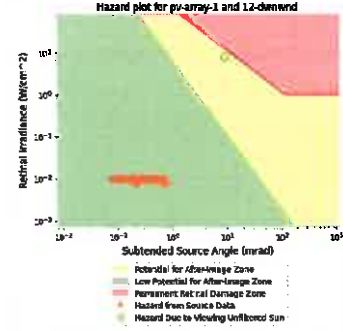
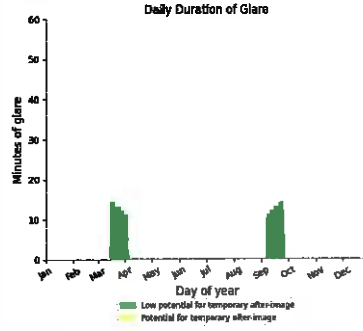
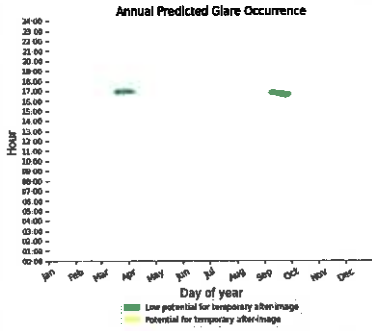
- 159 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 12 Dwnwnd

PV array is expected to produce the following glare for this receptor:

- 491 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



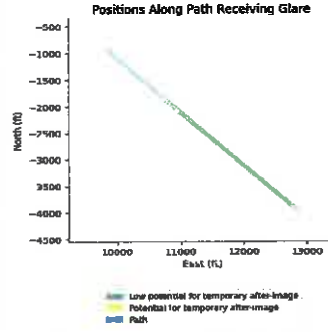
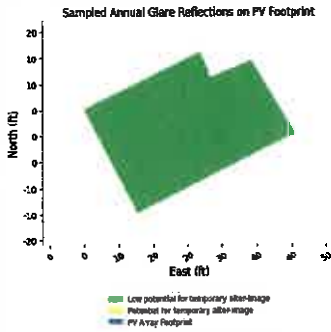
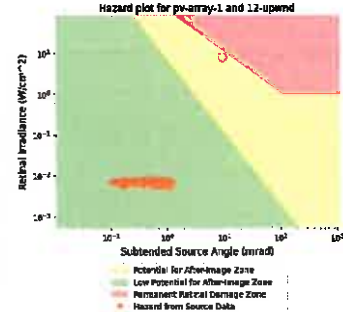
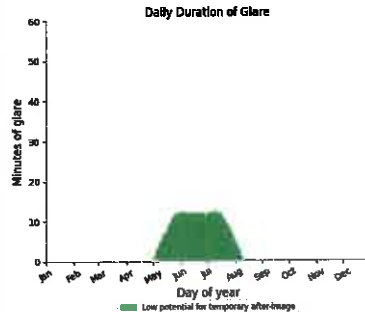
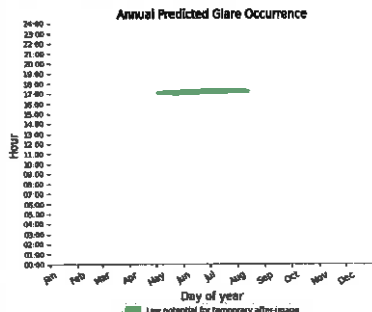
PV array 1: 12 Final

No glare found

PV array 1: 12 Upwnd

PV array is expected to produce the following glare for this receptor:

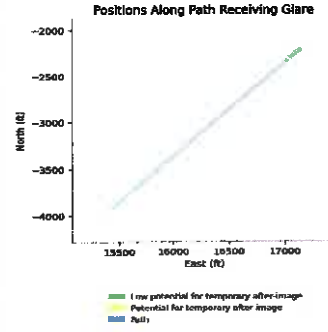
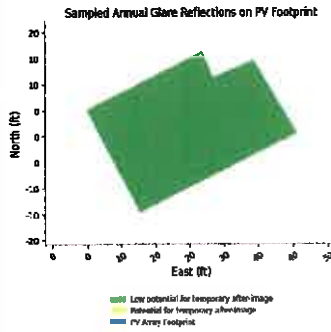
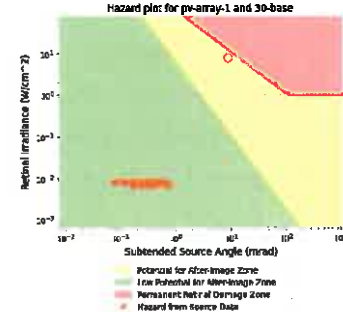
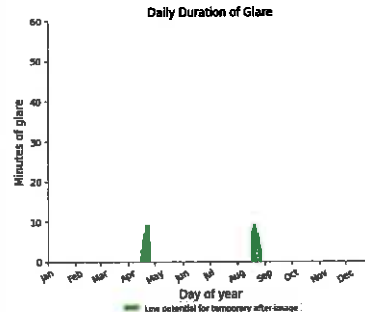
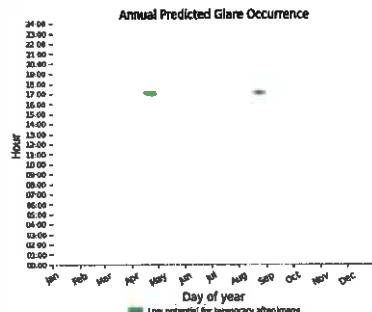
- 947 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 30 Base

PV array is expected to produce the following glare for this receptor:

- 144 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



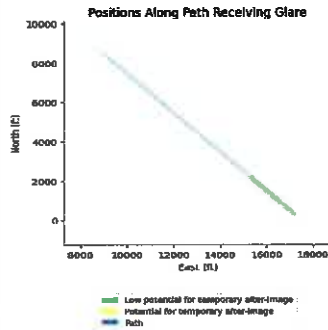
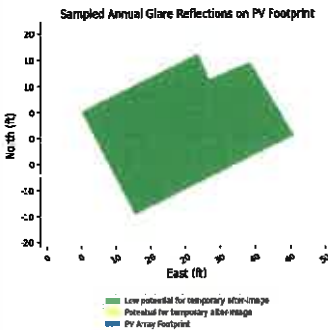
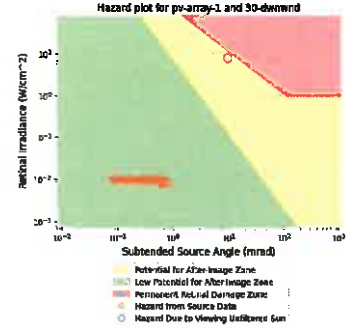
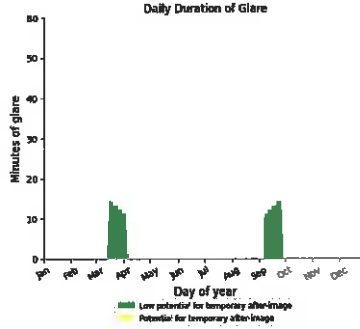
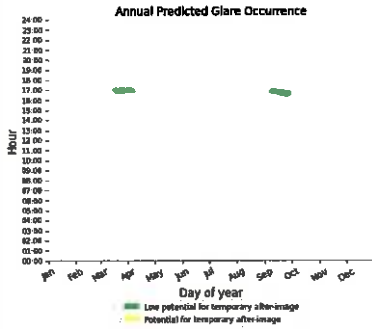
PV array 1: 30 Crsswnd

No glare found

PV array 1: 30 Dwnwnd

PV array is expected to produce the following glare for this receptor:

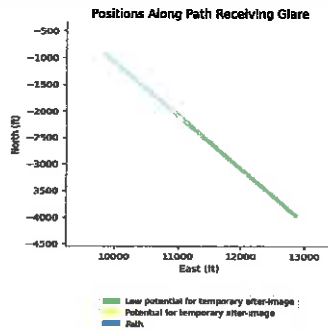
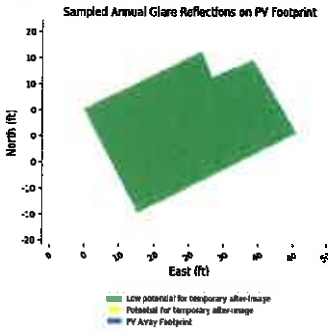
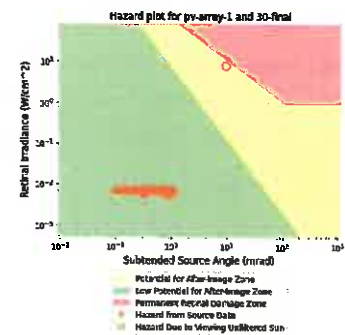
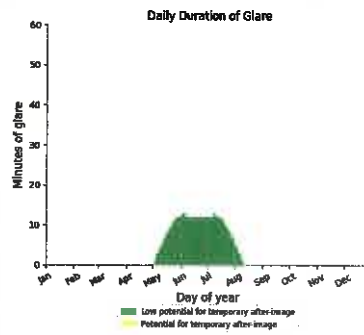
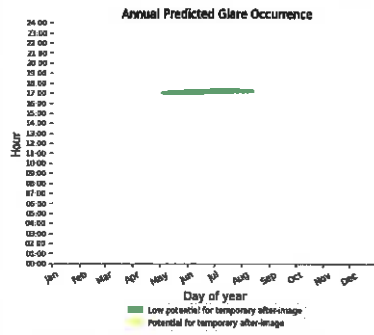
- 489 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 30 Final

PV array is expected to produce the following glare for this receptor:

- 954 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 30 Upwnd

No glare found

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the **Help** page for detailed assumptions and limitations not listed here.



5x Equity LLC

14-32 C-17 KC-135 Rectangular Analysis

Client: Sunpower

Created Oct 03, 2023
 Updated Oct 05, 2023
 Time-step 1 minute
 Timezone offset UTC-8
 Minimum sun altitude 0.0 deg
 Site ID 102142.17291

Project type Advanced
 Project status: active
 Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
 Ocular transmission coefficient: 0.5
 Pupil diameter: 0.002 m
 Eye focal length: 0.017 m
 Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
 Enhanced subtended angle calculation: On

Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	0	0	-

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
Footprint area: 0.02 acre
Axis tracking: Fixed (no rotation)
Tilt: 10.0 deg
Orientation: 153.0 deg
Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.38	31.00	1625.36



2-Mile Flight Path Receptor(s)

Name: RNWY 12
Description:
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.280681	1519.10	50.00	1569.10
2-mile point	33.910702	-117.285338	1543.09	579.44	2122.53



Name: RNWY 14
Description:
Threshold height : 56 ft
Direction: 149.0 deg
Glide slope: 2.59 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1535.50	56.00	1591.50
2-mile point	33.921214	-117.288597	1524.57	544.61	2069.18



Name: RNWY 30
Description:
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.884319	-117.253536	1507.10	50.00	1557.10
2-mile point	33.863875	-117.228880	1469.65	640.88	2110.53



Name: RNWY 32
Description:
Threshold height : 59 ft
Direction: 329.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864894	-117.248281	1488.30	59.00	1547.30
2-mile point	33.840211	-117.230327	1459.69	641.04	2100.73



Route Receptor(s)

Name: 14 Base
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.922394	-117.325047	1636.46	1363.54	3000.00
2	33.931244	-117.309014	1522.98	1477.02	3000.00

Name: 14 Crsswnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.821961	-117.228367	1448.67	1551.33	3000.00
2	33.813147	-117.244350	1534.04	1465.96	3000.00

Name: 14 Dwnwnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.819225	-117.282269	1773.77	1226.23	3000.00
2	33.908131	-117.325528	1583.70	1416.30	3000.00

Name: 14 Final
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.925156	-117.291081	1528.70	1971.30	3500.00
2	33.896431	-117.270636	1500.00	0.00	1500.00

Name: 14 Upwnd
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.864994	-117.248281	1487.06	12.94	1500.00
2	33.836269	-117.227869	1456.51	1543.49	3000.00

Name: 32 Base
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.813147	-117.244350	1777.71	1222.29	3000.00
2	33.821961	-117.228367	1585.94	1414.06	3000.00

Name: 32 Crsswnd
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.931244	-117.309014	1522.97	1477.03	3000.00
2	33.922394	-117.325047	1636.14	1363.86	3000.00

Name: 32 Dwnwnd
Route type: Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.908131	-117.325528	1585.18	1414.82	3000.00
2	33.819225	-117.262269	1777.71	1222.29	3000.00

Name: 32 Final
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.836269	-117.227869	1454.50	1545.50	3000.00
2	33.864994	-117.248281	1486.99	13.01	1500.00

Name: 32 Upwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.896431	-117.270636	1500.00	0.00	1500.00
2	33.925156	-117.291061	1528.70	1971.30	3500.00

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1508.94	118.00	1626.94

1-ATCT map image



Obstruction Components

Name: Obstruction 1
Upper edge height: 32.0 ft



Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886845	-117.285672	1592.73
5	33.887002	-117.285541	1594.43
6	33.886812	-117.285429	1599.10
7	33.886849	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	0	0	-	-

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 no glare found

Component	Green glare (min)	Yellow glare (min)
FP: RNWY 12	0	0
FP: RNWY 14	0	0
FP: RNWY 30	0	0
FP: RNWY 32	0	0
OP: 1-ATCT	0	0
Route: 14 Base	0	0
Route: 14 Crsswnd	0	0
Route: 14 Dwnwnd	0	0
Route: 14 Final	0	0
Route: 14 Upwnd	0	0
Route: 32 Base	0	0
Route: 32 Crsswnd	0	0
Route: 32 Dwnwnd	0	0
Route: 32 Final	0	0
Route: 32 Upwnd	0	0

No glare found

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the [Help page](#) for detailed assumptions and limitations not listed here.



5x Equity LLC

14-32 GA Overhead Analysis

Client: Sunpower

Created Oct 03, 2023
Updated Oct 05, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
Site ID 102141.17291

Project type Advanced
Project status: active
Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
Enhanced subtended angle calculation: On

Summary of Results Glare with low potential for temporary after-image predicted

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	5,416	0	-

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
Footprint area: 0.02 acre
Axis tracking: Fixed (no rotation)
Tilt: 10.0 deg
Orientation: 153.0 deg
Rated power: -
Panel material: Smooth glass with AR coating
Vary reflectivity with sun position? Yes
Correlate slope error with surface type? Yes
Slope error: 8.43 mrad



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36

2-Mile Flight Path Receptor(s)

Name: RNWY 12
Description:
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.280681	1519.10	50.00	1569.10
2-mile point	33.910702	-117.285338	1543.09	579.44	2122.53

Name: RNWY 14
Description:
Threshold height : 56 ft
Direction: 149.0 deg
Glide slope: 2.59 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1535.50	56.00	1591.50
2-mile point	33.921214	-117.288587	1524.57	544.61	2069.18

Name: RNWY 30
Description:
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.884319	-117.253536	1507.10	50.00	1557.10
2-mile point	33.863875	-117.228880	1469.65	640.88	2110.53

Name: RNWY 32
Description:
Threshold height: 59 ft
Direction: 329.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1488.30	59.00	1547.30
2-mile point	33.840211	-117.230327	1459.69	641.04	2100.73



Route Receptor(s)

Name: 14 Dwnwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.863564	-117.293808	1693.09	1806.91	3500.00
2	33.808131	-117.325528	1588.60	1911.40	3500.00

Name: 14 Flral
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.925156	-117.291061	1528.19	1971.81	3500.00
2	33.896431	-117.270636	1500.00	0.00	1500.00

Name: 14 Initial
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.968036	-117.322128	1298.64	2203.36	3500.00
2	33.880706	-117.259453	1510.06	1989.94	3500.00

Name: 32 Dwnwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.863564	-117.293808	1693.52	1806.48	3500.00
2	33.819225	-117.262269	1778.82	1721.18	3500.00

Name: 32 Final
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.836269	-117.227869	1458.81	2041.19	3500.00
2	33.864994	-117.248281	1486.35	13.65	1500.00

Name: 32 Initial
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.793375	-117.196878	1418.67	2081.33	3500.00
2	33.880706	-117.259453	1509.98	1990.02	3500.00

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1508.94	118.00	1628.94

1-ATCT map image



Obstruction Components

Name: Obstruction 1
 Upper edge height: 32.0 ft



Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886945	-117.285672	1592.73
5	33.887002	-117.285641	1594.43
6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	5,416	0	-	-

Distinct glare per month

Excludes overlapping glare from PV array for multiple receptors at matching time(s)

PV	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
pv-array-1 (green)	0	23	83	137	920	922	935	471	0	108	0	0
pv-array-1 (yellow)	0	0	0	0	0	0	0	0	0	0	0	0

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: RNWY 12	0	0
FP: RNWY 14	0	0
FP: RNWY 30	0	0
FP: RNWY 32	0	0
OP: 1-ATCT	0	0
Route: 14 Dwnwnd	214	0
Route: 14 Final	0	0
Route: 14 Initial	3224	0
Route: 32 Dwnwnd	0	0
Route: 32 Final	0	0
Route: 32 Initial	1978	0

PV array 1: RNWY 12

No glare found

PV array 1: RNWY 14

No glare found

PV array 1: RNWY 30

No glare found

PV array 1: RNWY 32

No glare found

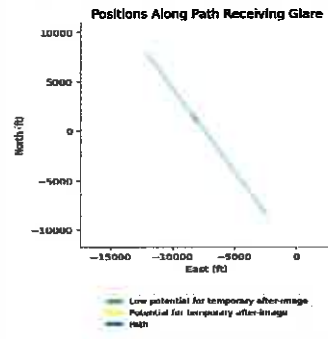
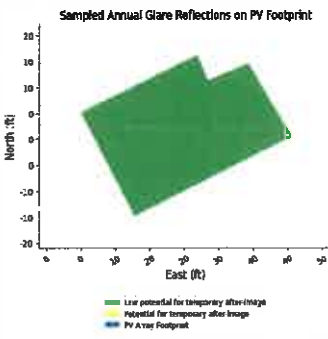
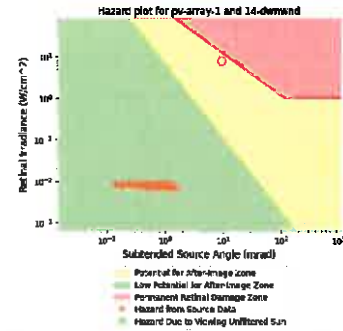
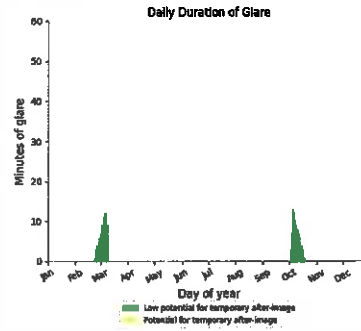
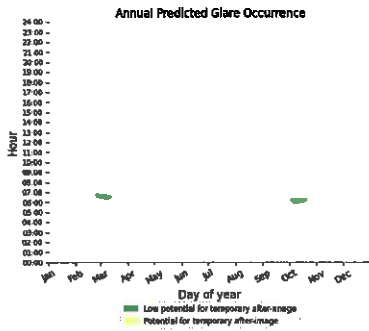
PV array 1: 1-ATCT

No glare found

PV array 1: 14 Dwnwnd

PV array is expected to produce the following glare for this receptor:

- 214 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



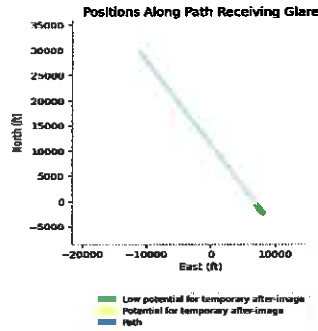
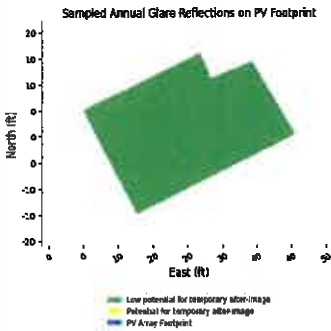
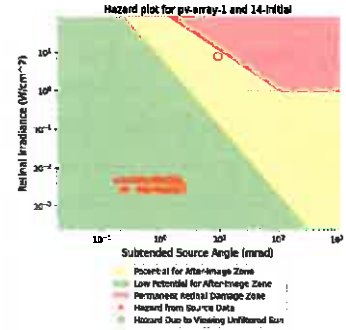
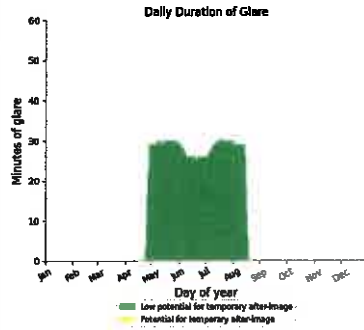
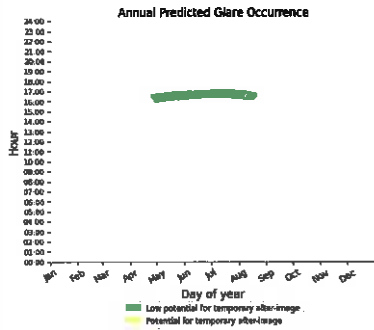
PV array 1: 14 Final

No glare found

PV array 1: 14 Initial

PV array is expected to produce the following glare for this receptor:

- 3,224 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 32 Dwnwnd

No glare found

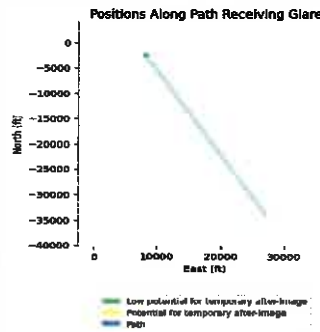
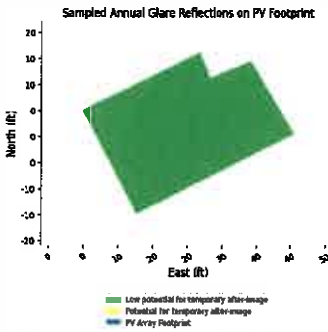
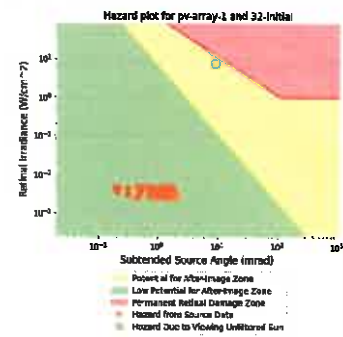
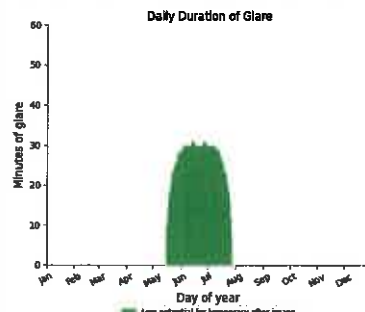
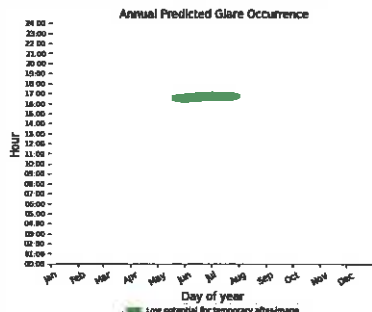
PV array 1: 32 Final

No glare found

PV array 1: 32 Initial

PV array is expected to produce the following glare for this receptor:

- 1,978 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the [Help page](#) for detailed assumptions and limitations not listed here.



5x Equity LLC

14-32 GA Rectangular Analysis

Client: Sunpower

Created Oct 03, 2023
Updated Oct 05, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
Site ID 102140.17291

Project type Advanced
Project status: active
Category 10 to 100 kW



Misc. Analysis Settings

DNI: varies (1,000.0 W/m² peak)
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad

PV Analysis Methodology: Version 2
Enhanced subtended angle calculation: On

Summary of Results Glare with low potential for temporary after-image predicted

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
PV array 1	10.0	153.0	16,104	0	-

Component Data

PV Array(s)

Total PV footprint area: 0.02 acre

Name: PV array 1
 Footprint area: 0.02 acre
 Axis tracking: Fixed (no rotation)
 Tilt: 10.0 deg
 Orientation: 153.0 deg
 Rated power: -
 Panel material: Smooth glass with AR coating
 Vary reflectivity with sun position? Yes
 Correlate slope error with surface type? Yes
 Slope error: 8.43 mrad

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36



2-Mile Flight Path Receptor(s)

Name: RNWY 12
Description:
Threshold height : 50 ft
Direction: 135.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.890258	-117.260681	1519.10	50.00	1569.10
2-mile point	33.910702	-117.285338	1543.09	579.44	2122.53

Name: RNWY 14
Description:
Threshold height : 56 ft
Direction: 148.0 deg
Glide slope: 2.59 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.896431	-117.270636	1535.50	56.00	1591.50
2-mile point	33.921214	-117.288597	1524.57	544.61	2069.18

Name: RNWY 30
Description:
Threshold height : 50 ft
Direction: 315.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.884319	-117.253536	1507.10	50.00	1557.10
2-mile point	33.863875	-117.228880	1469.65	640.88	2110.53

Name: RNWY 32
Description:
Threshold height : 59 ft
Direction: 329.0 deg
Glide slope: 3.0 deg
Pilot view restricted? Yes
Vertical view restriction: 30.0 deg
Azimuthal view restriction: 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	33.864994	-117.248281	1488.30	59.00	1547.30
2-mile point	33.840211	-117.230327	1459.69	641.04	2100.73



Route Receptor(s)

Name: 14 Base
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.904833	-117.292903	1621.43	1378.57	3000.00
2	33.908242	-117.286017	1567.86	1432.14	3000.00

Name: 14 Crsswnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.848078	-117.243236	1479.36	1520.64	3000.00
2	33.844869	-117.250119	1495.86	1504.14	3000.00

Name: 14 Dwnwnd
 Route type Two-way
 View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.846422	-117.258344	1527.47	1472.53	3000.00
2	33.897972	-117.295011	1670.05	1329.95	3000.00

Name: 14 Final
 Route type Two-way
 View angle: 50.0 deg



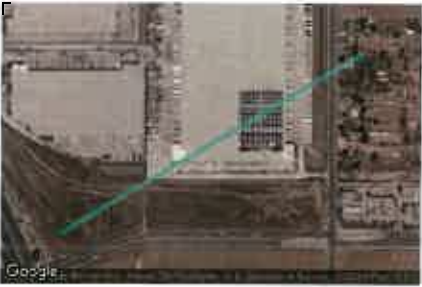
Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.906486	-117.277783	1545.09	1454.91	3000.00
2	33.896431	-117.270636	1500.00	0.00	1500.00

Name: 14 Upwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.864994	-117.248281	1486.35	13.65	1500.00
2	33.854942	-117.241136	1468.43	1531.57	3000.00

Name: 32 Base
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.844669	-117.250119	1495.86	1504.14	3000.00
2	33.848078	-117.243236	1479.36	1520.64	3000.00

Name: 32 Crsswnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.908242	-117.286017	1611.59	1389.00	3000.59
2	33.904833	-117.292903	1573.08	1427.00	3000.08

Name: 32 Dwnwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.897972	-117.295011	1670.05	1329.95	3000.00
2	33.846422	-117.258344	1527.47	1472.53	3000.00

Name: 32 Final
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.854942	-117.241136	1468.43	1531.57	3000.00
2	33.864994	-117.248281	1486.35	13.65	1500.00

Name: 32 Upwnd
Route type Two-way
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	33.886431	-117.270636	1500.00	0.00	1500.00
2	33.906486	-117.277783	1545.09	1454.91	3000.00

Discrete Observation Receptors

Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
1-ATCT	33.891572	-117.251203	1508.94	118.00	1626.94

1-ATCT map image



Obstruction Components

Name: Obstruction 1
Upper edge height: 32.0 ft



Vertex	Latitude	Longitude	Ground elevation
	deg	deg	ft
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886945	-117.285672	1592.73
5	33.887002	-117.285541	1594.43
6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Summary of PV Glare Analysis

PV configuration and total predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File
	deg	deg	min	min	kWh	
PV array 1	10.0	153.0	16,104	0		

Distinct glare per month

Excludes overlapping glare from PV array for multiple receptors at matching time(s)

PV	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
pv-array-1 (green)	1035	908	994	724	0	0	0	388	966	999	993	1052
pv-array-1 (yellow)	0	0	0	0	0	0	0	0	0	0	0	0

PV & Receptor Analysis Results

Results for each PV array and receptor

PV array 1 low potential for temporary after-image

Component	Green glare (min)	Yellow glare (min)
FP: RNWY 12	0	0
FP: RNWY 14	0	0
FP: RNWY 30	0	0
FP: RNWY 32	0	0
OP: 1-ATCT	0	0
Route: 14 Base	0	0
Route: 14 Crsswnd	0	0
Route: 14 Dwnwnd	8045	0
Route: 14 Final	0	0
Route: 14 Upwnd	0	0
Route: 32 Base	0	0
Route: 32 Crsswnd	0	0
Route: 32 Dwnwnd	8059	0
Route: 32 Final	0	0
Route: 32 Upwnd	0	0

PV array 1: RNWY 12

No glare found

PV array 1: RNWY 14

No glare found

PV array 1: RNWY 30

No glare found

PV array 1: RNWY 32

No glare found

PV array 1: 1-ATCT

No glare found

PV array 1: 14 Base

No glare found

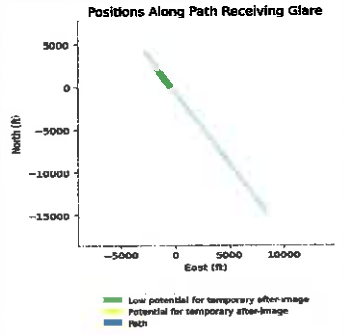
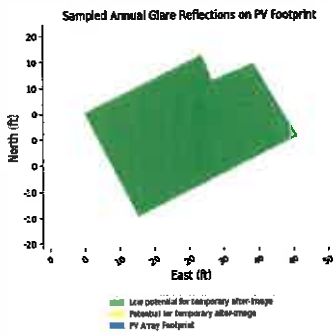
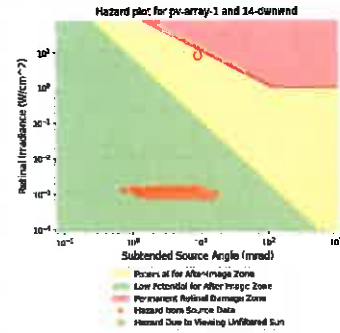
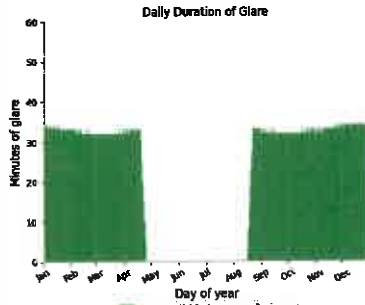
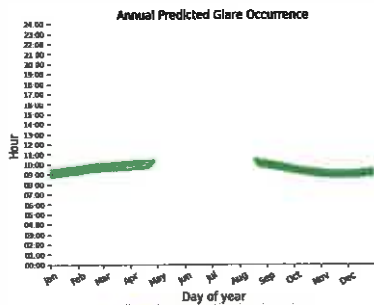
PV array 1: 14 Crsswnd

No glare found

PV array 1: 14 Dwnwnd

PV array is expected to produce the following glare for this receptor:

- 8,045 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 14 Final

No glare found

PV array 1: 14 Upwnd

No glare found

PV array 1: 32 Base

No glare found

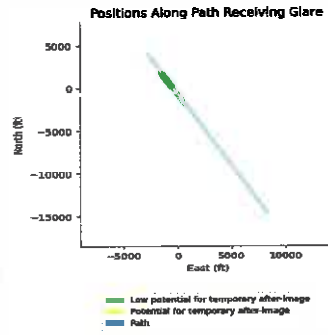
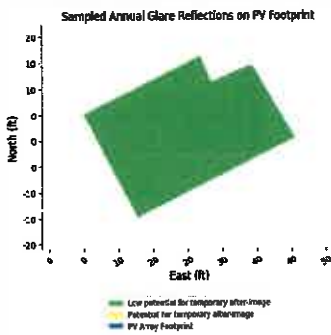
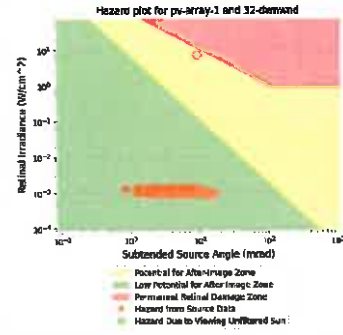
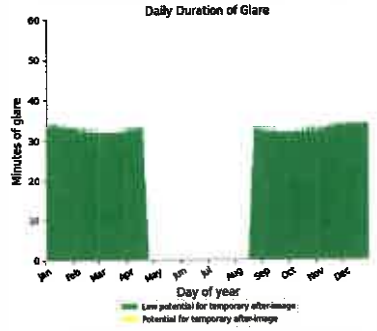
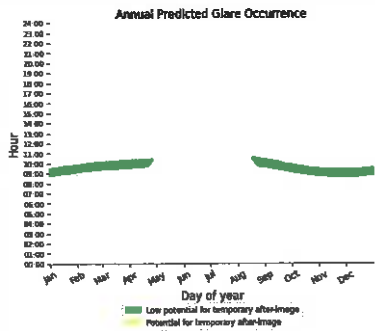
PV array 1: 32 Crsswnd

No glare found

PV array 1: 32 Dwnwnd

PV array is expected to produce the following glare for this receptor:

- 8,059 minutes of "green" glare with low potential to cause temporary after-image.
- 0 minutes of "yellow" glare with potential to cause temporary after-image.



PV array 1: 32 Final

No glare found

PV array 1: 32 Upwnd

No glare found

Assumptions

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not automatically account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Refer to the [Help page](#) for detailed assumptions and limitations not listed here.

FORGESOLAR GLARE ANALYSIS

Project: **5x Equity LLC**
 Site configuration: **12-30 GA Rectangular Analysis**

Client: Sunpower

Created 03 Oct, 2023
 Updated 05 Oct, 2023
 Time-step 1 minute
 Timezone offset UTC-8
 Minimum sun altitude 0.0 deg
 DNI peaks at 1,000.0 W/m²
 Site ID 102136.17291

Ocular transmission coefficient 0.5
 Pupil diameter 0.002 m
 Eye focal length 0.017 m
 Sun subtended angle 9.3 mrad
 PV analysis methodology V2



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the 2021 U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

ForgeSolar is not affiliated with the U.S. FAA and does not represent or speak officially for the U.S. FAA. ForgeSolar cannot approve or deny projects - results are informational only. Contact the relevant airport and FAA district office for information on policy and requirements.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

PV Arrays

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 153.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36

Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT



Obstruction Components

Name: Obstruction 1

Top height: 32.0 ft



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886945	-117.285672	1592.73
5	33.887002	-117.285541	1594.43
6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Glare Analysis Results

Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
PV array 1	10.0	153.0	0	0.0	0	0.0	

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV: PV array 1

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV array 1 and 1-ATCT

Receptor type: ATCT Observation Point
No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

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The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

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Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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FORGESOLAR GLARE ANALYSIS

Project: 5x Equity LLC

Site configuration: 14-32 C-17 KC-135 Rectangular Analysis

Client: Sunpower

Created 03 Oct, 2023

Updated 05 Oct, 2023

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Site ID 102142.17291

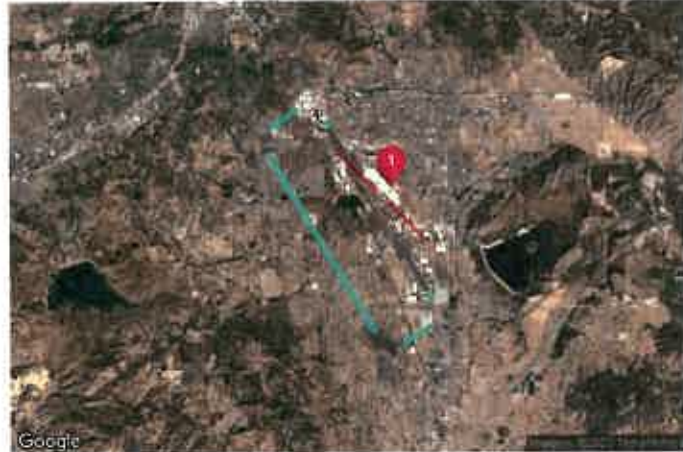
Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis methodology V2



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the 2021 U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

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COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

PV Arrays

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 153.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.886906	-117.285931	1594.63	31.00	1625.63
2	33.886936	-117.285859	1594.07	31.00	1625.07
3	33.886923	-117.285852	1594.06	31.00	1625.06
4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36

Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT



Obstruction Components

Name: Obstruction 1

Top height: 32.0 ft



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
3	33.887037	-117.285731	1592.26
4	33.886945	-117.285672	1592.73
5	33.887002	-117.285541	1594.43
6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Glare Analysis Results

Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
PV array 1	10.0	153.0	0	0.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV: PV array 1

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV array 1 and 1-ATCT

Receptor type: ATCT Observation Point

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

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Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.

The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.

The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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FORGESOLAR GLARE ANALYSIS

Project: **5x Equity LLC**
 Site configuration: **14-32 GA Overhead Analysis**

Client: Sunpower

Created 03 Oct, 2023
 Updated 05 Oct, 2023
 Time-step 1 minute
 Timezone offset UTC-8
 Minimum sun altitude 0.0 deg
 DNI peaks at 1,000.0 W/m²
 Site ID 102141.17291

Ocular transmission coefficient 0.5
 Pupil diameter 0.002 m
 Eye focal length 0.017 m
 Sun subtended angle 9.3 mrad
 PV analysis methodology V2



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the 2021 U.S. Federal Aviation Administration Policy:

Review of Solar Energy System Projects on Federally-Obligated Airports

This policy may require the following criteria be met for solar energy systems on airport property:

- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics, including 1-minute time step.

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COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

The referenced policy can be read at <https://www.federalregister.gov/d/2021-09862>

Component Data

This report includes results for PV arrays and Observation Point ("OP") receptors marked as ATCTs. Components that are not pertinent to the policy, such as routes, flight paths, and vertical surfaces, are excluded.

PV Arrays

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 153.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.886906	-117.285931	1594.63	31.00	1625.63
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4	33.886932	-117.285827	1594.00	31.00	1625.00
5	33.886894	-117.285800	1594.13	31.00	1625.13
6	33.886853	-117.285898	1594.36	31.00	1625.36

Observation Point ATCT Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT



Obstruction Components

Name: Obstruction 1
Top height: 32.0 ft



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.886970	-117.286029	1595.63
2	33.887060	-117.285802	1592.36
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6	33.886812	-117.285429	1599.10
7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Glare Analysis Results

Summary of Results No glare predicted

PV Array	Tilt °	Orient °	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
PV array 1	10.0	153.0	0	0.0	0	0.0	-

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV: PV array 1

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV array 1 and 1-ATCT

Receptor type: ATCT Observation Point
No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.

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Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
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- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

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FORGESOLAR GLARE ANALYSIS

Project: **5x Equity LLC**

Site configuration: **14-32 GA Rectangular Analysis**

Client: Sunpower

Created 03 Oct, 2023

Updated 05 Oct, 2023

Time-step 1 minute

Timezone offset UTC-8

Minimum sun altitude 0.0 deg

DNI peaks at 1,000.0 W/m²

Site ID 102140.17291

Ocular transmission coefficient 0.5

Pupil diameter 0.002 m

Eye focal length 0.017 m

Sun subtended angle 9.3 mrad

PV analysis methodology V2



Glare Policy Adherence

The following table estimates the policy adherence of this glare analysis according to the 2021 U.S. Federal Aviation Administration Policy:

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Component Data

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PV Arrays

Name: PV array 1
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 153.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
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Map image of 1-ATCT



Obstruction Components

Name: Obstruction 1

Top height: 32.0 ft



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7	33.886649	-117.285825	1598.64
8	33.886970	-117.286029	1595.63

Glare Analysis Results

Summary of Results No glare predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy kWh
			min	hr	min	hr	
PV array 1	10.0	153.0	0	0.0	0	0.0	

Total annual glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV: PV array 1

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
1-ATCT	0	0.0	0	0.0

PV array 1 and 1-ATCT

Receptor type: ATCT Observation Point
No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

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- Sun subtended angle: 9.3 milliradians

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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 Jackie Vega at (951) 955-0982.**

The March Joint Powers Authority Planning Department should be contacted on non-ALUC issues. For more information, please contact March Joint Powers Authority Planner Roxanne Corona at 951-656-7000.

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 javega@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: **November 9, 2023**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1587MA23 – Sunpower (Representative: Ronnie Toh) – March Joint Powers Authority Case No. COM-Solar 23-008 (Building Permit). A proposal to construct a 704 square foot rooftop solar panel system on an existing industrial building on 1.65 acres, located at 21550 Van Buren Boulevard, westerly of Meridian Parkway (Airport Compatibility Zone C1 of the 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: ZAP1587MA23

Date Submitted: 9-21-2023

AIA: March

Zone: C1

Public Hearing Staff Review

Applicant

Applicant Full Name: Mason Fisher

Applicant Address: 4085 E La Palma Ave #B Anaheim, CA 92807

Phone: 951-316-5909 Email: mason@sunpowerbysunsolaroc.com

Representative/ Property Owner Contact Information

Representative: Ronnie Toh Email: 5xequityllc@gmail.com

Phone: 310-800-0951

Address: 21550 Van Buren Blvd Riverside, CA 92518

Property Owner:

Email: _____

Phone: _____

Address: _____

Local Jurisdiction Agency

Agency Name: MJPA

Phone: 951-656-7000

Staff Contact: Roxanne Corona

Email: _____

Address: _____

Local Agency Case No.: BUILDING PERMIT COM-SOLAR23-008

Project Location

Street Address: 21550 Van Buren Blvd Gross Parcel Size: 71,874 sqft

Assessor's Parcel No.: 294710001

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) 1,625 ft

Height of Building or structures: 30 ft

What type of drainage basins are being proposed and the square footage: _____

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

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

- A. During the period of September 16, 2023, through October 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 four non-legislative cases and issued determinations of consistency.

ZAP1112RI23 (Zone D) pertains to City of Jurupa Valley Case No. MA21237 (SDP21087 Site Development Permit), a proposal to construct a manufacturing building totaling 97,000 square feet with mezzanines on 4.78 acres located on the southeast corner of Clay Street and Van Buren Boulevard. 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 to construct an industrial building totaling 97,000 square feet with mezzanines, which includes 58,000 square feet of manufacturing area, 32,000 square feet of warehouse area, 3,500 square feet of first floor office area, and 3,500 square feet of second floor office mezzanine area, accommodating 372 people, resulting in an average intensity of 88 people per acre, and a single acre intensity of 235 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 6,026 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 817.6 feet AMSL. The site's finished floor elevation is 635 feet AMSL and proposed building height is 45 feet, resulting in a top point elevation of 680 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required. 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). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 6,026 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

ALUC Director Paul Rull issued a determination of consistency for this project on September 26, 2023.

ZAP1073HR23 (Zone D) pertains to County of Riverside Case No. TPM 38153 (Tentative Parcel Map), a proposal to subdivide 5.15 acres into 2 separate parcels, located southerly of Milan Road, northerly of Ranchland Road, and westerly of Oxbow Drive. The site is located within Airport Compatibility Zone D of the Hemet-Ryan Airport Influence Area (AIA), where Compatibility Zone D restricts residential density to either below 0.4 dwelling units per acre or greater than 3.0 dwelling units per acres per Additional Compatibility Policy 2.3. The project proposes to divide 5.15 acres into two separate parcels, resulting in a density of 0.38 dwelling units per acre, which is inconsistent with Zone D criterion of either below 0.4 dwelling units per acre or greater than 3.0 dwelling units per acre. The elevation of Runway 5-23 at its

westerly terminus is 1,499 feet above mean sea level (AMSL). At a distance of approximately 13,864 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,638 feet AMSL. The site's finished floor elevation is 1,496 feet AMSL and proposed building height is 14 feet, resulting in a top point elevation of 1,560 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 September 20, 2023.

ZAP1041FL23 (Zones D, E) pertains to City of Jurupa Valley Case No. MA23028 (SDP23013 [Site Development Review]), a proposal to establish a new truck repair/sales business within an existing facility, including a 992 square foot building, 600 square foot service bay, and 400 square foot lunch shelter on 2.0 acres, located at 5934 Mission Boulevard, westerly of Riverview Drive and easterly of Rosa Road. The project is located within Compatibility Zones D and E of Flabob Airport Influence Area, where Zone D restricts non-residential intensity to 100 people per average acre, and 300 people per single acre, and Zone E non-residential intensity is not restricted. The existing buildings are located on a portion of the site that is in Zone E, where occupancy is not restricted, and no development is proposed in the portion of the site in Zone D. The elevation of Runway 6-24 at its westerly terminus is approximately 750 feet above mean sea level (AMSL). At a distance of approximately 4,450 feet from the runway to the above-referenced parcel, Federal Aviation Administration (FAA) review would be required for any structures with top point exceeding 795 feet AMSL. The project's site elevation is 822 feet AMSL with the 21-foot-tall existing building would result in a top point elevation of 843 feet AMSL. However, since the 21-foot tall building already exists, and that none of the project structures would exceed that height, review by the FAA Obstruction Evaluation Service (FAA OES) for height/elevation reasons was not required. 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 nearest portion of the project is located 4,450 feet from the runway, and therefore would be subject to the above requirement. The project utilizes infiltration basins which are permitted in Zones D and E. 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 basins are permissible as long as landscaping is not attractive to potentially hazardous wildlife, and that basins have a 48-hour drawdown. The project has been conditioned to be consistent with the basin criteria

ALUC Director Paul Rull issued a determination of consistency for this project on October 5, 2023.

ZAP1049BA23 (Zone D) pertains to City of Banning Case No. DR23-7008 (Design Review), a proposal to construct a 46,944 square foot manufacturing building on 15.79 acres located northerly of Lincoln Street, westerly of Eighth Street, and southerly of the I-10 Freeway. The applicant also proposes changing the westerly portion of the site's (which is located outside the airport influence area) land use designation and zoning from General Commercial to Industrial. The project does not propose any legislative actions within the airport influence area Zone D. The portion of the site is located within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area (AIA). Zone D restricts non-residential intensity to 200 people per average acre and 800 people per single acre. The project does not propose any buildings within the Zone D portion of the site, therefore no occupancy will be generated. The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 9,000 feet

from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,209 feet AMSL. The site's finished floor elevation is 2,390 feet AMSL and the proposed building height is 37 feet, resulting in a top point elevation of 2,427 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. However, since the building is located outside the airport influence area, the FAA OES review will be conditioned to be done prior to building permit. 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). Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 9,098 feet), the project utilizes underground infiltration systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

ALUC Director Paul Rull issued a determination of consistency for this project on October 5, 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.

ZAP1076RG23 (Zone D) pertains to City of Riverside Zoning Ordinance Amendment (PR2023-001523), a proposal amending Title 19 of the Riverside Municipal Code related to updates to regulations for industrial development, including align definition of Sensitive Receptors with established policy and provide additional protections for sensitive receptors near proposed industrial development; revise industrial development standards including but not limited to Floor Area Ratio, maximum building size and landscape setbacks to improve compatibility with surrounding uses; enhance project notification requirements for certain projects within the Business Manufacturing Park (BMP) and General Industrial (I) Zones; and other minor, non-substantive changes and technical corrections as required to provide clarity, correct errors, or remove redundancies.

ALUC Director Paul Rull issued a determination of consistency for this project on September 26, 2023.

- 5.2** Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

X:\ALUC Administrative Items\Admin. 2023\ADmin Item 11-9-23.doc

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



September 26, 2023

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Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

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Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

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Riverside

Vernon Poole
Murrieta

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Miguel Del Rio, Associate 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.: ZAP1112RI23
Related File No.: MA21237 (SDP21087 Site Development Permit)
APN: 163-300-020 and 163-400-011
Airport Zone: Zone D

Dear Mr. Del Rio:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to 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. MA21237 (SDP21087 Site Development Permit), a proposal to construct a manufacturing building totaling 97,000 square feet with mezzanines on 4.78 acres located on the southeast corner of Clay Street and Van Buren Boulevard.

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 to construct an industrial building totaling 97,000 square feet with mezzanines, which includes 58,000 square feet of manufacturing area, 32,000 square feet of warehouse area, 3,500 square feet of first floor office area, and 3,500 square feet of second floor office mezzanine area, accommodating 372 people, resulting in an average intensity of 88 people per acre, and a single acre intensity of 235 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 6,026 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 817.6 feet AMSL. The site's finished floor elevation is 635 feet AMSL and proposed building height is 45 feet, resulting in a top point elevation of 680 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

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).

AIRPORT LAND USE COMMISSION

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 6,026 feet), the project utilizes underground detention systems which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

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:

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

AIRPORT LAND USE COMMISSION

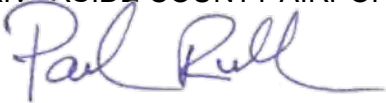
“AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance 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.

5. This project has been evaluated as consisting of 48,000 square feet of manufacturing area, 32,000 square feet of warehouse area, 3,500 square feet of first floor office area, and 3,500 square feet of second floor office mezzanine area. Any increase in building area, 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.

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: Wayne Lu (applicant)
The Holt Group Inc. (representative)
Wei Lin (property owner)
Daniel Prather, Airport Manager, Riverside Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Riverside\ZAP1112RI23\ZAP1112RI23.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

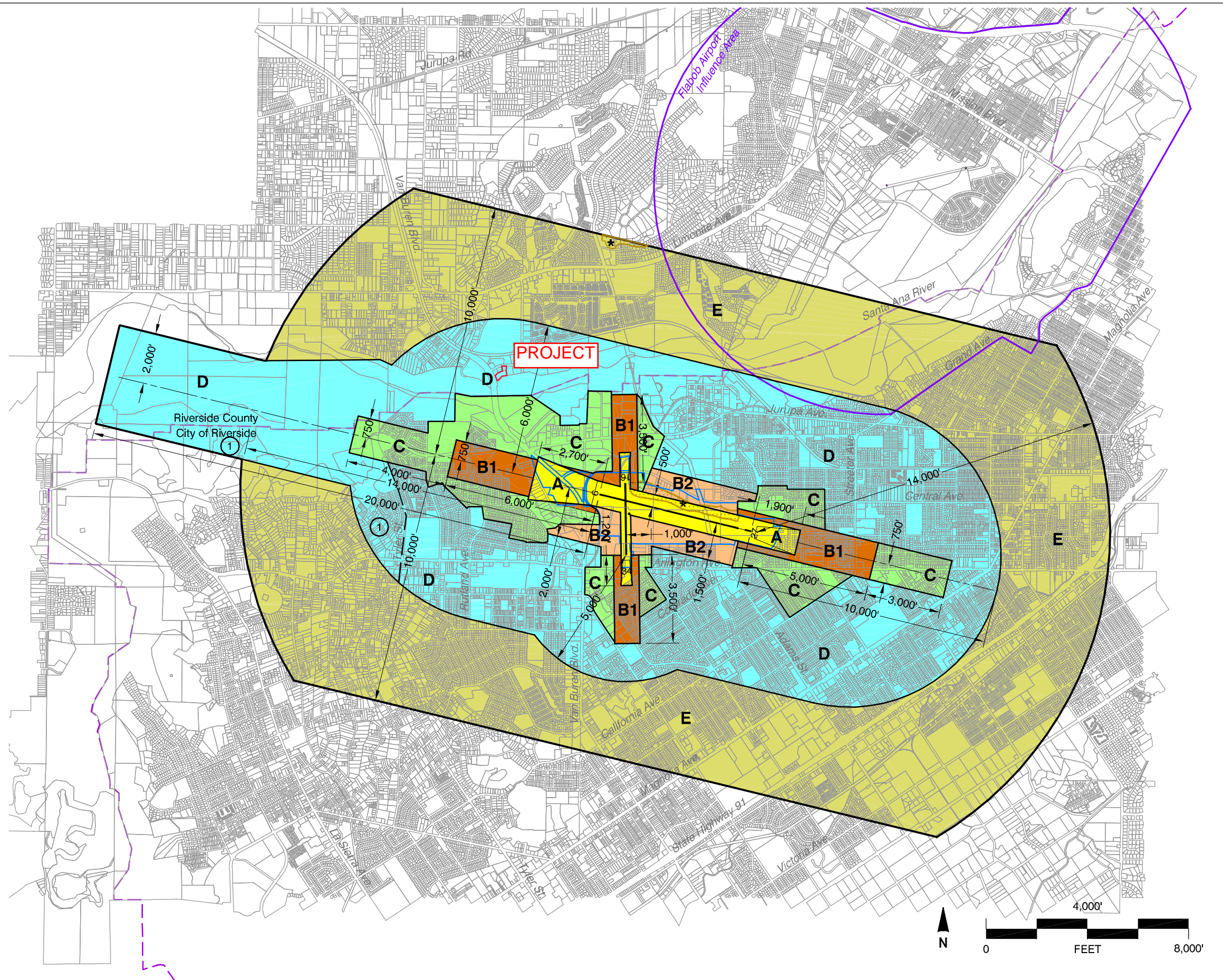
PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES



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.

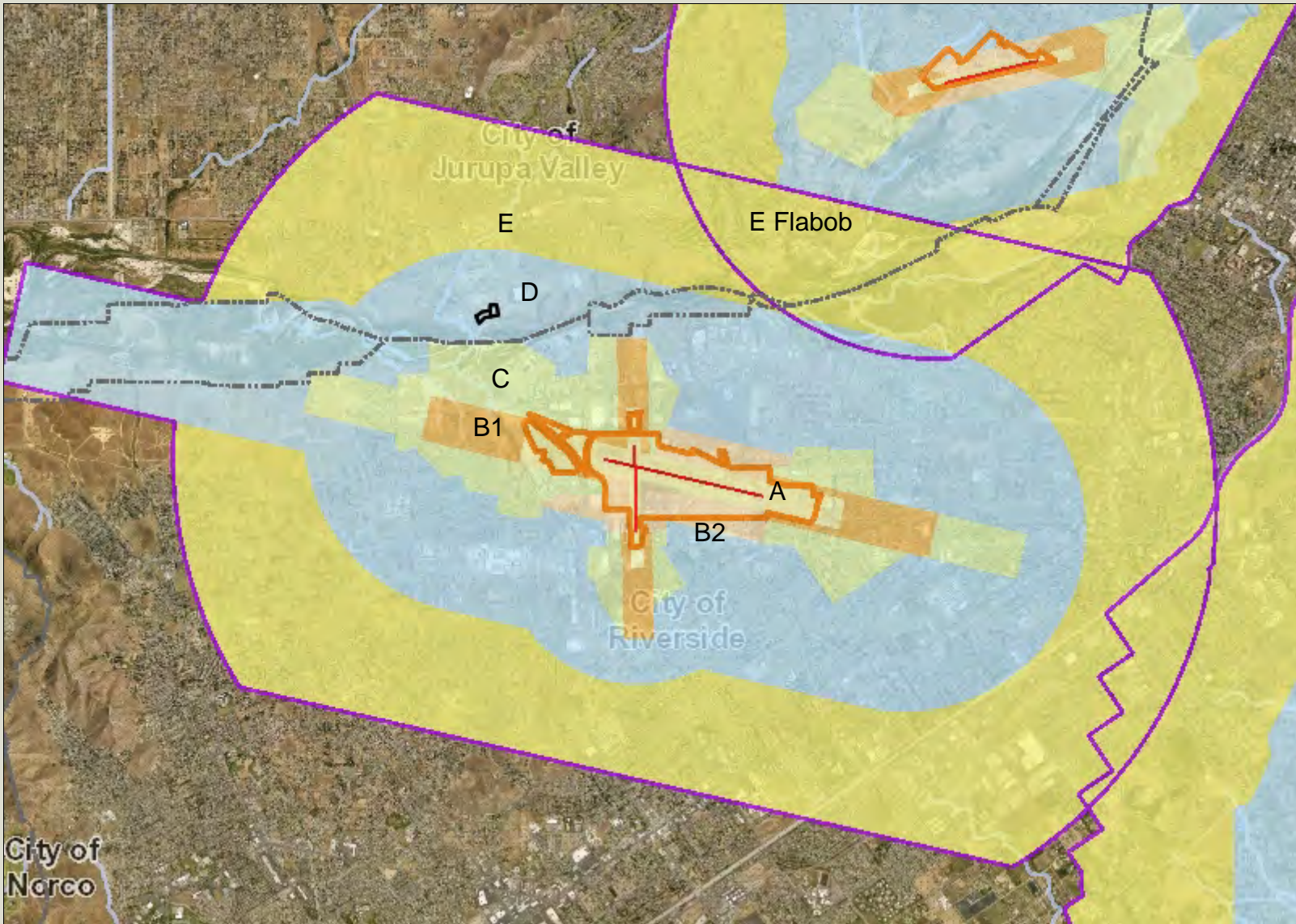
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

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

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



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Notes

Map My County Map



Legend

- Parcels
- 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



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Notes

Map My County Map



Legend

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



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0 385 770 Feet

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Notes

Map My County Map



Legend

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



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0 770 1,539 Feet

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Notes

Map My County Map



Legend

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



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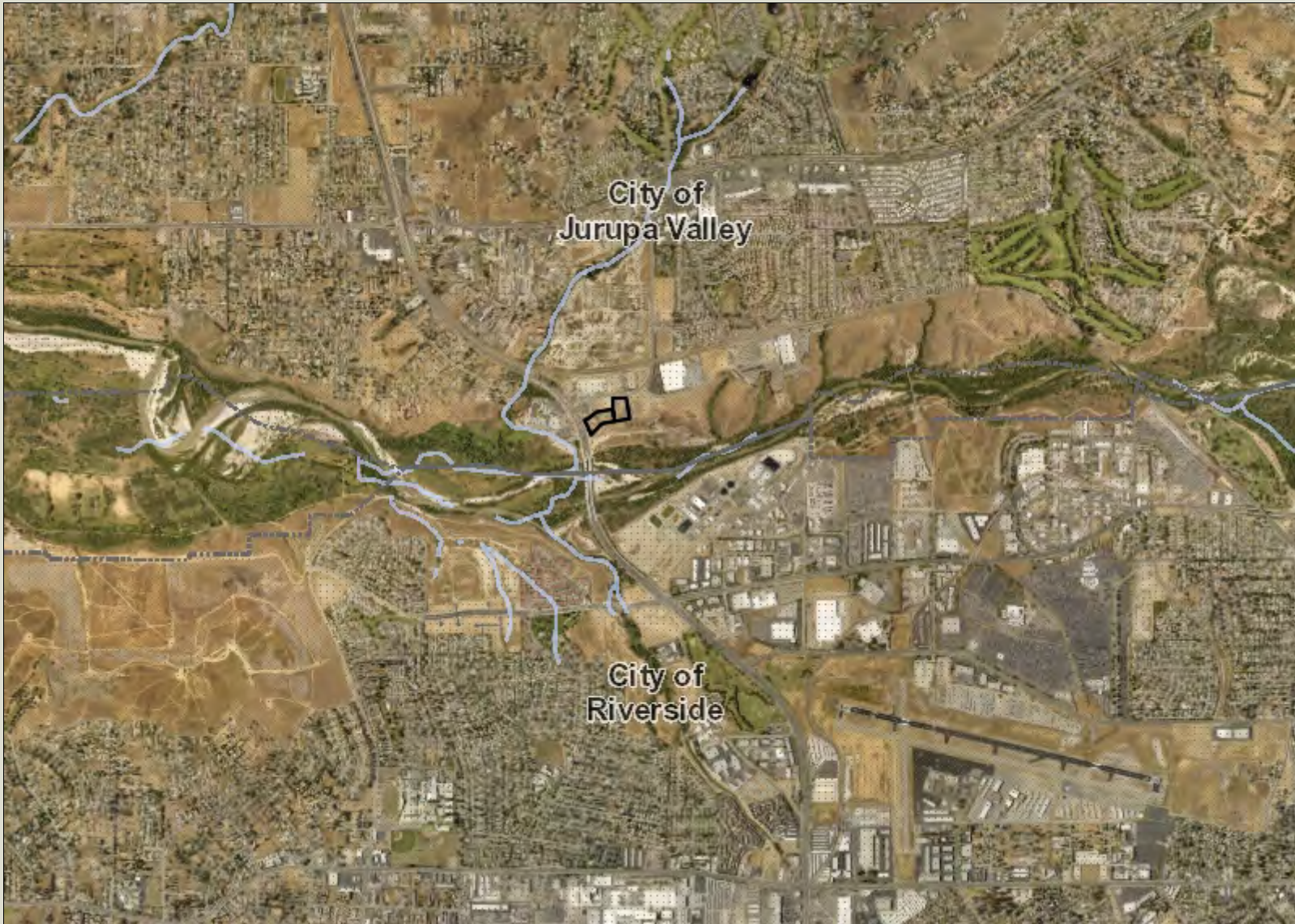


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



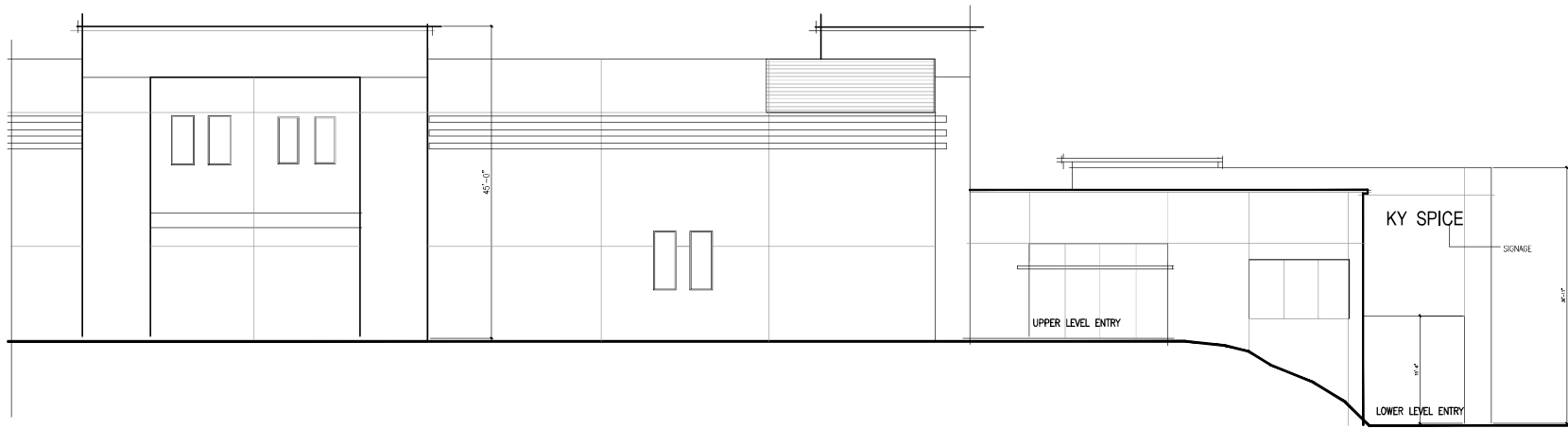
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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.

Notes

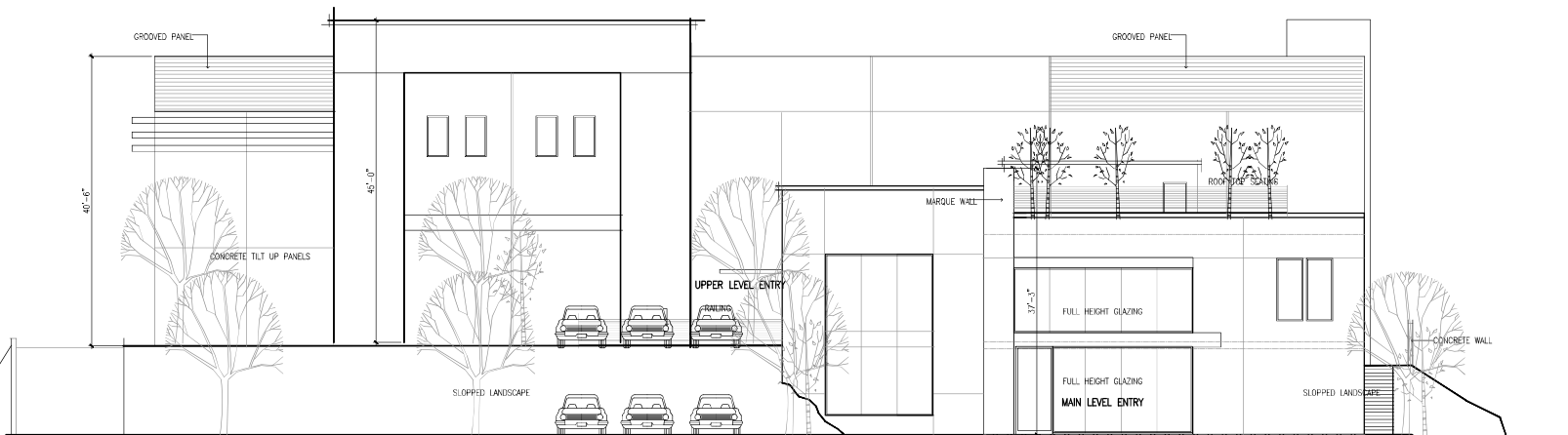


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PARTIAL
north elevation
SCALE: 1/8"=1'-0"



west elevation
SCALE: 1/8"=1'-0"

consultant:

owner information:
KY SPICE MANUFACTURING
WEI LIN
131 WHISPERING PINE
IRVINE, CA 92620
WILIN@KATAYAMA FOODS.US

project location:
6840 VAN BUREN BLVD
JURUPA, CA

issue / date:

The above drawings and specifications and notes, designs and arrangements represented thereon are and shall remain the property of the designer, and no part thereof shall be copied, distributed or otherwise used in connection with any work or project other than the specified project for which they have been prepared and developed without the written consent of the designer. Visual contact with these plans or specifications shall constitute conclusive evidence of acceptance of these conditions.
No one is to copy or reuse drawings or designs or any part thereof without the written consent of the designer and the designer shall be responsible for all permissions and conditions on the site and the office must be notified of any necessary prior to the designer and conditions from the drawings. Shop details must be submitted to this office for approval before proceeding with fabrication.

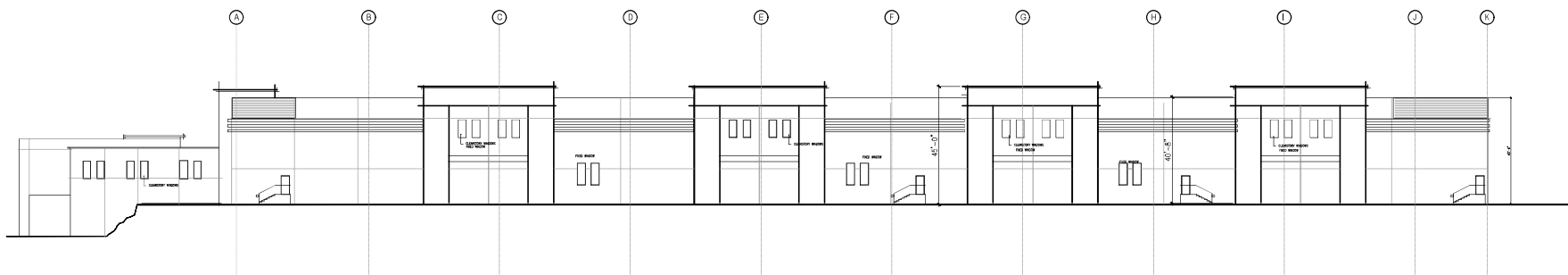
project no: 200203
phase: SC
date: 06/02/2013
scale: NOTED
drawn by:
sheet index:

consultant:

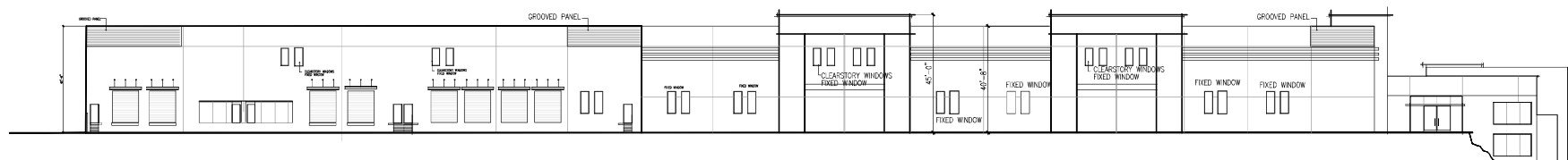
owner information:
KY SPICE MANUFACTURING
 WEI LIN
 19 WHISPERING PINE
 IRVINE, CA 92620
 WLIN@KATAYAMA FOODS.US

project location:
 6840 VAN BUREN BLVD
 JURUPA, CA

issue / date:



FULL
 north elevation
 SCALE: 1"=20'-0"



FULL
 west elevation
 SCALE: 1/8"=1'-0"

The above drawings and specifications, including design and arrangements represented hereby are and shall remain the property of the designer, and no part thereof shall be copied, distributed or otherwise used in connection with any work for project other than the specified project for which they have been prepared and published without the written consent of the designer. All work shall conform to the specifications and standards of the American Institute of Architects and the International Building Code.

Notes:
 1. All dimensions are in feet and inches unless otherwise specified.
 2. All materials shall be of the highest quality and shall conform to the specifications and standards of the American Institute of Architects and the International Building Code.
 3. Shop drawings must be submitted to this office for approval before proceeding with fabrication.

project no: 200102
 phase: SC
 date: 06/02/20
 scale: 1/8"=1'-0"
 drawn by:
 sheet index:

A401

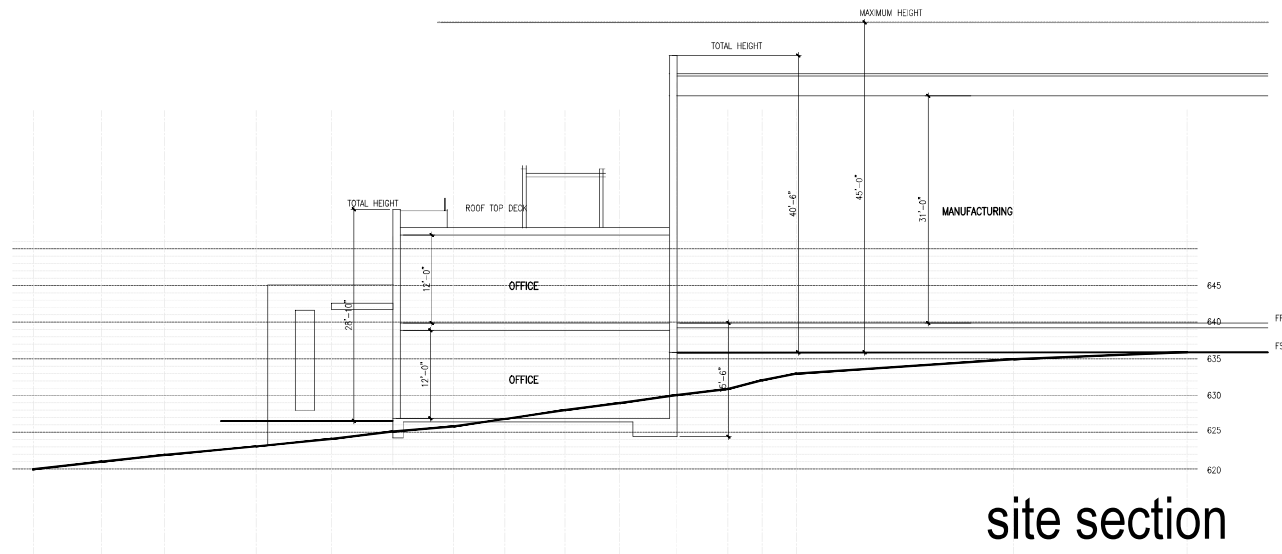
sheet no.

consultant:

owner information:
KY SPICE MANUFACTURING
WEI LIN
19 WHISPERING PINE
IRVINE, CA 92620
WILIN@KATAYAMA FOODS.US

project location:
6840 VAN BUREN BLVD
JURUPA, CA

issue / date:



The above drawings and specifications and other designs and arrangements represented thereon are and shall remain the property of the designer, and no part thereof shall be copied, distributed or otherwise used in connection with any work or project other than the specified project for which they have been prepared and designed without the written consent of the designer. Visual conflict with these plans or specifications shall constitute conclusive evidence of acceptance of these conditions.

project no: 200202
phase: SC
date: 06/02/2013
scale: NOTED
drawn by:
sheet index:

A500

sheet no.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



September 20, 2023

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Lake Elsinore

VICE CHAIR
Russell Betts
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Simon A. Housman

Jackie Vega
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Blanca Bernardino, Project Planner
County of Riverside, Planning Department
4080 Lemon Street, 12th floor
Riverside, CA 92501

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1073HR23
Related File No.: TPM 38153 (Tentative Parcel Map)
APN: 465-320-006
Airport Zone: Zone D

Dear Ms. Bernardino:

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 County of Riverside Case No. TPM 38153 (Tentative Parcel Map), a proposal to subdivide 5.15 acres into 2 separate parcels, located southerly of Milan Road, northerly of Ranchland Road, and westerly of Oxbow Drive.

The site is located within Airport Compatibility Zone D of the Hemet-Ryan Airport Influence Area (AIA), where Compatibility Zone D restricts residential density to either below 0.4 dwelling units per acre or greater than 3.0 dwelling units per acres per Additional Compatibility Policy 2.3. The project proposes to divide 5.15 acres into two separate parcels, resulting in a density of 0.38 dwelling units per acre, which is inconsistent with Zone D criterion of either below 0.4 dwelling units per acre or greater than 3.0 dwelling units per acre.

The elevation of Runway 5-23 at its westerly terminus is 1,499 feet above mean sea level (AMSL). At a distance of approximately 13,864 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,638 feet AMSL. The site’s finished floor elevation is 1,496 feet AMSL and proposed building height is 14 feet, resulting in a top point elevation of 1,560 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 2017 Hemet-Ryan Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

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

AIRPORT LAND USE COMMISSION

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.

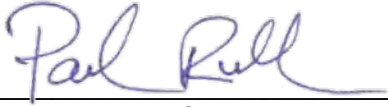
5. This project has been evaluated as consisting of a division of 5.15 acres into two residential lots. Any increase in building area, change in use to any higher intensity use,

AIRPORT LAND USE COMMISSION

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.

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: Rachel Dod Ayala (applicant/representative)
David Robert Mackie (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\Hemet-Ryan\ZAP1073HR23\ZAP1073HR23.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

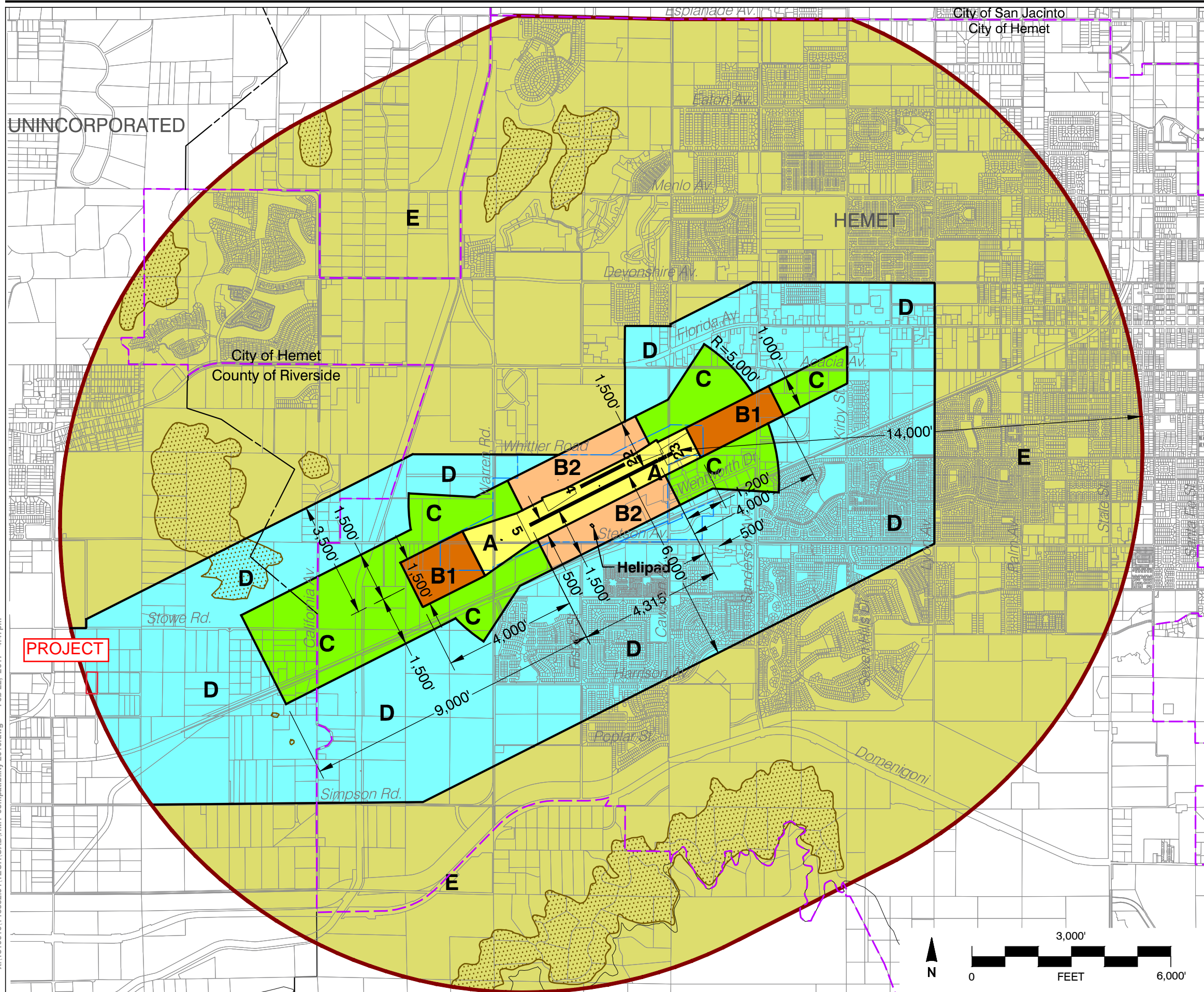
PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES



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

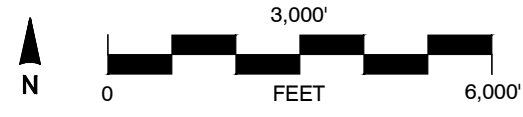
- Boundary Lines**
- Airport Property Line
 - City Limits
 - City Sphere of Influence

Note
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

Riverside County
 Airport Land Use Commission
Hemet-Ryan Airport
Land Use Compatibility Plan
 (Adopted February 9, 2017)

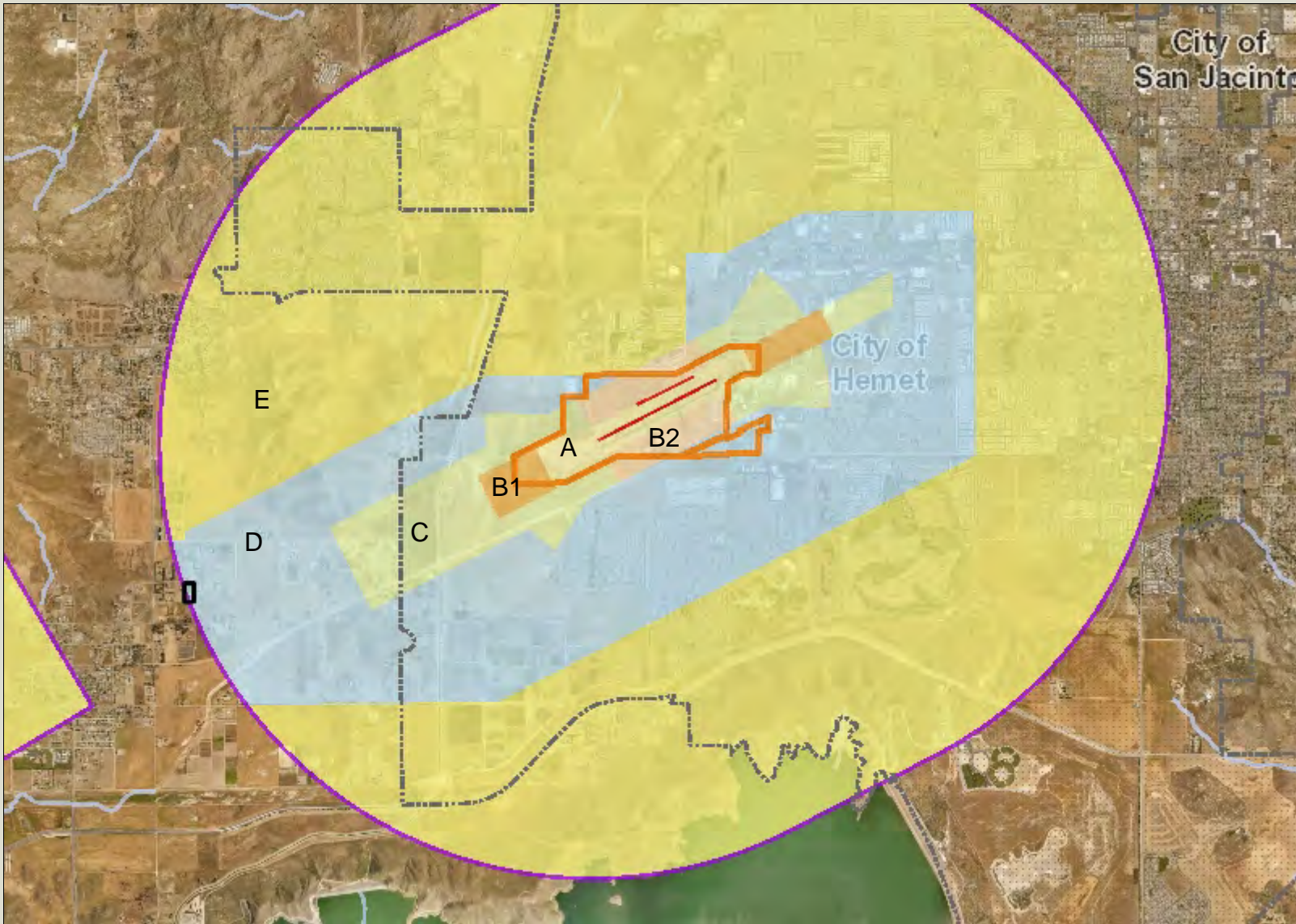
Map HR-1

Compatibility Map
 Hemet-Ryan Airport



X:\1819010\113532.01\TECH\CAD\HMT-compatibility 2016.dwg Feb 22, 2017 - 4:47pm

Map My County Map

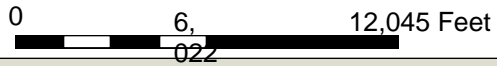


Legend

- 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



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Notes

Map My County Map



Legend

- Parcels
- 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



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0 376 753 Feet

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Notes

Map My County Map



Legend

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



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0 376 753 Feet

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Notes

Map My County Map



Legend

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



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Notes








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Map My County Map



Legend

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



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0 753 1,506 Feet

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



October 5, 2023

Jesus Huerta, Associate Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

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Paul Rull

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Jackie Vega
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1041FL23
Related File No.: MA23028 (SDP23013 [Site Development Review])
APN: 182-230-022
Airport Zone: Compatibility Zone D, E

Dear Mr. Huerta

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to 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. MA23028 (SDP23013 [Site Development Review]), a proposal to establish a new truck repair/sales business within an existing facility, including a 992 square foot building, 600 square foot service bay, and 400 square foot lunch shelter on 2.0 acres, located at 5934 Mission Boulevard, westerly of Riverview Drive and easterly of Rosa Road.

The project is located within Compatibility Zones D and E of Flabob Airport Influence Area, where Zone D restricts non-residential intensity to 100 people per average acre, and 300 people per single acre, and Zone E non-residential intensity is not restricted. The existing buildings are located on a portion of the site that is in Zone E, where occupancy is not restricted, and no development is proposed in the portion of the site in Zone D.

The elevation of Runway 6-24 at its westerly terminus is approximately 750 feet above mean sea level (AMSL). At a distance of approximately 4,450 feet from the runway to the above-referenced parcel, Federal Aviation Administration (FAA) review would be required for any structures with top point exceeding 795 feet AMSL. The project’s site elevation is 822 feet AMSL with the 21-foot-tall existing building would result in a top point elevation of 843 feet AMSL. However, since the 21-foot tall building already exists, and that none of the project structures would exceed that height, review by the FAA Obstruction Evaluation Service (FAA OES) for height/elevation reasons was not required.

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 nearest portion of the project is located 4,450 feet from the runway, and therefore would be subject to the above

AIRPORT LAND USE COMMISSION

requirement. The project utilizes infiltration basins which are permitted in Zones D and E. 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 basins are permissible as long as landscaping is not attractive to potentially hazardous wildlife, and that basins have a 48-hour drawdown. The project has been conditioned to be consistent with the basin criteria

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Flabob Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended conditions:

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.
 - (f) 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. 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.
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

AIRPORT LAND USE COMMISSION

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.

5. This project has been evaluated as consisting of establishing a new truck repair/sales business within an existing facility, including a 992 square foot building, 600 square foot service bay, and 400 square foot lunch shelter. Any increase in building area, 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 criteria, at the discretion of the ALUC Director.

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: Yuanze Li (applicant/property owner)
KWC Architecture+Design (representative)
Beth LaRock, Manager, Flabob Airport
ALUC Case File

X:\AIRPORT CASE FILES\Flabob\ZAP1041FL23\ZAP1041FL23.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

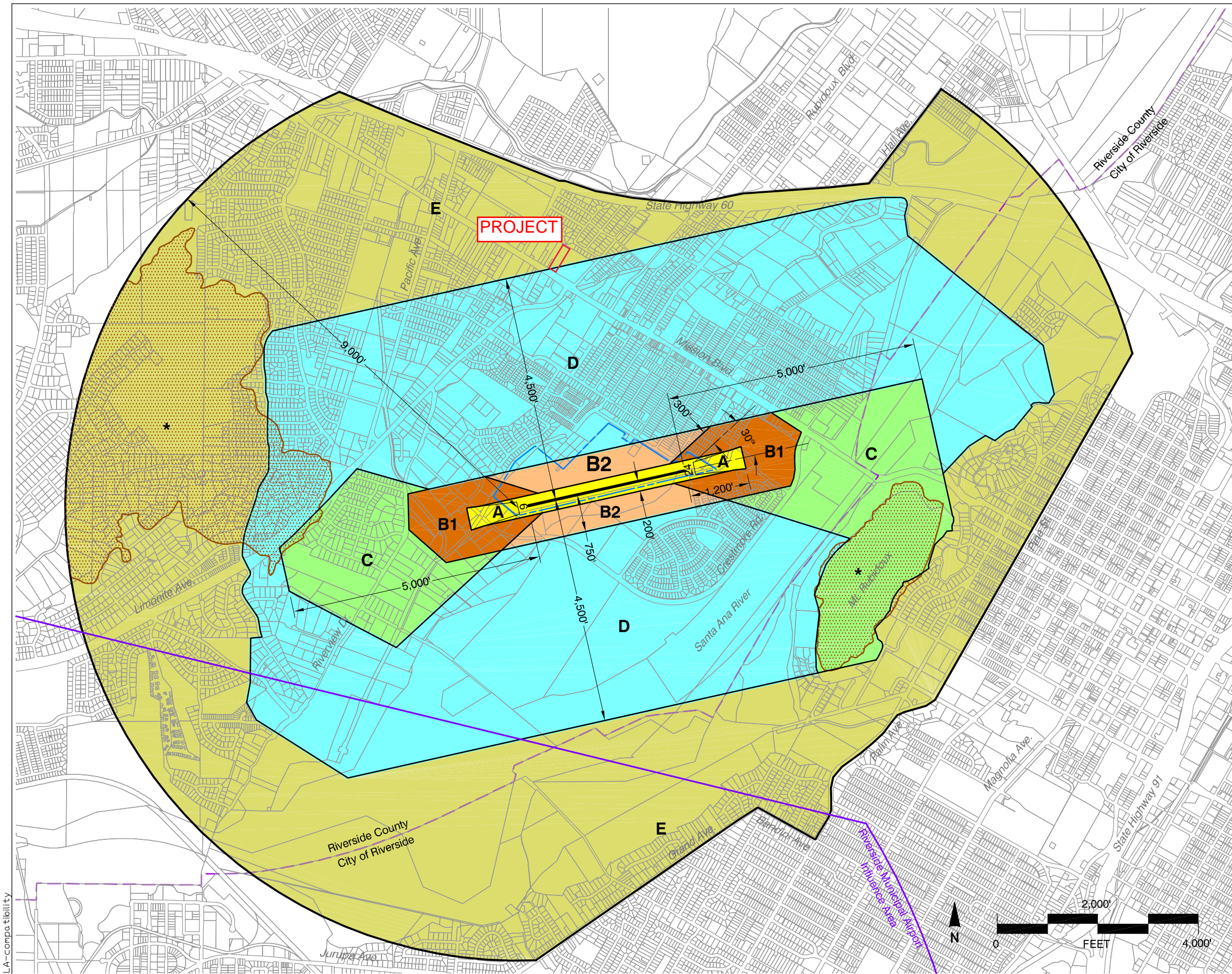
PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES



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

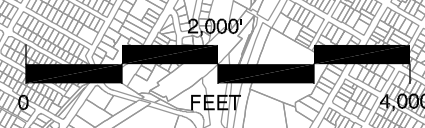
Note
 Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

 See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted December 2004)

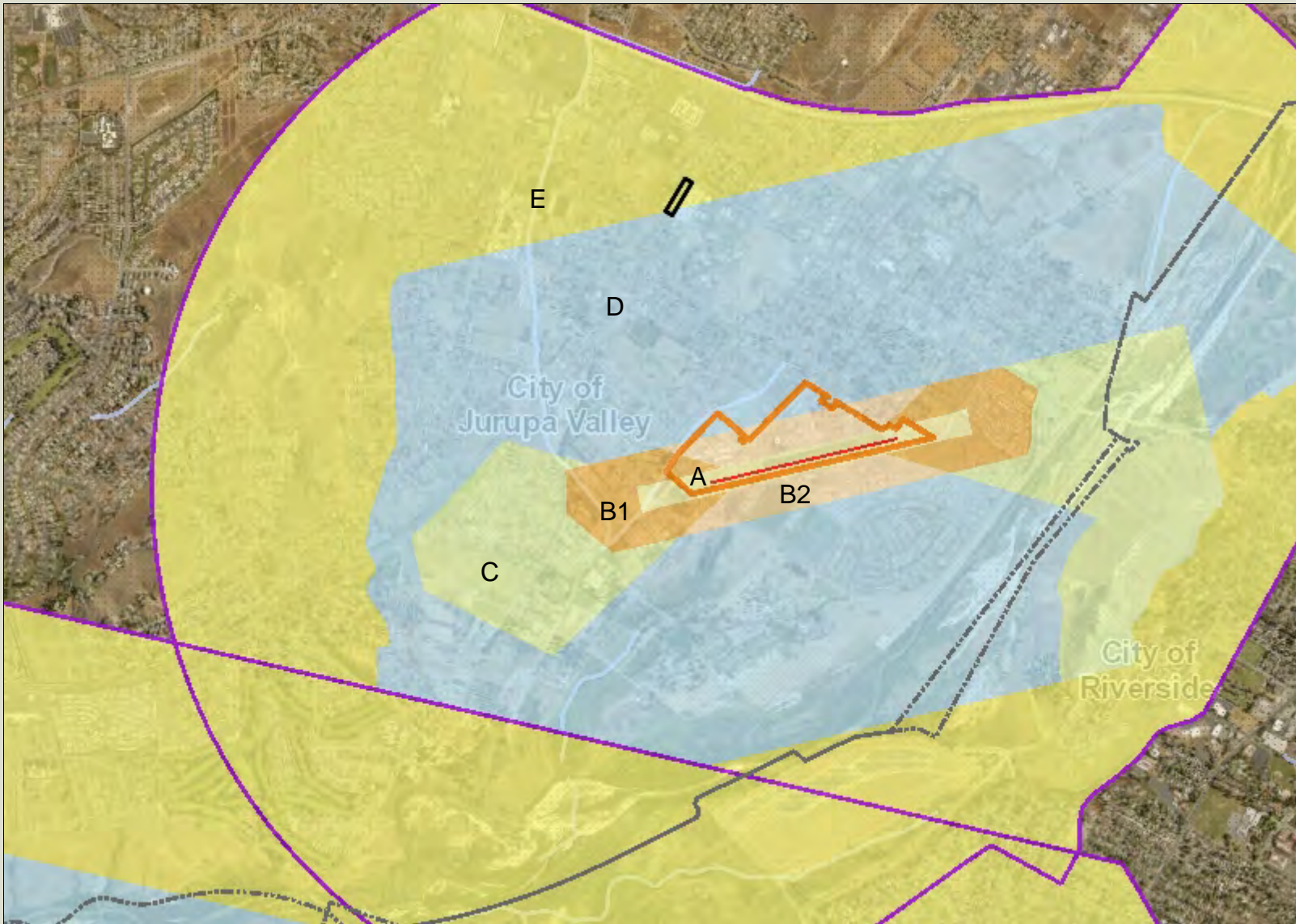
Map FL-1

Compatibility Map
Flabob Airport



FLA-compatibility

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



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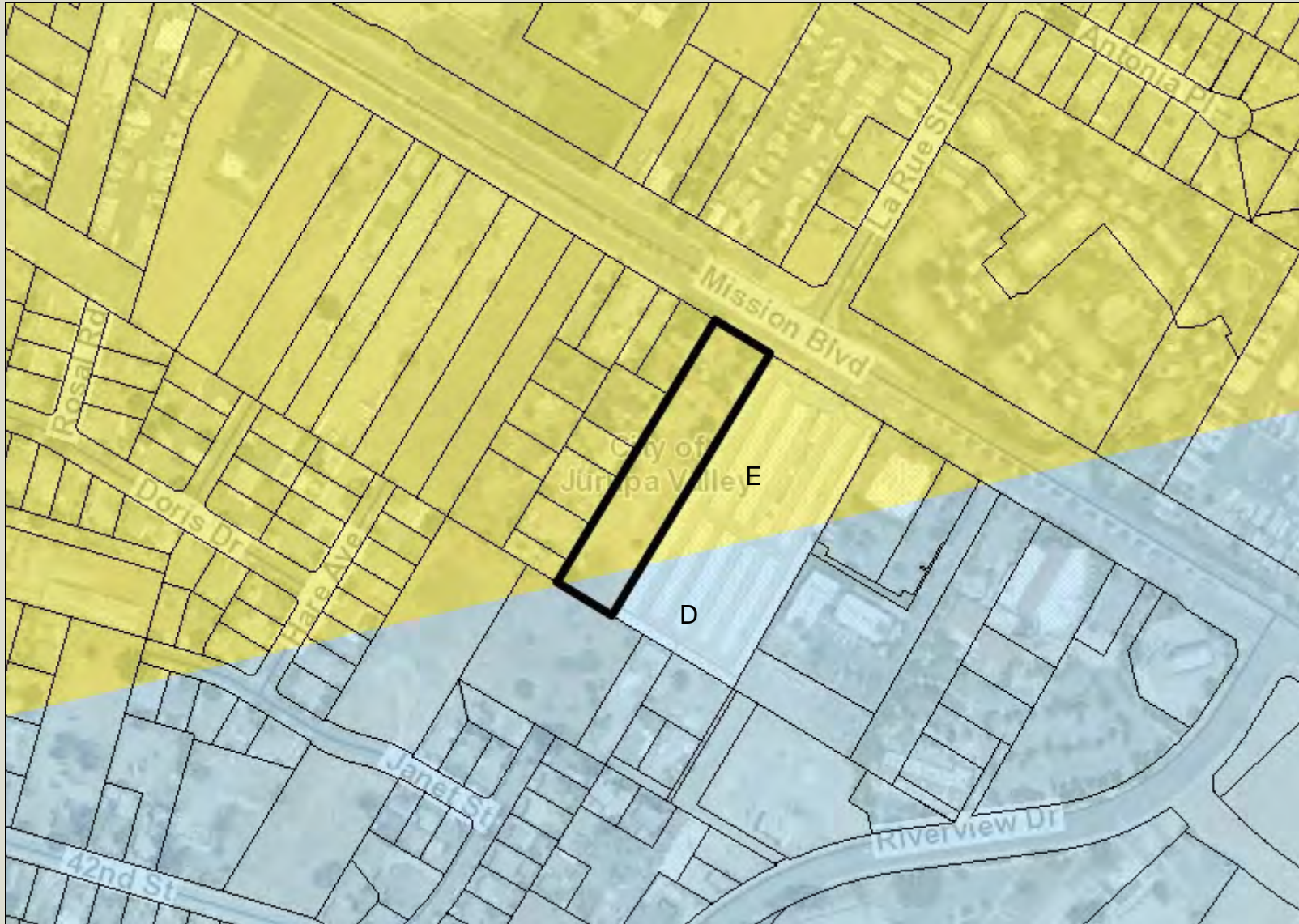


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Notes

Map My County Map



Legend

- Parcels
- 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



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0 385 770 Feet

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Notes

Map My County Map



Legend

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



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.

0 385 770 Feet

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Notes

Map My County Map



Legend

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



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Notes



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Map My County Map



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



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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



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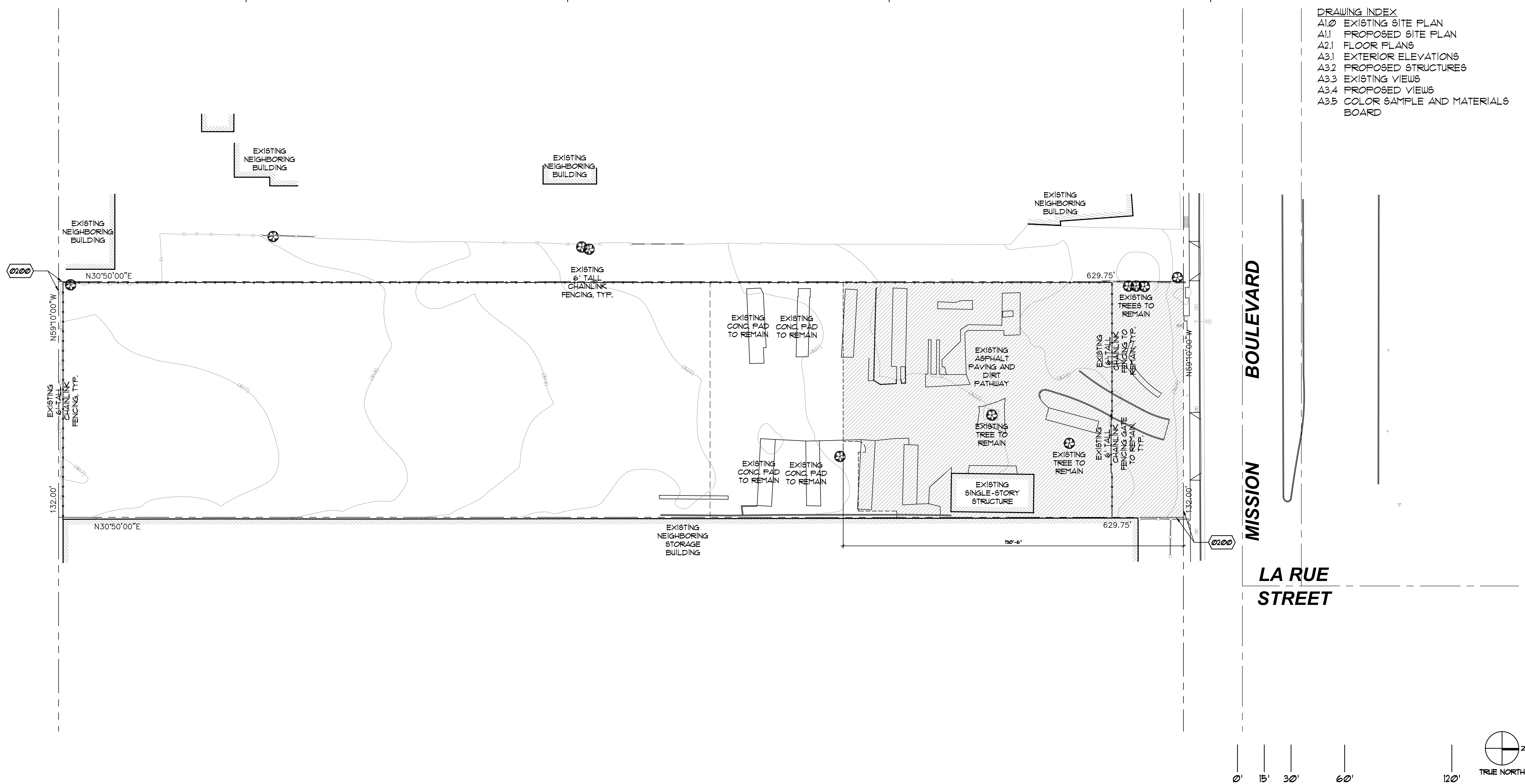
DRAWING INDEX

A1.0	EXISTING SITE PLAN
A1.1	PROPOSED SITE PLAN
A2.1	FLOOR PLANS
A3.1	EXTERIOR ELEVATIONS
A3.2	PROPOSED STRUCTURES
A3.3	EXISTING VIEWS
A3.4	PROPOSED VIEWS
A3.5	COLOR SAMPLE AND MATERIALS BOARD

New Truck World, Inc.
Tenant Improvements
 5934 Mission Boulevard
 Riverside, CA 92509



CONSULTANT



0' 15' 30' 60' 120' TRUE NORTH

EXISTING SITE PLAN 2
 1"=30'-0"

OWNER
 YUANZI "DAVID" LI
 5934 MISSION BLVD
 RIVERSIDE, CA 92509
 (909) 536-5466

PROPERTY INFORMATION
 ADDRESS:
 5934 MISSION BLVD
 RIVERSIDE, CA 92509

ASSESSOR'S PARCEL No.:
 182230022

PROPOSED USES
 TRUCK (SEMI-TRUCK) PART SALES, TRUCK (SEMI-TRUCK) REPAIR AND SALES.

PROJECT DATA

ZONING: C-1 / C-P
 SITE AREA: 2 AC
 EXISTING BUILDING AREA: 992 SF.
 PROPOSED BLDG AREA:
 992 SF. EXISTING BUILDING REMODEL
 400 SF. (N) PRE-FAB OPEN WALL LUNCH SHELTER
 600 SF. (N) PRE-FAB STRUCTURE

MAX HEIGHT: 35' MAX (SEC. 91B.040 (2))
 PROPOSED MAX HEIGHT: 20'-1"

FRONT SETBACK: 0'
 SIDE SETBACK: 0'
 REAR SETBACK: 0'

NOTES:
 1. NO IMPROVEMENTS MADE ON ANY PORTION OF THE SITE EXCEEDING 15% SLOPE
 2. NO RIDGELINES EXIST IN RELATION TO THE PROJECT.

0100 PROPERTY LINE, TYP.

AREA OF DEMOLITION:
 REMOVE ALL ITEMS WITHIN, VERIFY ALL ITEMS WITH OWNER PRIOR TO REMOVAL.

NOTES:
 1. EXISTING SITE PERIMETER FENCING AND SITE PERIMETER WALL SHALL REMAIN IN PLACE EXCEPT WHERE NOTED ON SHEET A11.

NO	DATE	BY	DESCRIPTION

PROJECT INFORMATION

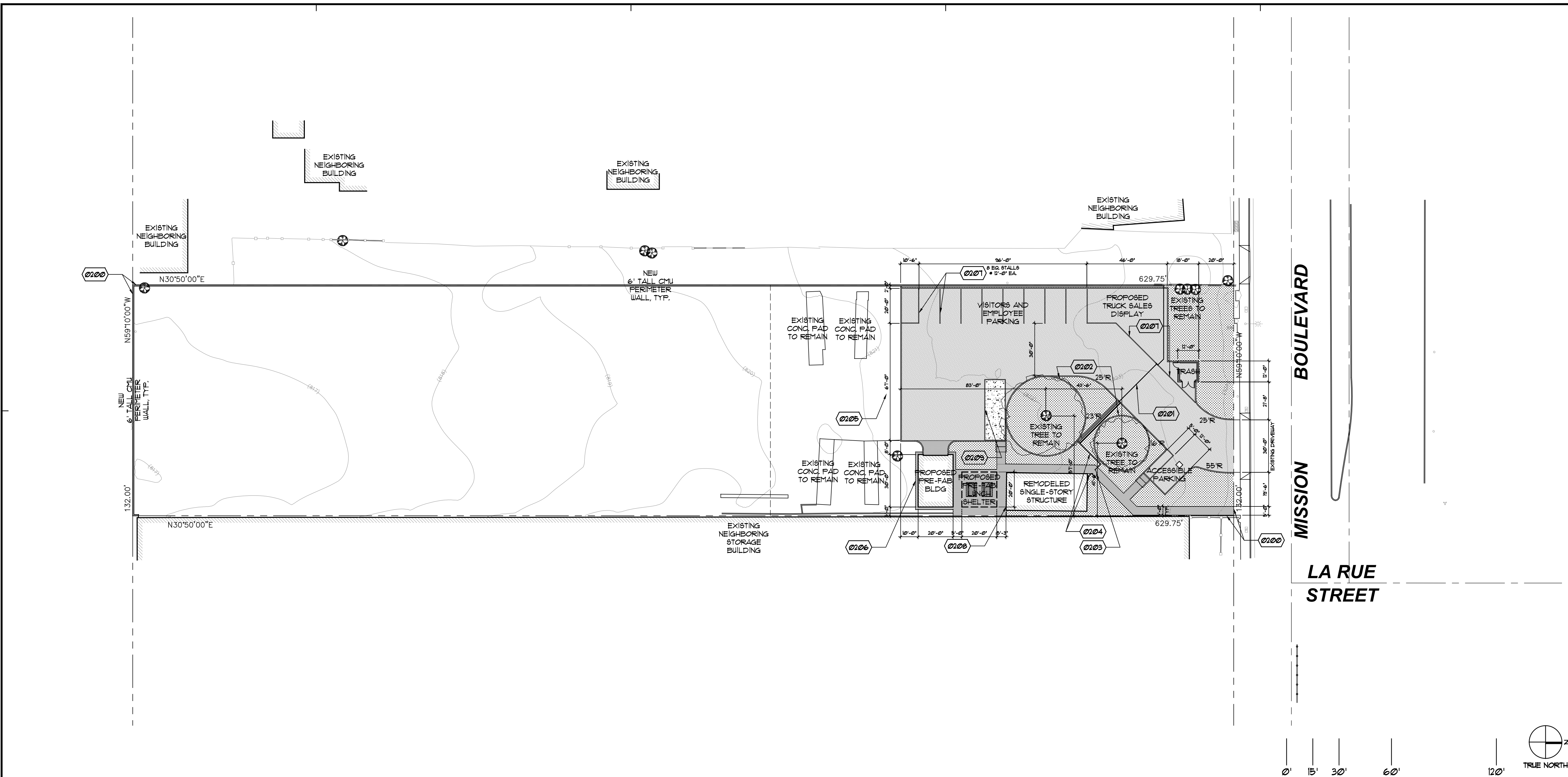
REFERENCE NOTES

MATERIAL LEGEND

New Truck World, Inc.
Tenant Improvements
 5934 Mission Boulevard
 Riverside, CA 92509



CONSULTANT



PROPOSED SITE PLAN 2
 1" = 30'-0"

- 0100 PROPERTY LINE, TYP.
- 0101 (N) T.S. PERIMETER FENCING AND SLIDING GATE, TYP.
- 0102 (N) 6" WIDE CONCRETE CURB FOR (E) TREE, TYP.
- 0103 (N) T.S. GATE, TYP.
- 0104 (N) T.S. FENCING, TYP.
- 0105 (N) 6" CONCRETE CURB TRANSITION, TYP.
- 0106 (N) 18" WIDE CONCRETE MOW STRIP, TYP.
- 0107 (N) 4" TRAFFIC GRADE WHITE PAINT, TYP.
- 0108 (N) UPGRADED ELEC. PANEL 400 AMP/ 3 PHASE
- 0109 (N) 12' x 35' LOADING SPACE W/ 6" THICK CONC.

- PROPOSED NEW LANDSCAPING
(7,484 SF.)
- PROPOSED RESURFACED ASPHALT CONCRETE PAVING
(12,895 SF.)
- PROPOSED 4" THICK CONCRETE SIDEWALK
(1,109 SF.)

- NOTES:
1. THE CLEAR WIDTH FOR SIDEWALKS AND WALKS SHALL BE 48 INCHES MINIMUM.
 2. REFER TO SHEET A21 FOR REMODELED SINGLE-STORY STRUCTURE AND SHEET A32 FOR REMODELED STRUCTURE EXTERIOR ELEVATION VIEWS.
 3. REFER TO SHEET A32 FOR PROPOSED PRE-FAB LUNCH SHELTER AND PROPOSED PRE-FAB BUILDING.

NO	DATE	BY	DESCRIPTION

REVISIONS	
DRAWN: KWC	CHECKED: KWC
DATE: 8/31/2023	SCALE: AS NOTED
PROJECT NUMBER: 20190620	

**PROPOSED
 SITE PLAN**

DRAWING NUMBER: **A1.1**

REFERENCE NOTES

MATERIAL LEGEND

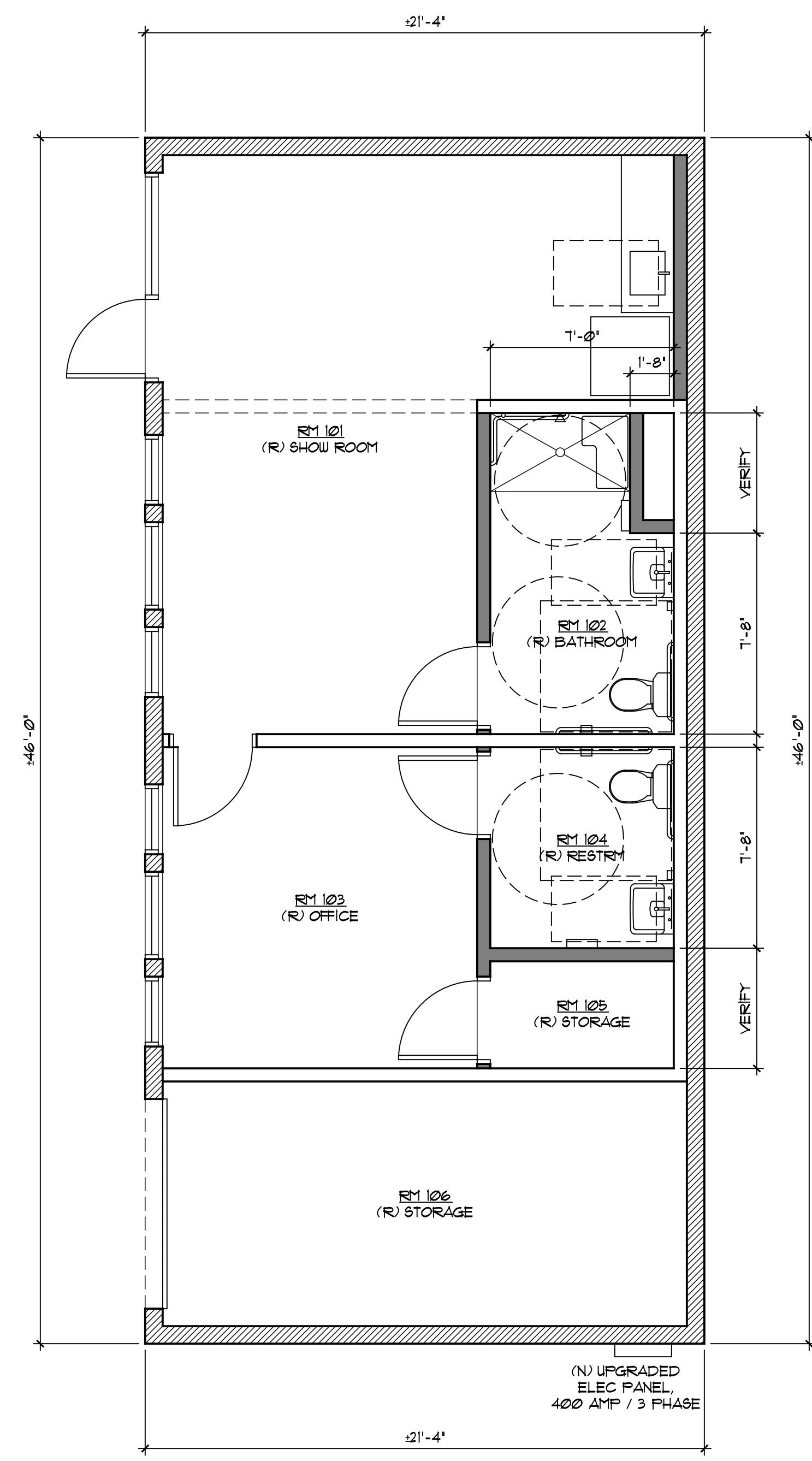
New Truck World, Inc.
Tenant Improvements
5934 Mission Boulevard
Riverside, CA 92509



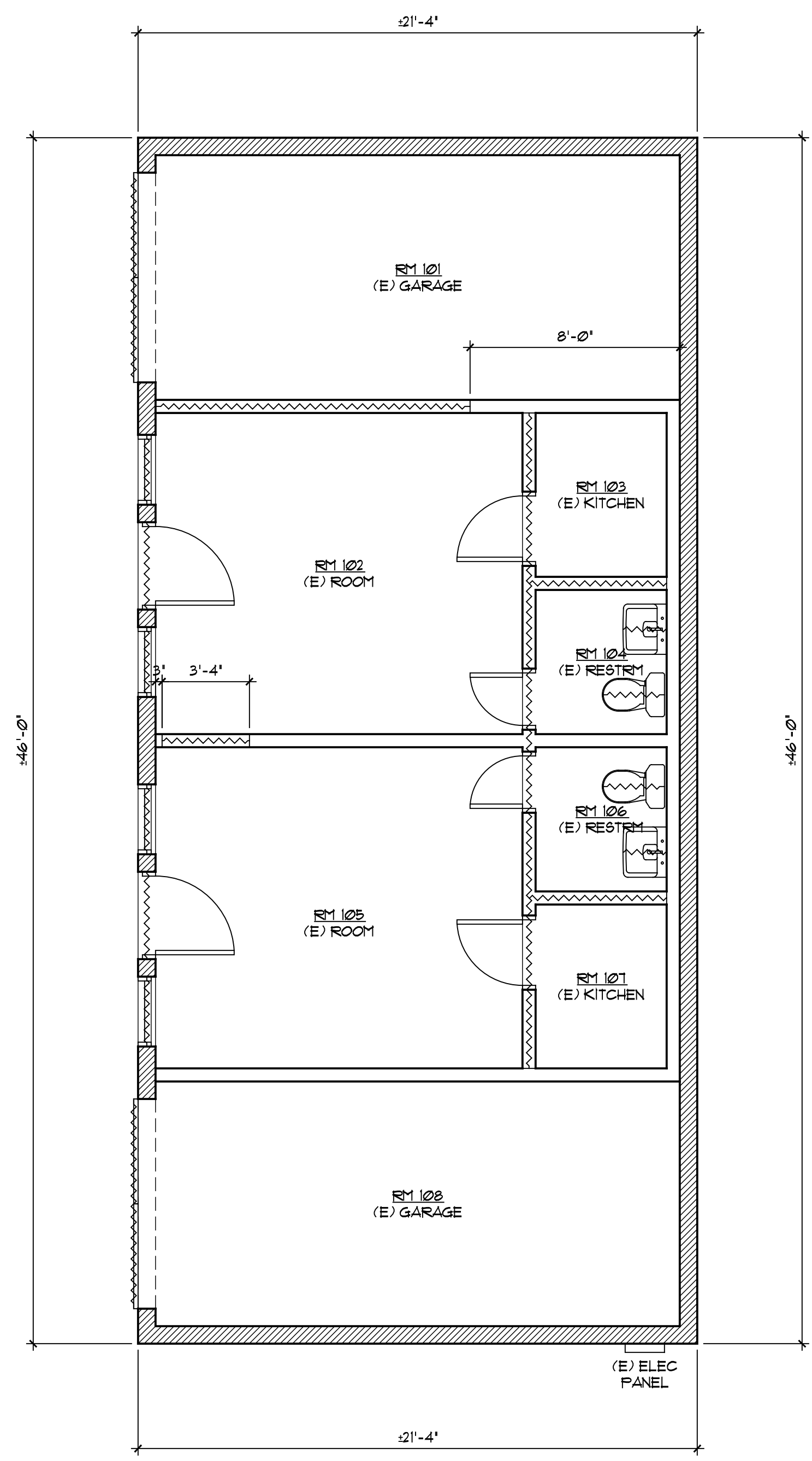
CONSULTANT

- EXISTING MASONRY WALL, TYP.
- EXISTING WOOD STUD WALL, TYP.
- NEW WOOD STUD WALL FRAMING (2X6 @ 16" O.C.) WITH ONE LAYER OF TYPE X GYPSUM BD. FIN. ON EACH SIDE, TYP.
- AREA OF DEMOLITION

MATERIAL LEGEND



PROPOSED FLOOR PLAN 12
1/4" = 1'-0"



EXISTING FLOOR PLAN 6
1/4" = 1'-0"

REFERENCE NOTES

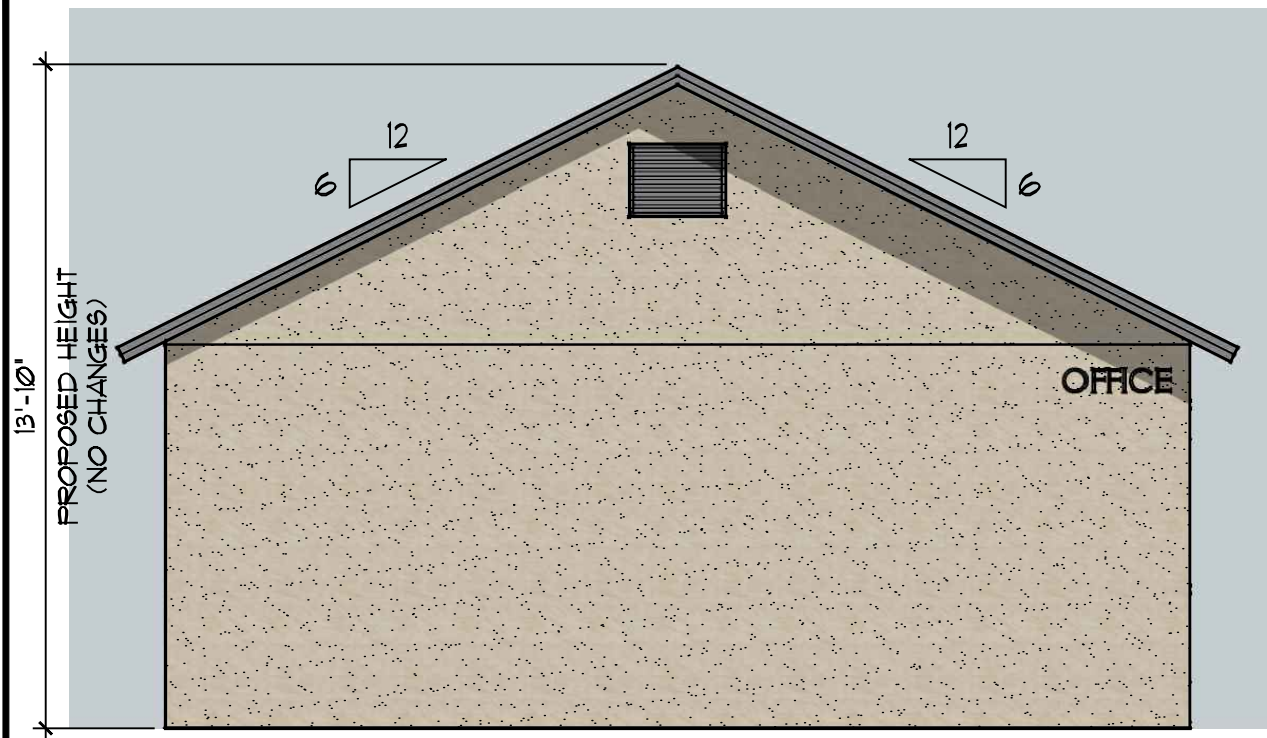
NO	DATE	BY	DESCRIPTION

REVISIONS

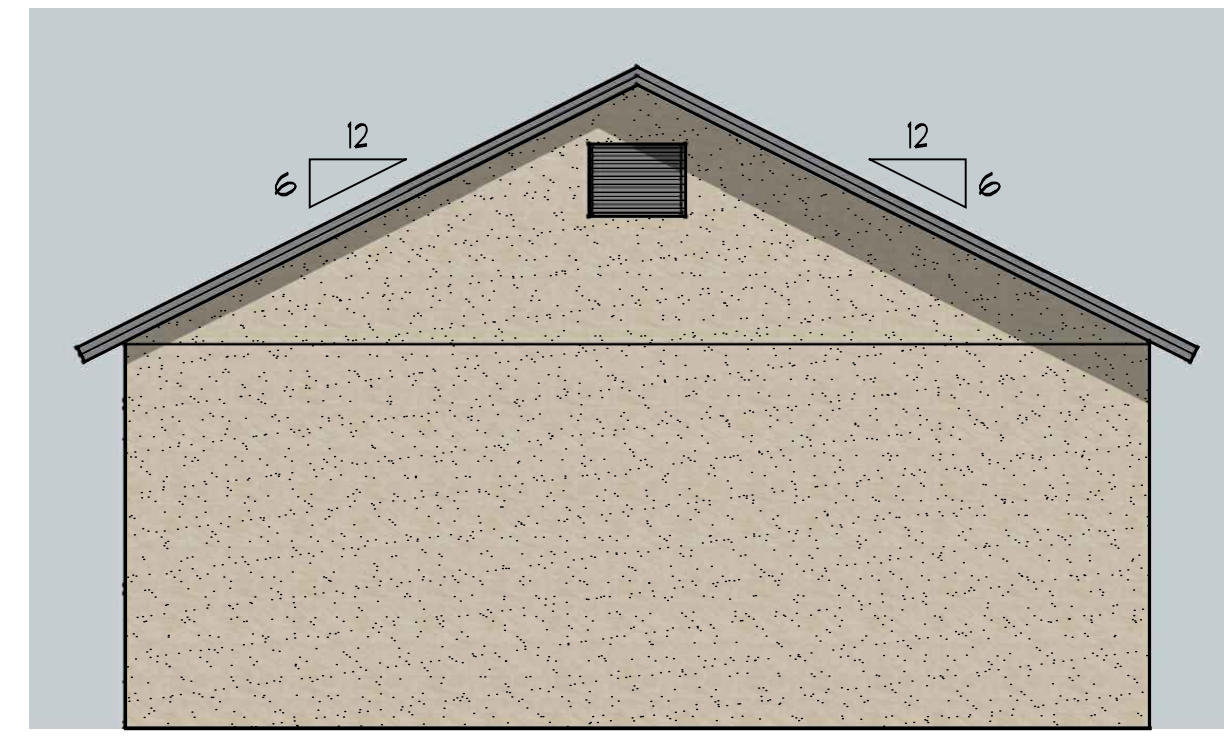
DRAWN: KWC	CHECKED: KWC
DATE: 8/31/2023	SCALE: AS NOTED
PROJECT NUMBER: 20190620	

FLOOR PLANS

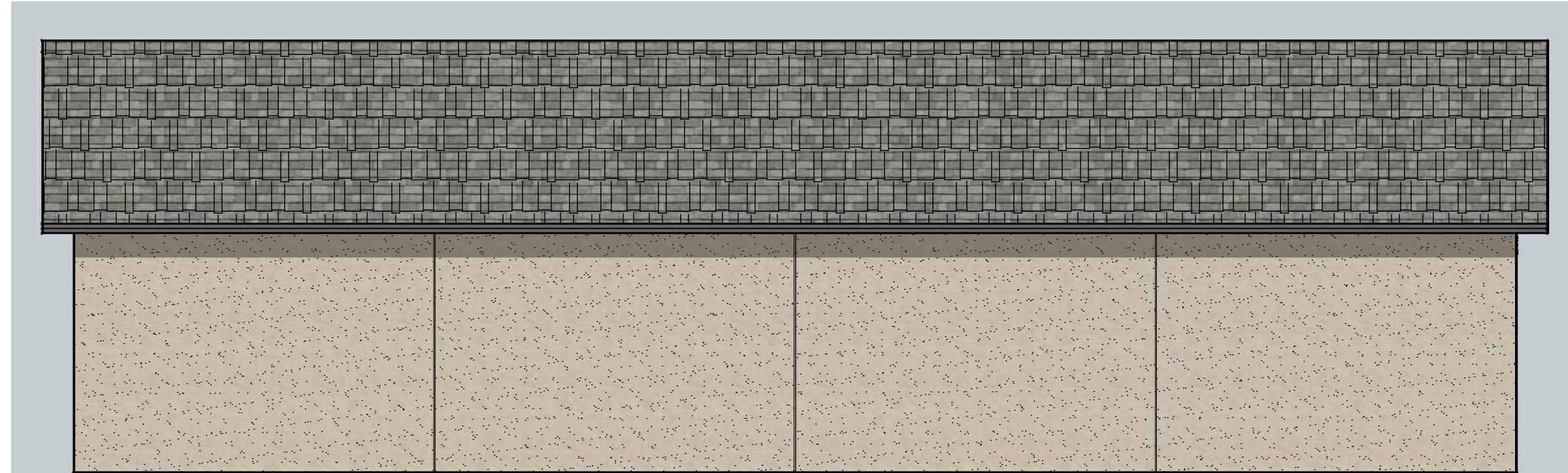
DRAWING NUMBER: **A2.1**



A. NORTH ELEVATION



B. SOUTH ELEVATION

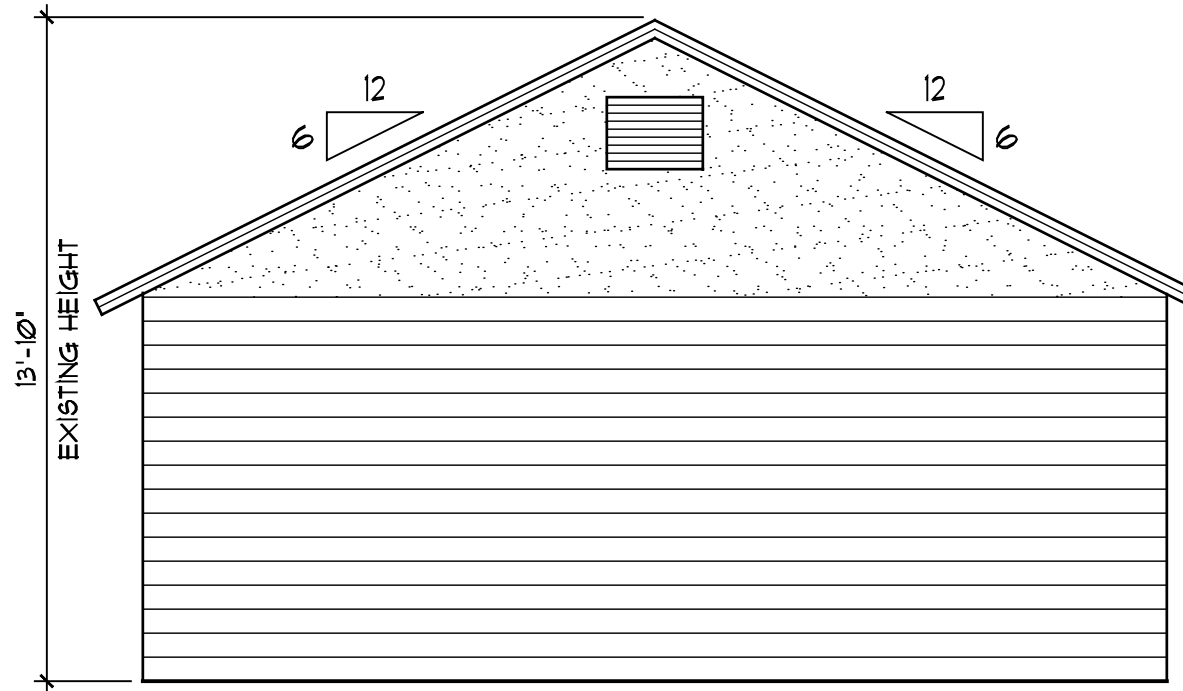


C. EAST ELEVATION

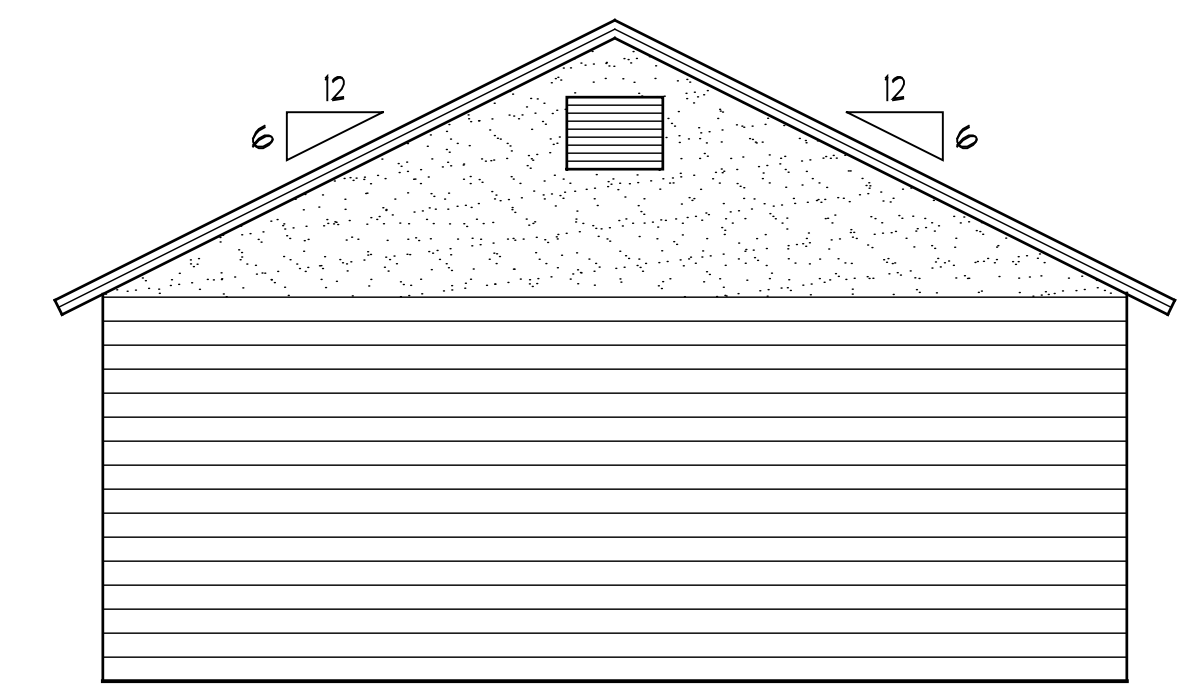


D. WEST ELEVATION

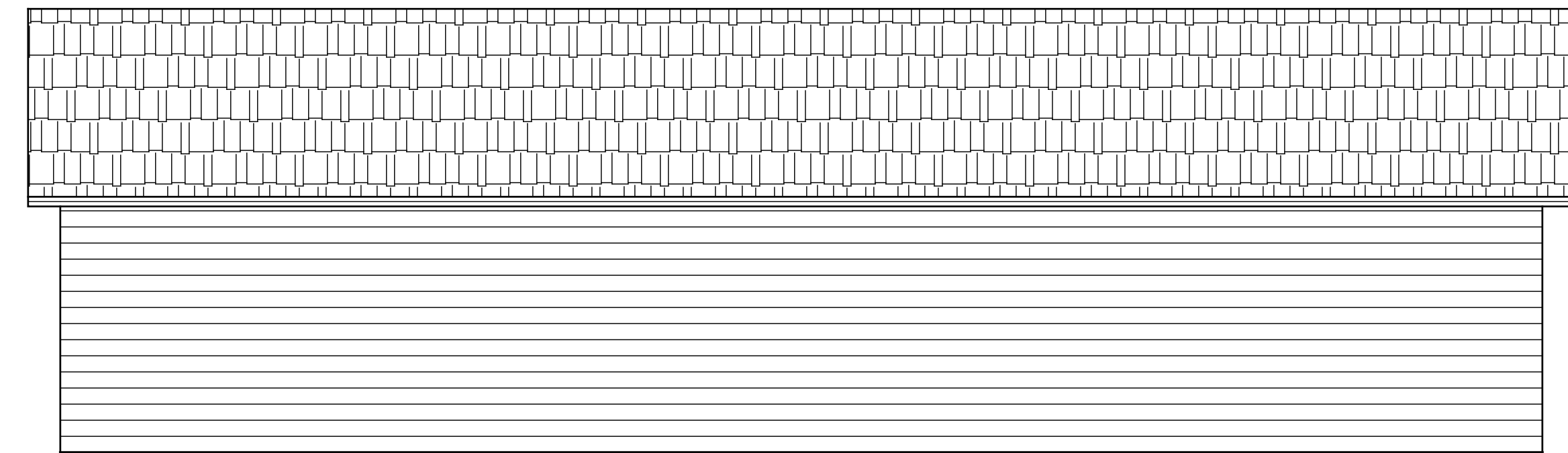
PROPOSED EXTERIOR ELEVATIONS
1/4" = 1'-0"



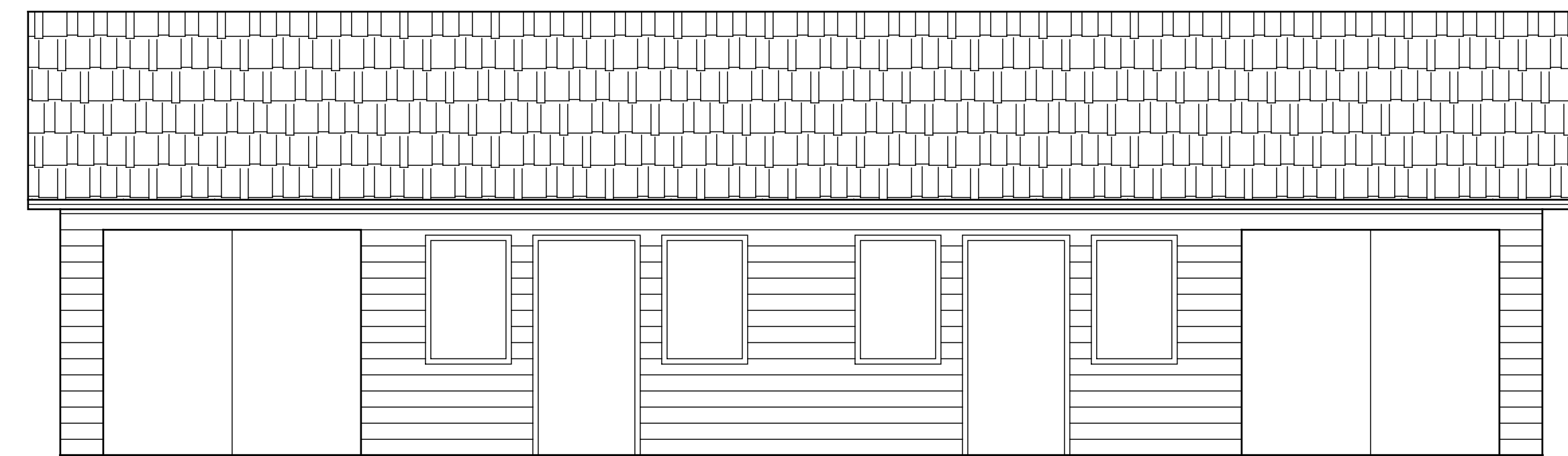
A. NORTH ELEVATION



B. SOUTH ELEVATION

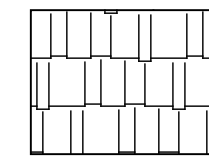
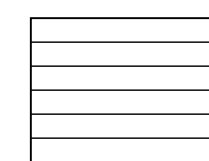
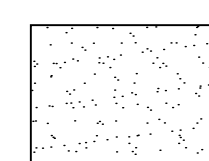


C. EAST ELEVATION



D. WEST ELEVATION

EXISTING EXTERIOR ELEVATIONS
1/4" = 1'-0"

-  (E) (N) ASPHALT SHINGLE ROOFING
NEW ROOFING: GRAY COLOR
GAF TIMBERLINE HDZ 'BIRCHWOOD', CLASS 'A' ROOFING
-  (E) MASONRY WALL (EXPOSED AND PAINTED)
-  (E) (N) EXTERIOR PLASTER FINISH
BEIGE COLOR

REFERENCE NOTES

MATERIAL LEGEND

New Truck World, Inc.
Tenant Improvements
5934 Mission Boulevard
Riverside, CA 92509



CONSULTANT

NO	DATE	BY	DESCRIPTION

REVISIONS

DRAWN: KWC CHECKED: KWC
DATE: 8/31/2023 SCALE: AS NOTED
PROJECT NUMBER: 20190620

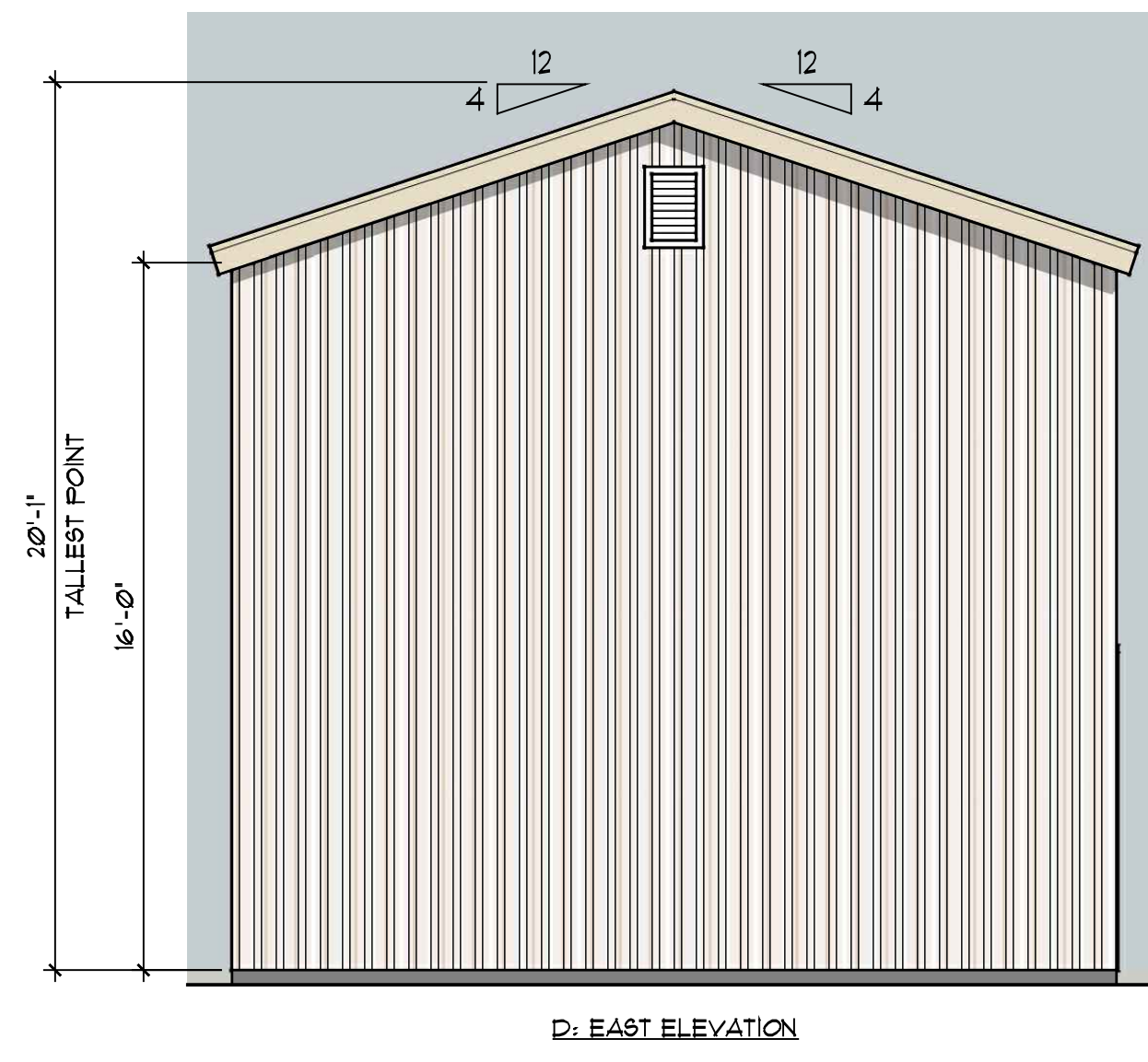
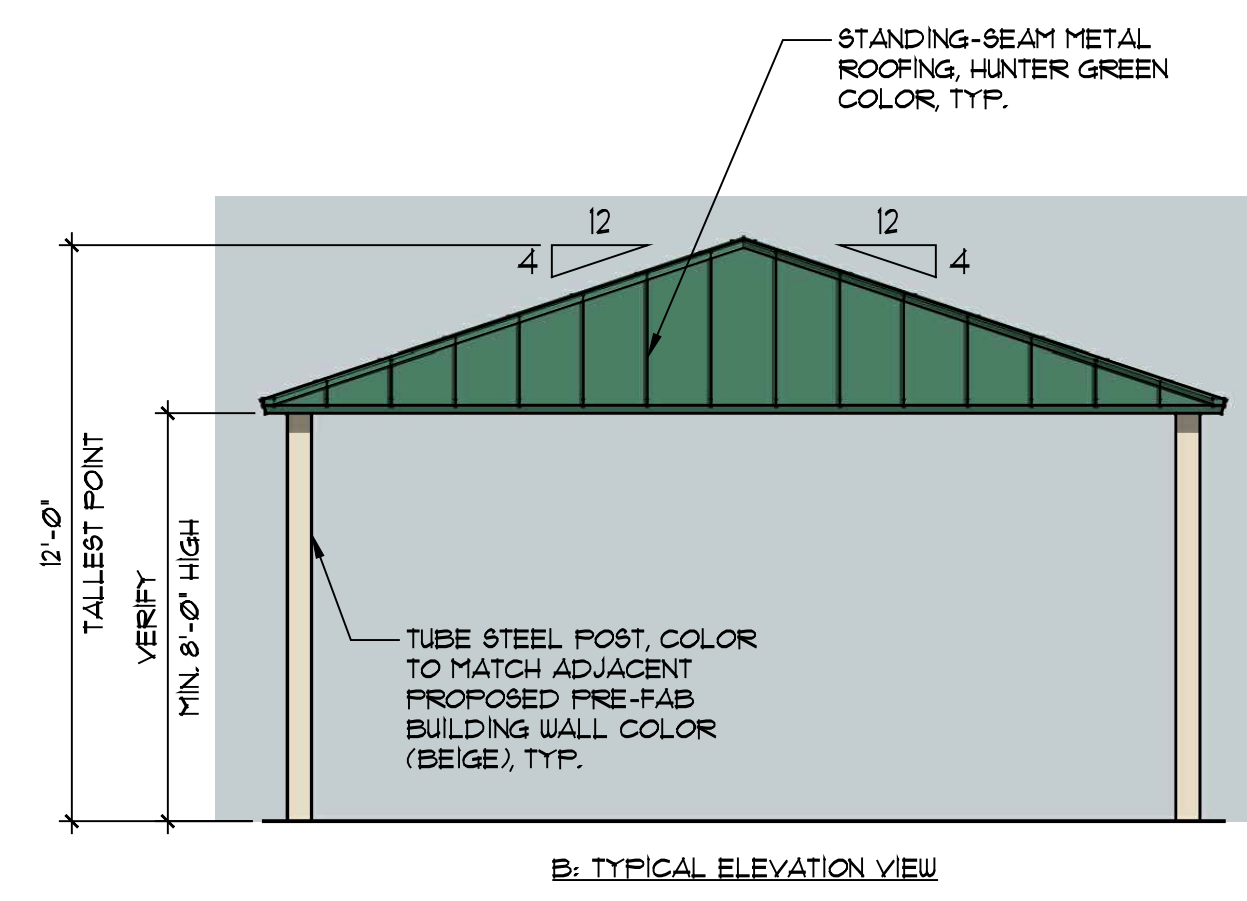
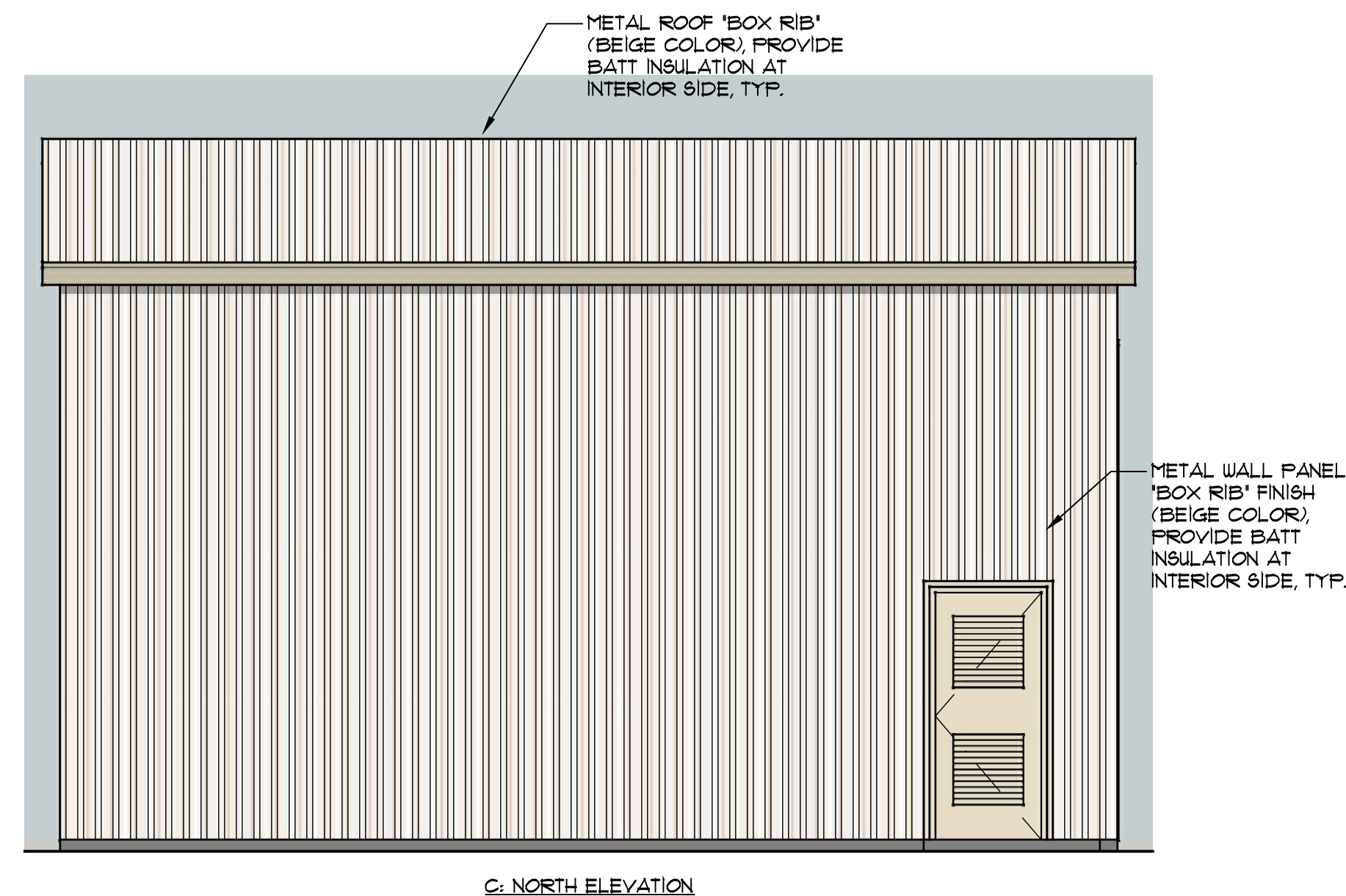
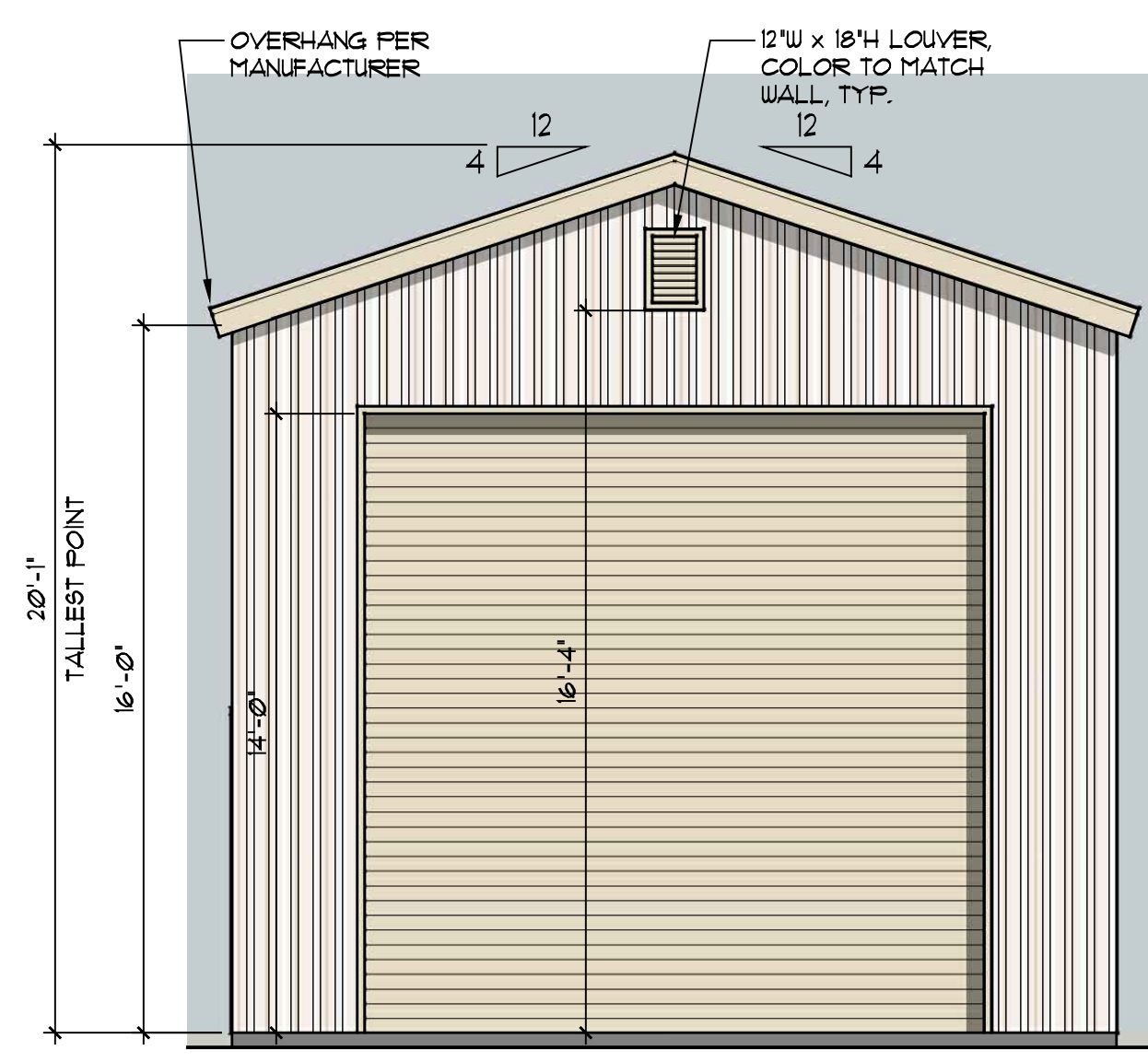
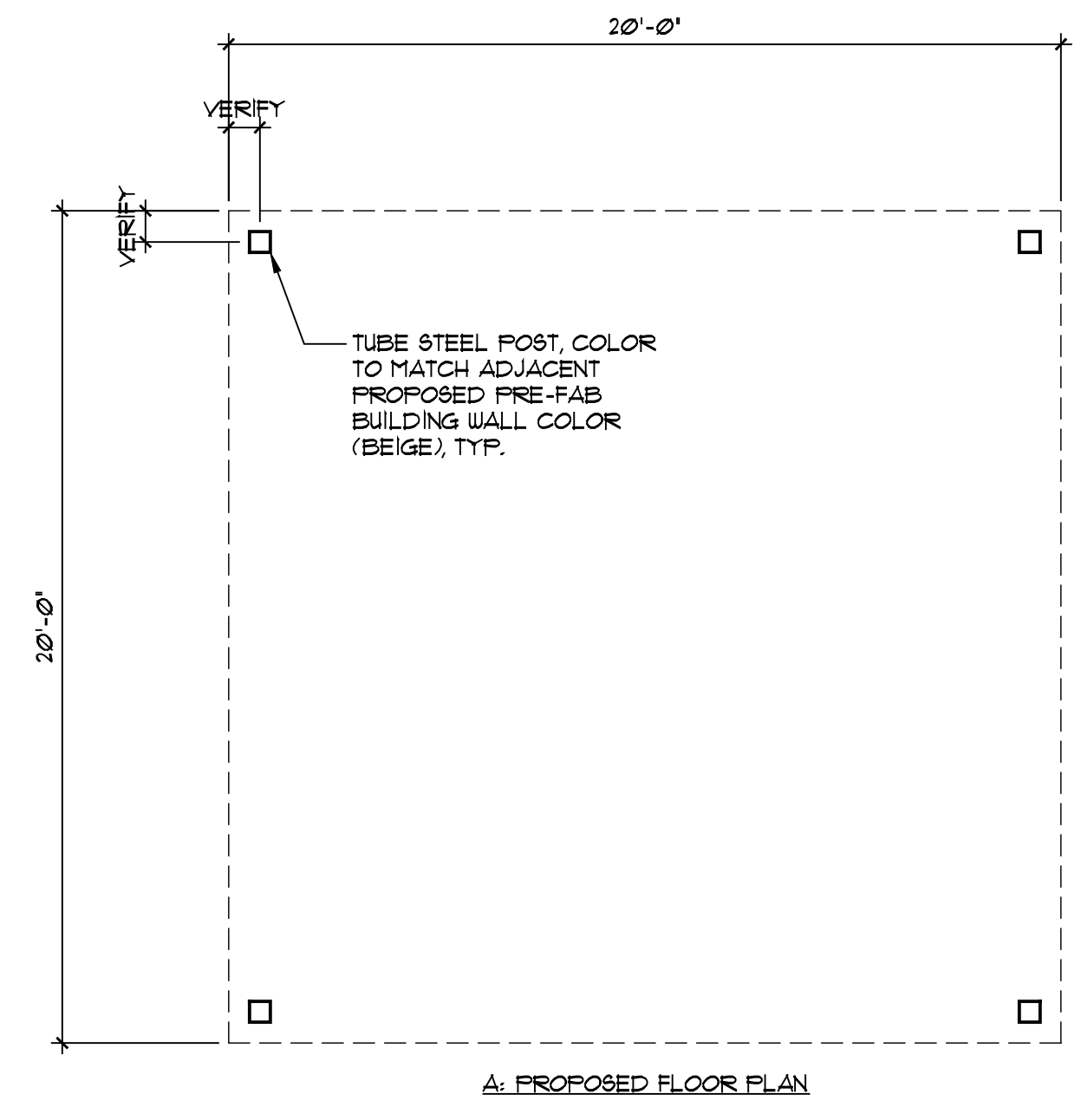
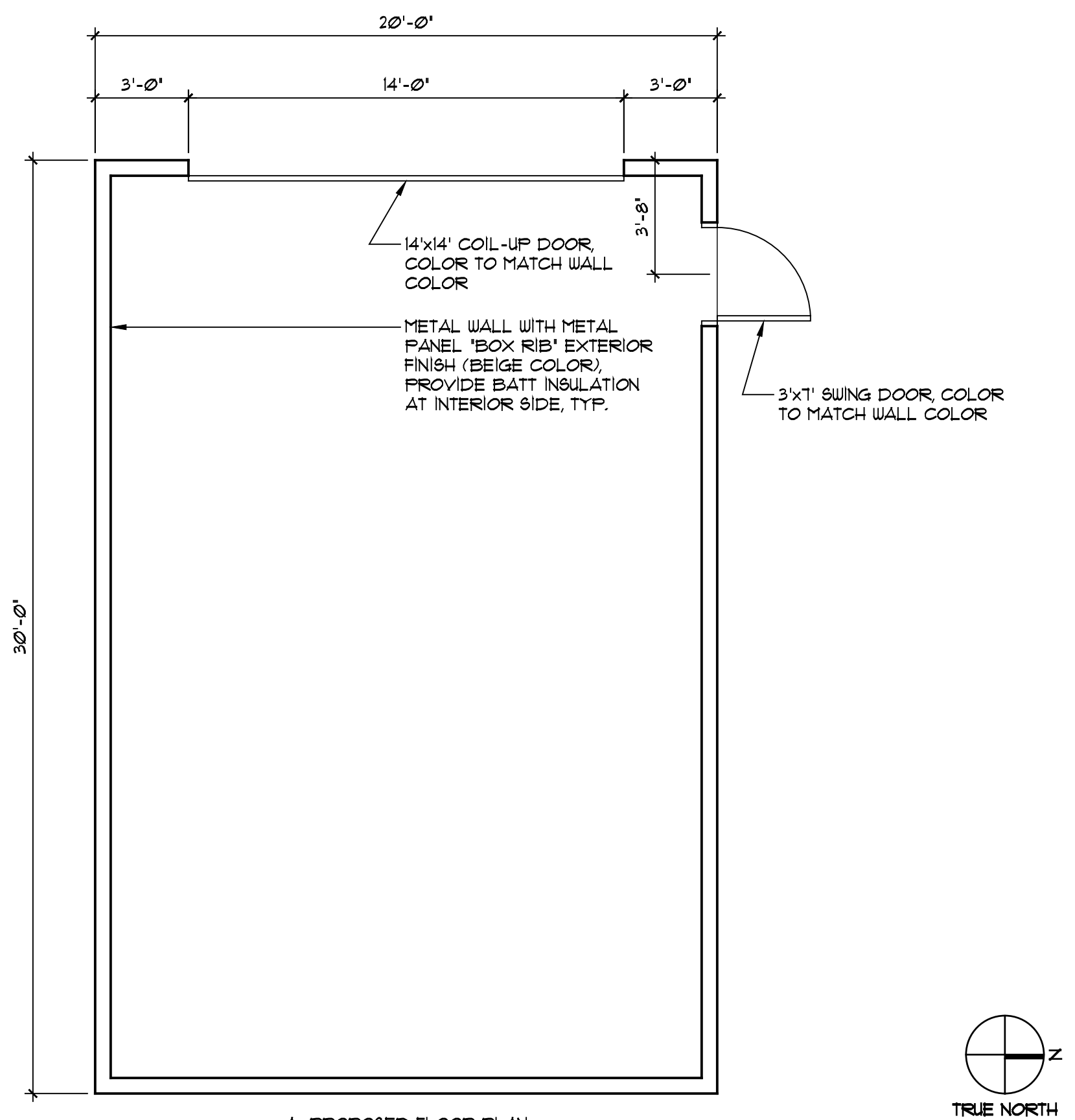
EXTERIOR ELEVATIONS

DRAWING NUMBER: **A3.1**

New Truck World, Inc.
 Tenant Improvements
 5934 Mission Boulevard
 Riverside, CA 92509



CONSULTANT



PROPOSED PRE-FAB LUNCH SHELTER

1/4" = 1'-0" 2

PROPOSED PRE-FAB BUILDING

1/4" = 1'-0" 9

REFERENCE NOTES

MATERIAL LEGEND

NO	DATE	BY	DESCRIPTION

DRAWN: KWC CHECKED: KWC
 DATE: 8/31/2023 SCALE: AS NOTED
 PROJECT NUMBER: 20190620

PROPOSED STRUCTURES

DRAWING NUMBER: A3.2



EXISTING VIEW: LOOKING NORTHEAST



EXISTING VIEW: LOOKING SOUTH



EXISTING VIEW: LOOKING WEST

New Truck World, Inc.
Tenant Improvements
 5934 Mission Boulevard
 Riverside, CA 92509



CONSULTANT

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△		

NO DATE BY DESCRIPTION

REVISIONS

DRAWN: KWC CHECKED: KWC

DATE: 8/31/2023 SCALE: AS NOTED

PROJECT NUMBER: 20190620

EXISTING
 VIEWS



PROPOSED VIEW: LOOKING NORTHEAST



PROPOSED VIEW: LOOKING SOUTH



PROPOSED VIEW: LOOKING SOUTHEAST



PROPOSED VIEW: LOOKING EAST

New Truck World, Inc.
Tenant Improvements
 5934 Mission Boulevard
 Riverside, CA 92509



CONSULTANT

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NO	DATE	BY	DESCRIPTION
REVISIONS			

DRAWN: KWC CHECKED: KWC
 DATE: 8/31/2023 SCALE: AS NOTED
 PROJECT NUMBER: 20190620

**PROPOSED
 VIEWS**

DRAWING NUMBER: **A3.4**

New Truck World, Inc.
Tenant Improvements
5934 Mission Boulevard
Riverside, CA 92509



CONSULTANT

REMODELED OFFICE
ASPHALT SHINGLE ROOFING:
GAF TIMBERLINE HDZ 'BIRCHWOOD'
OR EQUAL



PRE-FAB BUILDING
BOX RIB METAL PANEL ROOFING:
AEP SPAN 'REGAL WHITE'
OR EQUAL



Regal White

LUNCH SHELTER
STANDING BEAM METAL ROOFING:
AEP SPAN 'LEAF GREEN'
OR EQUAL

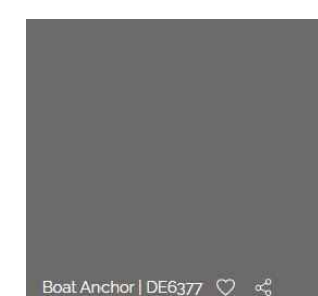


Leaf Green

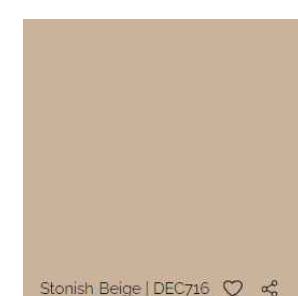
SITE TRASH ENCLOSURE:
SINGLE SCORE PRECISION FACE
ORCO BLOCKS 'BLACK 250'



PROPOSED VIEW: LOOKING SOUTH



REMODELED OFFICE
WINDOW/DOOR/TRIMS/ACCENTS
DUNN EDWARDS DE6311
'BOAT ANCHOR'



REMODELED OFFICE
EXTERIOR PLASTER FINISH
DUNN EDWARDS DEC16
'STONISH BEIGE'



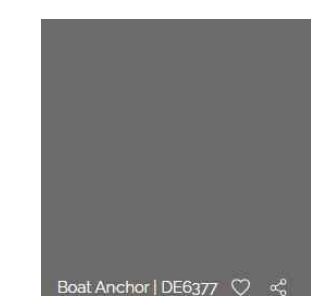
Regal White

PRE-FAB BUILDING
BOX RIB METAL WALL PANEL:
AEP SPAN 'REGAL WHITE'
OR EQUAL



Desert Tan

PRE-FAB BUILDING
DOOR, COIL-UP DOOR AND ACCENTS:
DALTON WAYNE COIL-UP 'DESERT TAN'
OR EQUAL



SITE TUBE STEEL GATES
DUNN EDWARDS DE6311
'BOAT ANCHOR'

△		
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△		
NO	DATE	BY
		DESCRIPTION

REVISIONS

DRAWN: KWC CHECKED: KWC
DATE: 8/31/2023 SCALE: AS NOTED
PROJECT NUMBER: 20190620

COLOR SAMPLE
AND MATERIALS
BOARD

DRAWING
NUMBER: **A3.5**



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

October 5, 2023

Emery Papp, Project Planner
City of Banning Community Development Department – Planning Division
99 E. Ramsey Street
Banning, CA 92220

CHAIR

Steve Manos
Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Barbara Santos
Jackie Vega

County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1049BA23
Related File No.: GPA23-2502 (General Plan Amendment), CZ3502 (Change of Zone) DR23-7008 (Design Review)
APNs: 540-180-020, 540-180-022, 540-180-026

Dear Mr. Papp,

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Banning Case No. DR23-7008 (Design Review), a proposal to construct a 46,944 square foot manufacturing building on on 15.79 acres located northerly of Lincoln Street, westerly of Eighth Street, and southerly of the I-10 Freeway. The applicant also proposes changing the westerly portion of the site’s (which is located outside the airport influence area) land use designation and zoning from General Commercial to Industrial. The project does not propose any legislative actions within the airport influence area Zone D.

The portion of the site is located within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area (AIA). Zone D restricts non-residential intensity to 200 people per average acre and 800 people per single acre. The project does not propose any buildings within the Zone D portion of the site, therefore no occupancy will be generated.

The elevation of Runway 8-26 at its westerly terminus is 2,119 feet above mean sea level (AMSL). At a distance of approximately 9,000 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 2,209 feet AMSL. The site’s finished floor elevation is 2,390 feet AMSL and the proposed building height is 37 feet, resulting in a top point elevation of 2,427 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. However, since the building is located outside the airport influence area, the FAA OES review will be conditioned to be done prior to building permit.

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).

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 9,098 feet), the project utilizes underground infiltration systems which will not

contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Banning Municipal Airport Land Use Compatibility Plan, as amended in 2016, provided that the City of Banning applies the following recommended conditions:

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) Highly noise-sensitive outdoor nonresidential uses.
 - (f) 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. 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.
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 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.

5. This project has been evaluated as consisting of a 46,944 square foot manufacturing building. Any increase in building area, 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 criteria, at the discretion of the ALUC Director.
6. Prior to building permit issuance, the project shall be submitted to the Federal Aviation Administration Obstruction Evaluation Service for their review and issuance of their Determination of No Hazard to Air Navigation letter.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: Sagecrest Planning Environmental (applicant/representative)
Brown Strauss, Inc (property owner)
Art Vela, P.E., City of Banning Director of Public Works
Carl Szoyka, Manager, Banning Municipal Airport
ALUC Case File

X:\AIRPORT CASE FILES\Banning\ZAP1049BA23\ZAP1049BA23.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

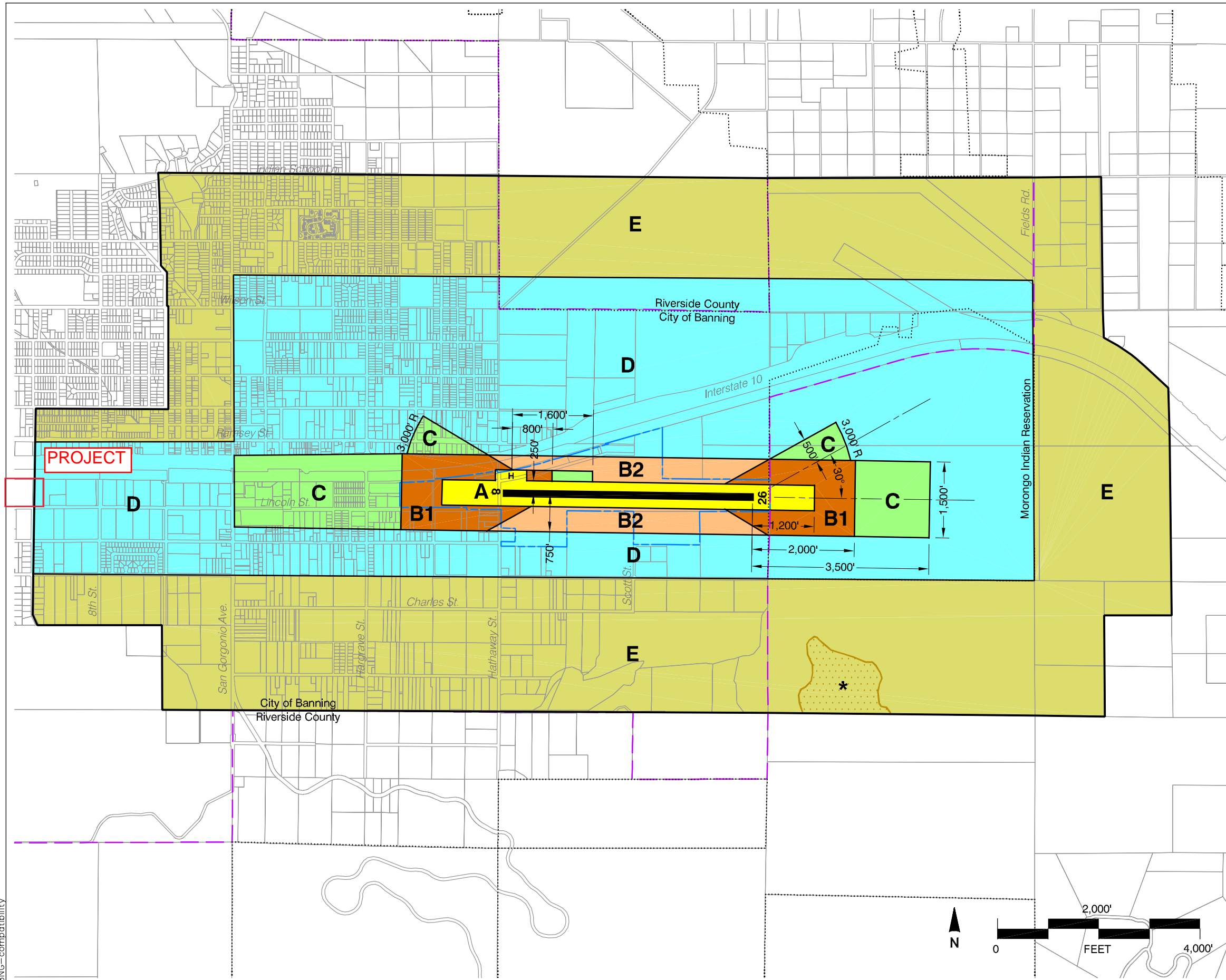
PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES



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
- Morongo Indian Reservation

Note

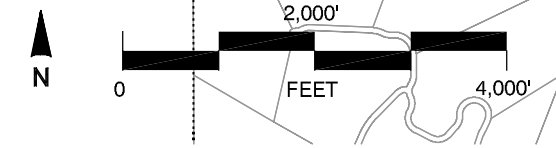
Dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

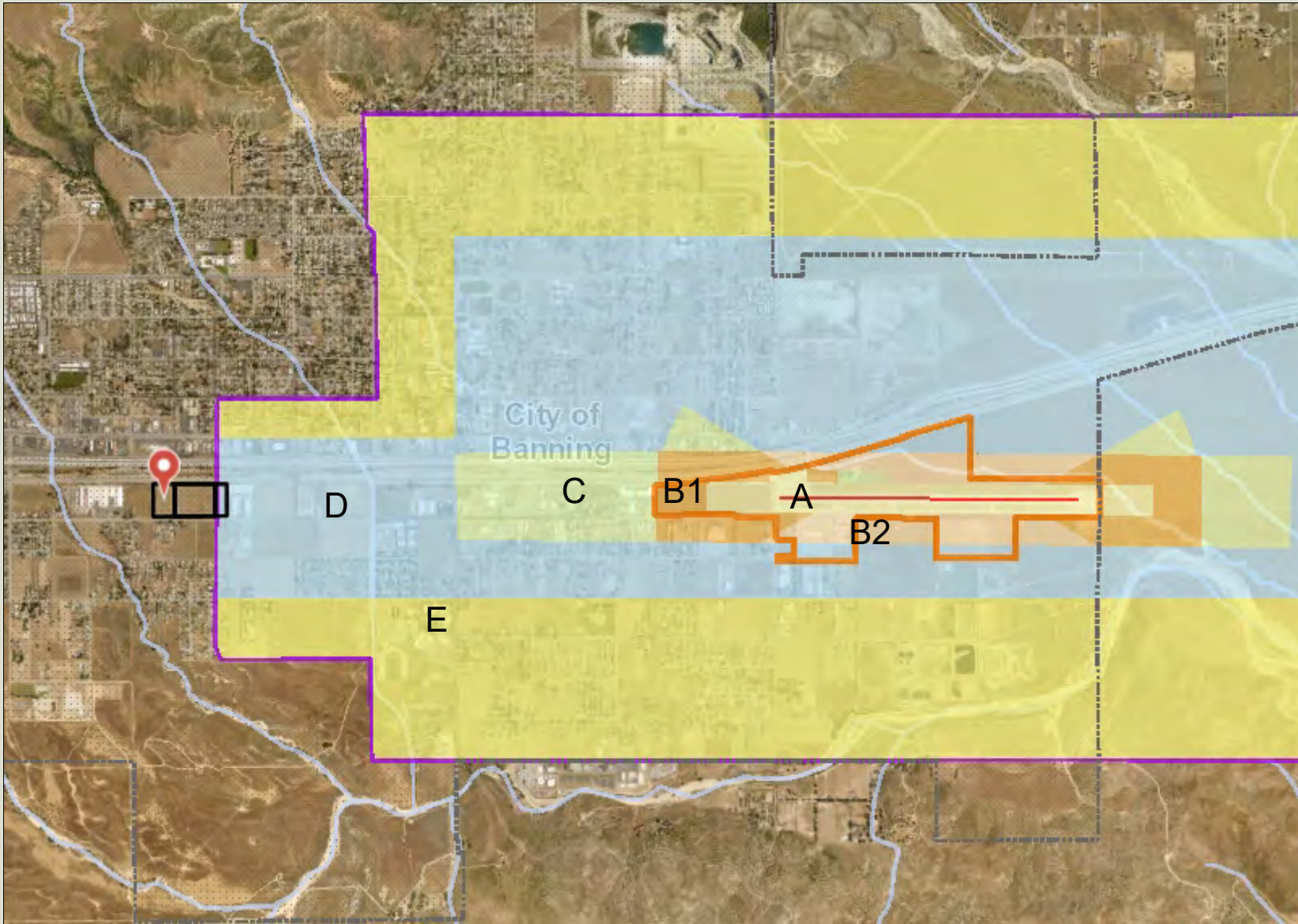
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted October 2004)

Map BN-1

Compatibility Map
Banning Municipal 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



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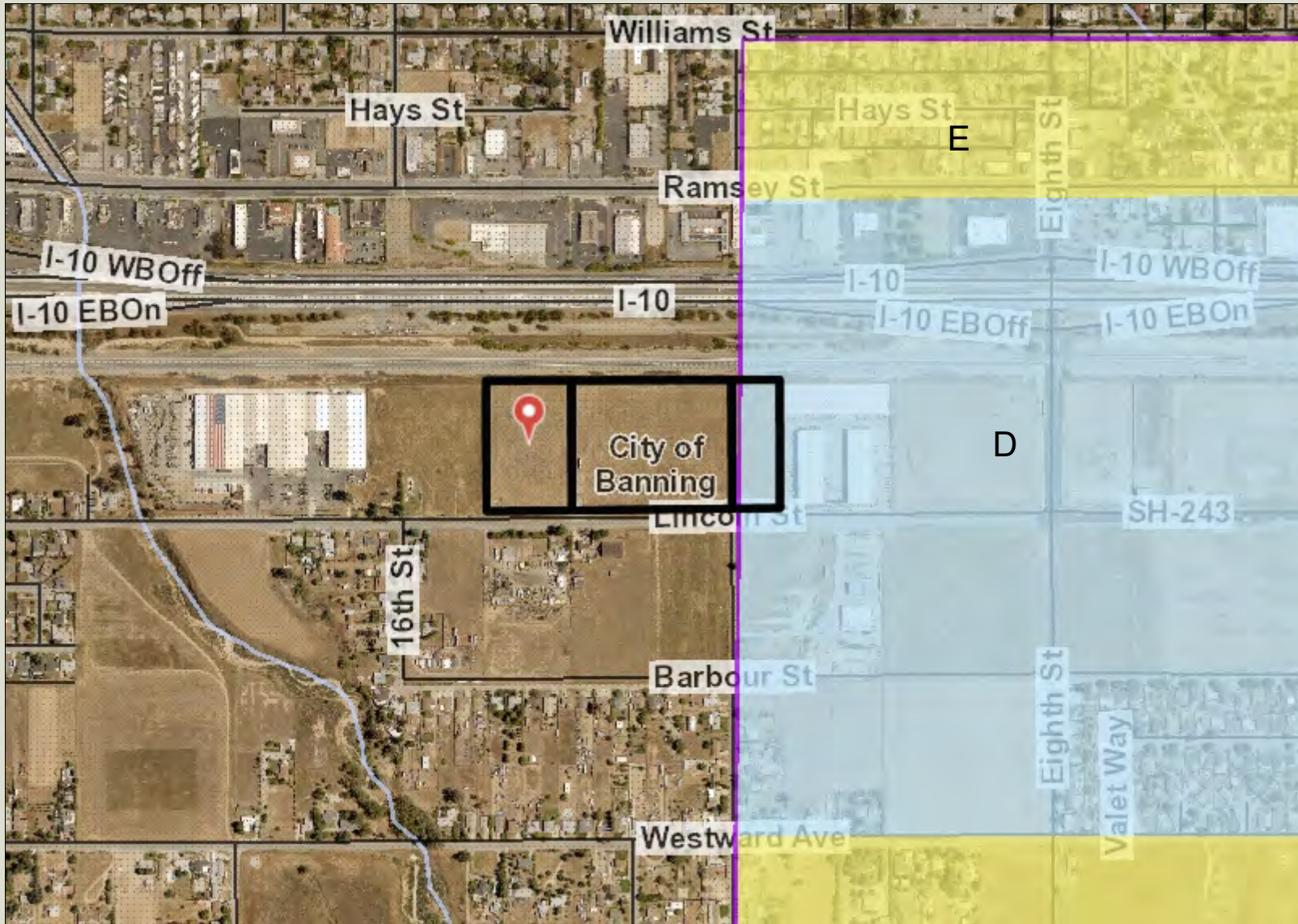


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Notes

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
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Notes

Map My County Map



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



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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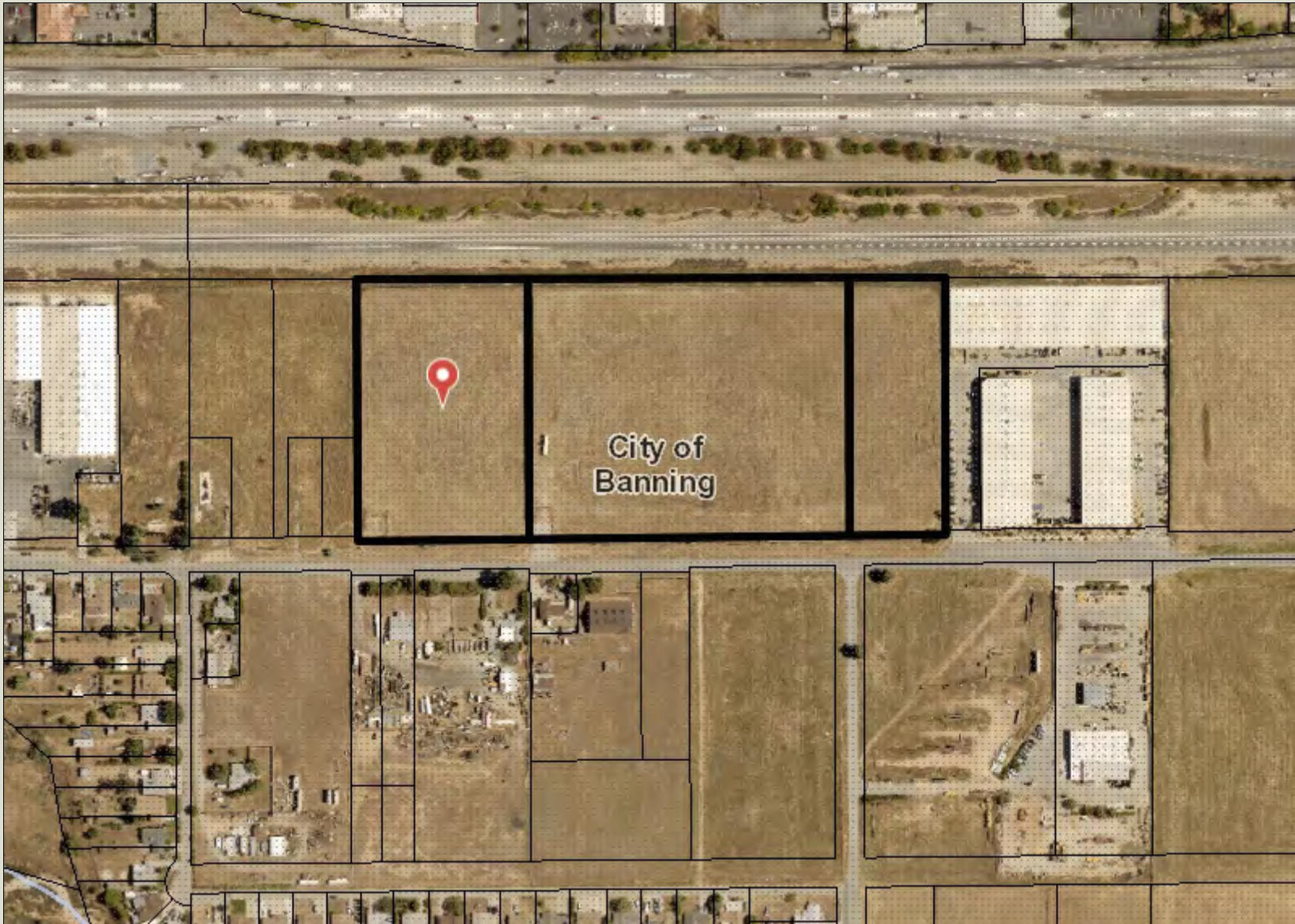
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Notes

Map My County Map



Legend

-  Parcels
-  Blueline Streams
-  City Areas
-  World Street Map



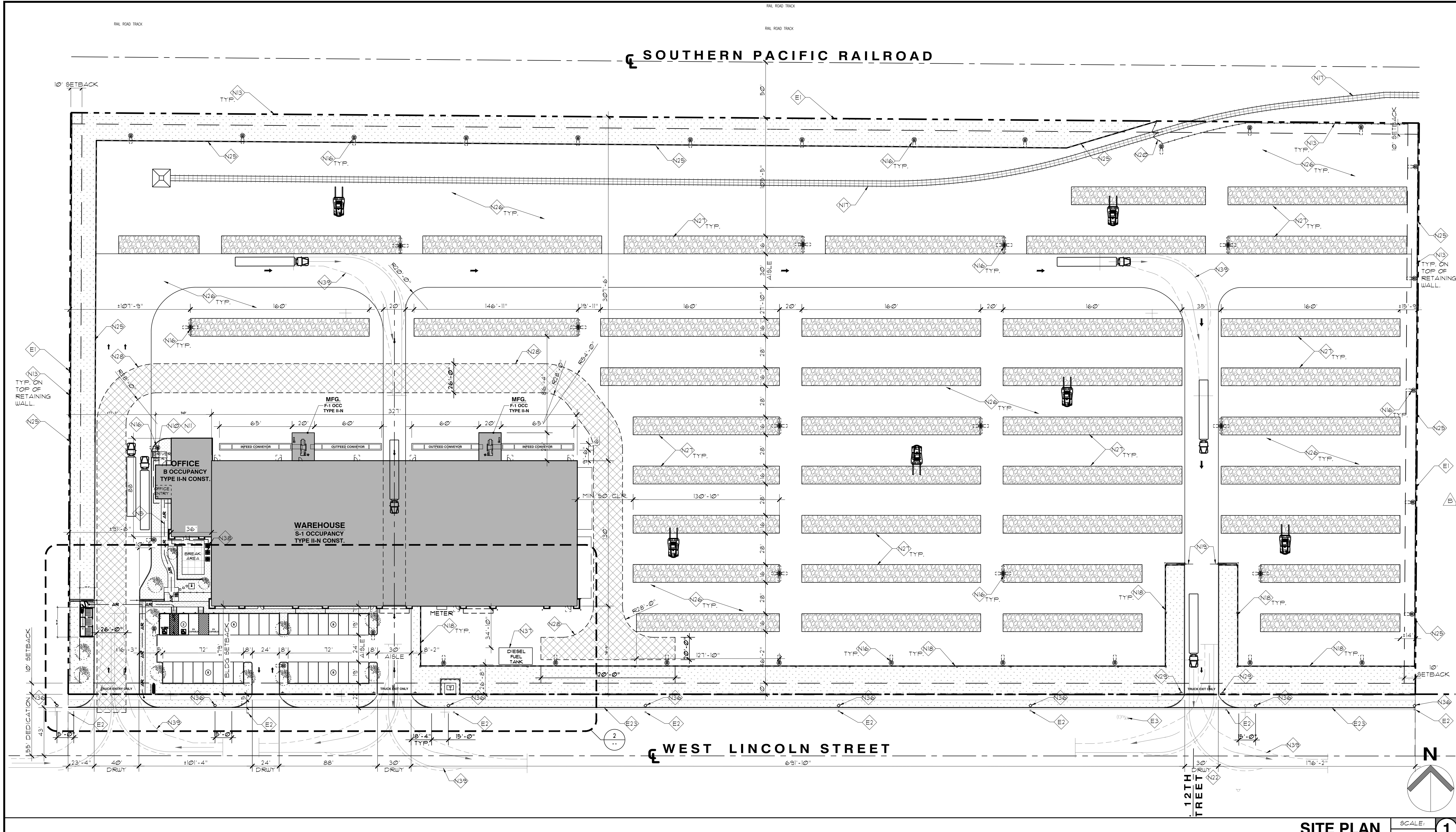
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0 385 770 Feet

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Notes



- ### KEYNOTES
- E1. EXISTING PROPERTY LINE
 - E2. EXISTING POWER POLES - TO BE RELOCATED
 - E3. EXISTING FIRE HYDRANT - TO BE RELOCATED
 - N1. VAN ACCESSIBLE PARKING STALL (9'x19') STALL SHALL NOT BE STEEPER THAN 1:48 IN ANY DIRECTION (CA T24 11B-507)
 - N2. STANDARD (9'x19') ACCESSIBLE PARKING STALL SHALL NOT BE STEEPER THAN 1:48 IN ANY DIRECTION (CA T24 11B-507)
 - N3. STANDARD PARKING STALL, 9' WIDE X 19' DEEP.
 - N4. ACCESSIBLE AISLE (8' WIDE) AISLE SHALL NOT BE STEEPER THAN 1:48 IN ANY DIRECTION. (CA T24 11B-509.3 + 509.4)
 - N5. ACCESSIBLE PATH OF TRAVEL, RUNNING SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48. (CA T24 11B-403.3)
 - N6. ACCESSIBLE PARKING SPACE IDENTIFICATION SIGN. (CA T24 11B-507.6)
 - N7. 11" MINIMUM WIDE, 22" MINIMUM HIGH "UNAUTHORIZED PARKING SIGN" (CA T24 11B-502.20)
 - N8. CONCRETE SIDEWALK.
 - N9. LANDSCAPED AREA PER PRELIMINARY LANDSCAPE PLANS.
 - N10. ACCESSIBLE CURB CUT RAMP, 4' WIDE X MAX 6' WITH MAX. 1:12 SLOPE.
 - N11. DETECTABLE WARNING CONSISTING OF A SURFACE OF TRUNCATED DOMES (CA T24 11B-109.11). DETECTABLE WARNING SHALL BE YELLOW CONFORMING TO FS 339.38 OF FEDERAL STANDARDS 595C (CA T24 11B-109.11.5)
 - N12. LEVEL LANDINGS (MAX. 2% SLOPE) SHALL BE PROVIDED ON EACH SIDE OF DOORS AND SUCH LANDINGS SHALL BE AT THE SAME ELEVATION ON EACH SIDE OF THE DOOR. LANDINGS SHALL HAVE A WIDTH NOT LESS THAN THE WIDTH OF THE DOOR (100%); AND A LENGTH MEASURED IN THE DIRECTION OF TRAVEL OF NOT LESS THAN 44".
 - N13. 8' TALL TUBULAR STEEL FENCING.
 - N14. ELECTRICAL VEHICLE CAPABLE SPACE - PAINT "EV CLEAN AIR" WITH WHITE PAINT - 12" MIN. HT. TEXT. AND PER 2022 CGBC SECTION 9.06.5.3 (A05)
 - N15. SHORT TERM BICYCLE RACK PER CGBC SECTION 9.06.4.11. BIKESCAPES, ECHO COLLECTION, 5X BIKE TUBULAR WAVE STYLE BIKE RACK (MODEL REC-09-25M STAINLESS STEEL FINISH)
 - N16. LIGHT POLE PER ELECTRICAL PLANS AND CIVIL PLANS AND WITH CONCRETE BASE/FOUNDATION PER STRUCTURAL.
 - N17. NEW RAILROAD SPUR
 - N18. 8' TALL SPLITFACE CMU SITE SCREEN WALL PER ELEVATION ON A6.2 WITH 16" SQUARE CMU FILASTERS AT 48'-0" O.C.
 - N19. 8' TALL BIPARTING SLIDING STEEL GATE WITH KNOX-BOX.
 - N20. 8' TALL SWING GATES AT RAILROAD SPUR.
 - N21. 3' WIDE PEDESTRIAN GATE WITH INTERCOM, KEYPAD, AND KNOX-KEY BOX.
 - N22. NEW DRIVEWAY APPROACH PER CIVIL AND CITY STANDARDS.
 - N23. NEW CONCRETE CURB AND GUTTER PER CIVIL STREET IMPROVEMENT PLANS
 - N24. NEW 3-BIN TRASH ENCLOSURE PER CITY OF BANNING STANDARDS. CMU WALLS, STEEL SWING GATES AND SOLID ROOF.
 - N25. NEW CMU OR CONCRETE RETAINING WALLS. HEIGHT VARIES PER CIVIL PLANS.
 - N26. NEW PAVED YARD PER CIVIL PLANS.
 - N27. NEW MATERIAL STACKING AREA WITH GRAVEL BASE PER CIVIL.
 - N28. PAVED FIRE ACCESS, 26' WIDE WITH MIN. 28' TURNING RADIUS AND 120' HAMMERHEAD TURNAROUND PER 2023 CFC APPENDIX D.
 - N29. POLE MOUNTED "ONE-WAY, DO NOT ENTER" SIGN.
 - N30. MONUMENT SIGN - UNDER SEPARATE PERMIT.
 - N31. ELECTRICAL TRANSFORMER
 - N32. ELECTRICAL METER AND M5B.
 - N33. 30' TALL METAL FLAG POLE WITH UPLIGHT
 - N34. PATIO CONCRETE PAVEMENT
 - N35. 6' TALL CMU SCREEN WALL
 - N36. NEW/RELOCATED METAL POWER POLES.
 - N37. DIESEL FUEL STORAGE TANK AND FUEL DISPENSER, DOUBLE CONTAINED.
 - N38. HVAC CONDENSERS AT GROUND LEVEL
 - N39. STANDARD SEMI-TRUCK AND TRAILER 90 DEGREE TURNING TEMPLATE.

09-14-23 PLANNING RESUBMITTAL
04-19-23 PLANNING SUBMITTAL

Contractor:
BREMCO CONSTRUCTION, INC.
3470 E SPRING ST.
LONG BEACH, CA 90806

Proposed:
BROWN STRAUSS BANNING FACILITY

For:
BROWN STRAUSS STEEL
AN EMPLOYEE-OWNED COMPANY
2495 URAVAN STREET
AURORA, CO 80011

Project Address:
1431 W LINCOLN ST
BANNING, CA 92220
APN: 540-180-020,
540-180-026, 540-180-022
BANNING PAC22-14

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SITE PLAN

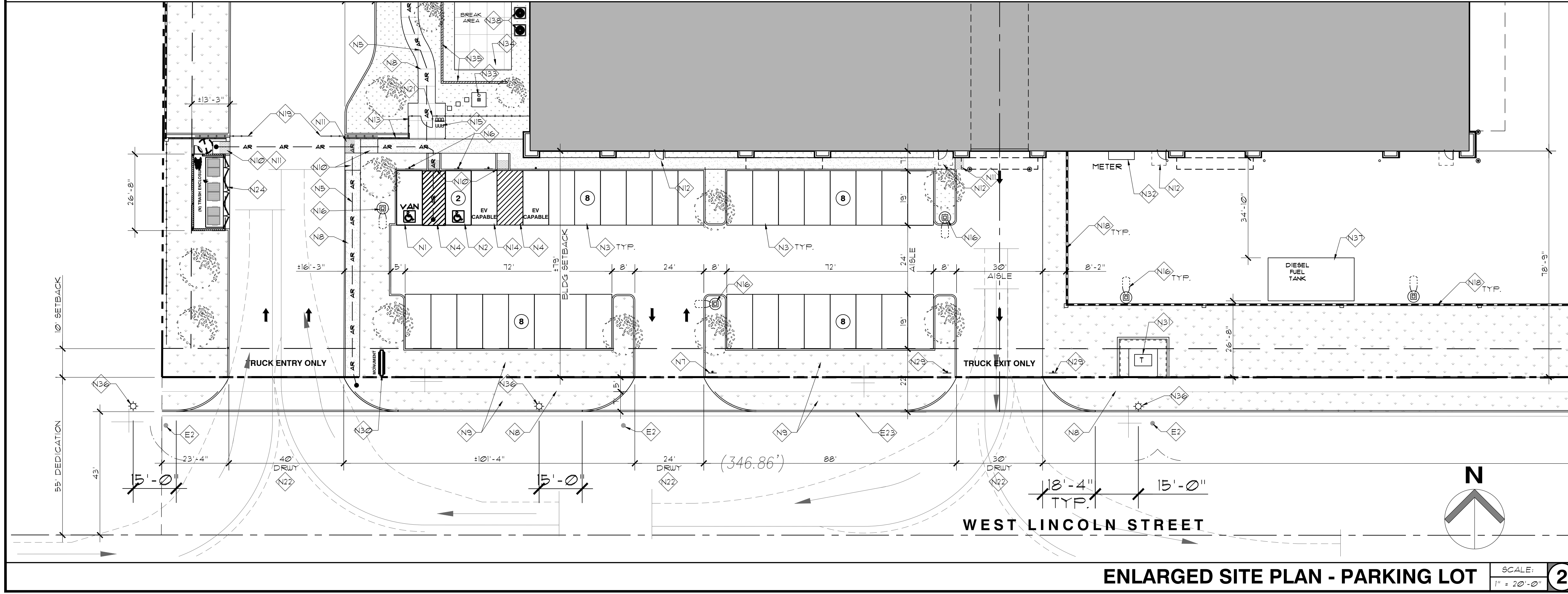
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VAE Project No.
1246

A1.1

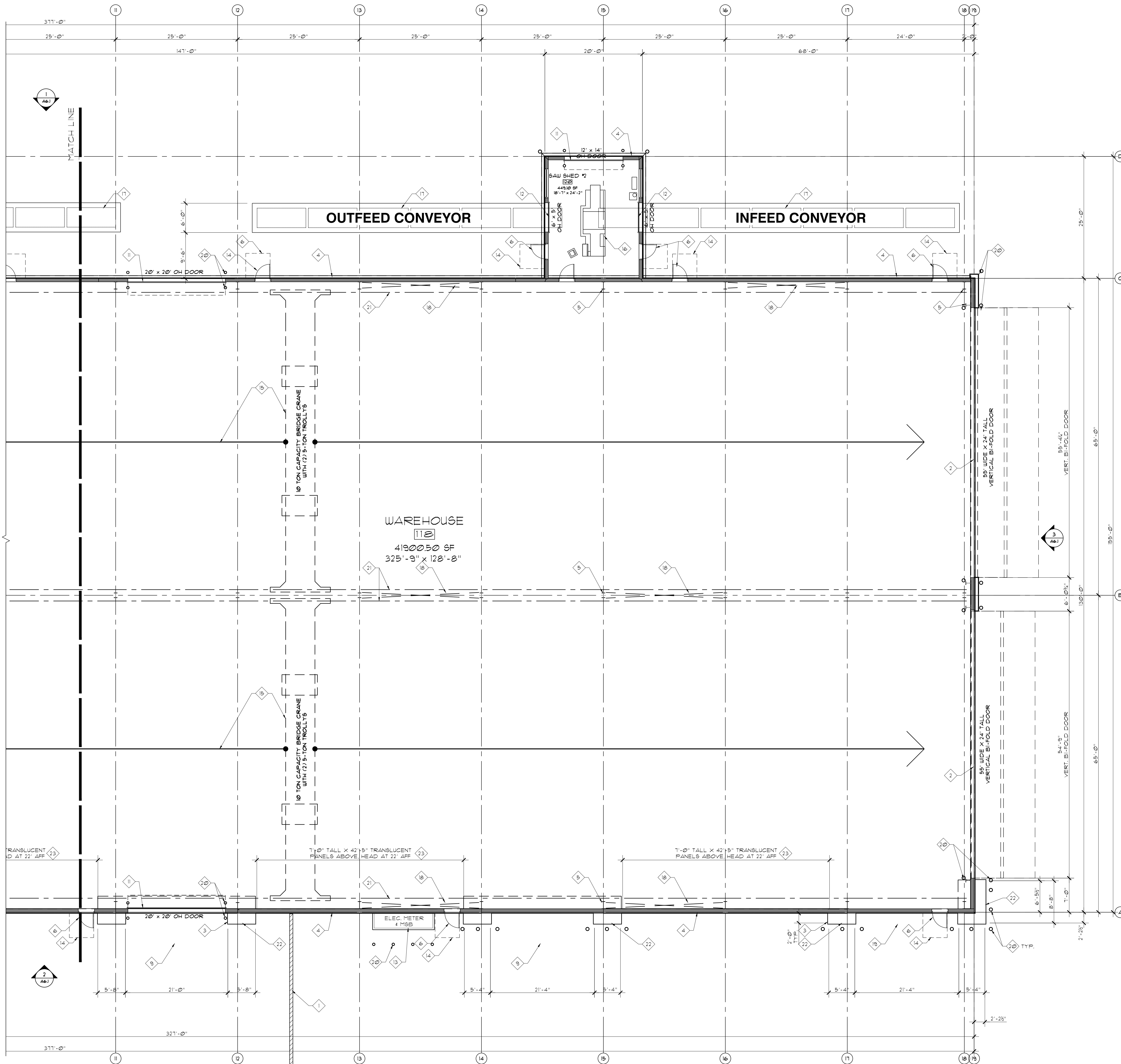
SITE PLAN SCALE: 1" = 40'-0" 1

PARKING ANALYSIS

USE TYPE	PARKING REQUIREMENTS ¹	SQUARE FOOTAGE	SPACES
GENERAL OFFICES	1,200 SF (UP TO 2,000 SF)	2,000 SF	10
	1,250 SF (2,000-15,000 SF)	1,434 SF	6
	MINIMUM REQUIRED SPACES PLUS CALCULATION BELOW		2
INDUSTRIAL WAREHOUSE	11,000 SF (UP TO 20,000 SF)	20,000 SF	20
	11,000 SF (OVER 20,000 SF)	22,510 SF	11
MANUFACTURING	MINIMUM REQUIRED SPACES PLUS CALCULATION BELOW		2
	1,600 SF	1,000 SF	2
TOTAL REQUIRED VEHICLE PARKING SPACES			53
PER CITY OF BANNING CHAPTER 11.28 PARKING AND LOADING STANDARDS REQUIRED PARKING TO BE REDUCED TO A TOTAL OF 34 SPACES BASED ON OCCUPANTS EMPLOYEE COUNT.			
PROVIDED PARKING			
STANDARD PARKING (9'x19')			30
EV CAPABLE SPACES ²			2
EV CAPABLE SPACES WITH EVSE ³			0
STANDARD ACCESSIBLE PARKING (9'x18' MIN.)			1
VAN ACCESSIBLE PARKING (9'x18' MIN.)			1
TOTAL PROVIDED PARKING SPACES			34
² PER 2022 CAL. GREEN BUILDING CODE, TABLE 9.06.5.3.1			
LOADING SPACES			
FREIGHT LOADING SPACES ³ (5'x20' 4' MIN. 15' HT.)			3
PASSENGER LOADING SPACES ³ (11'x20')			1
³ PER CITY OF BANNING SEC 11.28.010 OFF STREET LOADING STANDARDS			
TOTAL PROVIDED LOADING SPACES			4



SCALE: 1" = 20'-0" 2



KEYNOTES

1. SITE SCREEN WALL PER SITE PLAN.
2. VERTICAL BI-FOLD DOOR PER ELEVATIONS.
3. EDGE OF SLAB LINE
4. EXTERIOR METAL BUILDING WALL WITH CLADDING PER ELEVATIONS.
5. PRE-ENGINEERED METAL BUILDING COLUMN.
6. 3'X1' DOOR
7. ALUMINUM FRAME STOREFRONT WINDOW.
8. 3'X8' ALUM. NARROW STYLE GLASS DOOR
9. LINE OF METAL CANOPY ABOVE.
10. LINE OF ROOF OVERHANG ABOVE.
11. SECTIONAL OVERHEAD DOOR
12. COIL-UP DOOR
13. ELECTRICAL SERVICE WITH METER AND M5B
14. 5'X5' LEVEL LANDING
15. OVERHEAD GANTRY/BRIDGE CRANE AS INDICATED.
16. STEEL CUTTING EQUIPMENT.
17. CONVEYORS AT 130" AFF
18. BUILDING STEEL ROD CROSS-BRACING
19. LINE OF SOFFIT ABOVE
20. STEEL PIPE BOLLARD, 4" TALL, MAX 4'-0" OC., PAINT CAUTION YELLOW.
21. BRIDGE CRANE RUNWAY BEAM, ABOVE
22. STEEL STUD FRAMED WALLS WITH HORIZONTAL IMP CLADDING PER ELEVATIONS.
23. EXTECH SERIES #3440 LIGHTWALL SYSTEM WITH CLEAR ALUMINUM FRAME AND 1 1/2" THK X 19" WIDE, TYPE #541 CLEAR TRANSLUCENT POLYCARBONATE LIGHT PANELS.
24. HYAC CONDENSERS AT GROUND LEVEL



532 East Lambert Road
Brea, CA 92821
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09-14-23	PLANNING
04-19-23	PLANNING

Contractor:
BREMCO CONSTRUCTION, INC.
3470 E SPRING ST.
LONG BEACH, CA 90806

Proposed:
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For:
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LEGEND

- METAL STUD/WOOD WALL
- MASONRY WALL

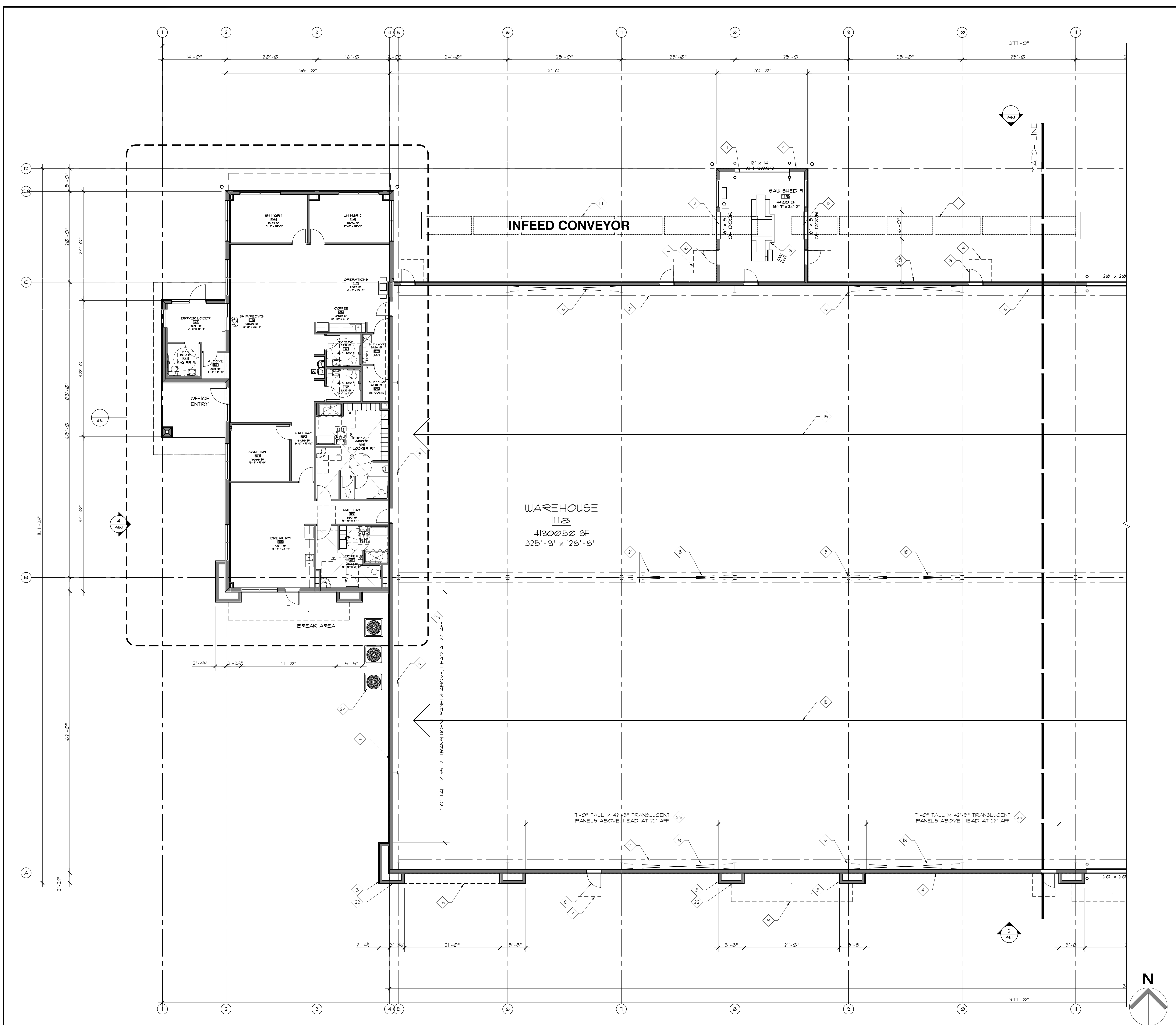
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PARTIAL FLOOR PLAN

Plot Date
09/06/2023
VAE Project No.
1246

A2.1

PARTIAL FLOOR PLAN - EAST SCALE: 1/8" = 1'-0" 1



KEYNOTES

1. SITE SCREEN WALL PER SITE PLAN.
2. VERTICAL BI-FOLD DOOR PER ELEVATIONS.
3. EDGE OF SLAB LINE.
4. EXTERIOR METAL BUILDING WALL WITH CLADDING PER ELEVATIONS.
5. PRE-ENGINEERED METAL BUILDING COLUMN.
6. 3'X1' DOOR.
7. ALUMINUM FRAME STOREFRONT WINDOW.
8. 3'X8' ALUM. NARROW STYLE GLASS DOOR.
9. LINE OF METAL CANOPY ABOVE.
10. LINE OF ROOF OVERHANG ABOVE.
11. SECTIONAL OVERHEAD DOOR.
12. COIL-UP DOOR.
13. ELECTRICAL SERVICE WITH METER AND M8B.
14. 5'X5' LEVEL LANDING.
15. OVERHEAD GANTRY/BRIDGE CRANE AS INDICATED.
16. STEEL CUTTING EQUIPMENT.
17. CONVEYORS AT 130" AFF.
18. BUILDING STEEL ROD CROSS-BRACING.
19. LINE OF SOFFIT ABOVE.
20. STEEL PIPE BOLLARD, 4" TALL, MAX 4'-0" OC., PAINT CAUTION YELLOW.
21. BRIDGE CRANE RUNWAY BEAM, ABOVE.
22. STEEL STUD FRAMED WALLS WITH HORIZONTAL IMP CLADDING PER ELEVATIONS.
23. EXTECH SERIES #3440 LIGHTWALL SYSTEM WITH CLEAR ALUMINUM FRAME AND 1/2" THK X 18" WIDE, TYPE 1541 CLEAR TRANSLUCENT POLYCARBONATE LIGHT PANELS.
24. HVAC CONDENSERS AT GROUND LEVEL.

- 09-14-23 PLANNING RESUBMITTAL
- 04-19-23 PLANNING SUBMITTAL



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LEGEND

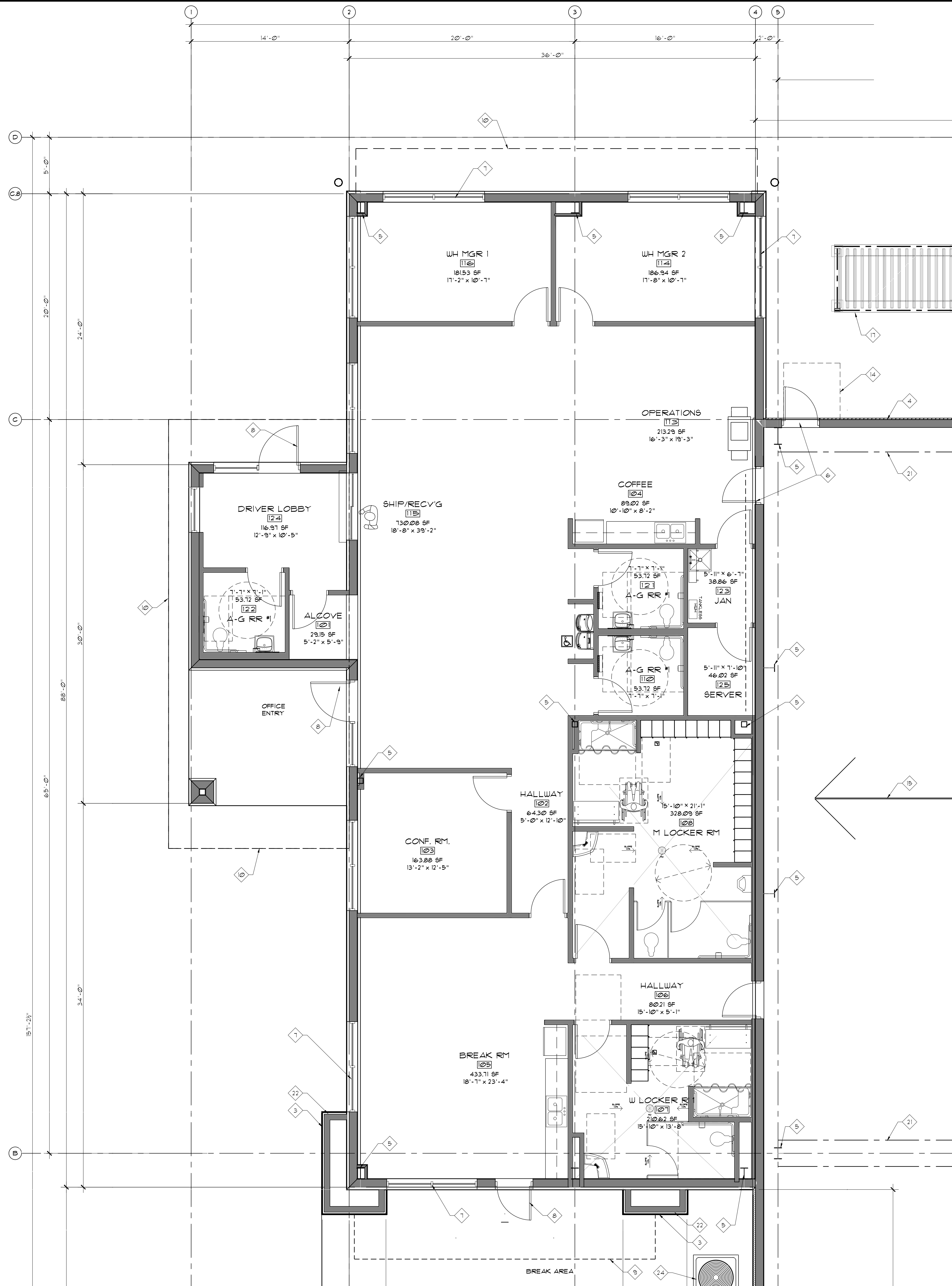
- METAL STUD/WOOD WALL
- MASONRY WALL

PARTIAL FLOOR PLAN

Plot Date
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VAE Project No.
1246

A2.2

PARTIAL FLOOR PLAN - WEST SCALE: 1/8" = 1'-0" **1**



KEYNOTES

1. SITE SCREEN WALL PER SITE PLAN.
2. VERTICAL BI-FOLD DOOR PER ELEVATIONS.
3. EDGE OF SLAB LINE
4. EXTERIOR METAL BUILDING WALL WITH CLADDING PER ELEVATIONS.
5. PRE-ENGINEERED METAL BUILDING COLUMN.
6. 3'X1' DOOR
7. ALUMINUM FRAME STOREFRONT WINDOW.
8. 3'X8' ALUM. NARROW STYLE GLASS DOOR
9. LINE OF METAL CANOPY ABOVE.
10. LINE OF ROOF OVERHANG ABOVE.
11. SECTIONAL OVER-HEAD DOOR
12. COIL-UP DOOR
13. ELECTRICAL SERVICE WITH METER AND M8B
14. 5'X5' LEVEL LANDING
15. OVER-HEAD GANTRY/BRIDGE CRANE AS INDICATED.
16. STEEL CUTTING EQUIPMENT.
17. CONVEYORS AT 130" AFF
18. BUILDING STEEL ROD CROSS-BRACING
19. LINE OF SOFFIT ABOVE
20. STEEL PIPE BOLLARD, 4" TALL, MAX 4'-0" OC., PAINT CAUTION YELLOW.
21. BRIDGE CRANE RUNWAY BEAM, ABOVE
22. STEEL STUD FRAMED WALLS WITH HORIZONTAL IMP CLADDING PER ELEVATIONS.
23. EXTECH SERIES #3440 LIGHTWALL SYSTEM WITH CLEAR ALUMINUM FRAME AND 1 1/2" THK X 19" WIDE, TYPE #541 CLEAR TRANSLUCENT POLYCARBONATE LIGHT PANELS.
24. HYAC CONDENSERS AT GROUND LEVEL

- 09-14-23 PLANNING RESUBMITTAL
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LEGEND

- METAL STUD/WOOD WALL
- MASONRY WALL

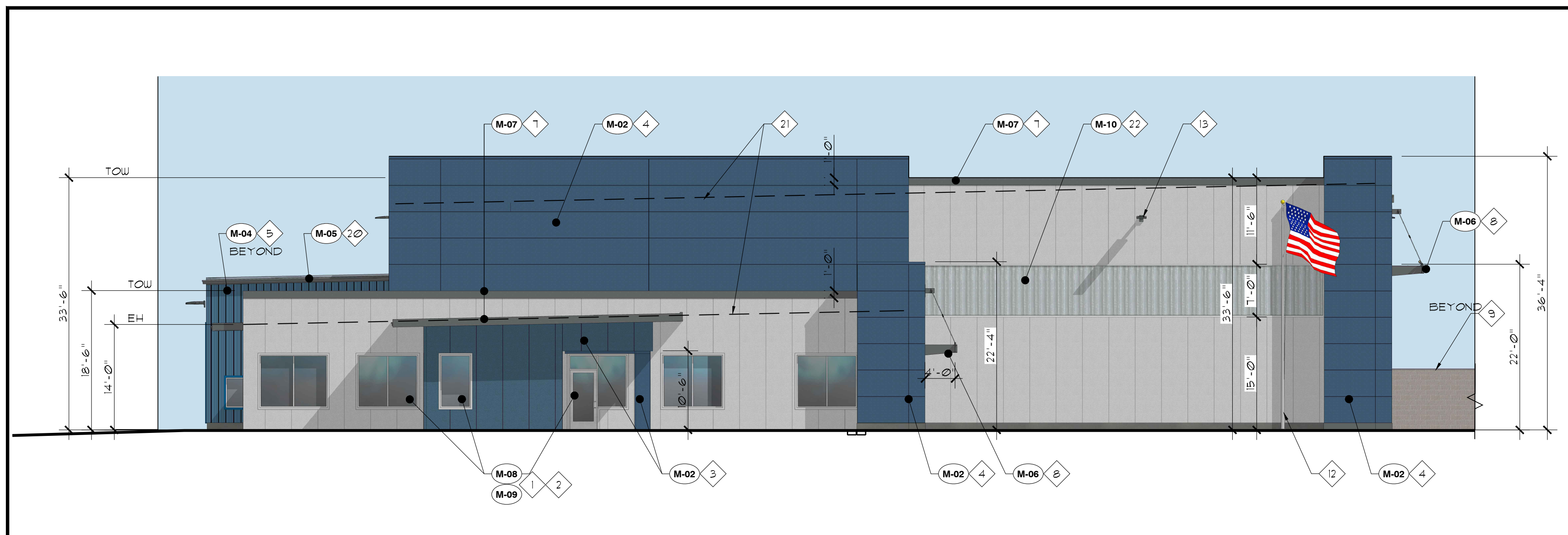
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ENLARGED FLOOR PLAN

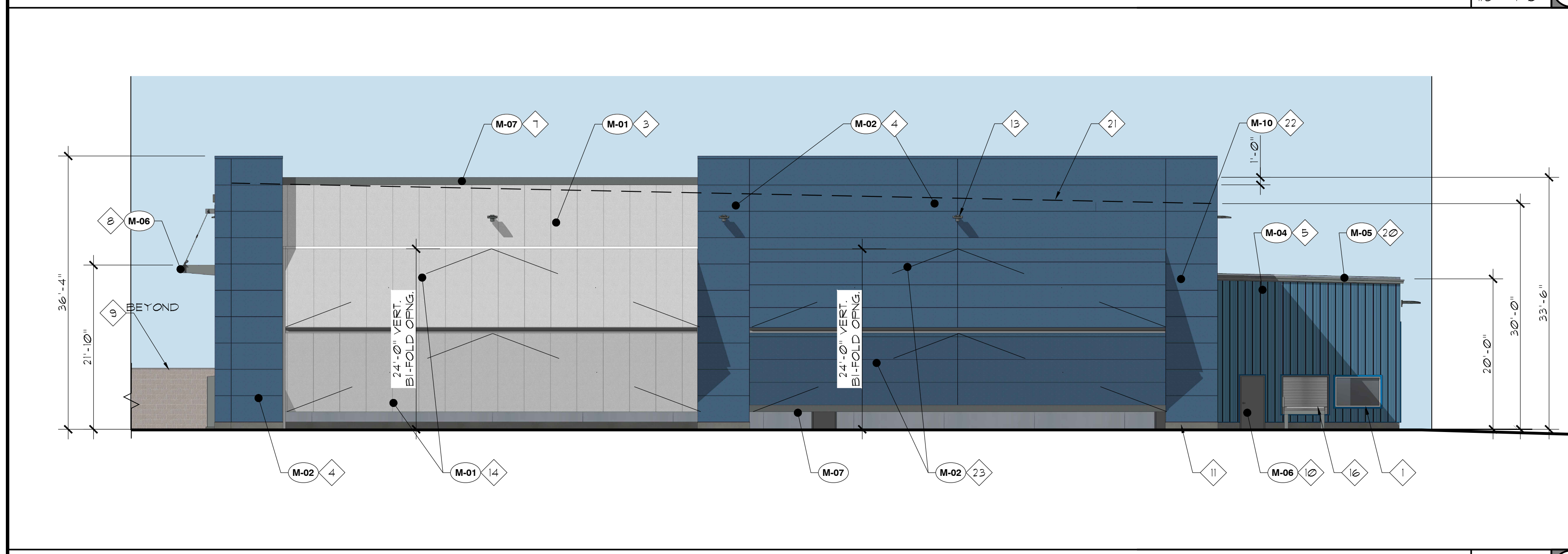
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A3.1

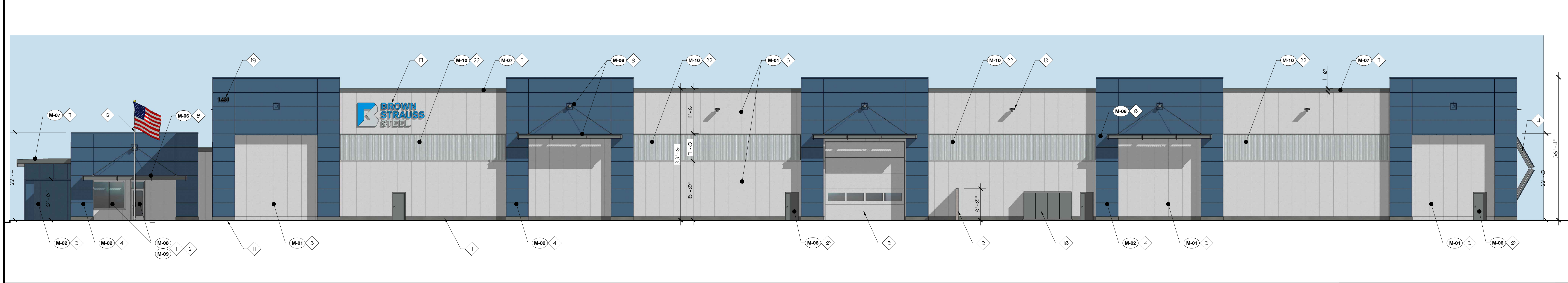
ENLARGED FLOOR PLAN - OFFICE SCALE: 1/4" = 1'-0" 1



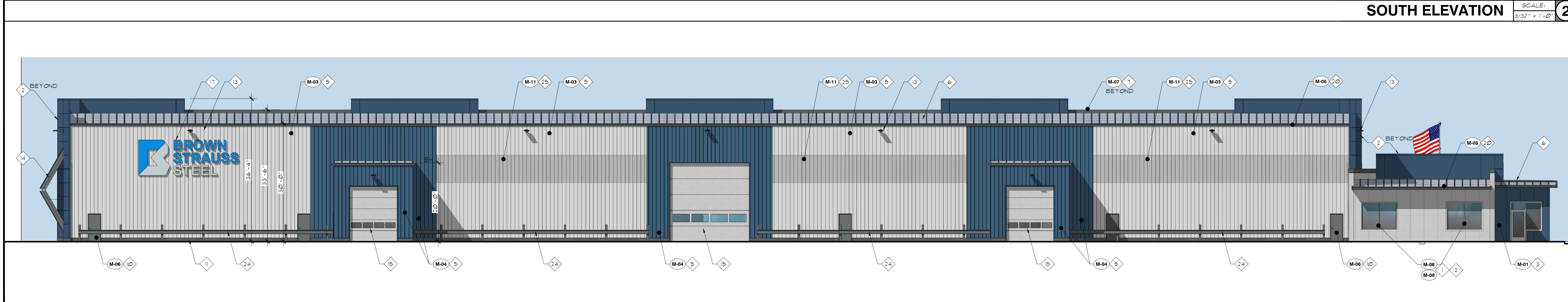
WEST ELEVATION SCALE: 1/8" = 1'-0" 4



EAST ELEVATION SCALE: 3/32" = 1'-0" 3



SOUTH ELEVATION SCALE: 3/32" = 1'-0" 2



NORTH ELEVATION SCALE: 3/32" = 1'-0" 1

MATERIAL LEGEND

- M-01** KINGSPAN INSULATED METAL PANELS WITH GRANITSTONE COATING AT EXTERIOR FACE.
COLOR: IMPERIAL WHITE
- M-02** KINGSPAN INSULATED METAL PANELS WITH GRANITSTONE COATING AT EXTERIOR FACE.
COLOR: MEDIUM BLUE, CUSTOM COLOR
- M-03** NUCOR BUILDING SYSTEMS, R-PANEL 26 GA METAL PANELS, WITH NUCOR PVDF COOL COATING.
COLOR: REGAL WHITE
- M-04** NUCOR BUILDING SYSTEMS, R-PANEL 26 GA METAL PANELS, WITH NUCOR PVDF COOL COATING.
COLOR: ROYAL BLUE
- M-05** NUCOR BUILDING SYSTEMS, 26 GA METAL TRIM, WITH NUCOR PVDF COOL COATING.
COLOR: CHARCOAL
- M-06** MEDIUM GRAY PAINT - METAL PAINT WITH SEMIGLOSS SHEEN OVER METAL PRIMER.
COLOR: DUNN EDWARDS PAINT, DE6363, "POINTED ROCK".
- M-07** MEDIUM GRAY METAL TRIM AND CAP FLASHING WITH GRANITSTONE TEXTURE COATING.
COLOR: CUSTOM COLOR TO MATCH DUNN EDWARDS PAINT, DE6363, "POINTED ROCK".
- M-08** CLEAR BRUSHED ALUMINUM FINISH.
- M-09** TINTED GRAY GLASS, VITRO ARCHITECTURAL GLASS, SOLARGRAY.
- M-10** EXTECH, TYPE 541 CLEAR POLYCARBONATE LIGHT PANELS
- M-11** TRANSLUCENT WALL PANELS WITH PROFILE TO MATCH NUCOR R-PANELS

KEYNOTES

1. ALUMINUM STOREFRONT WINDOW SYSTEM WITH TINTED GLASS.
2. ALUMINUM STOREFRONT DOORS WITH TINTED GLASS.
3. INSULATED METAL PANELS WITH STUCCO COATING, 42" WIDE VERTICAL ORIENTATION.
4. INSULATED METAL PANELS (IMP) WITH STUCCO COATING, 42" WIDE WITH HORIZONTAL ORIENTATION AND 38" JOINT/REVEAL.
5. BUTLER RIB II - 12" O.C. RIBBED METAL PANELS
6. STANDING SEAM ROOF, 24" O.C. SEAMS, BUTLER MR-24 SYSTEM.
7. WALL TOP CAP METAL TRIM WITH STUCCO TEXTURE COATING
8. STEEL CANOPY WITH ROD BRACES - PAINT PER COLOR PER.
9. CMU SITE WALL PER A6.2
10. 3' X 7' EXTERIOR DOOR
11. CONCRETE CURB, BACK SMOOTH AND SEAL.
12. FLAG POLE PER PLAN
13. LIGHT FIXTURES PER ELECTRICAL
14. VERTICAL BI-FOLD DOORS WITH INSULATED METAL PANEL GLAZING, 42" WIDE WITH VERTICAL ORIENTATION. ALIGN PANEL JOINTS WITH WALL PANELS ABOVE.
15. SECTIONAL OVERHEAD DOOR WITH VISION PANELS.
16. COIL-UP DOOR.
17. BROWN STRAUSS STEEL BUILDING SIGN UNDER SEPARATE SIGN PERMIT.
18. ELECTRICAL METER AND M5B.
19. WALL MOUNTED BUILDING ADDRESS NUMBERS.
20. 24 GA. GI METAL CLAD FASCIA + GUTTER FLASHING PER DETAILS, COLOR/FINISH.
21. LINE OF ROOF BEYOND
22. EXTECH SERIES #3440 LIGHTWALL SYSTEM WITH CLEAR ALUMINUM FRAME AND 1 1/2" THK X 19" WIDE, TYPE #541 CLEAR TRANSLUCENT POLYCARBONATE LIGHT PANELS.



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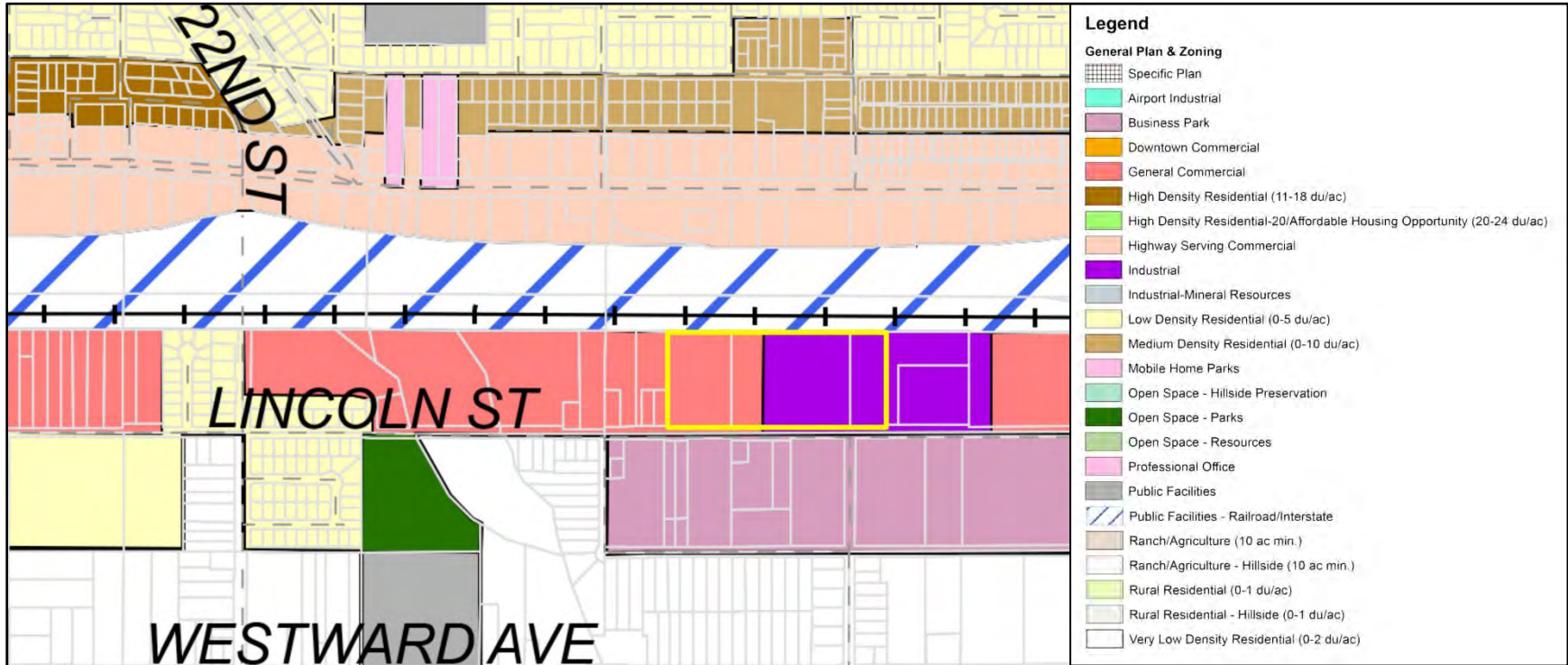
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APN: 540-180-020,
540-180-026, 540-180-022
BANNING PAC22-14

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ELEVATIONS

Plot Date
09/06/2023
VAE Project No.
1246

A6.1



PROJECT SITE

Figure 1: Existing General Plan and Zoning Map

Source: City of Banning

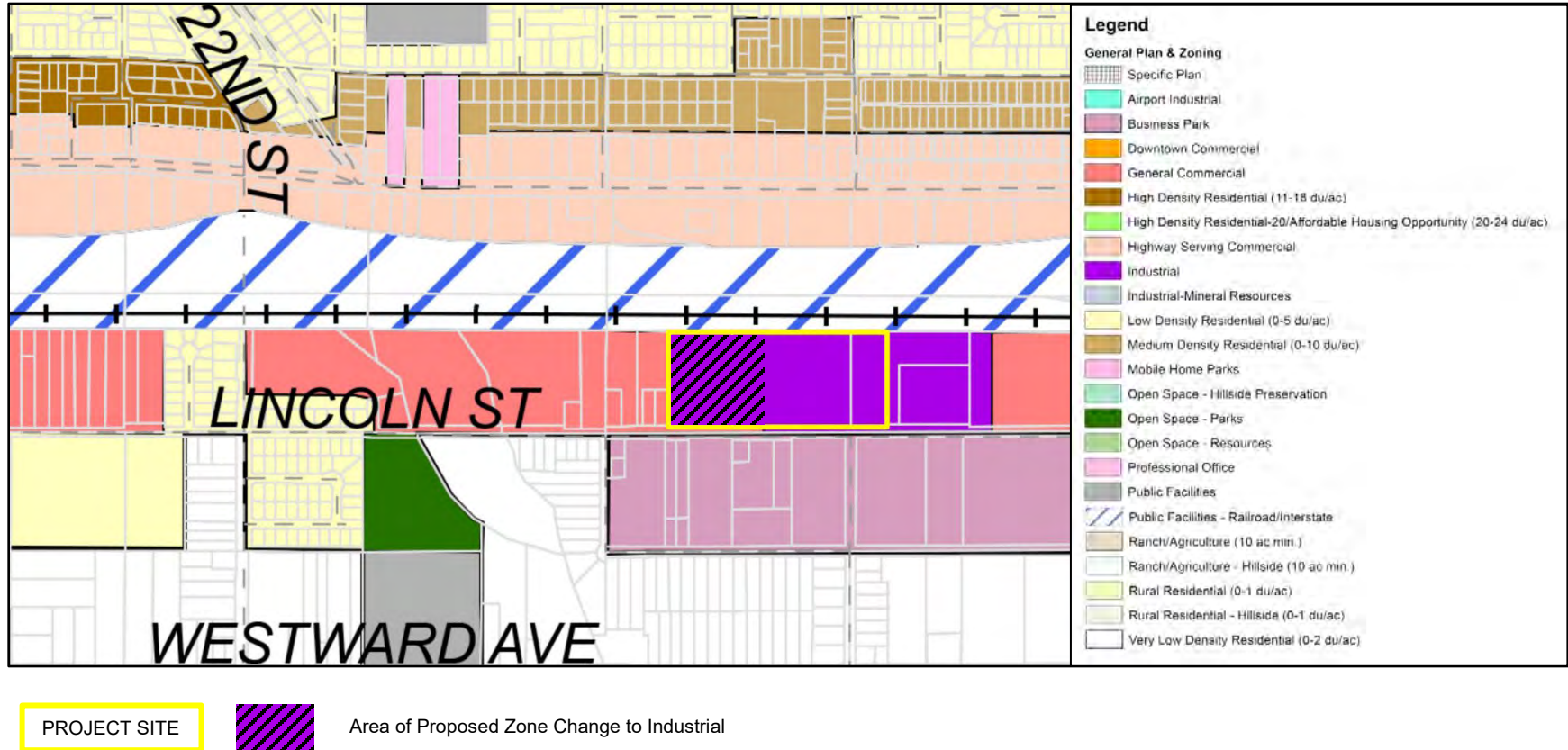


Figure 2: Proposed General Plan and Zoning Map

Source: City of Banning/Sagecrest

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



September 26, 2023

Daniel Palafox, Project Planner
City of Riverside Community & Economic Development Department
3900 Main Street, 3rd Floor
Riverside CA 92522

CHAIR

Steve Manos
Lake Elsinore

VICE CHAIR

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Desert Hot Springs

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STAFF

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Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1076RG23
Related File No.: PR2023-001523 (Zoning Ordinance Amendment)
APN: Citywide

Dear Mr. Palafox,

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 Riverside Zoning Ordinance Amendment (PR2023-001523), a proposal amending Title 19 of the Riverside Municipal Code related to updates to regulations for industrial development, including align definition of Sensitive Receptors with established policy and provide additional protections for sensitive receptors near proposed industrial development; revise industrial development standards including but not limited to Floor Area Ratio, maximum building size and landscape setbacks to improve compatibility with surrounding uses; enhance project notification requirements for certain projects within the Business Manufacturing Park (BMP) and General Industrial (I) Zones; and other minor, non-substantive changes and technical corrections as required to provide clarity, correct errors, or remove redundancies.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

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

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ARTICLE X: DEFINITIONS

Chapter 19.910 DEFINITIONS

19.910.010 Purpose and applicability.

For the purposes of the Zoning Code, certain words, phrases and terms used herein shall have the meaning assigned to them by this article, except that definitions derived from State and Federal regulations that are referenced herein shall have the meaning contained in the referenced regulations.

For general terminology used throughout the Zoning Code, refer to Section 19.060.030.A (Rules and Interpretations - Terminology). For terminology used in the Zoning Code but not defined in this title, the definitions used elsewhere in the Riverside Municipal Code, the Uniform Building Code or accepted dictionaries of the English language shall govern.

(Ord. 6966 §1, 2007)

19.910.200 "S" Definitions.

Saloon. See "bar."

Salvage yard means any area, lot, parcel, building, or part thereof used for the storage, collection, processing, purchase, sale, or abandonment or wastepaper, rags, scrap metal, or other scrap or discarded materials, machinery, or other types of junk. Such uses include baling of cardboard and other paper materials.

Scale means proportionate size judged in relation to an external point of reference. See definition in the Downtown Specific Plan.

School means any institution of learning for minors, whether public or private, offering instruction in those courses of study required by the California Education Code and maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, middle or junior high school, senior high school, or any special institution of education, but it does not include a vocational or professional institution of higher education, including a community or junior college, or university. This definition does not include any day care center or family day care home, regardless of size (see separate definitions for all day care facilities).

School, professional institution of higher education means a post-secondary institution for higher learning that grants associate or bachelor degrees and may also have research facilities and/or professional schools that grant master and doctoral degrees. This may also include community colleges that grant associate or bachelor degrees or certificates of completion in business or technical fields.

School, vocational means a specialized instructional establishment that provides on-site training of business, commercial and/or trade skills such as accounting, data processing and computer repair. This classification excludes establishments providing training in an activity that is not otherwise permitted in the zone. Incidental instructional services in conjunction with another primary use shall not be considered a business and trade school.

Secondary street frontage. See "frontage, secondary street."

Secondhand store means a retail or wholesale business in which the largest portion of merchandise is used. This classification does not include secondhand motor vehicle parts or accessories.

Semi-public means a use owned or operated by a private non-profit, religious or charitable institution that provides educational, cultural, recreational, religious or similar types of programs to the general public.

Senior housing means a housing facility or development the occupancy of which is limited to persons 55 years of age or older pursuant to Section 51.3 of the California Civil Code.

Sensitive receptor means a residential zone or use; K-12 public, private and charter school; designated parks and open space; adult and child day care facilities; assisted living facilities and hospitals.

Separate interest. Has the following meanings:

1. In a community apartment project, "separate interest" means the exclusive right to occupy an apartment, as specified in 19.790 subdivision (d).
2. In a condominium project, "separate interest" means an individual unit, as specified in 19.790 subdivision (f).
3. In a planned development, "separate interest" means a separately owned lot, parcel, area or space.
4. In a stock cooperative, "separate interest" means the exclusive right to occupy a portion of the real property, as specified in 19.790 subdivision (m).

Unless the declaration or condominium plan, if any exists, otherwise provides, if walls, floors, or ceilings are designated as boundaries of a separate interest, the interior surfaces of the perimeter walls, floors, ceilings, windows, doors and outlets located within the separate interest are part of the separate interest and any other portions of the walls, floors or ceilings are part of the common areas.

The estate in a separate interest may be a fee, a life estate, an estate for years, or any combination of the foregoing.

Service station. See "vehicle fuel station."

Setback means the distance from a defined point or line governing the placement of buildings, structures, parking or uses on a lot. See definition in the General Plan.

Setback building line, front means a line parallel with the front lot line or planned street line and located at the required front yard setback for regular lots and a line parallel with the street measured one third the lot depth back for cul-de-sac lots and knuckle lots.

Setback building line, rear means a line parallel with the front lot line or planned street line and located at the required rear yard setback.

Setback, building line, side means a line parallel with the front lot line or planned street line and located at the required side yard setback.

Shared parking means the provision that two or more uses that are within close proximity may share parking facilities to fulfill their individual parking requirements because their prime operational hours do not overlap.

Shelters, emergency. Has the same meaning as defined in subdivision C of Section 50801 of the Health and Safety Code except as allowed with a Temporary Use Permit with assemblies of people—non-entertainment.

Shopping center. Same as "complex, commercial."

Short-term rental, as regulated in Title 5 of the Riverside Municipal Code, means the rental of a dwelling, or a portion thereof, by the owner to another person or group of persons for occupancy, dwelling, lodging or sleeping purposes for a period of less than 30 consecutive calendar days. The rental of units within city-approved hotels, motels, and bed-and-breakfast inns shall not be considered to be a short-term rental.

Showroom means an area for the display of goods/merchandise in conjunction with a permitted use on the site.

Side lot line. See "lot line, side."

Chapter 19.130 INDUSTRIAL ZONES (BMP, I, AI AND AIR)

19.130.030 Development standards for Industrial Zones.

- A. Table 19.130.030.A (BMP, I and AIR Industrial Zones Development Standards) sets forth the minimum development standards for all development in the BMP, I, and AIR Zones.
- B. Table 19.130.030.B (AI Industrial Zones Development Standards) sets forth the minimum development standards for all development in the AI Zones.

(Ord. 7609 § 1, 2022; Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

Table 19.130.030.A
 BMP, I and AIR Industrial Zones Development Standards

Development Standards	BMP	I	AIR	Notes, Exceptions & Special Provisions
Floor Area Ratio (FAR) - Maximum^{1,2}	1.50	0.60	0.60	See Chapter 19.149- Airport Land Use Compatibility
Lot Area - Minimum	40,000 sq. ft. ²	10,000 sq. ft.	8,000 sq. ft.	
Lot Width - Minimum	140 ft.	60 ft.	60 ft.	
Lot Depth - Minimum	100 ft.	100 ft.	100 ft.	
Building Height - Maximum ³	—	—	—	See Chapter 19.149- Airport Land Use Compatibility
a. Within 200 feet of a sensitive receptor Residential Zone or use ^{6,7,8}	35 ft.	35 ft.	35 ft.	
b. All other locations	45 ft.	45 ft.	45 ft.	
Building Size - Maximum	—	—	—	Gross floor area, exclusive of mezzanine. Multiple buildings allowed provided the buildings meet the FAR established in Table 19.130.030.B. maximum FAR is not exceeded.
a. Within 200 feet of a	10,000 sq.	10,000 sq.	10,000 sq.	

Residential Zone or usesensitive receptor^{6,7}	ft.	ft.	ft.	
-b. 200-800 feet of a Residential Zone or usesensitive receptor^{6,7}	100,000 sq. ft.	100,000 sq. ft.	100,000 sq. ft.	
c. 800-1,500 feet of a sensitive receptor	400,000 sq. ft.	400,000 sq. ft.	400,000 sq. ft.	
d. 1,500 feet or more ^{6,7} €. All other locations	Per FAR	Per FAR	Per FAR	
Front Yard Setback - Minimum ⁵	—	20 ft.	15 ft.	In the BMP Zone, 20-foot of the required 50-foot front yard setback shall be landscaped.
a. Buildings over 30 ft. in height or on an arterial street	50 or 40 ft. ⁴ (See Notes)	—	—	However, a 40-foot front yard setback shall be permitted if it is landscaped in its entirety.
b. Buildings 30 ft. or less in height and not on an arterial street	20 ft. (See Notes)	—	—	In the BMP zone, the 20-foot front yard setback required for buildings 30-feet or less in height shall be landscaped in its entirety.
Side Yard setbacks - Minimum	—	—	—	
a. Interior Side	0 ft.	0 ft.	0 ft.	
b. Adjacent to a sensitive receptor Residential Zone or use^{6,7}	60	60	60	Not less than At least 15-20 feet of the minimum side yard setback area directly adjacent to a Residential Zone or usesensitive receptor shall be fully landscaped.
c. Street side	Same as Front Yard	20 ft.	15 ft.	Minimum 10 feet fully landscaped.
Rear Yard Setback - Minimum	—	—	—	
a. Rear yard	0 ft.	0 ft.	15 ft.	
b. Adjacent to a sensitive receptor Residential Zone or use^{6,7}	60 ft.	60 ft.	60 ft.	Not less than At least 15-20 feet of the minimum rear yard setback area directly adjacent to a Residential Zone a sensitive receptor or use shall be fully landscaped.

c. Adjacent to Streets	Same as Front Yard	20 ft.	20 ft.	Minimum 10 feet fully landscaped.
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Table 19.130.030.B
BMP, I and AIR Industrial Zones Floor Area Ratio

<u>Distance from Sensitive Receptor</u>	<u>Lot Size</u>								
	<u>< 2 acres</u>			<u>2-4 Acres</u>			<u>> 4 Acres</u>		
	<u>BMP</u>	<u>I</u>	<u>AIR</u>	<u>BMP</u>	<u>I</u>	<u>AIR</u>	<u>BMP</u>	<u>I</u>	<u>AIR</u>
<u>< 200 feet</u>	<u>.50</u>	<u>.50</u>	<u>.60</u>	<u>.35</u>	<u>.35</u>	<u>.60</u>	<u>.25</u>	<u>.25</u>	<u>.60</u>
<u>< 800 feet</u>	<u>.75</u>	<u>.60</u>	<u>.60</u>	<u>.50</u>	<u>.50</u>	<u>.60</u>	<u>.35</u>	<u>.35</u>	<u>.60</u>
<u>< 1,500 feet</u>	<u>1.5</u>	<u>.60</u>	<u>.60</u>	<u>1.0</u>	<u>.60</u>	<u>.60</u>	<u>.75</u>	<u>.60</u>	<u>.60</u>
<u>> 1,500 feet</u>	<u>1.5</u>	<u>.60</u>	<u>.60</u>	<u>1.5</u>	<u>.60</u>	<u>.60</u>	<u>1.5</u>	<u>.60</u>	<u>.60</u>

Notes:

1. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.
2. Smaller minimum lot areas may be established by a specific plan or master plan in the BMP Zone. A master plan must include provisions for common access, parking and maintenance. A total master plan area of five acres is required. Site plan review approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. In the BMP Zone, off-street parking, gate or guard houses, roofs or canopies covering unenclosed pedestrian walks and walls or fences not more than six feet in height shall be permitted in the rear 30 feet of the required 50-foot front yard setback.
5. A minimum front yard setback of 50 feet shall be required and maintained wherever a lot or parcel in any industrial zone abuts or is adjacent to a lot or parcel in any residential zone or use.
6. Except where the site is separated from such residential zone or use by a freeway.
7. Measured from the residential zone or property line to the industrial building.
8. ~~A sensitive receptor includes a residential zone or use; K-12 public, private and charter school; designated parks and open space; adult and child day care facilities; assisted living facilities and hospitals shall be defined as defined by Article X - Chapter 19.910 - Definitions - a residential zone or use; K-12 public, private and charter schools; designated parks and open space; adult and child day care centers; assisted living facilities, hospitals,~~

19.130.040 Additional standards, regulations and requirements for the BMP, I, AIR and AI Zones.

- A. *Health Risk Assessment.* A Health Risk Assessment (HRA) shall be prepared in accordance with South Coast Air Quality Management District (SCAQMD) Guideline for the new development or

substantial enlargement of industrial uses within 1,000 feet of a ~~Residential Zone or use~~sensitive receptor.

~~B.~~ *Specific Plan District Consistency.* For new development within 1,500 feet of sensitive receptor in a specific plan district requiring a Minor Conditional Use Permit or Conditional Use Permit, the development standards of Table 19.130.030.A and Table 19.130.030.B shall prevail unless the specific plan district standards are more restrictive.

~~BC.~~ *Walls.* Wherever a lot or parcel in any industrial zone abuts a sensitive receptor~~Residential Zone or use~~, or abuts an alley that separates the industrial zone from a ~~Residential Zone or use~~sensitive receptor, a minimum eight-foot high solid masonry wall shall be constructed along the property line or alley right-of-way line separating the industrial zone from the Residential Zone or use. Wall height shall be measured from the finished grade of the adjacent Residential Zone or use.

1. Such wall shall be limited in height to three feet in any required front yard or street side yard setback area.
2. Such wall shall not be required until the industrial lot or parcel is developed with a permitted use.

~~CD.~~ *Outdoor display and storage.* Except for the outdoor storage and display of aircraft, outdoor display and storage shall not be permitted except as specified in 19.285 (Outdoor Storage Yard), 19.500 (Outdoor Display of Incidental Plant Materials), 19.505 (Outdoor Display and Sales ~~—~~ Incidental) and 19.510 (Outdoor Storage—Incidental).

~~DE.~~ *Use of interior rear and side yards for off-street parking and loading.* Except for required landscape areas, required interior rear yards and side yards may be used for off-street parking, off-street loading, outdoor storage incidental to a permitted use, and any use permitted in the required front yard area; provided such loading, parking and storage areas are acoustically shielded and screened from adjacent Residential Zones or uses and the public right-of-way, to the satisfaction of the Community & Economic Development Director or his/her designee.

~~EF.~~ *Lighting.* Lighting for signs, structures, landscaping, parking areas, loading areas and the like, shall comply with the regulations set forth in Section 19.590.070 (Light and Glare) and the provisions of Chapter 19.556 (Outdoor Lighting).

~~FG.~~ *Screening of mechanical equipment.* All roof-supported or ground-supported mechanical equipment and utility equipment shall comply with the regulations set forth in Chapter 19.555 (Outdoor Equipment Screening).

~~GH.~~ *Landscaping.*

1. ~~Front and side yard areas-adjacent~~areas.

a. ~~Landscaping adjacent~~ to streets and ~~sensitive receptors interior perimeter landscape planters adjacent to Residential Zones or uses~~ shall be suitably landscaped and continuously maintained as set forth in Chapter 19.570 (Water Efficient Landscaping and Irrigation).

b. Such ~~setbacks-landscape areas~~ shall not be used for off-street parking, loading, storage or accessory buildings.

2. Buffering between uses. In addition to any required perimeter walls, a landscape-planter strip shall be provided when adjacent to a sensitive receptor along the shared property line.

a. Dimensions: The landscape planter strip shall have a minimum width of twenty feet.

b. Plant Materials: The planter strip shall have a layered composition of deciduous and/or evergreen trees.

i. A minimum of two rows of trees is required.

1. Each row shall be placed at intervals of one for every 30 linear feet and shall be staggered such that the distance between trees in each row is not less than 15 feet.

ii. All trees shall be mature at the time of planting.

~~i.~~ Alternative planting materials may be considered subject to the approval of the approving authority.

iii.

iv. The remainder of the planter strip shall be permanently stabilized by ground cover plantings, mulch, or similar methods.

I.H. *Performance standards.* All uses shall comply with the performance standards set forth in Chapter 19.590 (Performance Standards) for industrial uses, except that the noise associated with aircraft operations shall be exempt from noise standards but shall comply with any applicable Federal Aviation Administration regulations regarding noise.

I.J. *Parking and loading requirements.* Parking areas shall be provided as set forth in Chapter 19.580 (Parking and Loading).

I.K. *Trash receptacles and enclosures.*

1. All trash storage areas shall be located so as to be convenient to the users and where associated odors and noise will not adversely impact the users.
2. The provisions of Chapter 19.554 (Trash/Recyclable Materials Collection Area Enclosures) regarding requirements for the screening of trash receptacles shall apply.

(Ord. 7541 , § 4, 2020; Ord. 7331 §7, 2016; Ord. 6966 §1, 2007)

Chapter 19.150 BASE ZONES PERMITTED LAND USES

19.150.010 Purpose.

This section establishes land use regulations for all base zones listed in this article consistent with the stated intent and purpose of each zone.

(Ord. 7573 § 1(Exh. A), 2021; Ord. 7331 §12, 2016; Ord. 6966 §1, 2007)

19.150.020 Permitted land uses.

Table 19.150.020 A. (Permitted Uses Table), Table 19.150.020 B. (Incidental Uses Table) and Table 19.150.020 C. (Temporary Uses Table) in Chapter 19.150 (Base Zones Permitted land uses) identify permitted uses, permitted accessory uses, permitted temporary uses, and uses permitted subject to the approval of a minor conditional use permit (Chapter 19.730 - Minor Conditional Use Permit), or conditional use permit (Chapter 19.760 - Conditional Use Permit), or uses requiring some other permit. Table 19.150.020 A. also identifies those uses that are specifically prohibited. Uses not listed in tables are prohibited unless the Community & Economic Development Department Director, or his/her designee, pursuant to Chapter 19.060 (Interpretation of Code), determines that the use is similar and no more detrimental than a listed permitted or conditional use. Any use which is prohibited by state and/or federal law is also strictly prohibited.

Chapter 19.149 - Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan.

(Ord. 7630 § 3, 2023; Ord. 7573 § 1(Exh. A), 2021; Ord. 7552 §6, 2021; Ord. 7431 , § 1(Exh. A), 2-20-2018; Ord. 7331 §12, 2016; Ord. 7273 §1, 2015; Ord. 7222 § 3, 2013; Ord. 7110 §§2, 3, 4, 2011; Ord. 7109 §§4, 5, 2010; Ord. 7072 §1, 2010; Ord. 7064 §9, 2010; Ord. 6966 §1, 2007)

Vehicle Repair Facilities - Minor (Indoor)	X	X	X	X	X	X	X	X	C	C	C	X	X	X	MC	P/MC	X	X	X	X	X	19.420 - Vehicle Repair Facilities
Vehicle Repair Facilities - Minor (Outdoor - fully screened)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	X	X	X	X	X	19.420 - Vehicle Repair Facilities
Vehicle Rental:																						
Moving Trucks	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Passenger Vehicles	X	X	X	X	X	X	X	X	C	C	X	X	X	X	MC	MC	X	X	X	X	X	
Incidental Sales	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	
Vehicle Sales, Rental and Leasing - New and Used (No Outdoor Display)																						See Retail Sales in This Table
Vehicle Sales, Rental and Leasing - New and Used (With Outdoor Display)	X	X	X	X	X	X	X	X	X	C	X	X	X	X	MC ⁶	X	X	X	X	X	X	
Vehicle Wash Facilities	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X	X	19.425 - Vehicle Wash Facilities
Vehicle Wholesale Business:																						19.427 - Vehicle Wholesale Business
Indoor (less than 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	X	X	X	X	X	
Outdoor & Indoor (In excess of 5,000 sq. ft.)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X	X	X	
Veterinary Services:																						19.430 - Veterinary Services
Clinics and Small	X	X	X	X	X	X	X	X	MC	MC	MC	X	C	C	MC	C	C	X	X	X	MC	

Animal Hospitals (short term boarding)																							
Incidental to a Pet Shop	X	X	X	X	X	X	X	X	P	P	P	X	MC	MC	X	X	X	X	X	X	X	P	
Warehousing & Distribution Facilities:																							
a. 10,000 sq. ft. or less	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P/MC	P/MC	P/MC	P/MC	X	X	X		
b. Greater than 10,000 sq. ft. and less than 100,000 sq. ft.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC/C	MC/C	MC/C	MC/C	X	X	X		
c. <u>Greater than 100,000 sq. ft. or more and less than 400,000 sq. ft.</u>	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	C	C	X	X	X		
d. <u>400,000 sq. ft. or more</u>															X	C	X	X					
Wireless Telecommunication Facilities and Related Support Structures	X	X	P/C ¹	P/C ⁵	P/C ⁵	P/C ⁵	P/C ⁵	P/C	P/C	P/C	P/C	P/C ⁵	P/C ⁵	P/C ⁵	P/C	P/C	P/C	P/C	P/C	P/C	P/C		
																							19.435 - Warehousing & Wholesale Distribution Facilities
																							19.530 - Wireless Telecommunications Facilities and Related Support Structures

* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

** = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030.A (RA-5 Zone Permitted Uses) and 19.100.030.B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030.A and 19.100.030.B exists, the provisions of Sections 19.100.030.A and 19.100.030.B shall apply.

*** = Refer to Chapter 19.149 - Airport Land Use Compatibility and applicable Airport Land Use Compatibility Plan for airport land use compatibility zones where use may be strictly prohibited.

C = Subject to the granting of a conditional use permit (CUP), Chapter 19.760
PRD = Planned Residential Development Permit, Chapter 19.780

RCP = Recycling Center Permit, Chapter 19.870

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730
P = Permitted
SP = Site Plan Review Permit, Chapter 19.770
sq. ft. = Square Feet

X = Prohibited

¹ Commercial Storage Facilities are permitted in all zones with the Commercial Storage Overlay Zone (Chapter 19.190).

² Legal, existing duplexes built prior to the adoption of this Zoning Code are permitted in the R-1-7000 Zone see 19.100.060 D.

³ Allowed with a Planned Residential Development (PRD) Permit, Chapter 19.780.

⁴ One single-family detached dwelling allowed on one legal lot 0.25 acres in size or less in existence prior to January 1, 2018 subject to the development standards of the R-1-7000 Zone.

⁵ Permitted or conditionally permitted on sites that do not include a residential use.

⁶ For Clean Energy Uses and associated Outdoor Storage (Chapter 19.510) and/or Indoor Vehicle Repair (Chapter 19.420), permitted with a Minor Conditional Use Permit.

⁷ Allowed for Two-Unit Developments pursuant to Chapter 19.443.

(Ord. 7630 § 4(Exh. A), 2023; Ord. 7592 § 4(Exh. D), 2022; Ord. 7587 , § 2(Exh. A), 2022; Ord. 7573 § 1(Exh. A), 2021; Ord. 7552 §7(Exh. C), 2021; Ord. 7541 , § 6(Exh. C), 2020; Ord. 7528 § 1(Exh. A), 2020; Ord. 7520 § 1(Exh. A); Ord. 7505 § 1(Exh. A), 2020; Ord. 7487 § 13(Exh. D), 11-5-2019; Ord. 7462 , § 2(Exh. A), 2019; Ord. 7431 § 3(Exh. A), 2018)

Chapter 19.435 WAREHOUSING AND DISTRIBUTION FACILITIES

19.435.030 Site location, operation and development standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to warehousing and distribution facilities, unless otherwise specified here.

A. Warehousing and distribution facilities 10,000 square feet or less.

1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from ~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places~~ sensitive receptors to the maximum extent feasible.
2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of ~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places~~ sensitive receptors and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.

Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a ~~Residential Zone or use~~ sensitive receptor, they shall be fully screened from view of the adjacent ~~Residential Zone or use~~ sensitive receptor by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the ~~adjacent Residential Zone or use~~ sensitive receptor.

3. Operations, including loading, unloading, staging and storage of trucks and trailers, shall comply with Title 7 (Noise) of this Code.

B. Warehousing and distribution facilities larger than 10,000 square feet and less than 100,000 square feet.

1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from ~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places~~ sensitive receptors the maximum extent feasible.
2. Loading areas, docks, truck wells and outdoor storage areas shall be fully screened from view of ~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places~~ sensitive receptors and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.

Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a ~~Residential Zone or use~~ sensitive receptor, they shall be screened from view of the adjacent ~~Residential Zone or use~~ sensitive receptor by means of a solid wall with a minimum height of

eight feet as measured from the finished grade of the adjacent ~~sensitive receptors~~Residential Zone or use.

3. Operations, including loading, unloading, staging and storage of trucks and trailers, shall comply with Title 7 (Noise) of this Code.
4. Idling of trucks queued or operated on site shall not exceed five minutes.
5. Where transport by temperature-controlled trucks or trailers is proposed, on-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.

C. Warehousing and distribution facilities 100,000 square feet and larger.

1. Driveways, loading areas, docks, truck wells and internal circulation routes shall be oriented away from ~~sensitive receptors~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places.
2. Loading areas, docks, truck wells and outdoor storage areas shall be screened from view of ~~sensitive receptors~~residential neighborhoods, schools, parks, playgrounds, day care centers, nursing homes, hospitals or other public places and from public rights-of-way with buildings, freestanding walls and fences, landscaping or other means to the satisfaction of the Approving Authority.

Where loading areas, docks, truck wells and outdoor storage areas are located adjacent to a ~~sensitive receptor~~Residential Zone or use, they shall be screened from view of the adjacent ~~sensitive receptor~~Residential Zone or use by means of a solid wall with a minimum height of eight feet as measured from the finished grade of the adjacent ~~sensitive receptor~~Residential Zone or use.

3. Sufficient aisle space shall be provided on-site to accommodate the on-site queuing of trucks as determined by a Traffic Impact Analysis, if required. Queuing lanes or aisles shall not obstruct regular vehicular or pedestrian circulation or emergency equipment access.
4. Operations, including loading, unloading, staging and storage of trucks and trailers, shall comply with Title 7 (Noise) of this Code.
5. Idling of trucks queued or operated on site shall not exceed five minutes.
6. On-site electrical hookups shall be provided at loading docks. Idling or use of auxiliary truck engine power to power climate-control equipment shall be prohibited.
7. Warehousing and distribution facilities generating 150 or more truck trips per day, as determined by the most recent Institute of Transportation Engineers (ITE) Trip Generation Rate for the specific proposed land use, shall prepare a Health Risk Assessment in accordance with South Coast Air Quality Management District (SCAQMD) Guidelines.

D. All Warehousing & Distribution Facilities

1. On-site renewable requirements.

- a. All building roofs shall be constructed with light colored roofing material with a solar reflective index ("SRI") of not less than 78. This material shall be the minimum solar reflective rating of the roof material for the life of the building.

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- b. All building roofs shall be designed to be solar-ready.
 - c. For buildings over 100,000 square feet, solar rooftop panels shall be installed prior to issuance of a business license.
 - i. The solar panels shall supply 100 percent of the power needed to operate all non-refrigerated portions of the facility including the parking areas.

2. Operation and construction.

- a. Cool surface treatments shall be added to all drive aisles and parking areas. Such areas shall be constructed with a solar-reflective cool pavement such as concrete.
- b. The following environmentally responsible practices shall be required during construction:
 - i. The applicant shall use to the greatest extent possible, CARB Tier 4 or greater off-road equipment at the time of construction.
 - 1. Prior to building permit issuance, the construction contractor shall submit an equipment list confirming equipment used is compliant with CARB Tier 4 or greater at the time of construction.
 - ii. Use of electric-powered hand tools, forklifts, and pressure washers.
 - iii. Designation of an area in any construction site where electric-powered construction vehicles and equipment can charge.
 - iv. Diesel-powered generators shall be prohibited except in case of emergency or to establish temporary power during construction.

(Ord. 7541 , § 8(Exh. D), 2020)

DIVISION II. SPECIFIC INCIDENTAL LAND USES

Chapter 19.670 PUBLIC HEARINGS AND NOTICE REQUIREMENTS

19.670.020 Notice requirements for administrative discretionary permits with no public hearing.

A. *Minor Conditional Use Permit and Variance.*

1. Public notice of the consideration of a proposed minor conditional use permit in all zones shall be provided by the Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners within 300 feet of the exterior boundaries of the property under consideration.
 - a. For new development requiring a minor conditional use permit within the Business Manufacturing Park (BMP) & General Industrial (I) Zones, the notification radius shall be extended to 1,000 feet.;
2. Public notice of the consideration of a proposed variance in any zone shall be provided by the Community & Economic Development Department Director, or his/her designee, by mailing such notice to the property owners adjacent to the boundaries of the property under consideration. When the variance request is regarding a corner lot and will pertain to a rear or side yard setback, such notice shall be given to the owners of property directly across each street from the proposed side or rear yard encroachment as well as to the owners of abutting property.
3. For mailing purposes, the last known name and address of such owners and occupants as ~~are~~ shown on the latest available equalized assessment roll of the County Assessor shall be used. Such notices shall identify the property under consideration and indicate the nature of the proposed permit.
4. The public notice shall:
 - a. Be sent no later than 14 days after acceptance of a complete and accurate application;
 - b. Invite interested persons to notify, in writing, the Planning Division of any concerns, comments or to make a request to be further notified of actions relating to the proposed variance or minor conditional use permit during a 15-day comment and review period commencing with the date of the notice;
 - c. Specify that only those specifically requesting to be further notified of actions relating to the application will be so notified of decisions, appeals or requests for City Council review; and

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- d. Specify that, at the end of the 15-day comment and review period, the Community & Economic Development Department Director's or Development Review Committee's final report and recommendations will be issued, initiating a ten-day appeal period during which time any interested person may appeal to the decision the appropriate Appeal Authority.
 5. For variances in any residential zone where the applicant has obtained the written approval of the adjacent property owners, no public notices, comment period or appeal period is required.
 6. The Community & Economic Development Department Director's decision is final, except that the applicant may appeal the decision within ten days of the mailing of written notice of decision.
 7. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.
- B. *All other administrative, discretionary permits.*
- No notice is required for other administrative, discretionary actions without a public hearing, unless specified.
- (Ord. 7552 §33, 2021; Ord. 7487 §3, 11-5-2019; Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.030 Notice of hearing for discretionary actions requiring a public hearing.

Notice of the hearing shall be given in all of the following ways:

- A. Notice of the hearing shall be mailed or delivered, at least ten days prior to the hearing, to:
 1. The owner of the subject real property or the owner's duly authorized agent, and the project applicant.
 2. Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.
 3. All owners of real property on the latest records of the County Assessor within 300 feet of the real property. For new development requiring a Conditional Use Permit within the Business Manufacturing Park (BMP) & General Industrial (I) Zones, the notification radius shall be extended to 1,000 feet.
 4. If the number of owners to whom notice would be mailed or delivered is greater than 1,000, the City may, in lieu of mailing or delivering the notice, provide notice by placing an advertisement of at least one-eighth page in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- B. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- C. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.

(Ord. 7552 §34, 2021; Ord. 7331 §103, 2016; Ord. 6966 §1, 2007)

19.670.130. On-site notification signage for projects in the Industrial Zones

Notice of filing for new development projects within the Business Manufacturing Park (BMP) & General Industrial (I) Zone shall also be made by posting of physical signage on the site (by the applicant) when a Minor Conditional Use Permit or Conditional Use Permit is being considered.

1. Purpose: The on-site notification signage requirement is intended to notify neighbors of the affected project area and the community at large early in the review process, allowing the applicant and the City to consider citizens' comments throughout the all stages of project review.
2. Specific Plan requirements:
 - a. In any specific plan district where specified industrial uses require a Minor Conditional Use Permit or Conditional Use Permit by the current industrial zoning designation, a Notice of Filing sign shall be required.
2. Sign criteria/maintenance: Posting of required on-site notification signage shall comply with the following:
 - a. Sign size and specifications.
 - i. Sign(s) shall be four feet high by eight feet wide.
 - ii. Sign(s) shall be attached by ground-mounted stake(s) or post(s) not less than 6 feet in height from ground surface.
 - iii. Signs shall not be affixed to buildings or other structures.
 - iv. Signs shall contain the following information:
 1. City of Riverside Logo;
 2. "Notice of Filing" lettering;
 3. Planning project case number;
 4. Brief project description;
 5. Project location including Accessor Parcel Number(s) (APNs);
 6. AProject applicant name and contact information;
 7. Contact information for the City Planning Division; and
 8. Other information as determined to be necessary by the Community & Economic Development Director or designee, including but not limited to a standardized design template published by the Planning Division.
 - b. Location and installation standards. All sign(s) shall be installed according to the specifications determined by the Planning Division.
 - i. Signs shall be posted on each public street frontage. ~~and~~
 - ii. A minimum of one sign shall be posted for every 300 lineal feet ~~apart of~~ public street frontage. ~~;~~
 - iii. Corner Lots.



**AIRPORT LAND USE COMMISSION MEETING
MINUTES
October 12, 2023**

DRAFT

10-16-23

COMMISSIONERS PRESENT: Russell Betts, Steve Manos, Vernon Poole, Martin Rossouw (alternate for Michael Geller), Beth Larock (alternate for John Lyon)

COMMISSIONERS ABSENT: Michael Geller, John Lyon, Richard Stewart, Steven Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS

None

3.0 PUBLIC HEARING: NEW CASES

- 3.1 Staff report recommended: **CONSISTENT (GPA, SPA, CZ); CONDITIONALLY CONSISTENT (Tract Map)** ZAP1072HR23 – Peak Emerald Acres, LLC (Representative: Sorrento Advisors) – County of Riverside Case Nos. GPA01111 (General Plan Amendment), SP381 (Specific Plan), CZ7774 (Change of Zone), TTM36452 (Tentative Tract Map), a proposal to establish the Emerald Acres Specific Plan allowing for a maximum of 391 residential dwelling units on 335 acres, 4.59 acres of commercial space, 6.6 acres of parkland, and 191.3 acres of conserved open space, located southerly of Florida Avenue, easterly of Calvert Avenue, westerly of California Avenue, and northerly of Stowe Road. The applicant also proposes to amend the General Plan land use designation of the site from Commercial Retail (CR), Low Density Residential (LDR), Medium High Density Residential (MHDR), Rural Mountainous (RM) to the land uses as reflected in the Specific Plan including Medium Density Residential (MDR), High Density Residential (HDR), Commercial Retail (CR), Open Space – Recreation (OS-R), Open Space – Conservation Habitat (OS-CH), Open Space – Conservation (OS-C), and Public Facilities (PF), and change the zoning of the site from Heavy Agriculture 10 Acre Minimum (A-2-10) and Controlled Development Areas (W-2) to Specific Plan and establishing a Specific Plan zoning ordinance that will include the permitted uses and development standards for each Planning Area of the Specific Plan, and establish the Planning Area boundaries of the Specific Plan. The applicant also proposes to divide the 335 acre site into specific lot configurations within each village area to allow for proposed development and resource preservation (Airport Compatibility Zones D and E of the Hemet-Ryan Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org
- Staff recommended at hearing: **CONSISTENT (GPA, SPA, CZ); CONDITIONALLY CONSISTENT (Tract Map)**
- ALUC Commission Action: **CONSISTENT (GPA, SPA, CZ); CONDITIONALLY CONSISTENT (Tract Map); VOTE 5-0; Absent Commissioners Richard Stewart and Steven Stewart**
- Motion: Martin Rossouw
Second: Steve Manos**

VIDEO:

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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

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
October 12, 2023**

- 3.2 Staff report recommended: ZAP1128FV23 – Xebec Building Company (Representative: Casc Engineering & Consulting, Inc.) – County of Riverside Case No. GPA23-0004 (General Plan Amendment), SP00265A02 (Specific Plan Amendment), CZ230012 (Change of Zone), PPT23-0002 (Plot Plan). A proposal to construct five industrial buildings totaling 347,100 square feet with mezzanines and two commercial buildings totaling 64,000 square feet with mezzanines on a 19.61 acres parcel, located northerly of KTM way, southerly of Sparkman Way, easterly of Winchester Road, and westerly of Sky Canyon Drive. The applicant also proposes amending the General Plan to change the sites land use designation from Commercial Retail and Commercial Office to Light Industrial. The applicant also proposes amending the sites specific plan land use designation from Commercial Retail and Commercial office to Light Industrial. Lastly, the applicant proposes changing the sites zoning to update the Borel Airpark Specific Plan adopted ordinance to reflect the proposed land uses. (Airport Compatibility Zone B2 and D of the French Valley Airport Influence Area). Staff Planner: Jackie Vega at (951) 955-0982, or e-mail at javega@rivco.org
- CONSISTENT (GPA, SPA, CZ);
CONDITIONALLY CONSISTENT
(Plot Plan)**
- Staff recommended at hearing:
**CONSISTENT (GPA, SPA, CZ);
CONDITIONALLY CONSISTENT
(Plot Plan)**
- ALUC Commission Action:
**CONSISTENT (GPA, SPA, CZ);
CONDITIONALLY CONSISTENT
(Tract Map); VOTE 5-0; Absent
Commissioners Richard
Stewart and Steven Stewart**
- Motion: Vernon Poole
Second: Martin Rossouw**

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)

Simon Housman, Project Director for the MCUS presented Power Point slides updating the Commissioners regarding the adoption process by the Matrix Consulting Group, Inc. (Part One). Part two still to come regarding the proposed amendment to the 2014 March ALUCP which has been drafted by John Guerin, ALUC staff. The Solar Glare Cumulative Impact Study by DUDEK is still underway.

6.0 **APPROVAL OF MINUTES**

Vice Chair Betts motioned to approve the September 14, 2023 minutes. Seconded by Commissioner Rossouw. (Vote 5-0; Absent Commissioners Richard Stewart and Steven Stewart)

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Paul Rull, ALUC Director informed the Commission regarding project ZAP1028PV23 that both the applicant and the airport manager have agreed to continue the project from the November 9th meeting to the December 14, 2023 meeting. Chair Manos advised project ZAP1028PV23 will be placed on the November 9th agenda.

8.0 **COMMISSIONER'S COMMENTS**

None

9.0 **ADJOURNMENT**

Steve Manos, Chair adjourned the meeting at 10:34 am

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VIDEO:

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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