



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

Thursday 9:00 a.m., December 9, 2010

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW BUSINESS

MARCH AIR RESERVE BASE

- 2.1 ZAP1067MA10 – Michelle Sadler/Michelle's AAA Equipment Rentals, Inc. (Representative: Keith Gardner, Keefer Consulting) – County Case Nos. GPA 00962 (General Plan Amendment), CZ07748 (Change of Zone), and PP24755 (Plot Plan). A proposal to amend the General Plan (Mead Valley Area Plan) land use designation of 7.42 acres located westerly of Patterson Avenue, southerly of Walnut Street, and northerly of Placentia Street in the unincorporated Riverside County community of Mead Valley, from Very Low Density Residential within the Rural Community Foundation Component (Maximum 1 dwelling unit per acre) to Business Park within the Community Development Foundation Component, to change the zoning of the property from R-R-1 (Rural Residential, 1 acre minimum lot size) to M-SC (Manufacturing-Service Commercial), and to establish a storage yard for emergency vehicles (contractor's storage yard) on the southerly 2.47-acre parcel. The vehicle storage use area includes an existing 9,204 square foot building (which would be used for truck storage), an

existing 3,720 square foot workshop, and a 2,220 square foot residence for use by an on-site caretaker. (Airport Area II of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONTINUANCE TO JANUARY 13, 2011

Click Link Below to Review Staff Report for Item 2.1

- Staff Report – Item 2.1

NEW HOSPITAL HELIPORT PROJECT

- 2.2 ZAP1038FV10 – Vertical Aeronautics International, for Physicans’ Hospital of Murrieta, LLC (Representative: Lee Ambers) – City Case No. CUP No. 007-2499 (Conditional Use Permit) – A proposal to establish a heliport (specifically, a hospital heliport) on the grounds of Physicians’ Hospital of Murrieta, located at 28159 Baxter Road in the City of Murrieta. The hospital campus is located northerly of relocated Baxter Road, easterly of Interstate 215 and Antelope Road, and southerly of Triple C Ranch Road. The facility will consist of a 45-foot square (2,025 square foot) touchdown and lift-off area with wind cone, lighting, and painted markings, and the design will comply with Federal Aviation Administration and CALTRANS Division of Aeronautics requirements. (Not in an AIA. Closest airport: French Valley Airport). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

Click Link Below to Review Staff Report for Item 2.2

- Staff Report – Item 2.2

PALM SPRINGS INTERNATIONAL AIRPORT

- 2.3 ZAP1008PS10 – Windpower Partners 1993, LP (Representative: The Altum Group) – City Case Nos. CUP 5.1240 (Conditional Use Permit) and 6.522-VAR (Variance). A proposal to establish 29 wind turbine generators (wind energy conversion systems or WECS) with a height not to exceed 340 feet, replacing 80 existing WECS in the City of Palm Springs. 26 WECS will be located within the area bounded by Pierson Boulevard on the north, Indian Canyon Drive on the east, State Highway Route 62 on the west, and Interstate 10 on the south. (Among those, 18 will be located on 378.69 acres located more precisely southerly of Dillon Road, easterly of Diablo Road, and westerly of Karen Avenue. 5 will be located northerly of Dillon Road and easterly of Diablo Road and the unincorporated community of Valley View Village. 2 will be located southerly of Dillon Road and westerly of Diablo Road.) The other 3 will be located on a 108.2-acre parcel located northerly of State Highway Route 111 and Tipton Road, southerly of Interstate 10, and easterly of the Whitewater Interchange. The variance is to allow height (to top of rotor at 12 o’clock position) exceeding 200 feet above ground level. (Not in an AIA. Closest airport: Palm Springs International Airport). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONTINUANCE TO JANUARY 13, 2011

Click Link Below to Review Staff Report for Item 2.3

- Staff Report – Item 2.3

REGIONAL

- 2.4 ZAP1002RG10 – Riverside County Planning Department – Ordinance No. 348.4706 – An amendment to the Riverside County Zoning Ordinance to permit emergency shelters in the I-P (Industrial Park) Zone and to establish development standards for such facilities. The amendment defines an emergency shelter as “housing with minimally supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.” Development standards include a maximum limit of 75 beds in any emergency shelter and a minimum of 125 square feet of floor area for each client served at any one time. A lower maximum bed limit may be established in the vicinity of airports. (Countywide). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONDITIONALLY CONSISTENT

Click Link Below to Review Staff Report for Item 2.4

- Staff Report – Item 2.4
- 2.5 ZAP1004RG10 – County of Riverside – A proposal by the County of Riverside to adopt a new Housing Element for the Plan Years of 2006 through 2014. The Housing Element is an integral part of the County’s overall General Plan, as one of seven required General Plan elements mandated by State law. The Element assesses the current and future housing needs of all income groups, formulates goals, policies, and programs to address housing needs in unincorporated Riverside County, and sets forth an action plan for implementation of those goals in the next four years. (Countywide) ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONTINUANCE TO JANUARY 13, 2011

Click Link Below to Review Staff Report for Item 2.5

- Staff Report – Item 2.5

PERRIS VALLEY AIRPORT

- 2.6 ZAPEA01PV08 – ALUC Initiative. The Riverside County Airport Land Use Commission will consider whether to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act, for the proposed Airport Land Use Compatibility Plan for Perris Valley Airport (“Compatibility Plan”). The Commission will consider whether to adopt a Compatibility Plan, which includes an Airport Influence Area (AIA) with new boundaries, for Perris Valley Airport. The new AIA includes the geographic area in which noise, safety, airspace protection, and/or overflight concerns may significantly affect land uses or necessitate restrictions on those uses. The Compatibility Plan includes policies for determining whether a proposed development project lying within the AIA is consistent with the Compatibility Plan. The intent of the Compatibility Plan is to ensure the continued operation of Perris Valley Airport while simultaneously protecting the public health, safety, and welfare. The Plan includes Additional Compatibility Policies that are tailored specifically to the Airport’s land use environs and lessen the effects on densities and intensities of future development proposals (in comparison to a Plan that did not include such policies). Perris Valley Airport is located

easterly of Goetz Road and southerly of Ellis Avenue and Case Road in the City of Perris. The proposed AIA would include properties in the City of Perris, City of Menifee, and unincorporated Riverside County; however, most of the affected properties are located in the City of Perris. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: ADOPT THE NEGATIVE DECLARATION; ADOPT THE PERRIS VALLEY AIRPORT LAND USE COMPATIBILITY PLAN; ADOPT RESOLUTION NO. 2010-01.

Click Link Below to Review Staff Report for Item 2.6

- Staff Report – Item 2.6

3.0 **PRESENTATION:** Dan Fairbanks, Planning Director of the March Joint Powers Authority, regarding March Joint Land Use Study (JLUS)

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

Click Link Below to Review Staff Report for Item 4.1

- Staff Report – Item 4.1

5.0 **APPROVAL OF MINUTES**
October 14, 2010

6.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

7.0 **COMMISSIONER'S COMMENTS**

Y:\ALUC\ALUC Commission Agendas\2010 Agendas\ALUCAGDA-12-9-10.doc

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: December 9, 2010

CASE NUMBER: ZAP1067MA10 – Jay & Michelle Sadler (Representative: Keith Gardner)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: GPA 962 (General Plan Amendment), CZ 7748 (Change of Zone), PP 24755 (Plot Plan)

MAJOR ISSUES: Since the project is an existing use with legally constructed buildings, no further permits are necessary after approval of the entitlement for full operation of the facility under the proposed permit. Due to this, the provision of avigation easements to March Air Reserve Base has been required prior to a decision by the Commission on this project.

RECOMMENDATION: At the time of writing of the staff report, staff had not received confirmation that the requested avigation easements were finalized. Therefore, at this time, staff recommends CONTINUANCE to the meeting of January 13, 2010; however, in the event that such evidence is received prior to the hearing, staff would recommend that the Commission find the proposed project (the general plan amendment, change of zone, and the plot plan) consistent, subject to the conditions specified herein for the plot plan.

PROJECT DESCRIPTION: GPA 962 is a proposal to amend the Mead Valley Area Plan's land use designation on a total of 7.43 acres on two parcels from Very Low Density Residential – Rural Community (VLDR-RC) to Business Park (BP). CZ 7748 is a proposal to change the zoning on the same 7.43 acres from Rural Residential one-acre minimum (R-R-1) to Manufacturing – Service Commercial (M-SC). PP 24755 is a proposal to legalize an existing storage facility for emergency service support vehicles, including a truck storage building (9,204 sq. ft., 25 ft. tall), workshop building (3,720 sq. ft., 30 ft. tall), and caretaker residence (2,220 sq. ft., 15 ft. tall).

PROJECT LOCATION: The site is located westerly of Patterson Avenue, southerly of Walnut Street, and northerly of Placentia Street, in the unincorporated community of Mead Valley northerly of the City of Perris, approximately 14,100 feet southwesterly of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area II
- c. Noise Levels: Below 65 CNEL, according to the draft March Air Reserve Base/Inland Port Airport Joint Land Use Study

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Area II of the current March Air Reserve Base Airport Influence Area Map. Land use intensity is not limited within Area II, based on the 1984 Riverside County Airport Land Use Plan.

Pursuant to the draft Joint Land Use Study for the March Air Reserve Base/Inland Port Airport, the site would be located within Compatibility Zone C2. The draft land use intensity within Compatibility Zone C2 is 200 people per acre on average and 500 people on a single acre. The facility is actively used on a temporary basis to prepare vehicles for departure and occasional maintenance. Based on the use of the site and buildings noted by the project materials, a maximum of 5 people is anticipated for the caretaker's residence and 10 people each is anticipated for the truck storage building, workshop building, and the remaining open area on the site. Therefore, an average intensity of 4.7 people per acre and a maximum single acre intensity of 20 people would be anticipated. These levels would be consistent with the draft Compatibility Zone C2 land use intensity standards.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Area II or the draft Compatibility Zone C2 (highly noise-sensitive outdoor nonresidential uses and hazards to flight) within the project.

Noise: The site underlies the closed circuit traffic pattern envelope, which 80% of aircraft overflights occur within. Future patrons, customers, and employees will experience annoyance from over-flying aircraft. However, the property lies outside the area that would be subject to average exterior noise levels of 65 CNEL or greater under ultimate airport development conditions according to the 2008 draft March Air Reserve Base/Inland Port Airport Joint Land Use Study. Therefore, as a non-residential land use, no special mitigation of noise from aircraft is required.

Part 77: The elevation of the site ranges from 1,551 to 1,568 feet above mean sea level (1551-1568 feet AMSL). The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet AMSL. At a distance of approximately 14,100 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1629 feet AMSL. The project application and plans

indicate that current and future building heights will not exceed 30 feet approximately. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required.

Avigation Easement: Pursuant to Policy 3 of the 1984 Riverside County Airport Land Use Plan, an avigation easement is required for land uses located within Area II.

Open Area: Area II of the 1984 Riverside County Airport Land Use Plan does not have any requirements for provision of open space. In addition, the draft C2 zone does not have any requirements for provision of open space or restriction of lot coverage.

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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (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.
3. The attached notice shall be provided to all potential purchasers and tenants.

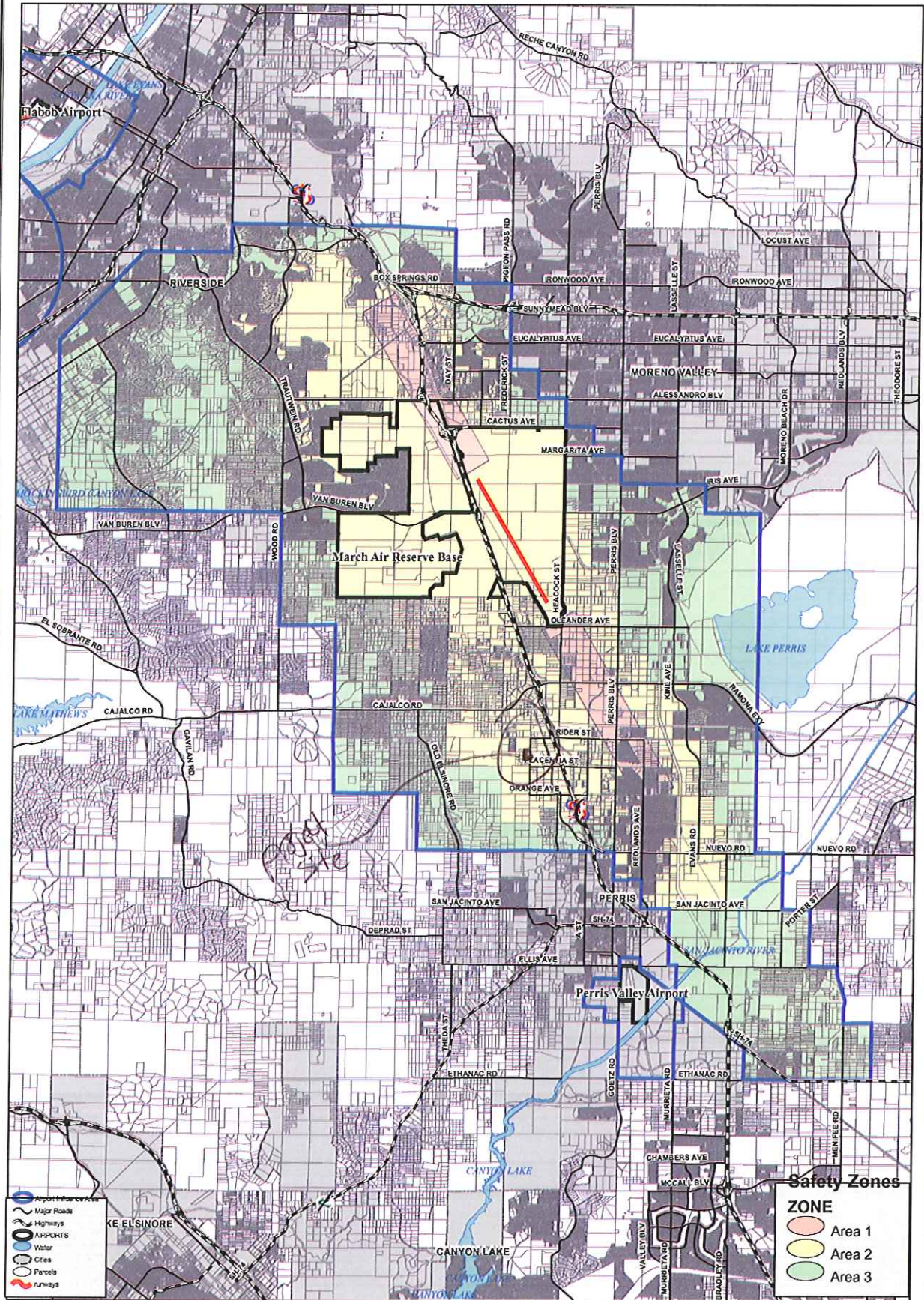
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

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)

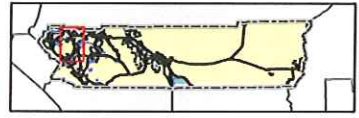
Riverside County Airports

March Air Reserve Base

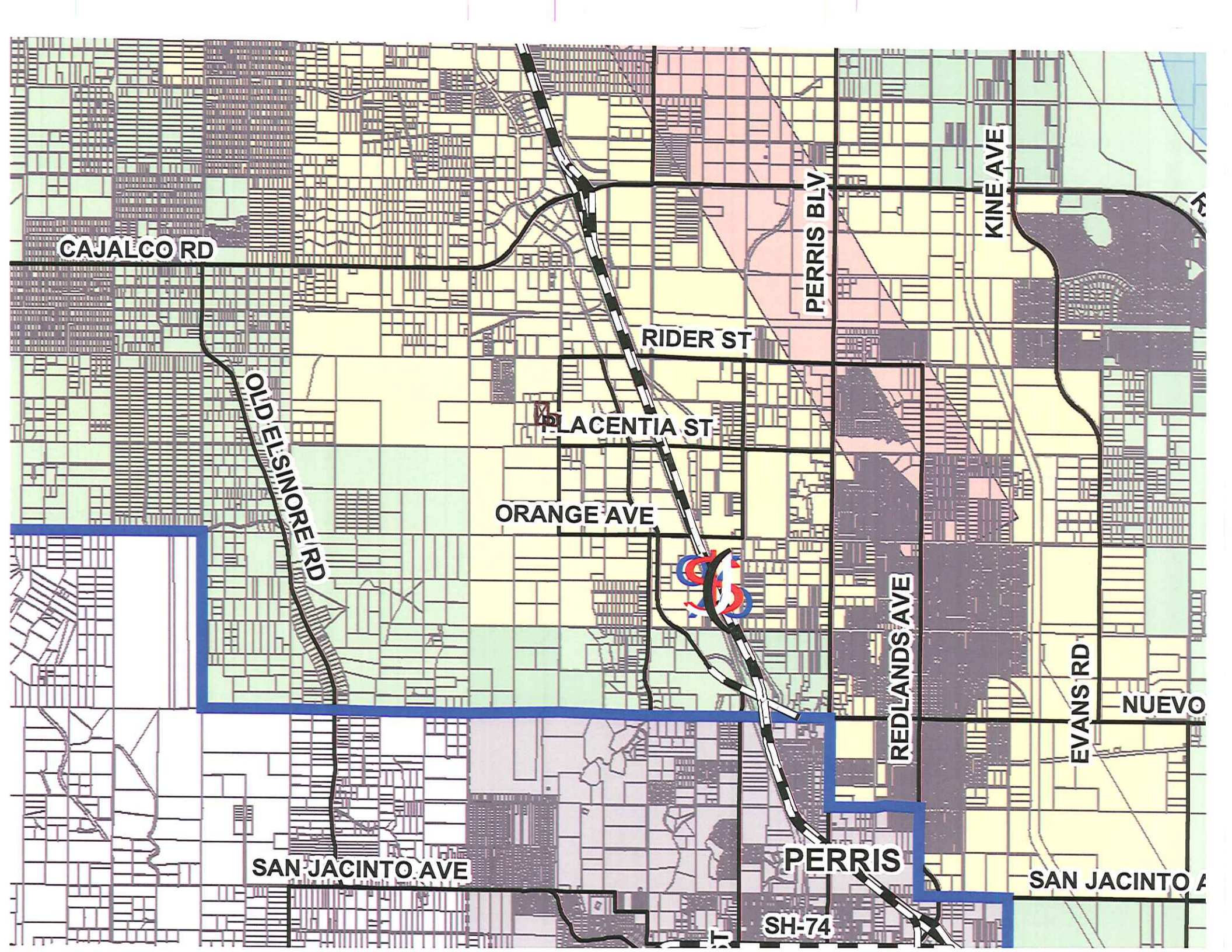


- Airports
- Major Roads
- Highways
- AIRPORTS
- Water
- Cities
- Parcels
- runways

- Safety Zones**
- ZONE**
- Area 1
 - Area 2
 - Area 3



E The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not rely on this map.



CAJALCO RD

OLD EL SINORE RD

SAN JACINTO AVE

ORANGE AVE

PLACENTIA ST

RIDER ST

PERRIS BLY

PERRIS

REDLANDS AVE

KINE AVE

EVANS RD

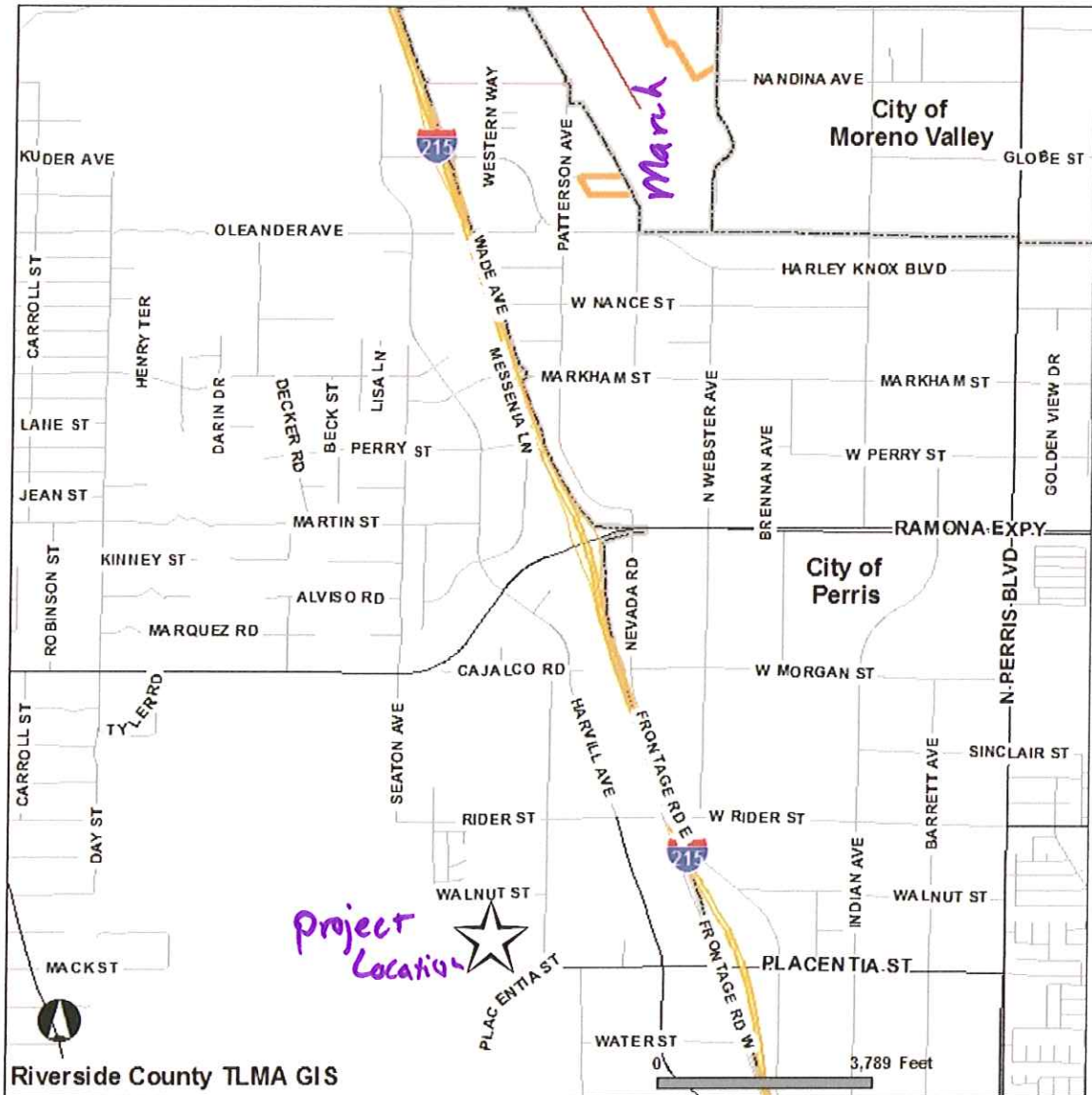
NUEVO

SAN JACINTO A

SH-74

City of

Relation to March



Riverside County TLMA GIS

Selected parcel(s):
317-220-010 317-220-013

AIRPORTS

- INTERSTATES
- HIGHWAYS
- STREETS
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES

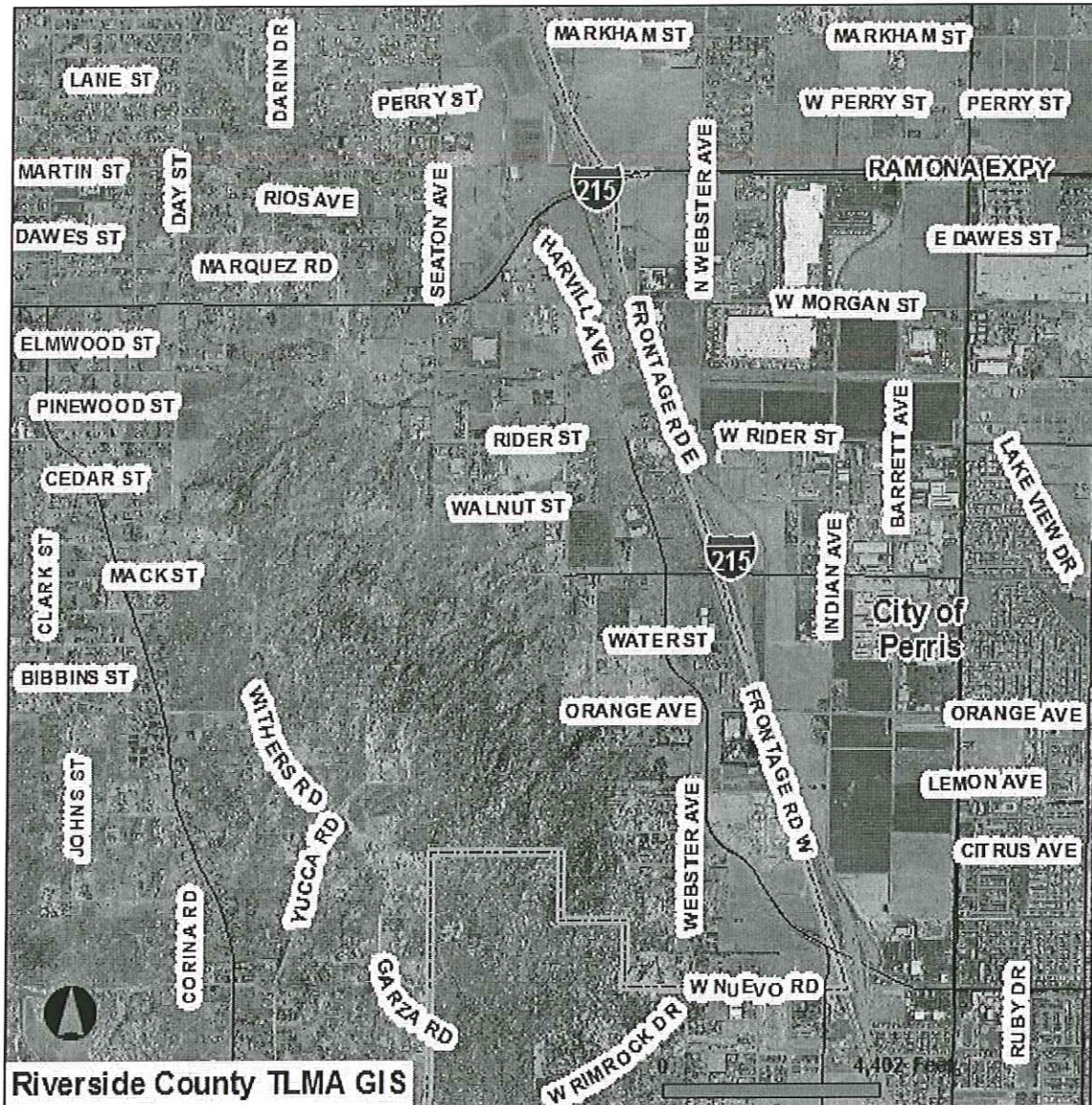
IMPORTANT

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.



Distance to March
ARB: Approximately
2 miles

RIVERSIDE COUNTY GIS



Selected parcel(s):
317-220-010 317-220-013

LEGEND

INTERSTATES

HIGHWAYS

STREETS

CITY

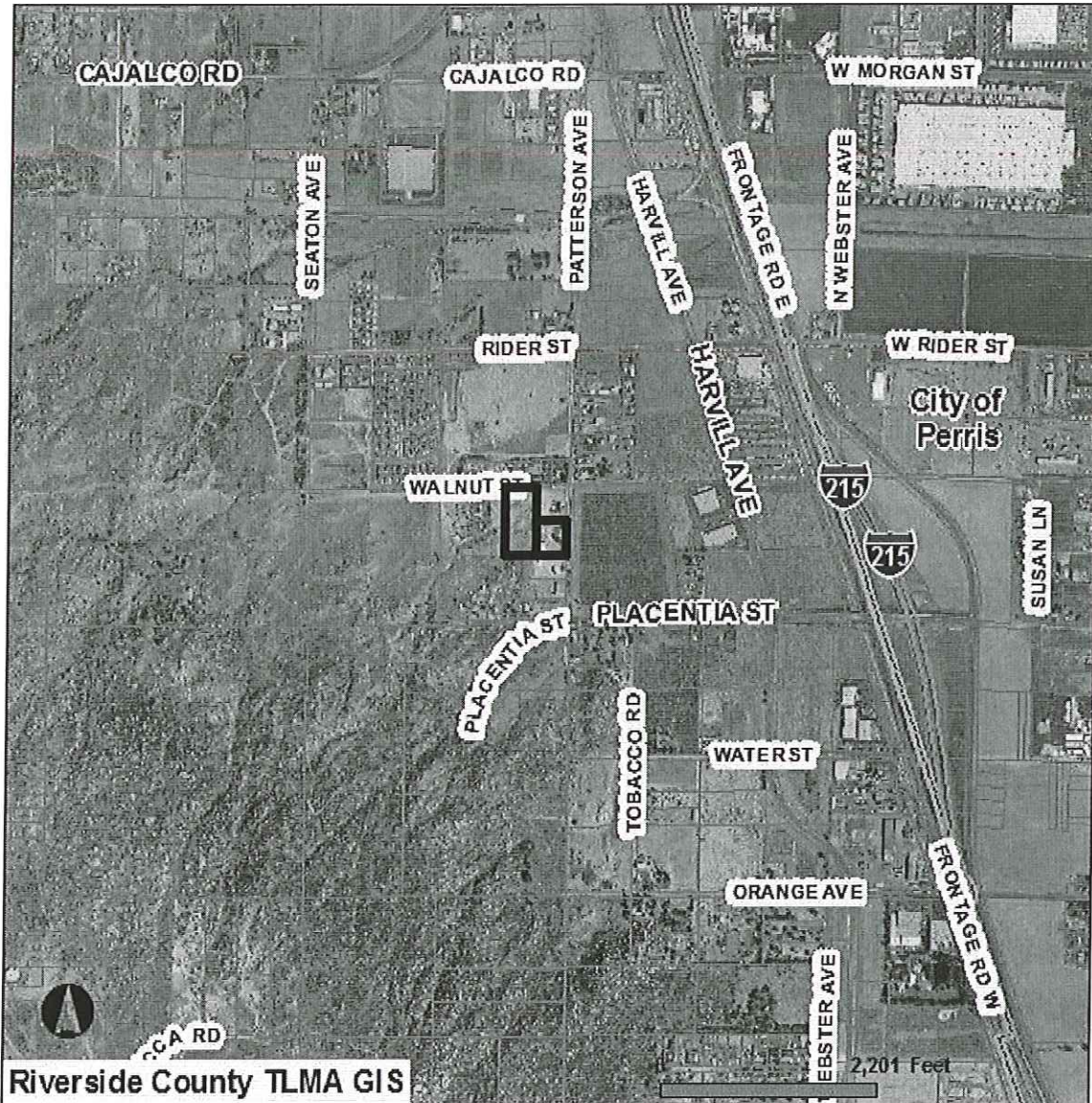
IMPORTANT

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...Mon Nov 22 11:18:12 2010

Version 101026

RIVERSIDE COUNTY GIS



Selected parcel(s):
 317-220-010 317-220-013

LEGEND

- SELECTED PARCEL
- CITY
- INTERSTATES
- HIGHWAYS
- PARCELS

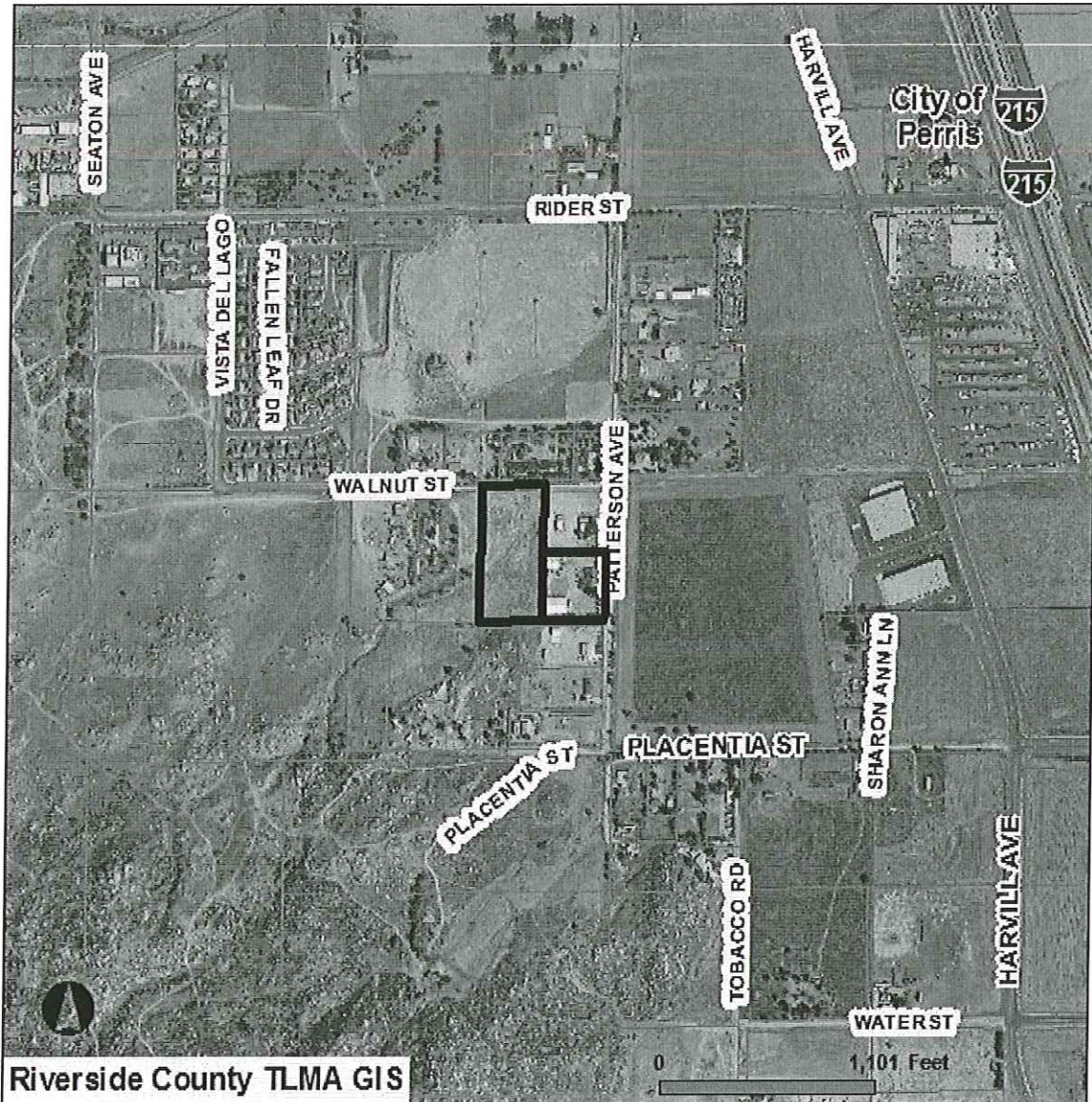
IMPORTANT

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...Mon Nov 22 11:18:43 2010

Version 101026

RIVERSIDE COUNTY GIS



Selected parcel(s):
 317-220-010 317-220-013

LEGEND

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

CITY

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...Mon Nov 22 11:19:30 2010

Version 101026

RIVERSIDE COUNTY GIS



Selected parcel(s):
317-220-010 317-220-013

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...Tue Nov 16 11:59:16 2010

Version 101026

RIVERSIDE COUNTY GIS



Selected parcel(s):
 317-220-010 317-220-013


LEGEND

 SELECTED PARCEL

 INTERSTATES

 HIGHWAYS

 PARCELS

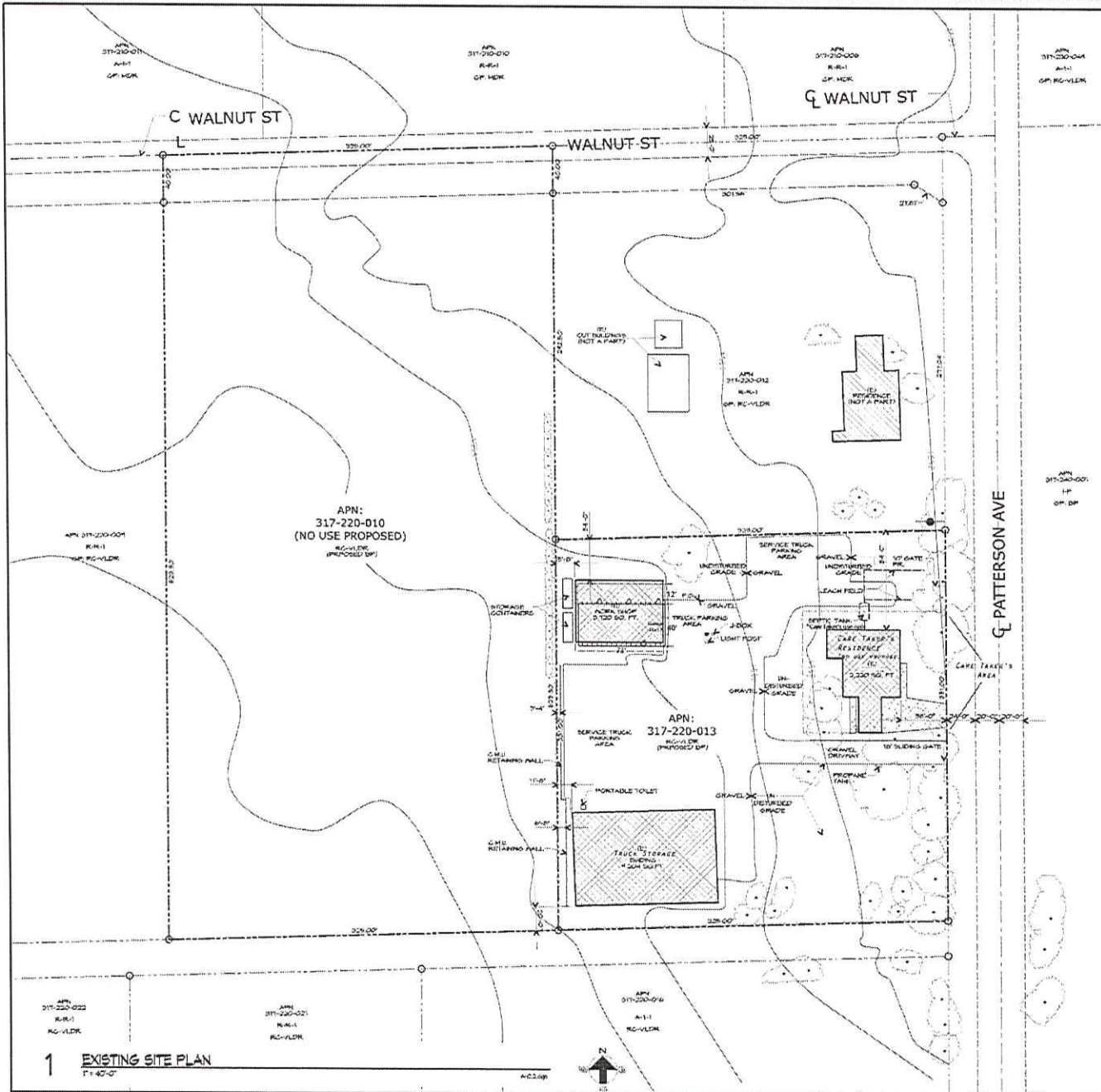
 CITY

IMPORTANT

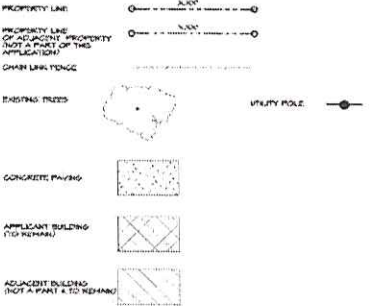
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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...Mon Nov 22 11:20:54 2010

Version 101026



LEGEND



PROJECT DATA

JOB DESCRIPTION:
CONSTRUCTION PERMIT TO RELOCATE EXISTING VEHICLES

OWNER:
MICHELLE SACH, FA
20335 PATTERSON AVE
PERRIS CA 92570

APPLICANT:
MICHELLE SACH, FA
20335 PATTERSON AVE
PERRIS CA 92570

APN:
317-220-013 & 317-220-015

DATE:
APR 2018

LEGAL DESCRIPTION:
APN 317-220-013
SITE AREA 1.247 ACRES ± 10785 SQ. FT.
TOTAL TRUCK AREA ± 18469 SQ. FT. / 425 TRUCK SPACES ± 14.06 AC.

APN 317-220-015
SITE AREA ± 4.95 ACRES ± 215,622 SQ. FT.
(NO BUILDINGS ON THIS PARCEL)

LEGAL DESCRIPTION:
APN 317220013
RECORDED BOOK/PAGE: PM 38/20
SUBDIVISION NAME: PM 388
LOT/PARCEL: 2 (EUSOL NOT AVAILABLE)
TRACT NUMBER: NOT AVAILABLE

APN 317220015
RECORDED BOOK/PAGE: PM 46/15
SUBDIVISION NAME: PM 38/2
LOT/PARCEL: 2 (EUSOL NOT AVAILABLE)
TRACT NUMBER: NOT AVAILABLE

USING EXISTING UTILITIES:
P.E. TYP. ORSD EIA YEAR 2010

NOT PERMITTED:
SCHOOL DISTRICT
VAL VERDER IMPROV.

UTILITIES:
WATER, SANITARY, POWER, PORTABLE TOILET ON PROPERTY, GAS, PROPANE TANK ON PROPERTY, FLOOD TOLERANT, SO. CAL. SECTION, TELEPHONE, FERTILIZER

CONCERNS:
PROJECT IS NOT LOCATED WITHIN A DEVELOPING HAZARD ZONE OR WITHIN A SPECIAL STUDY ZONE

FLOODING:
NOT WITHIN FLOOD ZONE

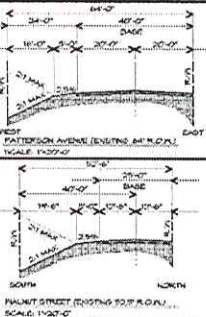
EXISTING ZONING OF PROPERTY:
GENERAL PLAN ZONING: SUB-1
EXISTING GENERAL PLAN OF PROPERTY: GENERAL PLAN ZONING: SUB-1

REVISIONS:
REVISION NO. 1
REVISION DATE: 11-16-18
REVISION DESCRIPTION: PROPOSED GENERAL PLAN, DP

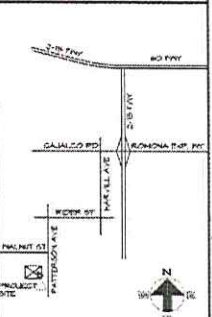
GRADING:
NO GRADING PROPOSED

BUILDINGS:
NO NEW CONSTRUCTION PROPOSED

ROAD SECTIONS



VICINITY MAP



6149 BLUFFWOOD DR
RIVERSIDE CA 92506
(951) 533-2934

NO.	DATE	REVISION
1		

**MICHELLE'S EMERGENCY SERVICES
CONDITIONAL USE PERMIT**

20335 PATTERSON AVE
PERRIS CA, 92570 (951) 751-1104

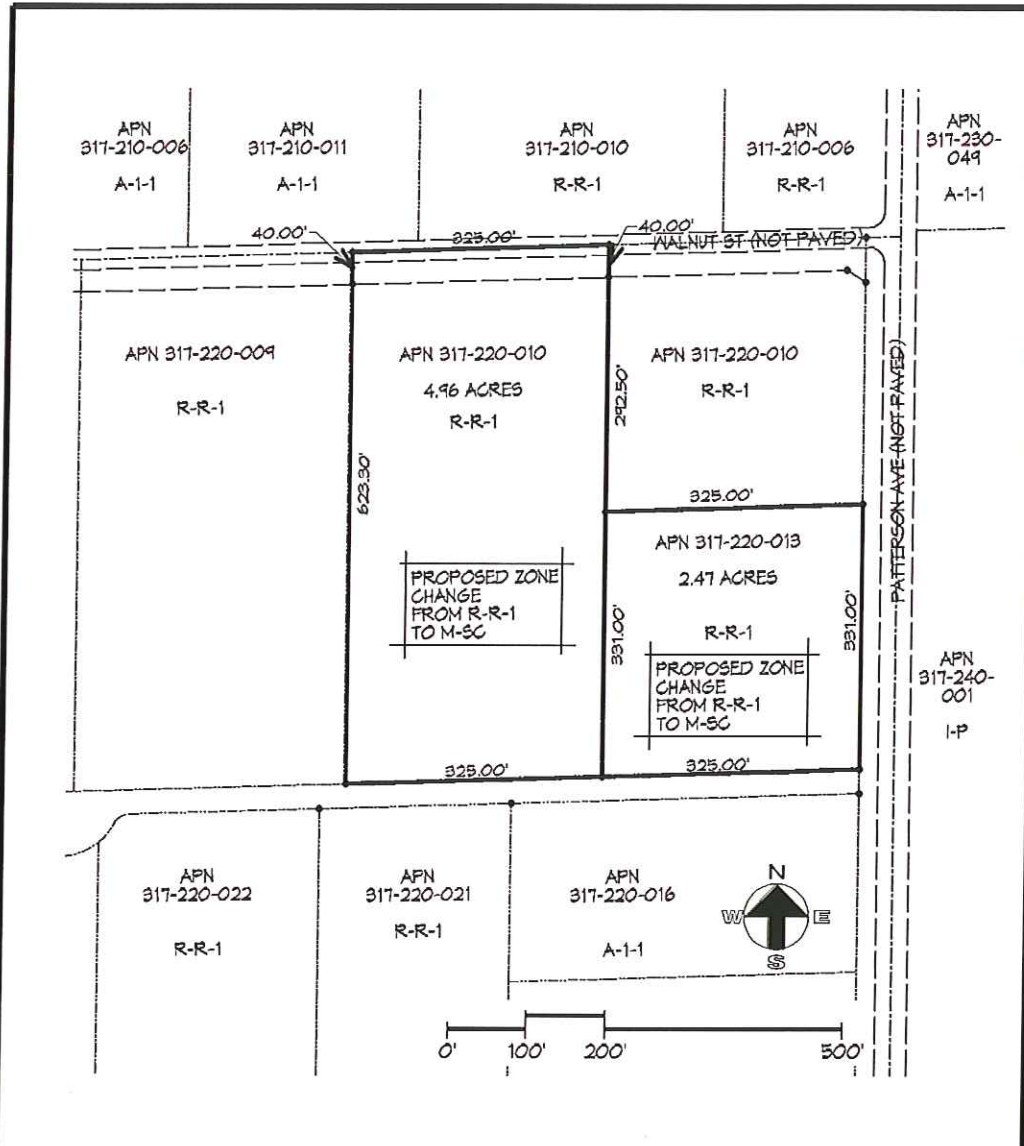
EXISTING SITE PLAN



6149 BLUFFWOOD DR
RIVERSIDE CA 92506
(951) 533-2934

NO.	DATE:	REVISION:
△		

MICHELLE'S EMERGENCY SERVICES
PROPOSED ZONE CHANGE
20335 PATTERSON AVE
PERRIS CA.. 92570
951-751-1104

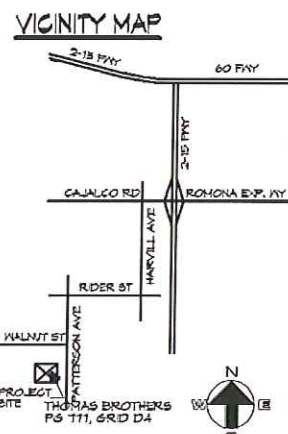


LEGAL DESCRIPTION:
APN: 317220013
RECORDED BOOK/PAGE: FM 33/80
SUBDIVISION NAME: PM 4155
LOT/PARCEL: 2, BLOCK: NOT AVAILABLE

APN: 317220010
RECORDED BOOK/PAGE: FM 14/15
SUBDIVISION NAME: PM 5488
LOT/PARCEL: 3, BLOCK: NOT AVAILABLE

UTILITIES:
WATER:
EMWD
SEWER:
SEPTIC TANK ON PROPERTY
GAS:
PROPANE TANK ON PROPERTY
ELECTRICITY:
SO. CAL. EDISON
TELEPHONE:
VERISON
SCHOOL DISTRICT:
VAL VERDE UNIFIED

LEGEND
ADJACENT PROPERTY LINES
APPLICANT PROPERTY LINES
STREET CENTER LINE



DATE 09/20/2010	DRAWN BY CHRIS H.
SCALE AS SHOWN	JOB NO.

SHEET NO.

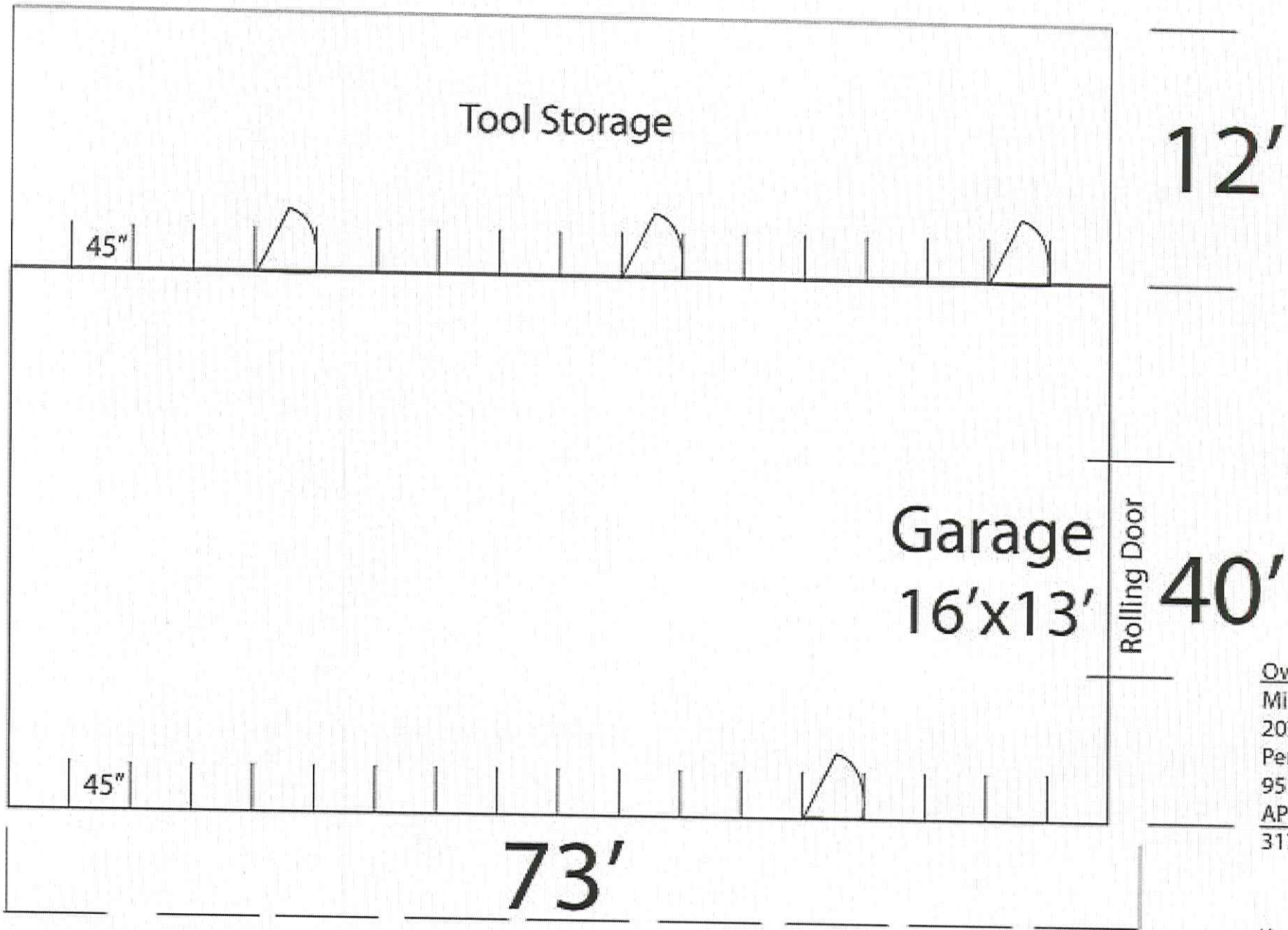
A-0.1

1 SHEETS

1 ZONE CHANGE EXHIBIT
scale: 1" = 200'

x-site plan.dgn

Work Shop Building



Owner / Applicant
Michelle Sadler
20335 Patterson Ave
Perris, CA 92570
951.751.1104
APN
317-220-010

Kefer Consulting
6149 Bluffwood Dr
Riverside, CA 92506
951.533.2934



1"=150"

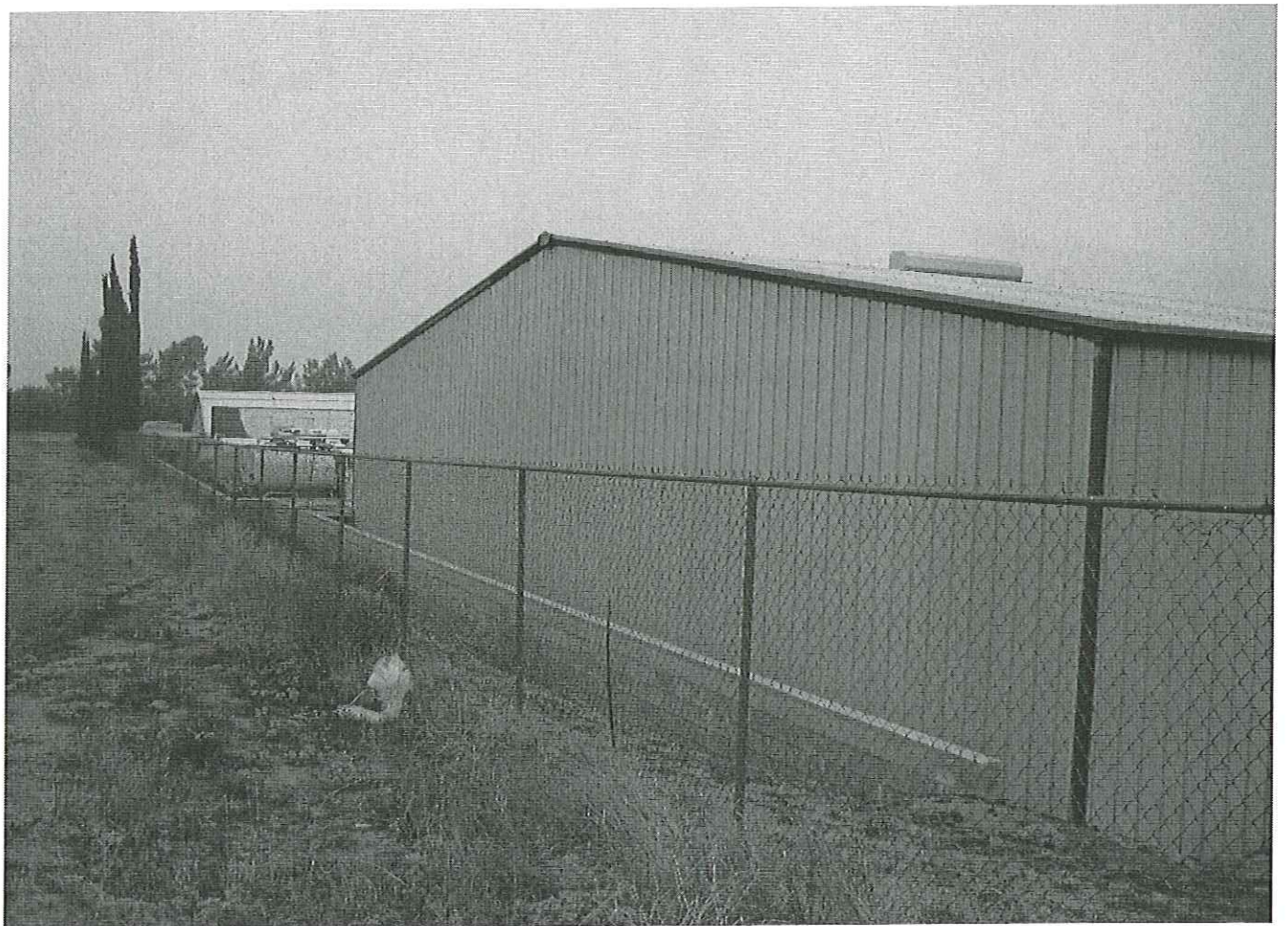
Date Prepared 10-19-2010



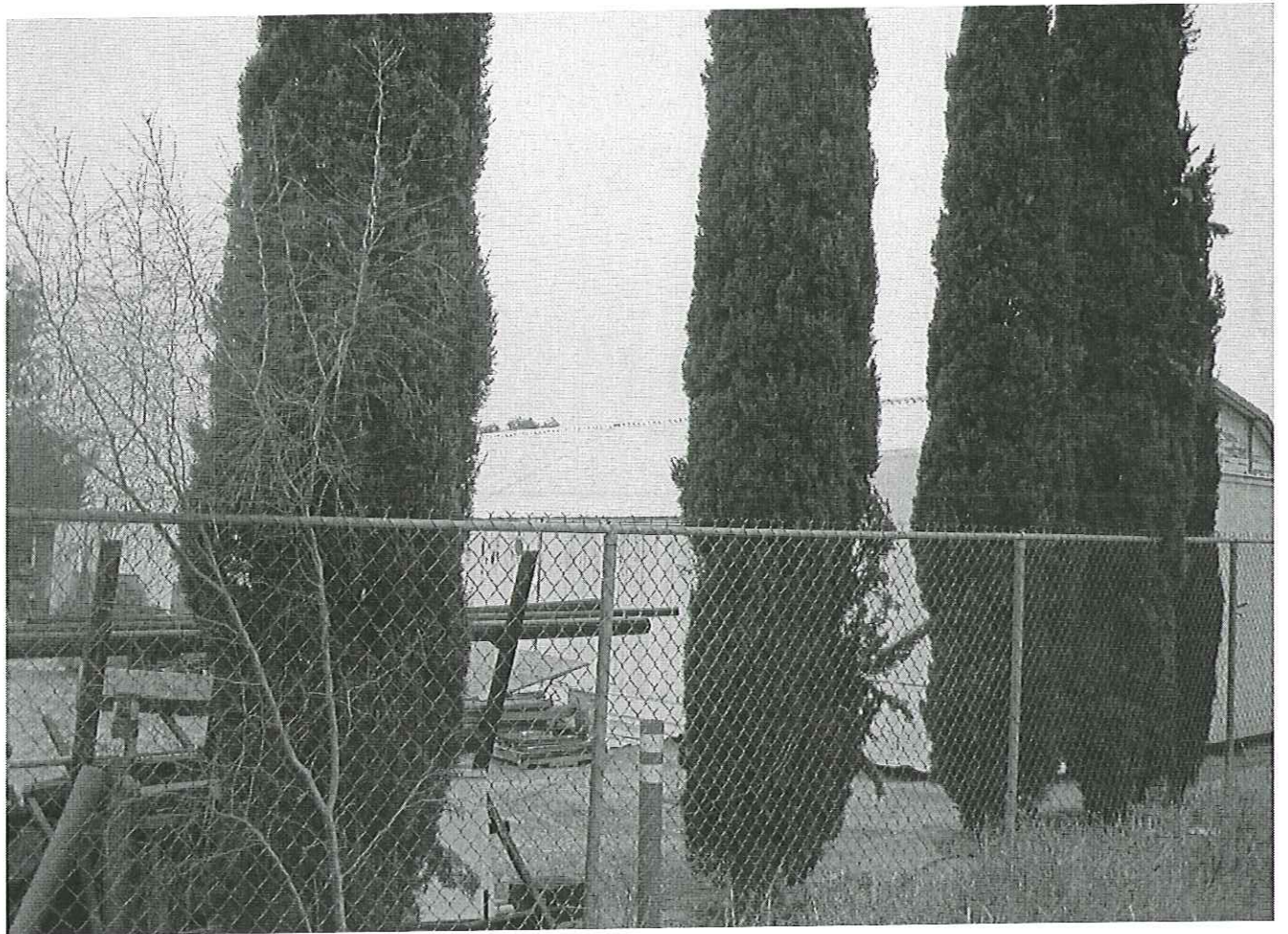




















NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
4080 Lemon Street, 14th Floor
RIVERSIDE, CALIFORNIA 92501

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 25 (Thanksgiving Day).

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

DATE OF HEARING: Thursday, December 9, 2010

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1067MA10 – Michelle Sadler/Michelle’s AAA Equipment Rentals, Inc. (Representative: Keith Gardner, Keefer Consulting) – County Case Nos. GPA 00962 (General Plan Amendment), CZ07748 (Change of Zone), and PP24755 (Plot Plan). A proposal to amend the General Plan (Mead Valley Area Plan) land use designation of 7.42 acres located westerly of Patterson Avenue, southerly of Walnut Street, and northerly of Placentia Street in the unincorporated Riverside County community of Mead Valley, from Very Low Density Residential within the Rural Community Foundation Component (Maximum 1 dwelling unit per acre) to Business Park within the Community Development Foundation Component, to change the zoning of the property from R-R-1 (Rural Residential, 1 acre minimum lot size) to M-SC (Manufacturing-Service Commercial), and to establish a storage yard for emergency vehicles (contractor’s storage yard) on the southerly 2.47-acre parcel. The vehicle storage use area includes an existing 9,204 square foot building (which would be used for truck storage), an existing 3,720 square foot workshop, and a 2,220 square foot residence for use by an on-site caretaker. (Airport Area II of the March Air Reserve Base Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Damaris Abraham of the County of Riverside Planning Department, at (951) 955-5719.

317-210-006
RAYMOND G. ESPINOZA
P O BOX 127
E IRVINE CA. 92150

317-210-008
WILLIAM + NAOMI McCUMISKEY
20111 PATTERSON AVE
PERRIS CA.. 92570

317-210-010
WILLIAM + NAOMI McCUMISKEY
20111 PATTERSON AVE
PERRIS CA. 92570

317-210-011
BRADLEY P. SCHWAB
29125 BAXTER RD
MURRIETA CA. 92563

317-210-018
CADO PERRIS
C/O ALEX ZIKAKIS
1545 FARADAY AVE
CARLSBAD CA. 9200

317-210-024
RAYMOND G. ESPINOZA
P O BOX 127
E IRVINE CA. 9215

317-220-009
H. JACOBO & M. RODRIGUEZ
23333 WALNUT AVE
PERRIS CA 9257

317-220-010
JAMES & MICHELLE SADLER
17310 MOCKINGBIRD CYN RD
RIVERSIDE CA. 9250

317-220-012
D. MAUSLING & R. TOLBERT
20281 PATTERSON AVE
PERRIS CA 92570

317-220-013
JAMES & MICHELLE SADLER
20335 PATTERSON AVE
PERRIS CA 92570

317-220-016
JUAN & MARIA HERRERA
20401 PATTERSON AVE
PERRIS CA 92571

317-220-017
PABLO and LETICIA RAZO
20441 PATTERSON AVE
PERRIS CA 92570

317-220-021
JERRY LEE CONANT
P O BOX 7908
RIVERSIDE CA. 92513

317-220-022
JERRY LEE CONANT
P O BOX 7908
RIVERSIDE CA. 92513

317-220-023
JERRY LEE CONANT
P O BOX 7908
RIVERSIDE CA. 92513

317-240-001
ROBERT WILLIAM BARKER
1851 OUTPOST DR
HOLLYWOOD CA. 90068

317-230-049
OSCAR CARDENAS
18815 Avenida de Arboles
MURRIETA CA 92562

STAPLES

label size 1" x 2 5/8" compatible with Avery®5160/8160
Étiquette de format 25 mm x 67 mm compatible avec Avery®5160/8160

Keith Gardner
Keefer Consulting
6149 Bluffwood Drive
Riverside, CA 92506

Michelle Sadler
20335 Patterson Avenue
Perris, CA 92570

REFERRING AGENCY:
Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Keith Gardner
Keefer Consulting
6149 Bluffwood Drive
Riverside, CA 92506

Michelle Sadler
20335 Patterson Avenue
Perris, CA 92570

REFERRING AGENCY:
Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Keith Gardner
Keefer Consulting
6149 Bluffwood Drive
Riverside, CA 92506

Michelle Sadler
20335 Patterson Avenue
Perris, CA 92570

REFERRING AGENCY:
Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92502

Keith Gardner
Keefer Consulting
6149 Bluffwood Drive
Riverside, CA 92506

Michelle Sadler
20335 Patterson Avenue
Perris, CA 92570

REFERRING AGENCY:
Riverside County Planning Dept.
4080 Lemon Street, 12th Floor
Riverside, CA 92502

STAPLES

label size 1" x 2 5/8" compatible with Avery®5160/8160
Étiquette de format 25 mm x 67 mm compatible avec Avery®5160/8160

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

2AP1067MA10

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner Joy + Michelle Sedler

Phone Number 951-751-1104

Mailing Address ~~20335 Patterson Avenue~~

17310 Mockingbird Canyon Road
Riverside, CA 92504

Agent (if any) Keith Gardner

Phone Number 951-533-2934

Mailing Address 6149 Bluffwood Drive

Riverside, CA 92506

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 20335 Patterson Avenue

Perris, CA 92570

Assessor's Parcel No. 317-220-010

Parcel Size 7.5 acres

Subdivision Name _____

Zoning

Lot Number _____

Classification M-SC (proposed)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) Storage area for emergency services support vehicles and one caretaker's residence

Proposed Land Use (describe) Storage area for emergency services support vehicles and one caretaker's residence

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses Hours of Use Depending on need to respond to emergency situations

(See Appendix C) Number of People on Site _____

Maximum Number _____

Method of Calculation _____

Height Data

Height above Ground or Tallest Object (including antennas and trees) 45 (approx) ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site 1566 ft.

Flight Hazards

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

Yes

No

If yes, describe _____

CePA 962, C2 7748, PP24755

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received	<u>10-26-10</u>	Type of Project
Agency Name	<u>County of Riverside</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	_____	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	_____	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>GPA 962, CZ7748</u> <u>PP24755</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Plot Plan</u>

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____							
Primary Criteria Review	Compatibility Zone(s)	<input type="checkbox"/> A	<input type="checkbox"/> B1	<input type="checkbox"/> B2	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> Ht.
	Allowable (not prohibited) Use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Density/Intensity Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Open Land Requirement Met?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Height Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Easement/Deed Notice Provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				

Special Conditions	Describe: _____

Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	

ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	

	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	

Brady, Russell

From: Keith Gardner [keefergard@sbcglobal.net]
Sent: Tuesday, November 02, 2010 3:18 PM
To: Brady, Russell
Subject: Re: ZAP1067MA10

Russell,

Sure thing:

- 1) People on the site:
 - a) Caretakers Residence: No more than 5 people at any one time on a regular basis.
 - b) Storage Area: No more than 10 people at any one time. The work flow of the project is that the workers are there only temporarily - they come in, prepare the vehicles for departure, and then leave. There might be temporary maintenance activities, but there are no regular operational hours.
- 2) Heights of structures:
 - a) Caretaker's Residence: approximately 15 feet tall
 - b) Truck Storage Building: approximately 25 feet tall
 - c) Work Shop Building: approximately 30 feet tall
 - d) Light Poles: approximately 20 feet tall
 - e) Fences: No higher than 6 feet tall

Keith Gardner Keefer Consulting (951) 533-2934

From: "Brady, Russell" <rbrady@rctlma.org>
To: "keefergard@sbcglobal.net" <keefergard@sbcglobal.net>
Sent: Tue, November 2, 2010 12:30:25 PM
Subject: RE: ZAP1067MA10

Thanks. Two more things and I think that'll be it.

First, the current 1984 plan for March does not have intensity restrictions for the area the project is within and the project won't be subject to the draft standards of the March Joint Land Use Study. However, we like to mention how projects compare to the draft standards for reference. The draft standards are max 200 people per average acre and max 500 for a single acre, so the project I wouldn't imagine would get anywhere near this. Still, it would be nice to know how many people would be on the site and within a particular building at a reasonable maximum use. Is it possible to get an estimate for each building and for the entire site?

Second, on the application, the max height is noted as 45'. Is it possible to get a breakdown of the heights of each building or other structures/features (like the light post), even if they are just estimates?

Russell Brady
Riverside County Airport Land Use Commission
Contract Staff

4080 Lemon Street, 9th Floor
Riverside, CA 92501
(951) 955-0549

(951) 955-0923 (fax)
rbrady@rctlma.org

From: keefergard@sbcglobal.net [mailto:keefergard@sbcglobal.net]
Sent: Tuesday, November 02, 2010 11:29 AM
To: Brady, Russell
Subject: Re: ZAP1067MA10

Yes, that is correct. Entire area proposed to be BP

Sent via DROID on Verizon Wireless

-----Original message-----

From: "Brady, Russell" <rbrady@rctlma.org>
To: "''keefergard@sbcglobal.net'"; <keefergard@sbcglobal.net>
Sent: Tue, Nov 2, 2010 18:25:32 GMT+00:00
Subject: ZAP1067MA10

Just wanted to confirm whether the GPA area is the same as the CZ area. 2 parcels totaling approx 7.5 acres. Is that correct?

Russell Brady
Riverside County Airport Land Use Commission
Contract Staff

4080 Lemon Street, 9th Floor
Riverside, CA 92501
(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: December 9, 2010

CASE SUMMARY

CASE NUMBER: ZAP1038FV10 – Physicians’ Hospital of Murrieta, LLC
(Representative: Lee Ambers, Vertical Aeronautics
International)

APPROVING JURISDICTION: City of Murrieta (Conditional Use Permit, Development Plan)

JURISDICTION CASE NO.: CUP# 007-2499 (Conditional Use Permit), DP # 008-2608
(Development Plan)

RECOMMENDATION:

Staff recommends that the proposed hospital heliport be found CONSISTENT with the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions specified herein.

PROJECT DESCRIPTION:

Physicians’ Hospital of Murrieta, LLC proposes to establish a heliport (specifically, a hospital helistop). The facility will consist of a 45-foot by 45-foot (2,025 square foot) Touchdown and Lifftoff Area (TLOF) on an elevated metal landing pad with associated gurney ramp, perimeter lighting, and painted markings, with ground mounted illuminated wind cone and building mounted illuminated wind cone, and the design will comply with FAA requirements.

The Final Approach and Takeoff Area (FATO) will be 80-foot in diameter (15,775 square feet) centered on the TLOF and will be surrounded by a safety area 110-feet in diameter (29,825 square feet) centered on the TLOF.

The acoustical study prepared by Hans Giroux is predicated on an assumption of three operations per month. The Sikorsky S-76C+, which is anticipated for use at the proposed hospital, was utilized to generate the noise analysis.

PROJECT LOCATION:

The proposed Physicians’ Hospital of Murrieta has an address of 28159 Baxter Road, located

northerly of Baxter Road, easterly of Antelope Road and I-215, southerly of Triple C Ranch Road, and westerly of Meadowlark Lane. The property is not located within an existing Airport Influence Area.

INTRODUCTION – BASIS FOR REVIEW:

As stated in Section 1.5.1 of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, any “proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5)” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction “if the facility requires a state airport permit.” The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, articulates “procedures and criteria” that the Airport Land Use Commission (ALUC) “shall utilize when evaluating certain types of airport development proposals that...are subject to ALUC review and are addressed by the Compatibility Plan.” In the case of a new airport or heliport, the proposal may be approved if it is consistent with the specific review policies listed in Section 5.2 of the Countywide Policies.

The ALUCP further states that, in its review of an Airport Master Plan or Airport Layout Plan, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts on the surrounding land uses and must base its review on the proposed airfield design. In this regard, one of the critical issues is whether existing and/or approved land uses in the surrounding area would be considered incompatible with the heliport if the heliport were already in existence. Another critical issue is whether the proposal includes measures to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses. (Such measures could potentially include the siting of flight tracks so as to minimize impacts, selection of operational procedures to minimize impacts, installation of noise barriers or structural noise insulation, and/or acquisition of property interests on the impacted land.) With regard to noise, any proposed construction or alteration “that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.” “In locations having an existing ambient noise level of less than 55 dB CNEL, a project that would increase the noise level by 5.0 dB or more” would be considered to result in a significant noise increase. However, in areas with existing ambient noise levels of 55-60 CNEL, a project that would increase the noise level by 3.0 dB or more would be considered to result in a significant noise increase. In areas with existing ambient noise levels greater than 60 CNEL, a project that would increase the noise level by 1.5 dB or more would be considered to result in a significant noise increase.

SURROUNDING LAND USE:

The existing land uses surrounding the hospital consist primarily of suburban and rural uses. Future or proposed land uses surrounding the hospital are primarily suburban or urban uses consisting of industrial and business park uses located closest to the hospital to the north, south, and east and of moderate to higher density residential uses located further to the east and west of the hospital. The projected flight path for approaches to, and departures from, the heliport would primarily overfly lands to the north of the hospital that are currently either vacant or occupied by rural uses. The

portions of this area in the City of Murrieta are designated for industrial uses, while the portions within unincorporated areas of Riverside County are designated for rural uses.

In addition, the safety and noise hazards must be balanced against the health and safety benefits of the facility. According to the Hospital's website, the hospital will contain a full service Emergency Department, with a 20-bed capacity. It is expected that the primary situation in which the heliport would be used would be for the transport of critically ill and injured patients from emergency scenes and from other health care facilities.

NOISE STUDY:

A noise study was prepared by Hans Giroux and submitted to ALUC staff. Existing noise conditions on the project site and in the surrounding area were based on measurements taken from two locations, both located on the project site. Meter location 1 was placed 450' easterly of the I-215 centerline, approximately 280' easterly from the westerly property line of the hospital. Meter location 2 was placed 230' easterly of the I-215 centerline, approximately 60' easterly of the westerly property line of the hospital. Existing noise measurements indicate a noise level of 64.4 dB CNEL on the project site. The study identified the closest existing and future sensitive receptor to be an existing residence located approximately 700' from the proposed helipad. Based on the residence's distance from I-215 and the noise measurements taken on the project site, the noise level at the existing residence is estimated to be 67.9 dB CNEL.

The study assumes that on average three helicopter operations per month would occur at the hospital. (The study departs from the usual nomenclature in its treatment of a takeoff and landing combination as a single operation.) Based on this, a worst case day scenario of one helicopter operation (takeoff and landing) was utilized in the analysis of noise impacts of the helipad. Information on the Sikorsky S-76C+ was also utilized as the anticipated helicopter to be used at the hospital. The analysis also utilized FAA established noise standards for helicopters during flyover, takeoff, and approach maneuvers, which the Sikorsky S-76C+ meets.

The analysis determined that at a distance of 700' from the helipad (the approximate distance of the existing residence), the anticipated helicopter operations would add 55 dB to the existing 68 dB CNEL. Due to the logarithmic character of decibels, this would result in an estimated increase in noise of only 0.2 dB on the existing residence if the flight were to occur during nighttime hours between 10 p.m. and 7 a.m. This is well below the 1.5 dB CNEL increase that ALUC has established as its threshold of significance; the increase in average noise is not seen as a substantial noise impact.

Single event noise impacts were also analyzed in addition to average daily noise impacts. At a distance of 700', noise from the helicopter operations is expected to be a maximum of 80 dB Lmax. Structural attenuation of the existing residence in a windows closed situation is assumed to be 20 dB, thus reducing interior noise to a maximum of 60 dB. Awakenings during night time hours would be of most concern. Based on the formula for awakenings from single event-level in the Encyclopedia of Acoustics, the study determined that a 29 percent average awakening rate would be expected. At three operations per month, a person might be awakened once per month.

The study determined that the noise generated by helicopter operations would be well within residential standards established by the City of Murrieta. However, infrequent sleep disturbance could occur during nocturnal landings. Due to the infrequency of these events and the masking effects of background traffic noise from the adjacent I-215 freeway, the impact would be less than significant.

FAA AIRSPACE DETERMINATION:

On August 2, 2010, the Federal Aviation Administration issued a determination that the proposed project (Airspace Case No. 2010-AWP-773-NRA) is “acceptable from an airspace utilization standpoint and will not adversely affect the safe and efficient use of airspace by aircraft.”

AIRPORT LAND USE COMMISSION STAFF RECOMMENDED CONDITIONS:

1. No operations (takeoffs or landings) shall be conducted until such time as the State of California Department of Transportation Division of Aeronautics has issued a Site Approval Permit and subsequent Heliport Permit pursuant to Sections 3525 through 3560 of Title 21 of the California Code of Regulations.
2. The heliport shall be designed and constructed in accordance with FAA Advisory Circular 150/5390-2B, *Heliport Design*.
3. Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated August 2, 2010, a copy of which is attached hereto.
4. Helicopter idle time shall be minimized as much as possible.
5. The Riverside County Airport Land Use Commission (ALUC) requests that Physicians' Hospital of Murrieta consider returning to ALUC to seek advisory comments regarding mitigation of noise impacts on surrounding properties in the event that the average number of monthly operations exceeds six (6) within any given quarterly period.



U.S Department
of Transportation

Federal Aviation
Administration

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

August 2, 2010

Mr. Lee Ambers
Vertical Aeronautics International
P.O. Box 7570
Van Nuys, CA 91409-7570

RECEIVED

AUG 4 2010

VERTICAL
AERONAUTICS, INT'L.

Physicians' Hospital Heliport
Murrieta, California
Airspace Case No. 2010-AWP-773-NRA
Lat. 33-36-52.70 N, Long. 117-10-11.34 W (NAD 83)

Dear Mr. Ambers:

The Federal Aviation Administration (FAA) has completed an airspace study in response to your proposal submitted on FAA Form 7480-1, *Notice of Landing Area Proposal*, for the activation and establishment of the subject private heliport in Murrieta, California. Our analysis determined that the proposal is acceptable from an airspace utilization standpoint and will not adversely affect the safe and efficient use of airspace by aircraft. Therefore, the FAA does not object to the establishment of the proposed landing area, provided the following conditions are met:

- a. The landing area is operated for private-use only.
- b. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, and in accordance with the restrictions/communications requirements of the overlying class of airspace.
- c. The proposed heliport lies in close proximity (approx. 3.19 nm southeast) to the French Valley Airport, a public use landing area; therefore, operators using the hospital heliport should be apprised of potential fixed-wing VFR aircraft traffic activity within the area.
- d. The landing area operator shall ensure and maintain obstruction-free routes of ingress/egress to the landing area.
- e. Recommend that the light poles in the designated parking lot south of the helipad be lowered so as to clear the 8:1 Final Approach and Takeoff Area (FATO) for ingress and egress.
- f. Contact should be made with the California Department of Transportation, Aeronautics Division, and (CALTRANS) in order for their office to make an evaluation and determination in regards to obtaining a state heliport permit. Your point of contact is:

Mr. Jeff Brown
Chief, Office of Airports
California Department of Transportation
Division of Aeronautics, MS40
P.O. Box 942874
Sacramento, CA 95274
916-654-4565

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190), as amended.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

The FAA cannot prevent the construction of structures near heliports. The facility environs can only be protected through such means as local zoning ordinances or acquisition of property rights. We are enclosing a graphic depiction (Figure 2) entitled "Airport Imaginary Surfaces for Heliports" of the proper vertical clearances, which should be maintained between the approach/departure surfaces to a landing area and highways for rotor wing operations. Please note that a 17-foot minimum clearance is required for interstate highways. Figure 2 is incorporated herein and made a part of this determination.

This determination expires on February 2, 2012, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary, up to 15-days prior to this expiration date.

Also enclosed is the Airport Master Record, FAA Form 5010-5. Within 30-days after the landing area becomes operational, we would appreciate you adding the heliport to this form, signing, dating and returning it to me at this office, so your facility can be included in the FAA Airport Data System.

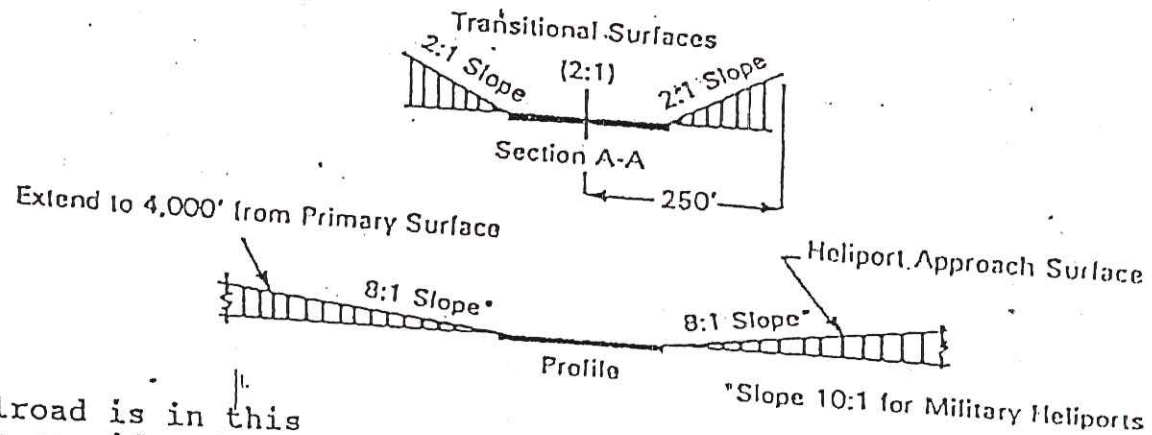
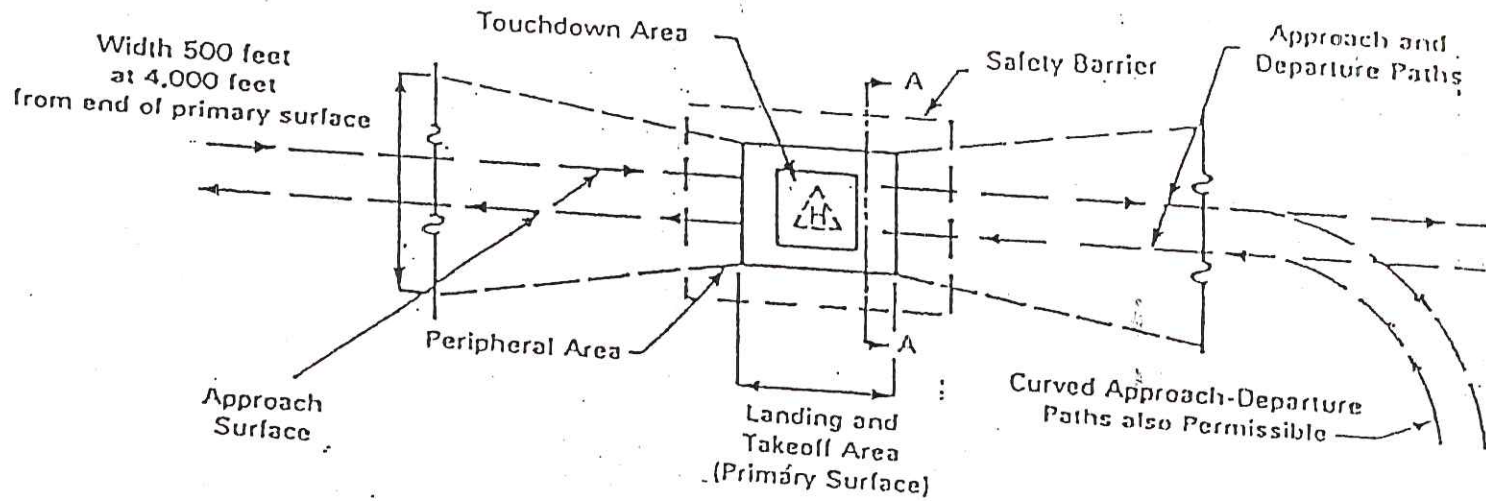
If you have any questions, please contact me at all 310/725-3628.

Sincerely,


Margie Drilling
Airport Planner

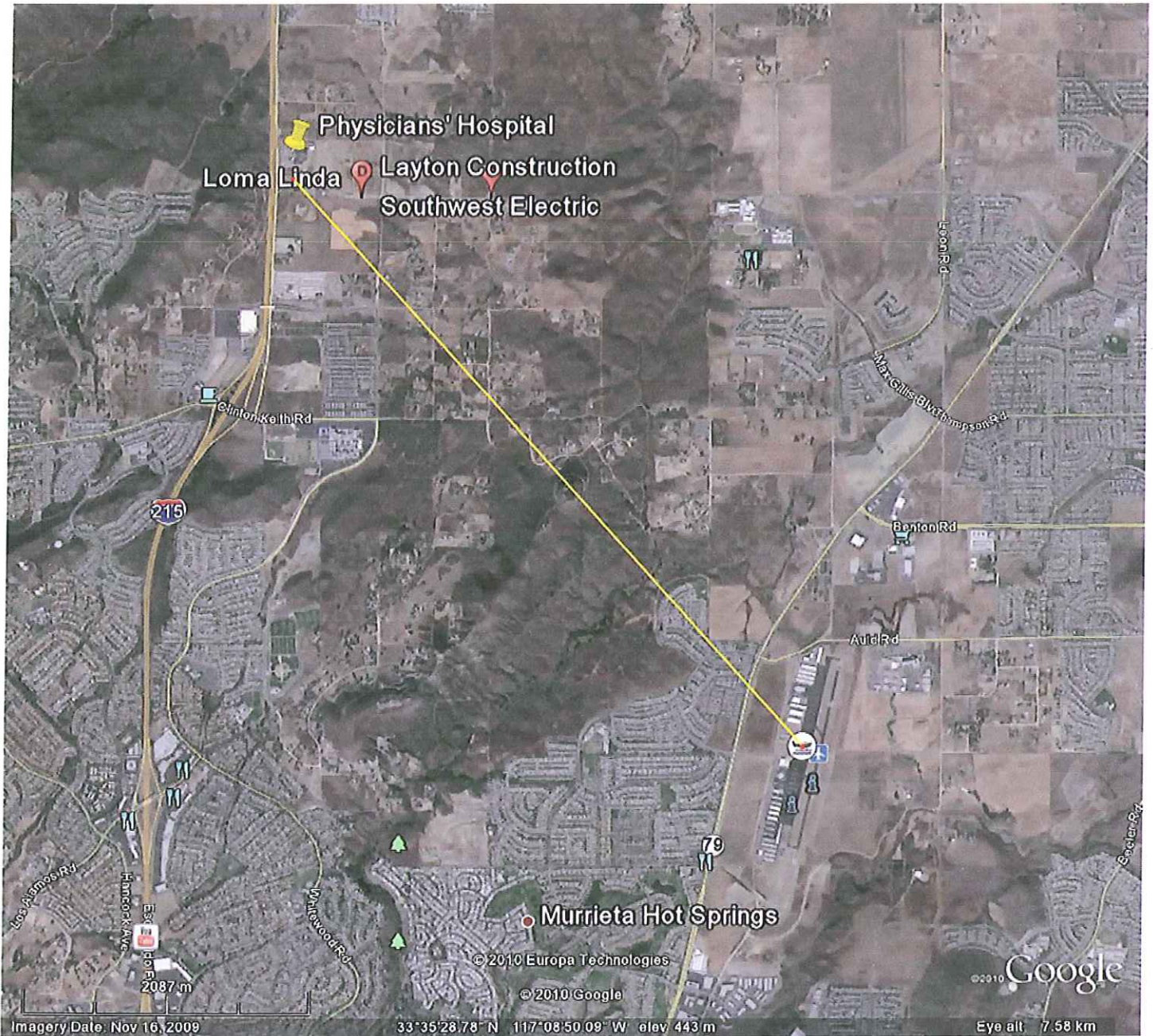
cc: California Department of Transportation
Mr. Jeff Brown
Division of Aeronautics, MS 40
Chief, Office of Airports
P.O. Box 942874
Sacramento, CA 95274

§77.29 - Airport Imaginary Surfaces for Heliports



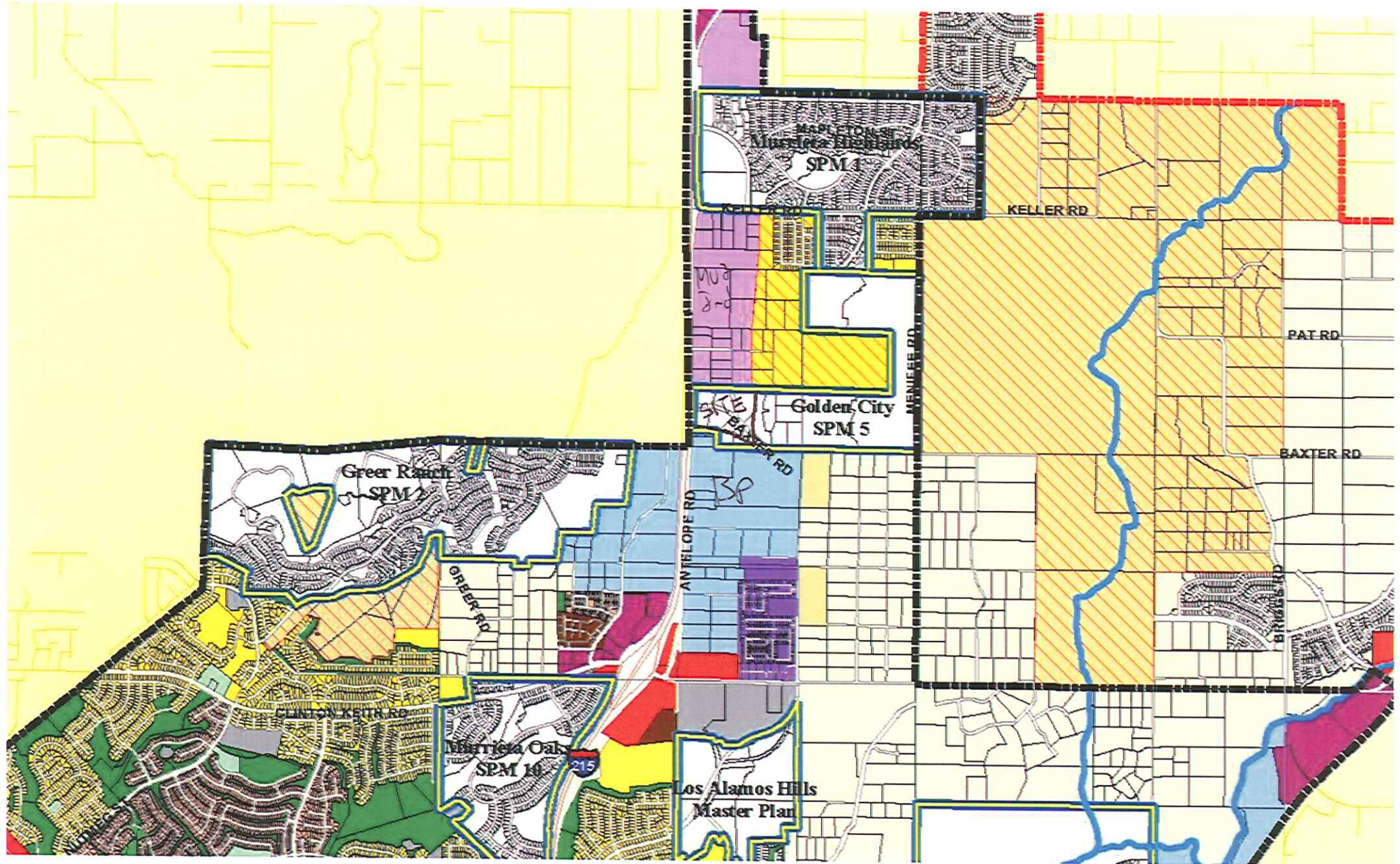
If a highway or railroad is in this area, they should be considered as having a 17' obstruction for an interstate highway, 15' obstruction for other highways, and a 23' obstruction for a railroad.

Figure 2

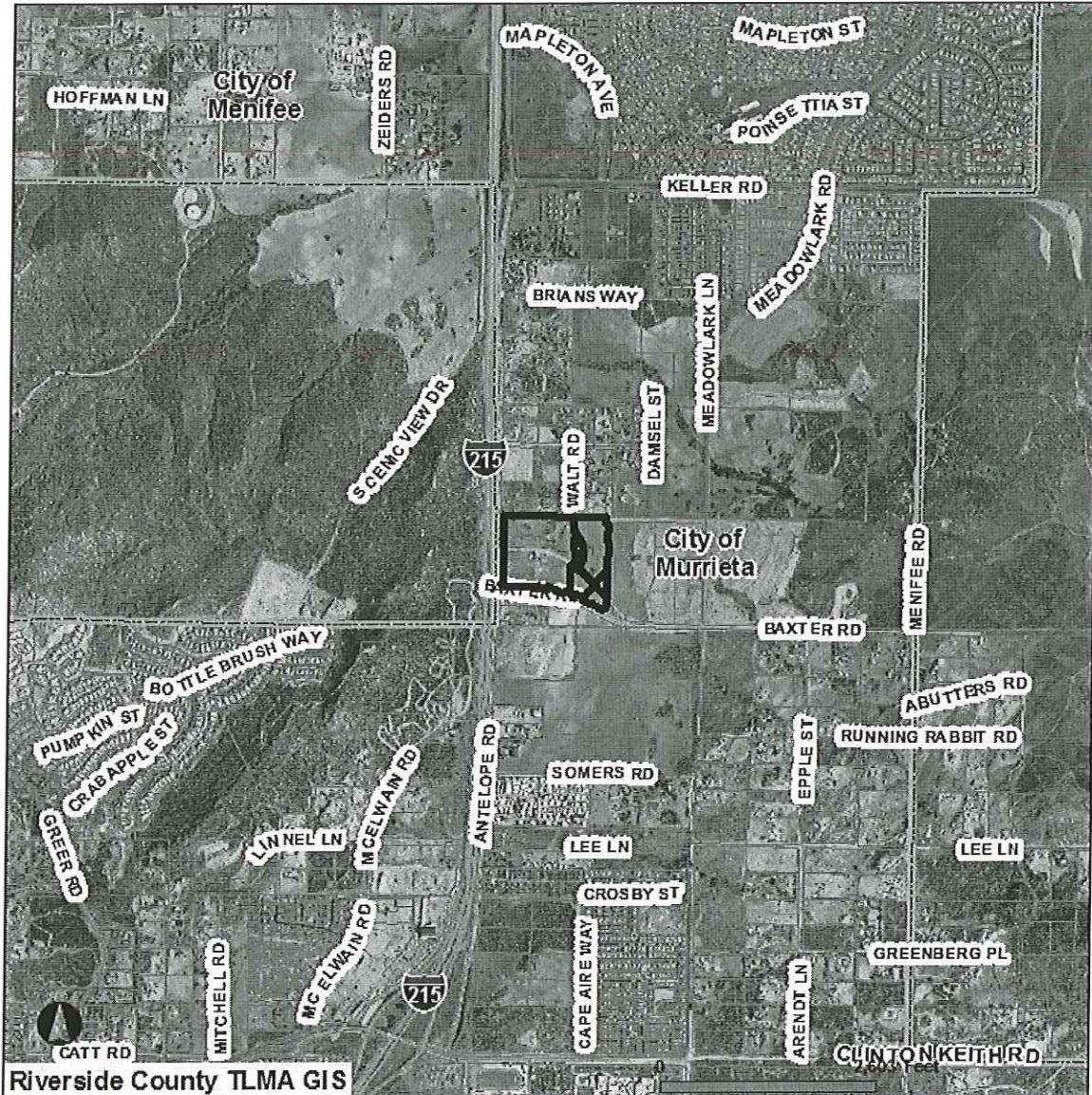


AERIAL PHOTOGRAPH

Physicians' Hospital, 28159 Baxter Road, Murrieta, CA 92563 as viewed from a satellite and showing the distance of 18,300 feet more or less to French Valley Airport at a bearing of 138.53 degrees.



RIVERSIDE COUNTY GIS



Selected parcel(s):

384-251-016 384-251-018 384-251-019 384-251-023 384-251-028

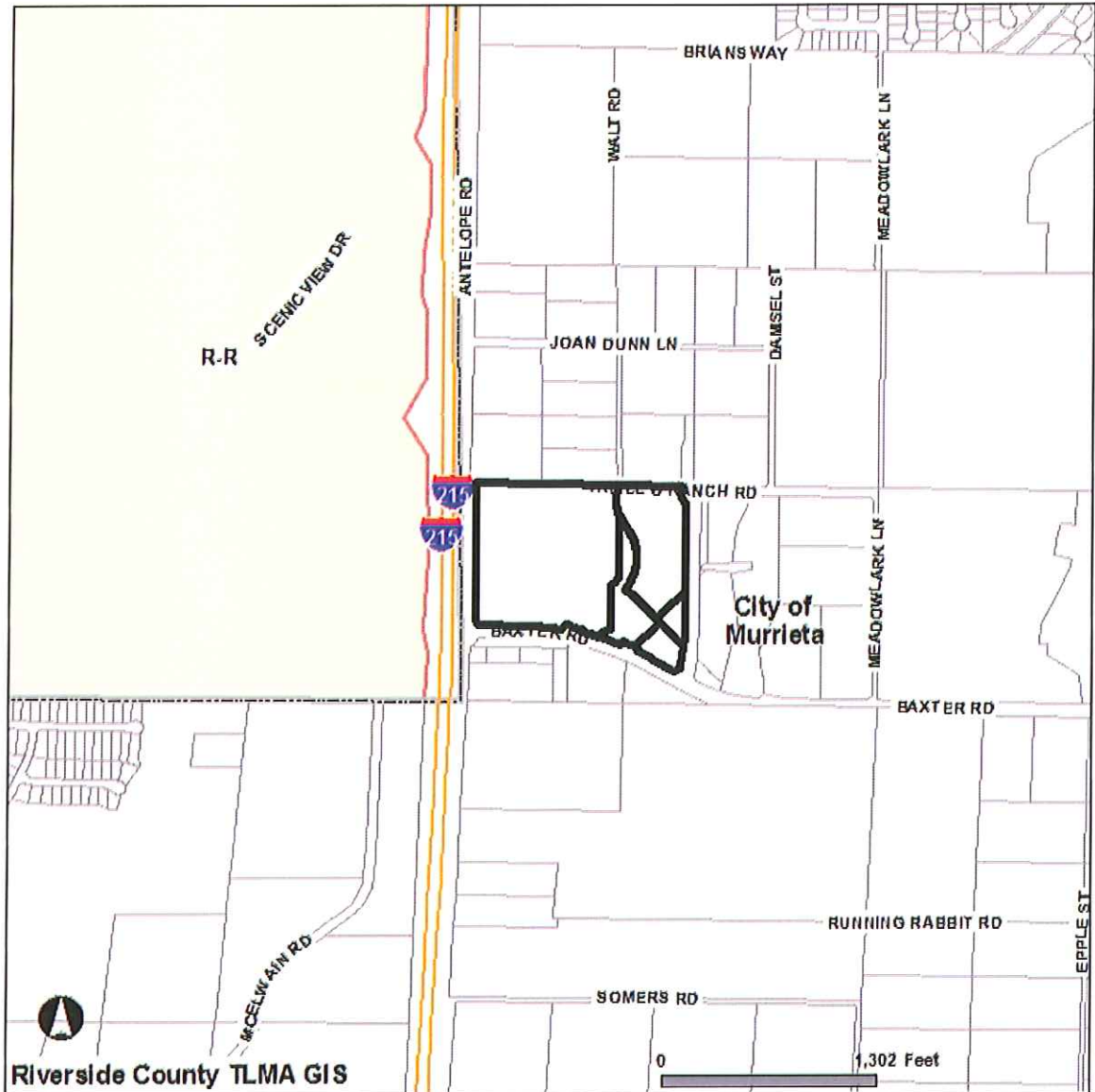
IMPORTANT

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...Tue Nov 16 12:29:11 2010

Version 101026

RIVERSIDE COUNTY GIS



Selected parcel(s):

384-251-016 384-251-018 384-251-019 384-251-023 384-251-028

ZONING

- SELECTED PARCEL
- INTERSTATES
- HIGHWAYS
- CITY
- PARCELS
- ZONING BOUNDARY
- R-R

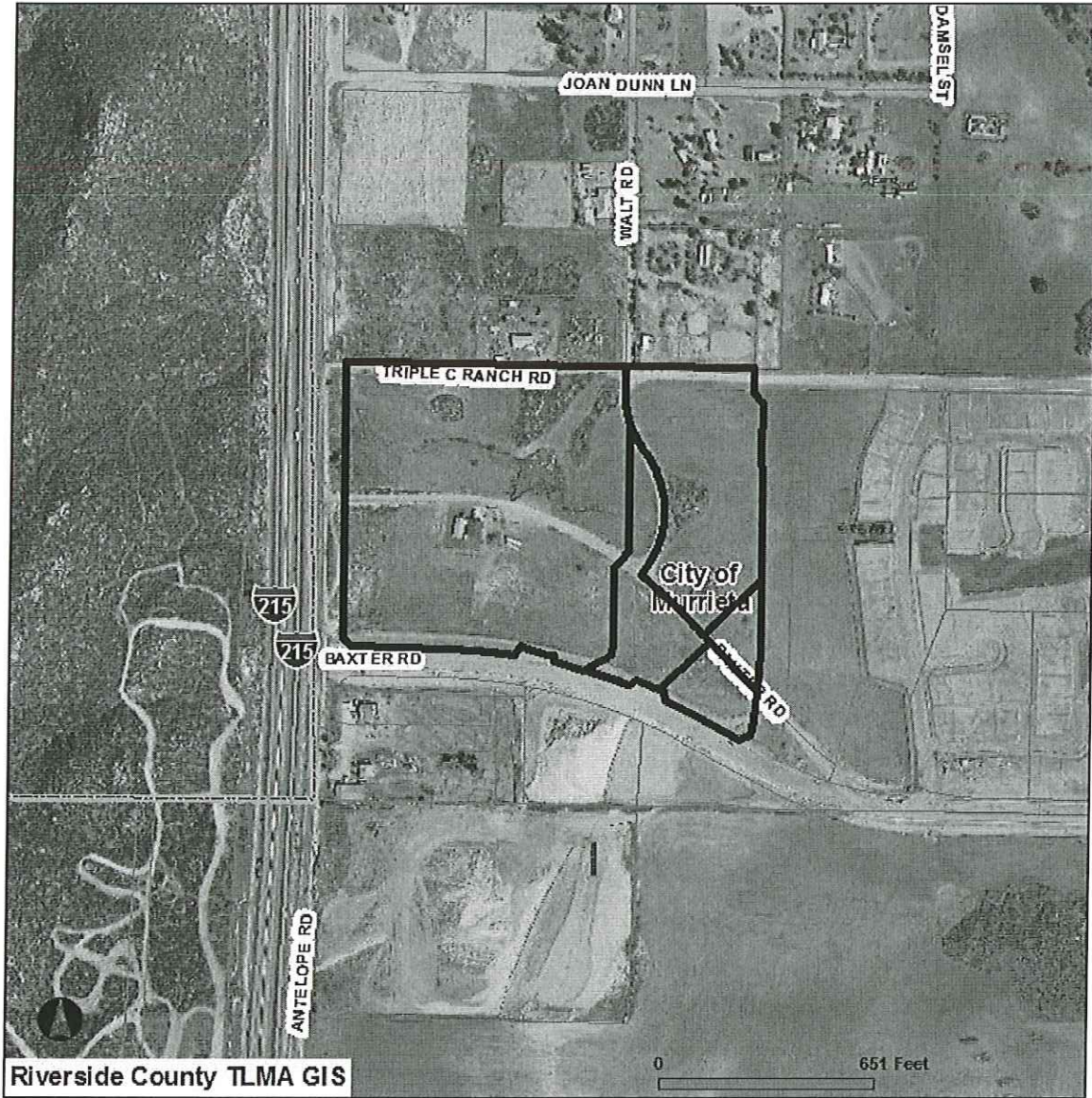
IMPORTANT

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...Tue Oct 19 14:12:30 2010

Version 100826

RIVERSIDE COUNTY GIS



Selected parcel(s):

384-251-016 384-251-018 384-251-019 384-251-023 384-251-028

IMPORTANT

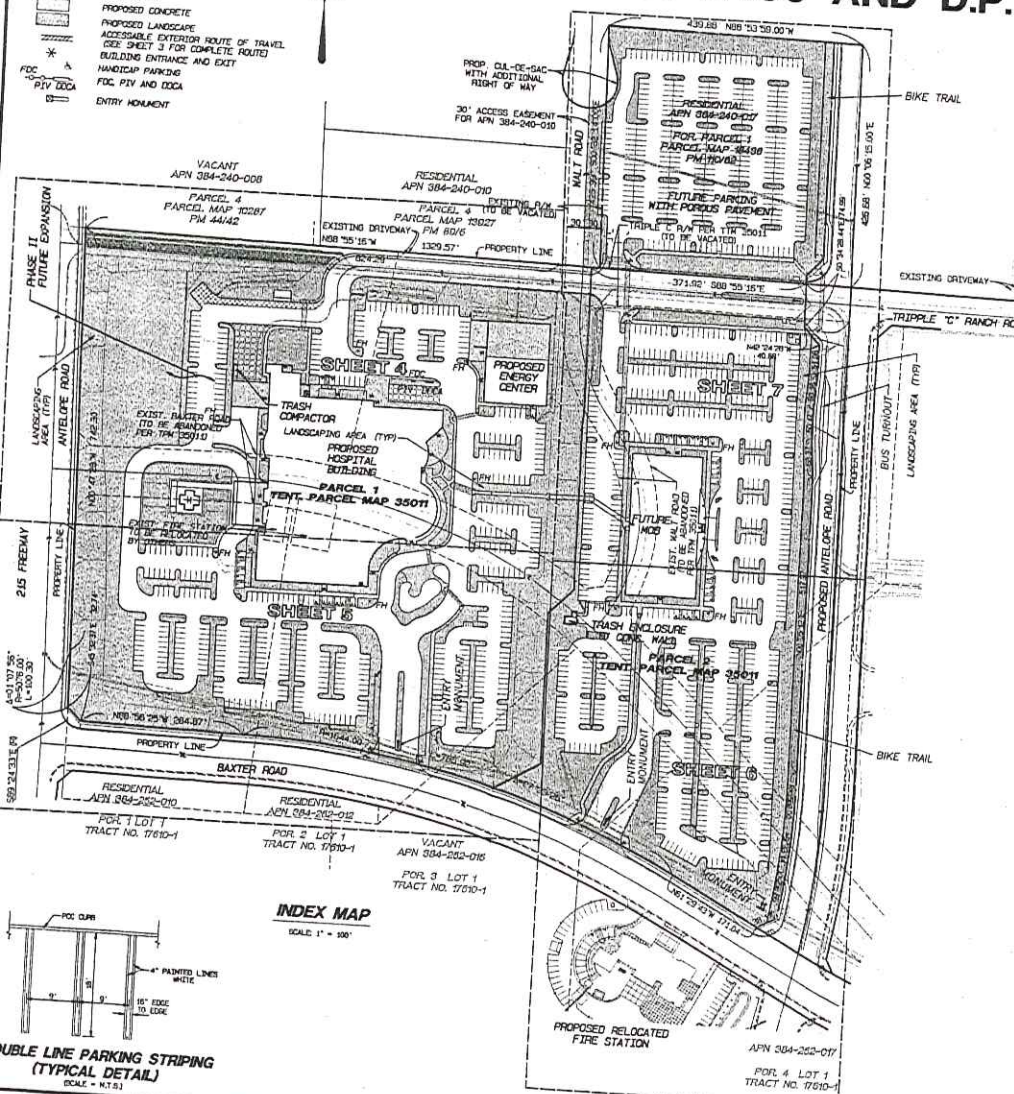
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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...Tue Nov 16 12:28:27 2010

Version 101026

CITY OF MURRIETA PHYSICIANS HOSPITAL OF MURRIETA C.U.P. NO. 007-2499 AND D.P. NO. 008-2608

- LEGEND**
- PROF. STORM DRAIN
 - EXIST. STORM DRAIN
 - PLOT SHEETS LAYOUT
 - EXIST. BUILDINGS/STRUCTURES
 - FIRE HYDRANTS
 - OUTDOOR/PARKING LIGHTS
 - DRAIN GRATE FOR BIO-SHALES
 - FENCE
 - SLOPE (2% MIN.)
 - PROPOSED DG
 - PROPOSED CONCRETE
 - PROPOSED LANDSCAPE
 - ACCESSIBLE EXTERIOR ROUTE OF TRAVEL
 - DEP. SHEET 3 FOR COMPLETE ROUTE
 - BUILDING ENTRANCE AND EXIT
 - HANDICAP PARKING
 - FDC, PIV AND DDCA
 - ENTRY MONUMENT



CIVIL ENGINEER
BRUCE A. DAVIS
ALBERT A. WEBB ASSOCIATES
3708 MADISON STREET
RIVERSIDE, CA 92506
(951) 508-1071
(951) 788-1256

TOPOGRAPHY SOURCE
DON READ CORPORATION
201 HERBERT LANE
AREA, CA 95021
TEL: (714) 259-2599
SEP. 14, 2009

LANDSCAPE AREA
TOTAL NET AREA 31.04 AC
TOTAL LANDSCAPE AREA 32.04 AC
TOTAL LANDSCAPE AREA 39.08 AC
PUBLIC R/W LANDSCAPE AREA 0.39 AC
PUBLIC R/W LANDSCAPE AREA 1.20X

LEGAL DESCRIPTION
LOTS 5, 6 AND PORTIONS OF LOTS 1 THROUGH 4 OF TRACT NO. 17610-1 IN THE CITY OF MURRIETA, CALIFORNIA, AS FILED IN MAP BOOK 271 AT PAGE 15 THROUGH 18, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NO.
384-255-001, 384-255-002
384-255-003, 384-255-004
384-255-005, 384-255-006
384-255-007, 384-255-008
384-255-009, 384-255-010
384-255-011, 384-255-012
384-255-013, 384-255-014
384-255-015, 384-255-016
384-240-017

EXIST. AND PROP. ZONING
EXISTING ZONING R1
PROPOSED ZONING R1 PROFESSIONAL OFFICE BUILDING

UTILITIES

SEWER: EASTERN MUNICIPAL WATER DISTRICT
WATER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE: WESTERN
CABLE TV: COMCAST

SCHOOL DISTRICT
MERRICK UNION AND PERRIS UNION SCHOOL DISTRICTS

PARKING SPACES

PHASE	REQUIRED	PROVIDED	NO.	TOTAL
PHASE 1	229	464	800	1029
PHASE 2	399	424	800	1199
TOTAL	628	888	1600	1348

NOTE: ALL PARKINGS ARE OPEN SPACE PARKINGS

HANDICAPPED PARKING SPACES

PHASE	REQUIRED	PROVIDED	NO.	TOTAL
PHASE 1	14 (3.0%)	34 (7.3%)	54 (12.0%)	33 (12.4%)
PHASE 2	24 (6.2%)	28 (7.1%)	54 (12.0%)	28 (12.1%)
TOTAL	38 (9.6%)	62 (14.4%)	108 (24.0%)	61 (24.5%)

NOTE: ALL PARKINGS ARE OPEN SPACE PARKINGS

PRELIMINARY DIRT QUANTITIES

CUT	91,000 CY
FILL	216,000 CY
IMPORT	125,000 CY

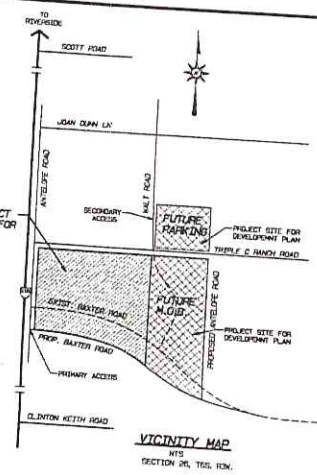
REF. NOTES:
1. FOR PROPOSED WATER AND SEWER LAYOUT, SEE SHEETS 4 THRU 7.
2. FOR LOCAL PIV AND FDC LOCATIONS, SEE SHEET 4.

OWNERS
HEALTH CARE REIT, INC.
ONE SEAGATE SUITE 1500
P.O. BOX 1475
TOLAND, OH 43063-1475
CONTACT: JOHN INGLE
CONTACT: JOHN PRATER
PK (614) 547-2600

APPLICANT
PHYSICIANS HOSPITAL OF MURRIETA, LLC
201 SEASIDE LANE
FRANKLIN, TN 37067
CONTACT: JOHN PRATER
PK (615) 559-3500

SWPPP CONTACT
DAVID STEVENS
PK (702) 279-5185 (CELL)

PROPOSED LAND USE
HOSPITAL/MEDICAL OFFICES



NOTES

- 2007 THOMAS BROS. MAP BOOK PAGE 050 GRID F7.
- THIS MAP DOES INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
- ALL SLOPES ARE 2% RATIO, UNLESS OTHERWISE NOTED.
- SECTIONS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO CITY GRADING AND EXCAVATION CODE.
- ACCESS SHALL BE RESTRICTED ON EXISTING ANTELOPE ROAD BAXTER ROAD AND FUTURE ANTELOPE ROAD EXCEPT AT DRIVEWAY OPENINGS.
- LAND IS NOT SUBJECT TO LIEBIGATION OR OTHER GEOLOGICAL HAZARD AND IS NOT WITHIN A SPECIAL STUDIES ZONE.
- LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.
- NO SUBSURFACE SEPTIC SANITATION IS INTENDED.
- PROJECT IS NOT IN A HIGH FIRE AREA.
- TOPOGRAPHIC MAP BY DON READ CORPORATION.
- PROJECT IS NOT IN FAULT AREA.
- THERE ARE EXISTING BUILDINGS/FENCES ON PROPERTY.
- PROJECT LIES WITHIN THE GOLDEN CITY SPECIFIC PLAN (SPM).
- THERE IS NO EXISTING TREE GREATER THAN 9.5" IN DIAMETER ON SITE.
- THERE IS NO PROPOSED OUTSIDE STORAGE AREA ON THE PROJECT SITE.

BUILDING LOT COVERAGE AREAS

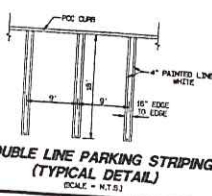
NET LOT AREA (HOSPITAL SITE)	17.29 AC
NET LOT AREA (N.O.B. SITE)	9.98 AC
NET LOT AREA (SAT PARKING SITE)	3.77 AC
HOSPITAL AREA PHASE 1	248,706 SF (100% OF NET AREA)
HOSPITAL AREA PHASE 2	490,000 SF (100% OF NET AREA)
N.O.B. AREA	190,000 SF (100% OF NET AREA)

BUILDING FLOOR AREAS

PHASE 1	270,800 SF
MAIN BUILDING	8,620 SF
ENERGY CENTER	248,706 SF
TOTAL	160,000 SF
PHASE 2	270,800 SF
MAIN BUILDING	8,620 SF
ENERGY CENTER	248,706 SF
PHASE 2 EXPANSION AREA	248,706 SF
TOTAL	490,000 SF

ACREAGE

32.98 ACRES GROSS/OWNERSHIP
31.04 ACRES NET
NET-GROSS EXCLUDING R.O.M.



SCALE: 1" = 100'

ALBERT A. WEBB ASSOCIATES
3708 MADISON ST.
RIVERSIDE, CA 92506
PH: (951) 656-1070
FAX: (951) 788-1256

SHEET 1 CITY OF MURRIETA PLANNING DEPARTMENT SHEETS 7

C.U.P. NO. 007-2499 & D.P. NO. 008-2608
PHYSICIANS HOSPITAL OF MURRIETA

TITLE SHEET

DATE	INITIAL	REVISION DESCRIPTION	DWG. NO.	DATE	INITIAL

DESIGNED BY: _____ DATE: _____

DRAWN BY: _____ DATE: _____

CHECKED BY: _____ DATE: _____

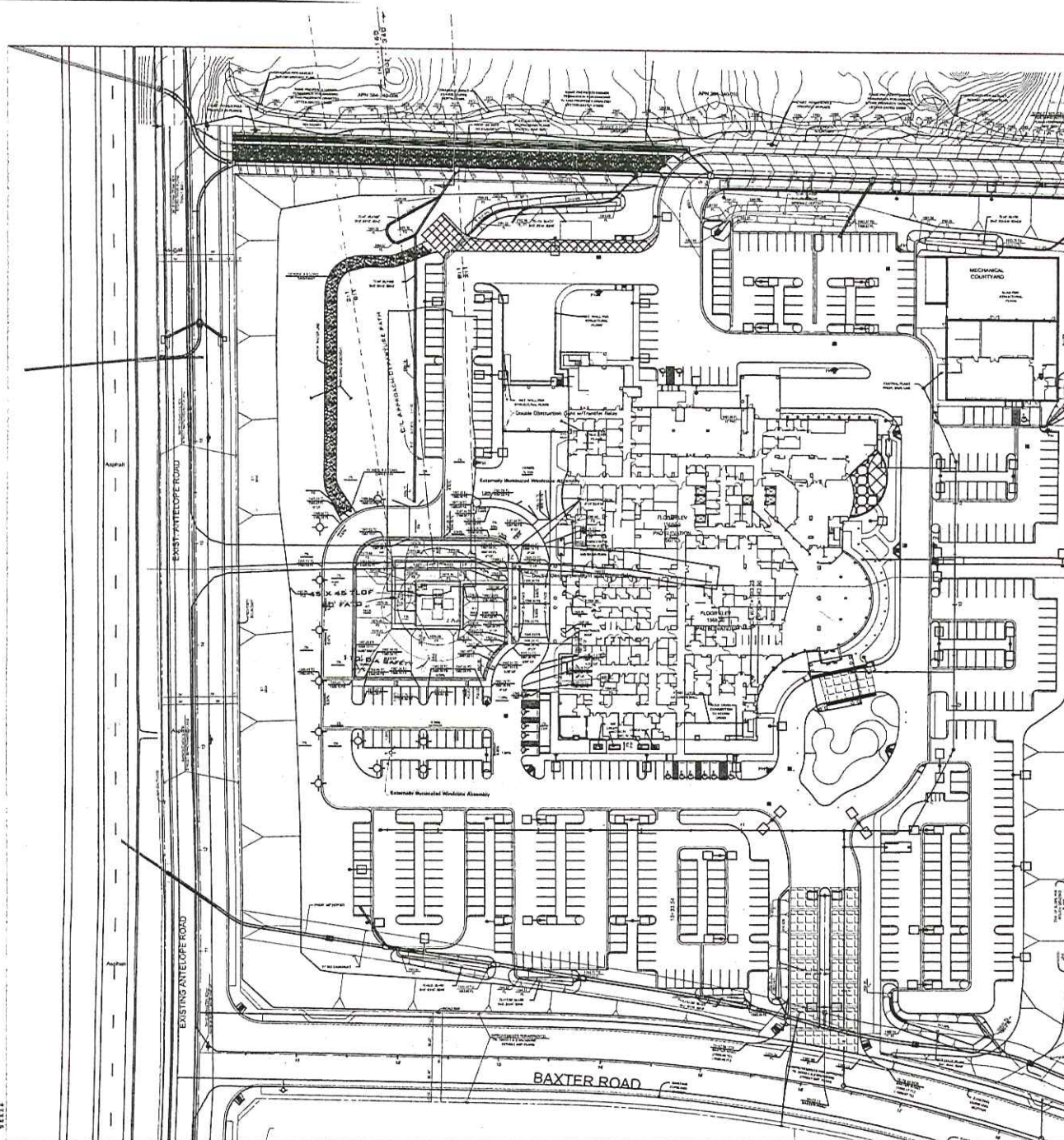
PROJECT NO.: _____

DRAWING NO.: _____

DRAWING DATE: 11/27/2013 11:37 AM
 DATE PLOTTED: 11/27/2013 11:33 AM
 PLOT DATE: 11/27/2013 11:33 AM
 SCALE FACTOR: 1.00
 SCALE: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	11/27/2013	ISSUED FOR PERMIT
2	11/27/2013	ISSUED FOR PERMIT
3	11/27/2013	ISSUED FOR PERMIT
4	11/27/2013	ISSUED FOR PERMIT
5	11/27/2013	ISSUED FOR PERMIT
6	11/27/2013	ISSUED FOR PERMIT
7	11/27/2013	ISSUED FOR PERMIT
8	11/27/2013	ISSUED FOR PERMIT
9	11/27/2013	ISSUED FOR PERMIT
10	11/27/2013	ISSUED FOR PERMIT
11	11/27/2013	ISSUED FOR PERMIT
12	11/27/2013	ISSUED FOR PERMIT
13	11/27/2013	ISSUED FOR PERMIT
14	11/27/2013	ISSUED FOR PERMIT
15	11/27/2013	ISSUED FOR PERMIT
16	11/27/2013	ISSUED FOR PERMIT
17	11/27/2013	ISSUED FOR PERMIT
18	11/27/2013	ISSUED FOR PERMIT
19	11/27/2013	ISSUED FOR PERMIT
20	11/27/2013	ISSUED FOR PERMIT

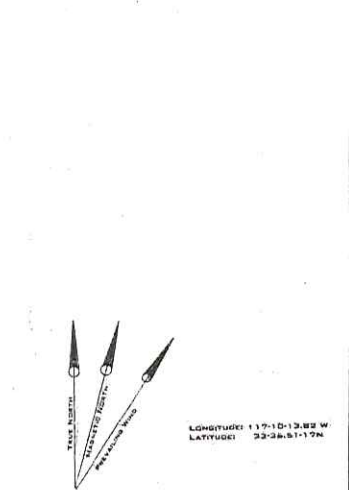
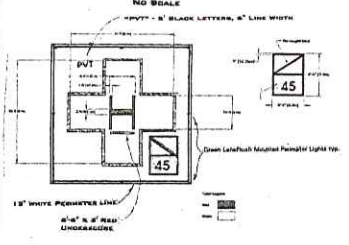
Disclaimer: This Helipad plan is a conceptual only and is not intended to be used as a basis for construction. It is intended to be used as a guide only and is not intended to be used as a basis for construction. It is intended to be used as a guide only and is not intended to be used as a basis for construction.



HELIPAD NOTES:

- DESIGN AIRCRAFT:** Helipad's dimensional criteria is designed to accept a Sikorsky HO-4S, which has an overall length of 52.5', a rotor diameter of 44' and a gross weight of 11,700 lbs.
- USULISTIC SURFACE:** The pitch of all portions of the TIOP can not exceed 2%.
- PERIMETER LIGHTS (PL):** PL with rounded, unidirectional, green lenses mounted within 10' of the TIOP. Perimeter lights are to be equally spaced and are to be located on the edge of the TIOP as possible. No portion of these perimeter light fixtures is to be less than 10' from the edge of the TIOP.
- OBSTRUCTION LIGHTS (OL):** red lens, double flasher w/variable delay. To be located with the corners as shown.
- WINDCONE ASSEMBLY (WCA):** Two section lead assembly with external illumination and a single section non-illuminated light step base unit. The danger range color window is to be approximately 17 feet above the base of the unit and have sufficient clearance to allow unobstructed rotation. One unit is to be mounted atop highest point of the main frame of the hospital and the other is to be at ground level, south of the helipad. These units are to include a flashing component to allow for the easy replacement of the lenses and the danger range window.
- LIGHTING CIRCUITRY:** PL and exterior WC illumination are to be activated on one circuit, connected to the hospital's emergency power system and with manual cut-over within the ED and/or security office. A radio control emergency unit is recommended.
- LIGHTING CIRCUITRY:** WCA are to be activated by automatic means.
- ARRIVAL LIGHTS:** The total illumination is to be provided from the approach path and approved by Vertical Approach International. There are to be 100 surface foot candles.
- OBSTRUCTION LIGHTS:** One unit is to be located on the south and away from pedestrian access points.
- MARKINGS:** are an asphalt and painted with non-reflective paint. Colors and details are consistent with any and all equipment marked by Vertical Approach International.
- SECONDARY ACCESS:** stepping stones are to be located on the 2:1 slope on the east side of the TIOP.
- FLIGHT PATH:** the approach path is a 150' wide at 100 degrees (RH) and out at 340 degrees (RH).
- OBSTRUCTIONS:** All utility wires along Antelope Road and Highway 215 are to be underground and all poles, signposts and landscaping are to be set back from the proposed surface of the helipad. Surface underground utility placement shall be maintained on all slopes and surfaces within the flight path area and also within 200 feet of the TIOP in order to reduce dust and debris from increasing airborne.
- HANDRAILS/FENCES:** any handrails or fences are to extend along the helipad's perimeter surfaces (TIOP, FATOP, Safety Area and the B-1 approach path). Any and all handrails or fences are to be approved by Vertical Approach International.
- ROTATING BEACONS:** optional, but recommended. In the event this item is included, it should be located atop the highest part of the hospital building and activated in concert with the perimeter lights and the two windcone assemblies external illumination.

DETAIL



HELIPAD PLAN #1:
 VERTICAL APPROACH INTERNATIONAL
 P. O. BOX 9970
 VAN NUYS, CA 91410-9970
 TEL: (818) 998-0238
 FAX: (818) 998-0008
 WEB: WWW.VAINTL.COM

PHYSICIANS' HOSPITAL

HELIPAD PLAN

PHYSICIANS' HOSPITAL OF MURRETA
 MURRETA, CALIFORNIA
 9250 F. RUTHERFORD
 FACILITY NO. # 1015

OWNER:
PHYSICIANS' HOSPITAL OF MURRETA, LLC
 5400 Highway 99
 Suite 140
 Redwood, WA 98073

DESIGNER:
DAVIS · STOKES COLLABORATIVE, P.C.
 A · R · C · H · I · T · E · C · T · S

REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 NO. 10000
 10-11-01

REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 NO. 10000
 10-11-01

THIS DOCUMENT CONTAINS INFORMATION THAT IS PROPRIETARY TO DAVIS, STOKES COLLABORATIVE, P.C. THIS INFORMATION AND ITS CONTENTS MAY NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE PRIOR WRITTEN CONSENT OF DAVIS, STOKES COLLABORATIVE, P.C. COPYRIGHT © 2006, ALL RIGHTS RESERVED.

REVISION	
NO.	DESCRIPTION
1	ISSUED FOR PERMIT
2	ISSUED FOR PERMIT
3	ISSUED FOR PERMIT
4	ISSUED FOR PERMIT
5	ISSUED FOR PERMIT
6	ISSUED FOR PERMIT
7	ISSUED FOR PERMIT
8	ISSUED FOR PERMIT
9	ISSUED FOR PERMIT
10	ISSUED FOR PERMIT
11	ISSUED FOR PERMIT
12	ISSUED FOR PERMIT
13	ISSUED FOR PERMIT
14	ISSUED FOR PERMIT
15	ISSUED FOR PERMIT
16	ISSUED FOR PERMIT
17	ISSUED FOR PERMIT
18	ISSUED FOR PERMIT
19	ISSUED FOR PERMIT
20	ISSUED FOR PERMIT

STATE SHEET NO. 04
 SHEET NO. 05/14

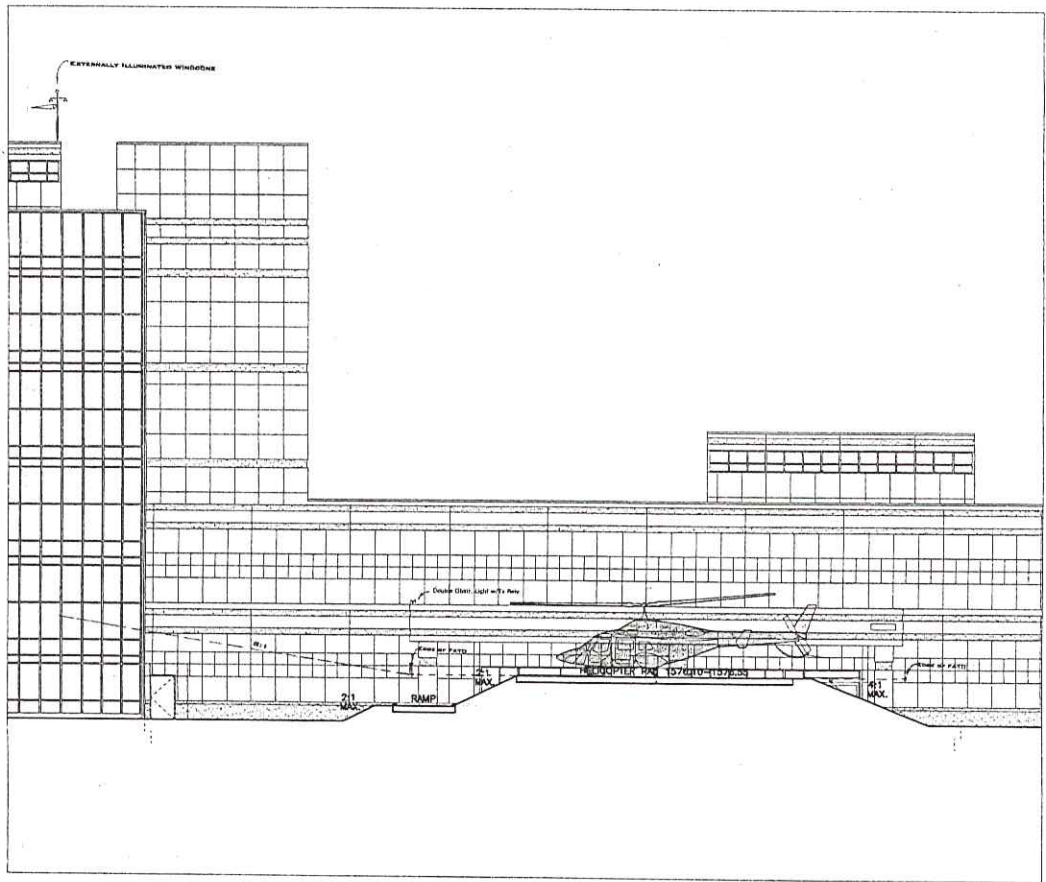
08-21-11
6/24/09

ALL WORK SUBJECT WILL OBEY STANDARDS
CODE # C-1000
DATE 03/26/08

THE DOCUMENT CONTAINS
INFORMATION THAT IS PROPRIETARY TO
DAVIS STOKES COLLABORATIVE, P.C.
THIS DOCUMENT AND/OR ITS
CONTENTS MAY NOT BE REPRODUCED
OR COPIED IN ANY MANNER, EITHER IN
WHOLE OR IN PART, WITHOUT THE
PRIOR WRITTEN CONSENT OF DAVIS
STOKES COLLABORATIVE, P.C.
COPYRIGHT 2008. ALL RIGHTS
RESERVED.

REVISION

NO.	DATE	DESCRIPTION
1	08/21/11	08/21/11



**PROFILE PHYSICIANS'
HOSPITAL'S HELIPORT**

Disclaimer:
This document is a conceptual site plan and is
intended as an illustration of the proposed
project. The plan was prepared
without the benefit of a survey by a licensed
professional. All dimensions and locations
are accurate within 1/8".

HELIPORT PLAN BY:
VERTICAL AERONAUTICS INTERNATIONAL
P.O. BOX 75070
VAN NUYS, CA 91406-7570
TEL: (818) 996-0045
FAX: (818) 996-0045
WWW.VAIAERONAUTICS.COM



EXCERPTS

NOISE IMPACT ANALYSIS
THE PHYSICIAN HOSPITAL OF MURRIETA
CITY OF MURRIETA, CALIFORNIA

Prepared for:

Tom Dodson & Associates
Attn: Tom Dodson
2150 N. Arrowhead Avenue
San Bernardino, California 92405

Date:

BASELINE NOISE LEVELS

The project site is located in a predominantly rural area on an undeveloped parcel. The primary source of noise affecting the project area baseline noise level is traffic from the adjacent I-215 Freeway to the west. There are scattered residential uses around the site, but none immediately adjacent.

Noise measurements were made in order to document existing baseline levels in the area. These help to serve as a basis for projecting future noise exposure, both from projects upon the surrounding community and from ambient noise activity upon the proposed project. Noise measurements were conducted on Tuesday January 15, 2008 and Wednesday, January 15, 2008. The location of the noise measurements is shown in Figure 1. The 24-hour monitoring results are shown in Table 2. The CNEL of 64.4 measured at 450 feet from the I-215 centerline, is representative of existing conditions at the proposed hospital building itself.

Short term noise measurements were also obtained at a site closer to the I-215, approximately 230 feet the centerline. The results are as follows:

Hour	Leq (dB)
7:00-8:00	67.2
8:00-9:00	63.7
9:00-10:00	63.5
12:00-13:00	62.9
13:00-14:00	63.7

The Leq's at this site are almost exactly +5 dB higher in comparison to the Leq's farther east, north of the fire station. CNEL's immediately adjacent to the freeway are expected to be just under 70 dB. However, only parking areas are proposed immediately adjacent to the I-215. The hospital itself is further setback and will experience slightly lower CNEL's.

The location of the residences closest to the site are shown in Figure 2 and summarized below.

Location	Distance to I-215 C/L	Predicted Noise Level at Residence
Northern Residence	885 feet	61.4 dB CNEL
Southern Residence	200 feet	67.9 dB CNEL

Table 2

**Physician Hospital
Existing On-Site Hourly Leq's and CNEL**

Time Interval	Site 1
14:00-15:00	60.2
15:00-16:00	60.4
16:00-17:00	60.8
17:00-18:00	61.8
18:00-19:00	61.6
19:00-20:00	60.1
20:00-21:00	58.6
21:00-22:00	58.3
22:00-23:00	56.9
23:00-24:00	55.9
0:00-1:00	53.6
1:00-2:00	54.1
2:00-3:00	52.3
3:00-4:00	53.4
4:00-5:00	55.3
5:00-6:00	59.8
6:00-7:00	62.4
7:00-8:00	61.7
8:00-9:00	59.4
9:00-10:00	56.2
10:00-11:00	55.9
11:00-12:00	56.7
12:00-1:00	57.5
13:00-14:00	58.4

Shaded entries represent night time values (10:00 p.m. to 7:00 a.m.)

Resultant CNEL

Measurement Parameter	Site 1
24-Hour CNEL	64.4

Figure 2
Location of Adjacent Residences

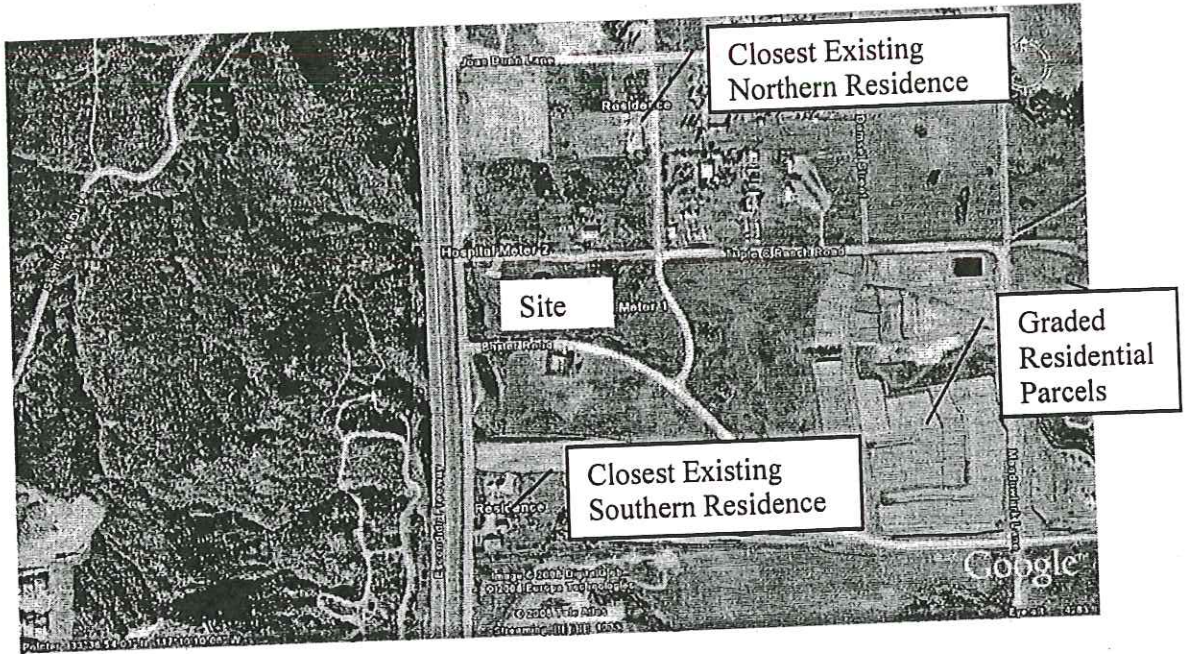
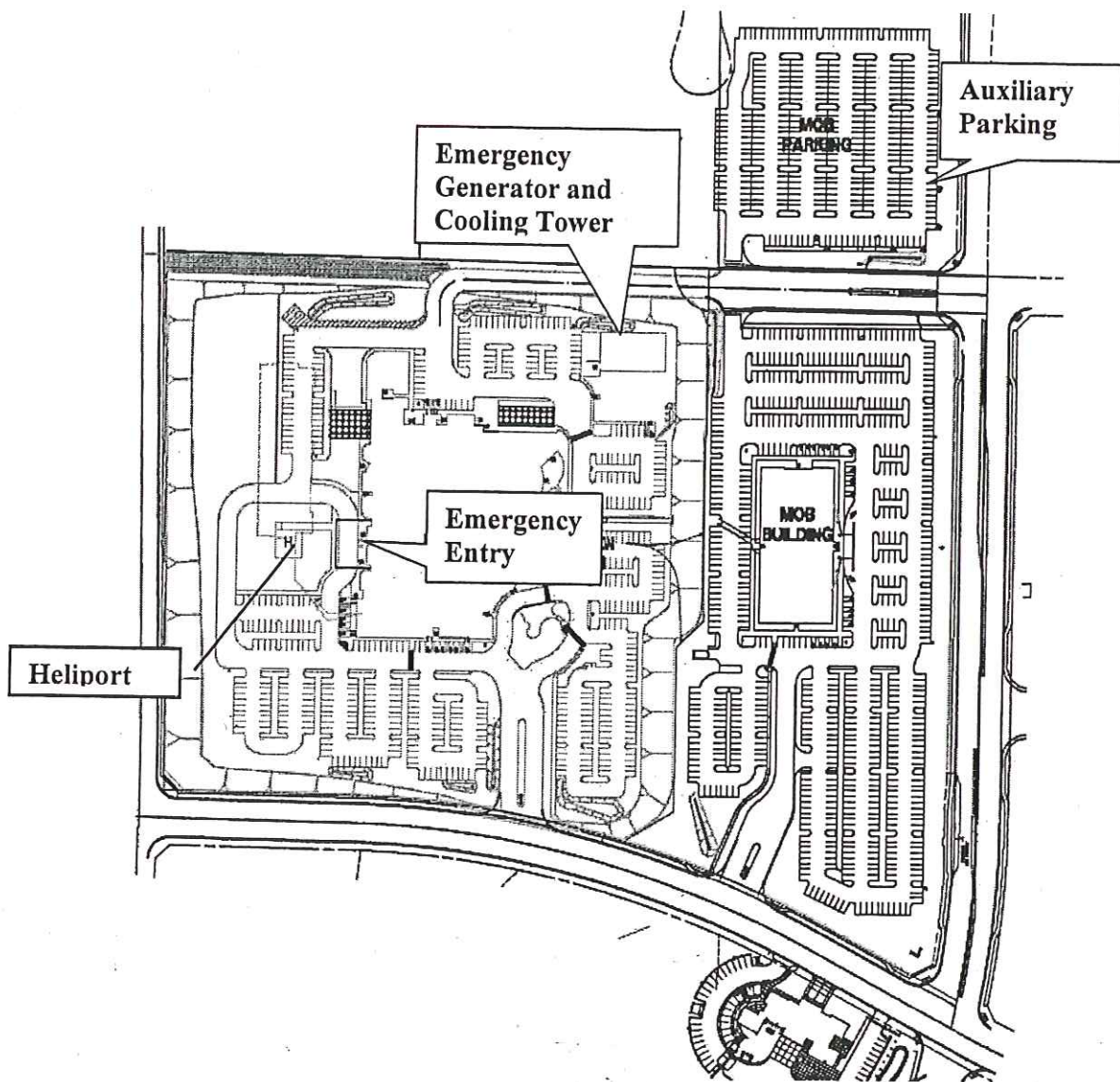


FIGURE 4
NOISE SENSITIVE ACTIVITY LOCATION



HELICOPTER NOISE

The project is to include a helipad for emergency helicopter operations. The project applicant indicates that on average 3 helicopter operations per month will occur at the hospital. Each operation is one takeoff and landing. For helicopter noise analysis, a worst case day is assumed to be one helicopter operation (takeoff and landing).

As a guide for the design of the Helipad, information for the Sikorsky S-76C+ helicopter was utilized. Helicopter noise, like airplanes or on-road vehicles, is pre-empted from local control. Helicopter noise is regulated by the Federal Aviation Authority (FAA). The FAA has established noise standards for helicopters during specific maneuvers. These standards are expressed in terms of the "Effective Perceived Noise Levels in Decibels" (EPNdB) during flyover, take-off and approach maneuvers. Each specific type of helicopter must demonstrate the ability to meet these standards in order to receive an airworthiness certification from FAA.

New or recently acquired helicopters must meet "Stage 2" standards. The EPNdB (the noise "dose" during a specified maneuver) for the Sikorsky S-76C+, compared to the FAA standard for a 10,000 pound aircraft is as follows:

Maneuver	FAA Standard	Sikorsky S-76C+	Margin of Safety
Flyover	95.7	91.6	4.1 dB
Take-Off	96.7	93.9	2.8 dB
Approach	97.7	96.1	1.6 dB

In each case, the helicopter anticipated for use at the proposed hospital meets federal noise standards with a reasonable margin of safety.

The heliport location is shown in Figure 4. The heliport is located adjacent to the I-215 freeway and the closest residential use is to the south, more than 700 feet from the heliport pad. Current noise levels at this residence due to freeway proximity are about 68 dB CNEL. A helicopter noise study for the Temecula Regional Hospital concluded that the worst-case 24-hour CNEL at a point of 700 feet south of the helipad would be less than 55 dB. Because of the logarithmic character of decibels, the addition of 55 dB to the 68 dB CNEL background constitutes a +0.2 dB increase if the flight occurs between 10 p.m. and 7 a.m. Changes of +0.2 dB CNEL are not perceptible. If the flights occurs during the daytime, the weighted CNEL due to helicopter operations would be 45 dB CNEL at the nearest home. A daytime plus helicopter operation would increase background noise levels by +0.02 dB CNEL.

Although CNEL is the standard noise analysis criterion for transportation sources, it is not optimal for one single event that might occur only three times per month. Sleep disturbance potential from a nocturnal operation is a more possible noise impact from isolated helicopter events than from the 24-hour average. Measurements of helicopter noise at Santa Barbara Cottage Hospital (1999) at approximately 700 feet from the helipad registered peak noise levels of 80 dB (Lmax). Structural attenuation with mostly closed windows is around 20 dB. The maximum interior noise level at the closest existing residence will be 60 dB. The percentage of

awakenings from single event-level (SEL) intrusion is stated in the Encyclopedia of Acoustics to be expressed as follows:

$$\text{Awakening (\%)} = 0.000007079 \times (\text{SEL})^{3.496}$$

For a one-minute helicopter landing, an indoor SEL level of 78 dB equates to a 29 percent average awakening rate. At three likely events per month, a person might be awakened once per month during a helicopter landing. Such persons may similarly be occasionally awakened by truck horns, engine noise, loud motorcycles, etc. on the adjacent freeway. The limited frequency of probable noise intrusion (sleep disturbance) and the masking effects of existing freeway noise are judged to render the impact of helicopter noise on residential interiors as less-than-significant.

EMERGENCY VEHICLES

Because sirens are necessary for safety during an emergency they are exempt from noise regulations. However, emergency ambulance sirens provide a potential noise source though such noise occurs only sporadically and for limited time periods. Studies show maximum emergency vehicle siren noise levels of 105 dB at 25 feet.

It is estimated that there will be 10 ambulances with siren per month at the hospital. A considerably greater number of ambulances will call at the hospital, but the number of "Code 3" events is generally small. Ambulances may arrive with flashing lights, but typically not with full siren. Ambulances will likely arrive via Antelope Road, and thus impact few residential uses not already exposed to freeway traffic.

Ambulance siren noise is designed to alert other drivers and to establish roadway priority for possible life-saving situations. However, noise nuisance or disturbance to residents or other noise-sensitive uses located close to the travel path may be an unintended consequence of this action. During the daytime, a brief interruption of conversation or audibility of voice or music may occur. Siren noise late at night may create sleep pattern disturbance. Sleep disturbance due to siren noise to any substantial number of people would be considered a significant and non-mitigable noise impact.

The single event level (SEL) from an ambulance siren is given as 120 dB SEL at 25 feet from the source (Wieland, Lompoc Healthcare Noise Study, 2005), the sleep disturbance response curve published by the American National Standards Institute (ANSI, 2000), based upon 10,000 subject nights is as follows:

$$\text{Probability of Awakening} = 0.13 \times \text{SEL} - 6.64$$

For open bedroom windows, the noise level reduction between the outside and inside is approximately 10 dB. The percentage of people disturbed as a function of distance from the siren to a residence is as follows:

SUMMARY OF NOISE IMPACTS

Short-term construction noise intrusion will be limited by conditions on construction permits requiring compliance with the City of Murrieta Noise Ordinance. The allowed hours of construction are from 7:00 a.m. to 8:00 p.m. on Monday through Saturday.

Traffic noise resulting from project implementation on area roadways will be less-than-significant.

The emergency generator should be housed within the mechanical plant building in order for testing not to exceed residential noise standards at the nearest off-site sensitive receptor.

Sirens from emergency vehicles are exempt from noise codes because of the life-saving purposes of medical facilities. However sirens could create occasional sleep disturbance, particularly for people within 1,000 feet of hospital access routes if they have open windows. The sleep disturbance potential of siren noise is considered a significant and non-mitigable impact.

Helicopter noise at the nearest home would be well within residential standards. However, infrequent sleep disturbance could occur during nocturnal landings. Because of the infrequency of such events and masking effects of background freeway noise, the effect is judged as less-than-significant.

Operation of the hospitals proposed rooftop HVAC equipment would not have a significant noise impact on the residential uses adjacent to the project site.

Mechanical plant cooling tower operation could exceed nocturnal residential noise standards in the absence of any noise mitigation. A 15-foot wall along the northern perimeter of the cooling towers will ensure that noise standards are met at the nearest off-site sensitive receptor.

Truck deliveries to the loading dock area will not cause a violation of the noise standards.

- 4.4.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.
- (a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2, and C* is strongly discouraged.
 - (b) In *Compatibility Zone D*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

5. COMPATIBILITY CRITERIA FOR AIRPORT DEVELOPMENT ACTIONS

5.1. Criteria for Master or Development Plans of Existing Airports

- 5.1.1. *Substance of Review:* When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:
- (a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or that (2) include a higher proportion of larger or noisier aircraft.
 - (b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.
- 5.1.2. *Noise Impacts of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:
- (a) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.
 - (b) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.
 - (c) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.
- 5.1.3. *Consistency Determination:* The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on;

- (a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.
- (b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.2.5 for definition of aviation-related use).

5.2. Criteria for Proposed New Airports or Heliports

- 5.2.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.
- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
 - (b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
 - (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.
- 5.2.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.
- (a) Questions to be considered should include:
 - (1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
 - (2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
 - › Location of flight tracks so as to minimize the impacts;
 - › Other operational procedures to minimize impacts;
 - › Installation of noise barriers or structural noise insulation;
 - › Acquisition of property interests (fee title or easements) on the impacted land.
 - (b) The noise impact assessment criteria listed in Policy 5.1.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
4080 Lemon Street, 14th Floor
RIVERSIDE, CALIFORNIA 92501

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 25 (Thanksgiving Day).

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

DATE OF HEARING: Thursday, December 9, 2010

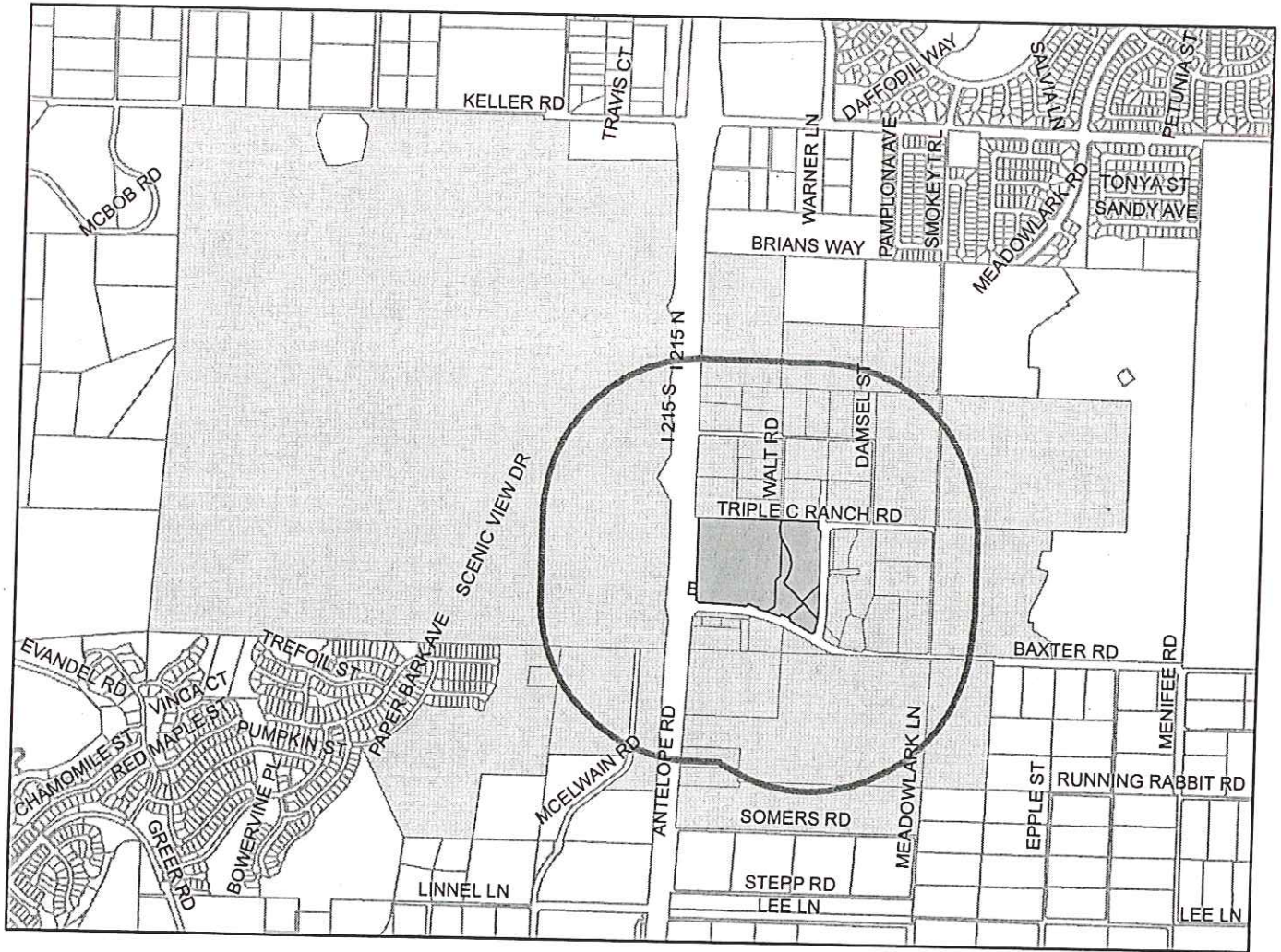
TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1038FV10 – Vertical Aeronautics International, for Physicians’ Hospital of Murrieta, LLC (Representative: Lee Ambers) – City Case No. CUP No. 007-2499 (Conditional Use Permit) – A proposal to establish a heliport (specifically, a hospital heliport) on the grounds of Physicians’ Hospital of Murrieta, located at 28159 Baxter Road in the City of Murrieta. The hospital campus is located northerly of relocated Baxter Road, easterly of Interstate 215 and Antelope Road, and southerly of Triple C Ranch Road. The facility will consist of a 45-foot square (2,025 square foot) touchdown and lift-off area with wind cone, lighting, and painted markings, and the design will comply with Federal Aviation Administration and CALTRANS Division of Aeronautics requirements.

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions, and reviews proposals for new airports and heliports. All other concerns should be addressed to Mr. Paul Swancott, City of Murrieta Planning Department, at (951) 461-6063.

1600 feet buffer



Selected Parcels

384-240-012	392-280-001	392-280-002	392-290-002	384-260-043	384-240-013	384-252-013	384-251-026	384-252-017	384-252-015
384-251-027	392-240-015	384-230-007	392-300-001	384-251-028	384-252-026	384-251-016	384-240-001	384-252-005	384-252-006
384-252-007	384-252-009	384-252-008	384-230-004	392-240-094	392-290-001	392-290-003	392-290-004	384-240-011	384-240-014
384-240-018	384-240-016	384-240-019	384-240-005	384-240-020	384-240-015	384-240-010	384-240-006	384-240-007	384-240-009
384-240-008	384-251-018	384-251-019	384-251-020	384-251-022	384-251-021	384-210-001	392-290-005	384-240-002	384-251-015
384-251-025	384-251-024	384-251-023	384-251-003	384-251-007	384-251-013	384-260-036	384-251-004	384-230-005	384-240-004
384-240-003	384-230-001								



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.

VAI 2007-0367
Physicians' Hospital
Owner's List

APN 384240012
Aaron Garcia
28260 Joan Dunn Lane
Murrieta, CA 92563

APN 392280002
Amelia Emily Lee
20391 Sommerville Lane
Huntington Beach, CA 92646

APN 392290002
Antelope Meadowiark 56
2392 Morse Avenue
Irvine, CA 92614

APN 384260043
Roy C. Chappell, Tr.
28600 Triple C Ranch Road
Murrieta, CA 92563

APN 384240013
Charles W. Murray
28280 Joan Dunn Lane
Murrieta, CA 92563

APN 384251027
City of Murrieta
24601 Jefferson Avenue
Murrieta, CA 92562

APN 392240015
County of Riverside c/o Real Prop
3313 Mission Inn Avenue
Riverside, CA 92507

APN 384230007
David C. Yun c/o Sook Ja Choi
19244 East Northam Street
West Covina, CA 91792

APN 392300001
Golden City Land Co Inv c/o T King
711 Church Hill Road
La Habra, CA 90631

APN 384251028
Health Care REIT, Inc.
1 Seagate, Suite 1500
Toledo, OH 43602

APN 384251026
Health Care REIT, Inc.
661 University Blvd, # 100
Jupiter, FL 33458

APN 384240001
James N. Ness
22498 Whirlway Court
Canyon Lake, CA 92587

APN 384252008
John Laerence McGrath
31265 Murrieta Road
Menifee, CA 92584

APN 384230004
Kenneth Yosen Chen
1086 Ridgeside Drive
Monterey Park, CA 91754

APN 392240094
Lennar Greer Ranch Venture
391 No. Main Street, Ste. # 300
Corona, CA 92880

APN 392290001
Makena Murrieta c/o D E Barnhart
P O Box 5000
Rancho Santa Fe, CA 92067

APN 392290004
Mark B. Harrison
P O Box 53
Wildomar, CA 92595

APN 384240011
Mary Enlow
P O Box 324
Sun City, CA 92586

APN 384240014
Mitchell Fortie
23620 Baxter Road
Wildomar, CA 92595

APN 384240016
Murrieta Meadows c/o Clay Zaccagnini
1784 La Costa Meadows 106
San Marcos, CA 92078

APN 384240019
Norbert A Spresney
13146 Semora Place
Cerritos, CA 90703

APN 384251021 & 384240008
Physicians Hosp -f Rancho CA c/o Epps-Yong et al
333 Hope Street, 35th floor
Los Angeles, CA 90017

APN 384210001
Pulte/BP Murrieta Hills c/o Larry Helgar
27101 Puerta Real ste # 300
Mission Viejo, CA 92691

APN 392290005
Raymond J Smith
P O Box 198
Sun City, CA 92586

APN 384240002
Estate of D J Romero c/l. J. Romero
1316 Bush
Oceanside, CA 92054

APN 384251004
SCC/Murrieta Valley c/o B V Cook
2392 Morse Avenue
Irvine, CA 92614

APN 384230005
Sook Ja Chio c/o D C Yun
19244 East Northam Street
West Covina, CA 91792

APN 384240003
SPMP
P O Box 1438
Temecula, CA 92593

APN 384230001
West Riverside Co Reg Cons Auth c/o Fac Mgt
3313 Mission Inn Avenue
Riverside, CA 92507

VAI 2007-0367
Physicians' Hospital
Owner's List

APN 384240012
Aaron Garcia
28260 Joan Dunn Lane
Murrieta, CA 92563

APN 392280002
Amelia Emily Lee
20391 Sommerville Lane
Huntington Beach, CA 92646

APN 392290002
Antelope Meadowiark 56
2392 Morse Avenue
Irvine, CA 92614

APN 384260043
Roy C. Chappell, Tr.
28600 Triple C Ranch Road
Murrieta, CA 92563

APN 384240013
Charles W. Murray
28280 Joan Dunn Lane
Murrieta, CA 92563

APN 384251027
City of Murrieta
24601 Jefferson Avenue
Murrieta, CA 92562

APN 392240015
County of Riverside c/o Real Prop
3313 Mission Inn Avenue
Riverside, CA 92507

APN 384230007
David C. Yun c/o Sook Ja Choi
19244 East Northam Street
West Covina, CA 91792

APN 392300001
Golden City Land Co Inv c/o T King
711 Church Hill Road
La Habra, CA 90631

APN 384251028
Health Care REIT, Inc.
1 Seagate, Suite 1500
Toledo, OH 43602

APN 384251026
Health Care REIT, Inc.
661 University Blvd, # 100
Jupiter, FL 33458

APN 384240001
James N. Ness
22498 Whirlway Court
Canyon Lake, CA 92587

APN 384252008
John Laerence McGrath
31265 Murrieta Road
Menifee, CA 92584

APN 384230004
Kenneth Yosen Chen
1086 Ridgeside Drive
Monterey Park, CA 91754

APN 392240094
Lennar Greer Ranch Venture
391 No. Main Street, Ste. # 300
Corona, CA 92880

APN 392290001
Makena Murrieta c/o D E Barnhart
P O Box 5000
Rancho Santa Fe, CA 92067

APN 392290004
Mark B. Harrison
P O Box 53
Wildomar, CA 92595

APN 384240011
Mary Enlow
P O Box 324
Sun City, CA 92586

APN 384240014
Mitchell Fortie
23620 Baxter Road
Wildomar, CA 92595

APN 384240016
Murrieta Meadows c/o Clay Zaccaglioni
1784 La Costa Meadows 106
San Marcos, CA 92078

APN 384240019
Norbert A Spresney
13146 Semora Place
Cerritos, CA 90703

APN 384251021 & 384240008
Physicians Hosp -f Rancho CA c/o Epps-Yong et al
333 Hope Street, 35th floor
Los Angeles, CA 90017

APN 384210001
Pulte/BP Murrieta Hills c/o Larry Helgar
27101 Puerta Real ste # 300
Mission Viejo, CA 92691

APN 392290005
Raymond J Smith
P O Box 198
Sun City, CA 92586

APN 384240002
Estate of D J Romero c/l. J. Romero
1316 Bush
Oceanside, CA 92054

APN 384251004
SCC/Murrieta Valley c/o B V Cook
2392 Morse Avenue
Irvine, CA 92614

APN 384230005
Sook Ja Chio c/o D C Yun
19244 East Northam Street
West Covina, CA 91792

APN 384240003
SPMP
P O Box 1438
Temecula, CA 92593

APN 384230001
West Riverside Co Reg Cons Auth c/o Fac Mgt
3313 Mission Inn Avenue
Riverside, CA 92507

VAI 2007-0367
**Physicians' Hospital
Referring Agency:**

Paul Swancott, Assoc Planner
City of Murrieta Planning Dept.
1 Town Square
Murrieta, CA 92562

Paul Swancott, Assoc Planner
City of Murrieta Planning Dept.
1 Town Square
Murrieta, CA 92562

Paul Swancott, Assoc Planner
City of Murrieta Planning Dept.
1 Town Square
Murrieta, CA 92562

Paul Swancott, Assoc Planner
City of Murrieta Planning Dept.
1 Town Square
Murrieta, CA 92562

Representative:

Lee Ambers
Vertical Aeronautics International
P. O. Box 7570
Van Nuys, CA 91409-7570

Lee Ambers
Vertical Aeronautics International
P. O. Box 7570
Van Nuys, CA 91409-7570

Lee Ambers
Vertical Aeronautics International
P. O. Box 7570
Van Nuys, CA 91409-7570

Lee Ambers
Vertical Aeronautics International
P. O. Box 7570
Van Nuys, CA 91409-7570

VAI 2007-0367
**Physicians' Hospital
Involved Parties:**

Lee Ambers
Vertical Aeronautics International
P. O. Box 7570
Van Nuys, CA 91409-7570

Keith Beadle AIA, Project Manager
Davis Stokes Collaborative, P.C. Architects
7121 Crossroads Blvd.
Brentwood, TN 37027

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1038 FV10

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application

Property Owner

PHYSICIANS' HOSPITAL OF MURRIETA, LLC Phone Number (615) 550-2600

Mailing Address

201 SEABOARD LANE
 FRANKLIN, TN 37067

Agent (if any)

LEE Ambers

Phone Number (818) 996-0345

Mailing Address

VERTICAL AERONAUTICS INTERNATIONAL
 P.O. BOX 7570
 VAN NUYS, CA 91409

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address

28159 BAXTER ROAD
 MURRIETA, CA 92563

Assessor's Parcel No.

384-251-016, 018, 019, 023 & 028

Parcel Size

51.04 Ac

Subdivision Name

PM 35011

Zoning

Lot Number

PARCEL 1

Classification

BP

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe)

HOSPITAL, MEDICAL OFFICE BLDG & HELIPORT under construction.

Proposed Land Use (describe)

HOSPITAL, MEDICAL OFFICE BLDG & HELIPORT

For Residential Uses

Number of Parcels or Units on Site (exclude secondary units)

N/A

For Other Land Uses

Hours of Use

ALL

(See Appendix C)

Number of People on Site

Maximum Number UNKNOWN

Method of Calculation

HELIPORT - NOT ATTENDED

Height Data

Height above Ground or Tallest Object (including antennas and trees)

110'

ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site

1796'

ft.

Flight Hazards

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

Yes

No

If yes, describe

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received _____

Agency Name

CITY OF MARIETTA

PLANNING Dept.

Staff Contact

PAUL SWALCOTT

Phone Number

(951) 461-6063

Agency's Project No.

CUP #007-2449

D.P. # 008-2608

Type of Project

- General Plan Amendment
- Zoning Amendment or Variance
- Subdivision Approval
- Use Permit
- Public Facility
- Other _____

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt

Date Received _____

By _____

Is Application Complete?

- Yes No

If No, cite reasons _____

Airport(s) Nearby

Primary Criteria Review

Compatibility Zone(s)

- A B1 B2 C D E HI.

Allowable (not prohibited) Use?

- Yes No

Density/Intensity Acceptable?

- Yes No

Open Land Requirement Met?

- Yes No

Height Acceptable?

- Yes No

Easement/Deed Notice Provided?

- Yes No

Special Conditions

Describe:

Supplemental Criteria Review

Noise

Safety

Airspace Protection

Overflight

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action

- Approve
 Refer to ALUC

Date _____

ALUC Action

- Consistent
 Consistent with Conditions (list conditions/attach additional pages if needed)

Date _____

- Inconsistent (list reasons/attach additional pages if needed)

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: December 9, 2010

CASE SUMMARY

CASE NUMBER: ZAP1008PS10 – M. Andrew Starke, Windpower Partners
1993, LP (Representative: Mike Peroni, Altum Group)

APPROVING JURISDICTION: City of Palm Springs (Conditional Use Permit, Variance)

JURISDICTION CASE NO.: CUP 5.1240 (Conditional Use Permit); 6.522-VAR
(Variance)

MAJOR ISSUES:

On August 20, 2010, the Federal Aviation Administration (FAA) issued a “Notice of Presumed Hazard” for Aeronautical Study Nos. 2010-WTW-10854-OE through 2010-WTW-10886-OE. These are studies of the effects of each of the 29 wind turbines (WECS: wind energy conversion systems) proposed through CUP 5.1240, plus 4 WECS on Bureau of Land Management (BLM) land directly easterly of this project’s “western block.” Each notice states that the structure would cause interference to the primary radar returns to Palm Springs radar (PSP) ASR-9. The notices are similar (except for the elevation [above mean sea level] of each WECS). Two such letters are included directly behind this staff report text for ease of access, while the remaining letters are included at the back of the staff report packet. However, this notice is an initial finding. The project applicant has provided additional information to FAA staff indicating that the proposed wind turbines would produce less radar interference than the existing wind turbines being replaced. At the time of writing of the staff report, staff has not received any direct comment from FAA staff on the current status of revisions to these hazard determinations (if any). A response letter from the applicant to the FAA is attached to this staff report (following the two FAA notices).

RECOMMENDATION:

Pursuant to the “Notice of Presumed Hazard” issued by the FAA, staff is unable to recommend conditional consistency, due to the apparent as yet unresolved issues related to radar interference. Therefore, at this time, staff recommends a CONTINUANCE to January 13th, 2011. However, in the event that the FAA changes its position and issues a “Determination of No Hazard to Air Navigation” for each structure, staff would recommend that the Commission find the proposed project consistent, subject to the conditions included herein.

PROJECT DESCRIPTION:

Windpower Partners, 1993 proposes to remove (decommission) up to 89 existing wind turbine generators at a maximum height of 136.15 feet with a total capacity of 32.04 MWs and replace them with 29 wind turbine generators at a maximum height of 339.57 feet with a total capacity of 43.5 MWs. A number of the existing wind turbines are non-functional and the remaining wind turbines are reaching the end of their operational lives. The project is divided into two areas, a western block and an eastern block. The western block would remove 9 wind turbines and replace them with 3 wind turbines. The eastern block would remove 80 wind turbines and replace them with 26 wind turbines.

PROJECT LOCATION:

The western block is located northerly of SH-111 and southerly of I-10, accessible by Tipton Road. The eastern block is located northerly of I-10, westerly of Karen Avenue, southerly of 16th Avenue and Powerline Road, and easterly of Lokter Lane. The property is not located within an existing Airport Influence Area.

INTRODUCTION – BASIS FOR REVIEW:

As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Part 77, Paragraph 77.13. The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to evaluate such facilities by the Airport Land Use Commission (ALUC). As such, the determination by FAA’s Obstruction Evaluation Service (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC’s decision on such a facility.

POTENTIAL STAFF RECOMMENDED CONDITIONS (to be applied in the event of a revised FAA determination):

1. WECS shall be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), & 12, as implemented through the use of the continuously monitored Red Synchronized Lighting System as described below.
2. Within five (5) days after the construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Air Traffic Airspace Branch, ASW-520, 2601 Meacham Blvd., Fort Worth TX 76137-0520.
3. The specific coordinates, heights, and power shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided,

however, that reduction in height shall not require further review by the Airport Land Use Commission.

4. Due to the specification of turbines to be lighted using the Red Synchronized Lighting System, any change to the development in terms of turbine height, physical layout and design of the development, or turbine obstruction lighting designation, including, but not limited to, the deletion of any turbines included in the Red Synchronized Lighting System, shall require the entire development to be resubmitted to the FAA for airspace evaluation.
5. Each wind turbine shall be painted in a bright white color for daytime conspicuity.
6. The twenty-nine wind turbines shall be obstruction lighted for nighttime conspicuity using single-fixture L-864 Red Synchronized Lighting, as outlined in the report prepared by the FAA William J. Hughes Technical Center titled "Development of Obstruction Lighting Standards for Wind Turbine Farms". Minimum intensities of 2,000 candelas for nighttime red flashing are required. The lighting shall be continuously monitored.
7. Light outage notification by the project sponsor and/or operator to the FAA Automated Flight Service Station (AFSS) facility is required for either light outages on any of the individual turbines and/or the failure of the synchronization system.
8. Temporary construction equipment used during actual construction of the facilities shall not exceed the height of the proposed facilities, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. The proposed WECS shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
10. Other than FAA-approved lighting and marking as specified above, no lighting shall be installed that would direct a steady light or flashing light of red, white, green, or amber colors associated with aircraft operations toward an aircraft engaged in an initial straight climb during takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
11. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.
12. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.
13. The maximum height of any WECS and tower shall not exceed 339.57 feet to top of blade at 12 o'clock position.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10854-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T1
Location:	Palm Springs, CA
Latitude:	33-54-56.10N NAD 83
Longitude:	116-38-30.00W
Heights:	340 feet above ground level (AGL) 1580 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10854-OE.

Signature Control No: 128335409-129932360

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

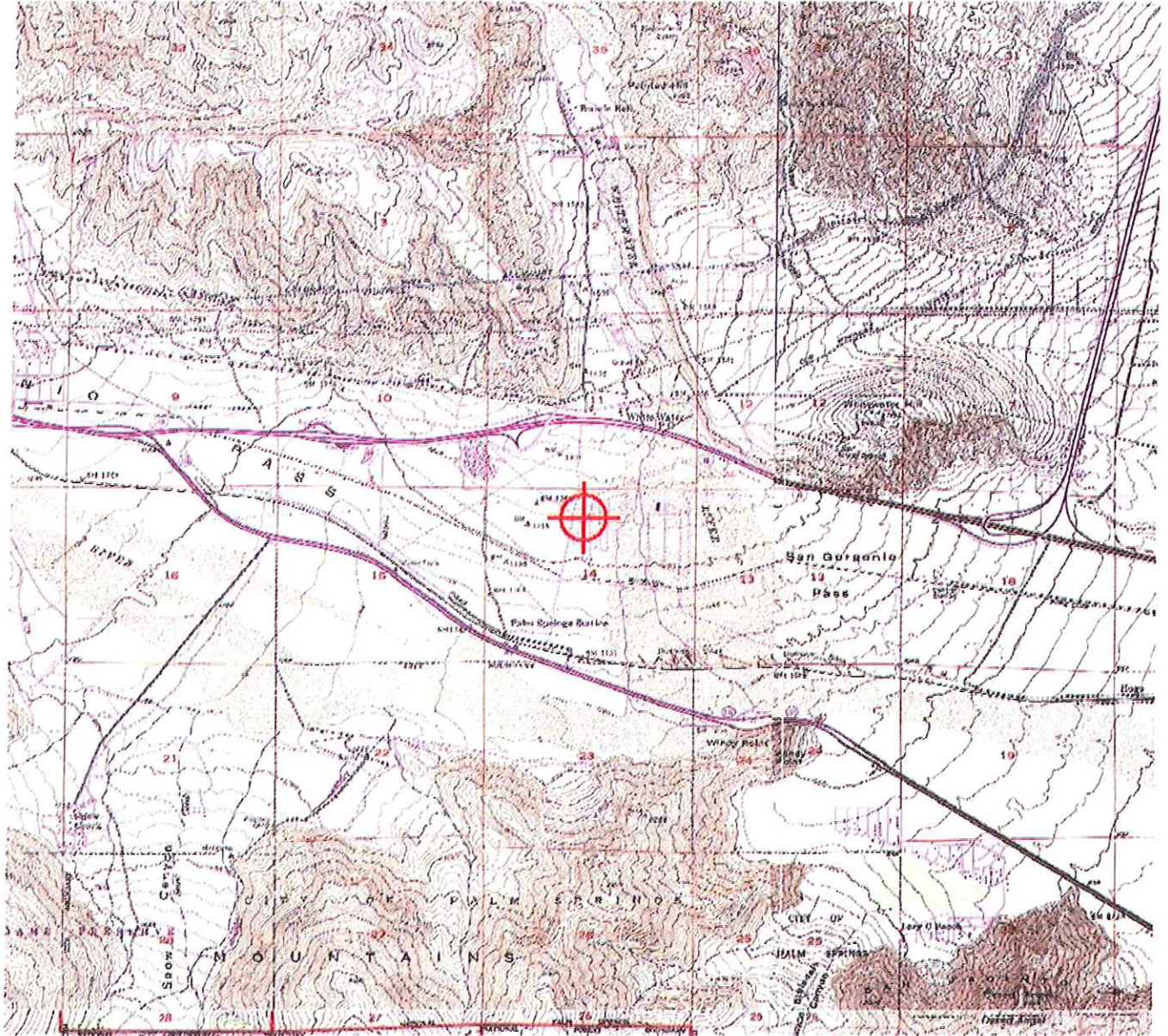
Additional Information

Additional information for ASN 2010-WTW-10854-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10886-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T33
Location:	Palm Springs, CA
Latitude:	33-54-30.21N NAD 83
Longitude:	116-33-53.71W
Heights:	340 feet above ground level (AGL) 1108 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10886-OE.

Signature Control No: 128335482-129932429

(NPH -WT)

Donna ONeill

Specialist

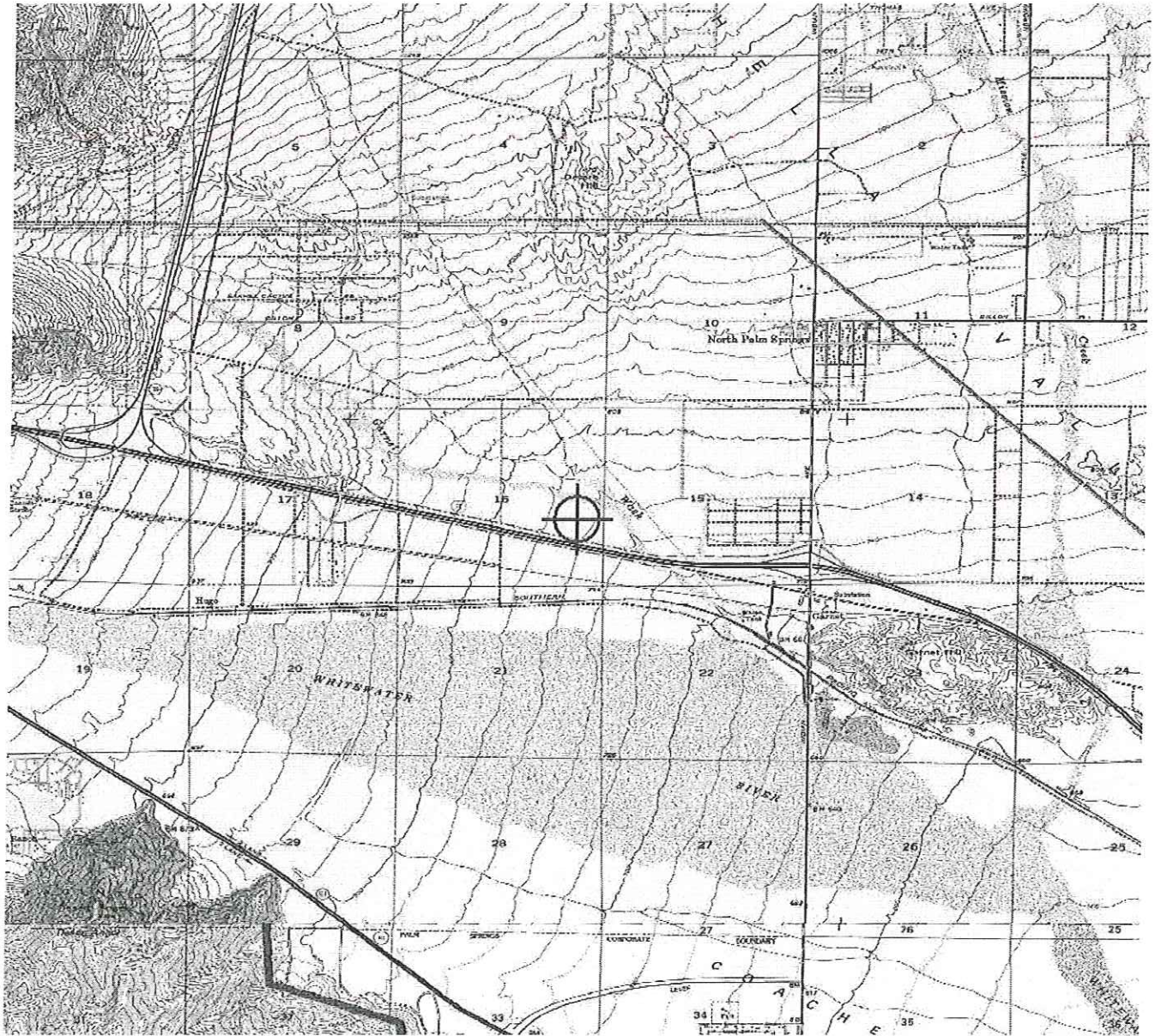
Attachment(s)

Additional Information

Additional information for ASN 2010-WTW-10886-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).



October 26, 2010

Ms. Donna O'Neill
Specialist
Federal Aviation Administration
Air Traffic Branch, ASW-520
2601 Meacham Blvd
Fort Worth, TX 76137-0520

Re: 2010-WTW-10854-OE to 2010-WTW-10886-OE

Dear Ms. O'Neill:

On August 20, 2010, we received Notices of Presumed Hazard (NPH) for all 33 of our proposed wind turbines located in Palm Springs, California. The rationale in the additional information appended to each NPH stated that these wind turbines, in conjunction with existing wind turbines, will have a cumulative effect on the Palm Springs (PSP) Airport Surveillance Radar model-9 (ASR-9).

At the time of filing the Notices of Proposed Construction or Alteration, FAA Form 7460-1, we did not inform the Federal Aviation Administration (FAA) that the 33 wind turbines constituted a repower project, rather than a completely new wind project. The project will replace 162 aging wind turbines with 33 custom wind turbines specially designed to conform with city height requirements and to closely align with other recently permitted projects. See Figure 1 for a comparison of the old project versus the repower project.

We believe that if the FAA investigates this matter further it will be determined that initial findings of the aeronautical studies should be reversed because a decrease in the level of effect on the PSP ASR-9 will likely be found. Worst case, there will be no material difference in the radar performance.

A simple exercise of plotting and counting the wind turbines that fall within a 1/16 nmi by 1.4 degree radar cell shows that the existing 162 legacy wind turbines populate 75 cells versus 33 radar cells for the 33 new wind turbines. A magnetic variation of 13 degrees east was used for this analysis. See Figure 2. Although this exercise does not account for the differences in the reflected energy from the wind turbines and the number of adjacent radar cells potentially influenced, it does, however, quickly demonstrate that the level of effect of the repower project on the PSP ASR-9 should be expected to be less than the current level of effect of the existing project that will be removed.

It should also be noted that 27 of the 162 aging wind turbines are some of the closest wind turbines to Palm Springs International Airport. These 27 wind turbines will be completely removed as part of the repower project.

In summary, an 80% drop in the number of wind turbines and a 46% drop in the number of radar cells potentially affected suggests that the radar performance for ASR-9 PSP should improve with this repower project. We request that the FAA issue Determinations of No Hazard (DNH) for all of the 33 proposed wind turbines or further engage Technical Operations (Tech Ops) to conduct an analysis using the Radar Support System (RSS) to confirm our comments and show that this repower project will not have substantial adverse electromagnetic interference effect upon the PSP ASR-9, and therefore should not be a hazard to air navigation.

Also, we request that the FAA contact me, Jess Melin at (561) 304-5434 or jess.melin@nexteraenergy.com, or our radar consultant, Geoff Blackman at (405) 816-2604 or gblackman@westslopeconsulting.com, regarding the intent of the FAA in this matter. Lastly, we request that the FAA provide copies of any analysis by Tech Ops or Air Traffic (AT), so that our consultants can further evaluate any concerns prior to issuance of the final determination.

Thank you for your consideration of this request.

Sincerely,

Jess A. Melin
Project Director
NextEra Energy Resources
700 Universe Blvd. FEW/JB
Juno Beach, FL 33408

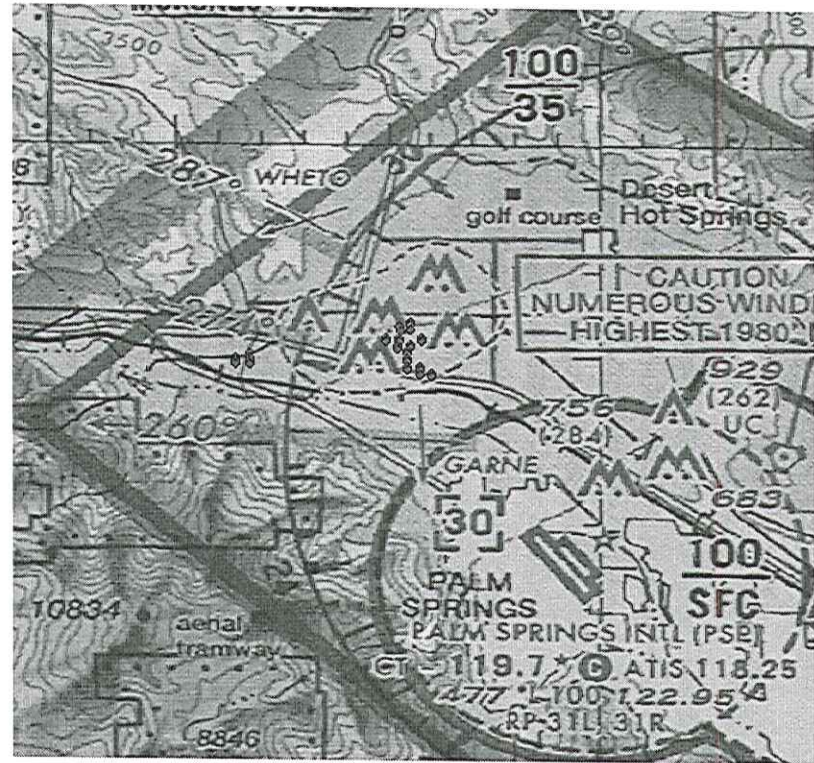


Figure 1 Old project layout consisting of 162 legacy wind turbines (left) versus repower project layout consisting of 33 new wind turbines (right)

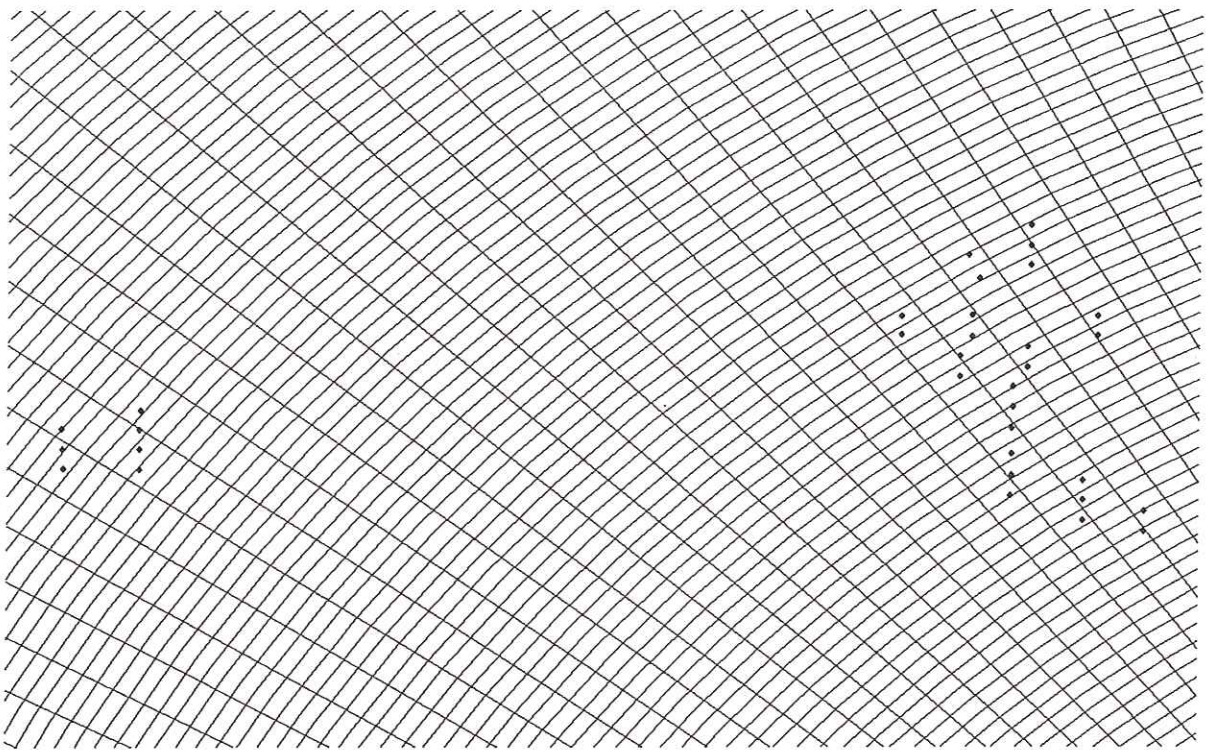
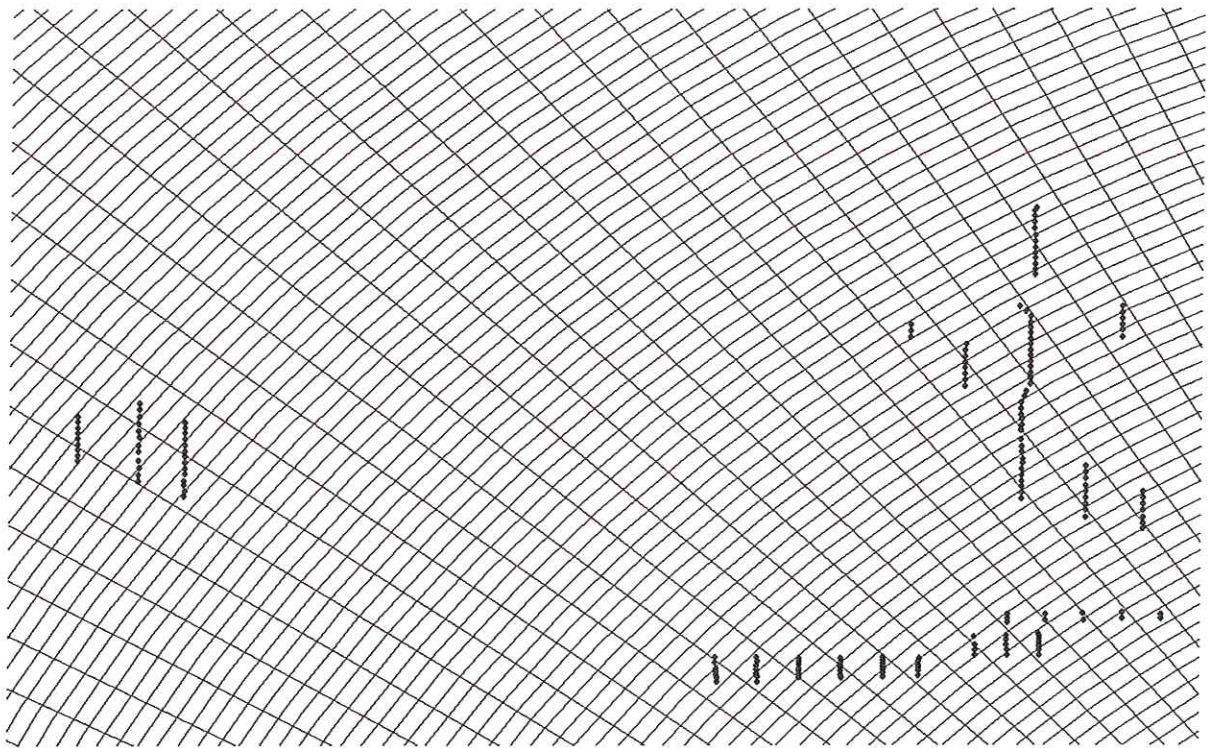
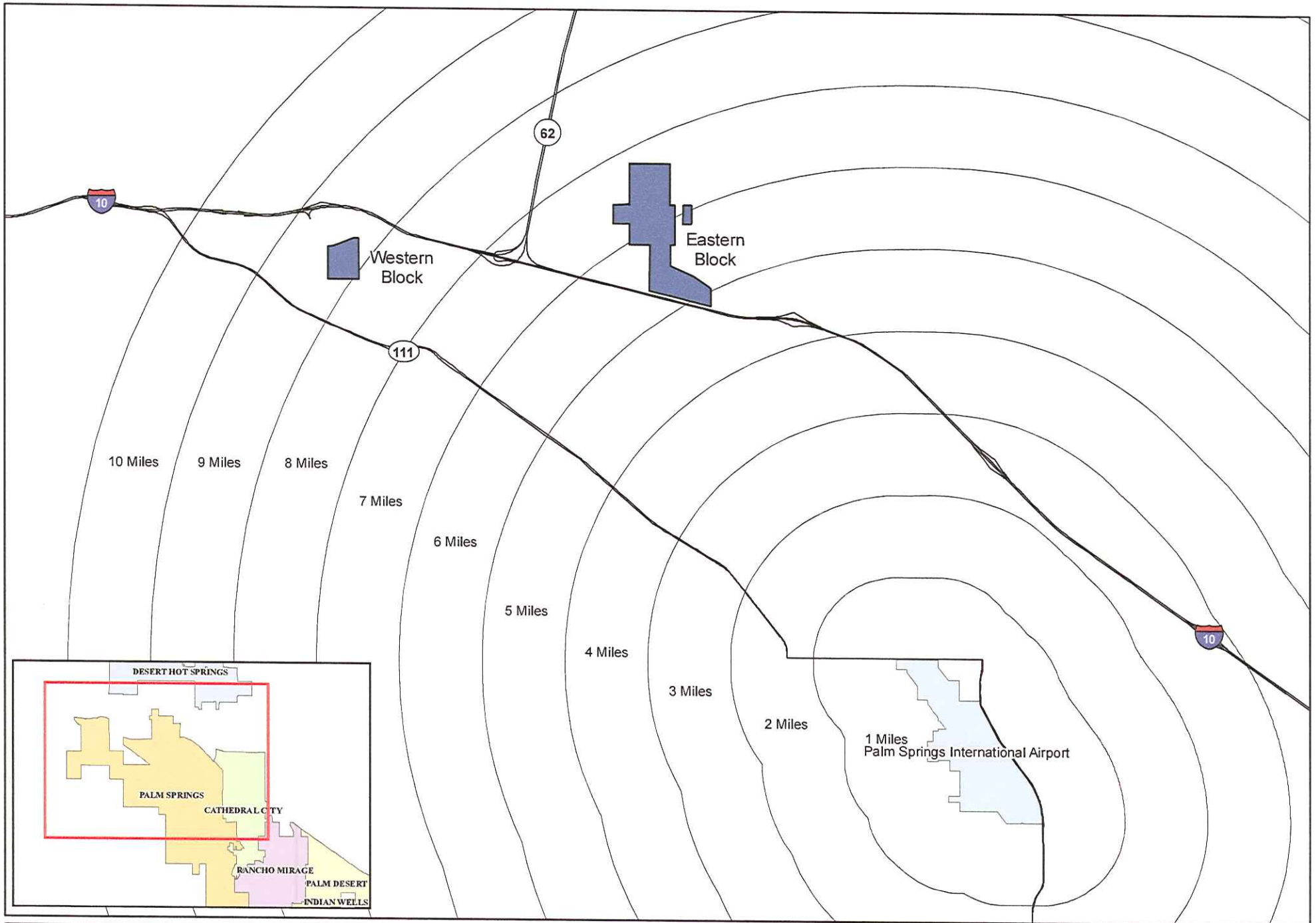


Figure 2 Radar cells populated by old project (top) versus repower project (bottom)



Attachment B Brief Project Description

Introduction

Windpower Partners 1993, L.P.¹ (Windpower Partners) proposes to construct the Palm Springs Repower Wind Energy Center (Project) on private properties within the jurisdictional authority of the City of Palm Springs, California (City). The Project will replace a large number of existing and aging turbines with a smaller number of new turbines. The Project will consist of up to 29 wind turbine generators (WTG) with an aggregate nominal nameplate generating capacity of 43.5 megawatts (MW) of electricity. The Project will also include temporary construction laydown areas next to each turbine, use of the existing operation and maintenance (O&M) facilities near I-10 and Indian Avenue, an interconnecting road system, underground and overhead electrical collection lines to collect energy from the turbines, and upgrades to existing switchyards and substations to transmit energy from the Project to the regional power grid.

Location

The Project is located within the San Gorgonio Pass Area of Riverside County on properties which are currently developed as wind energy facilities. The project site consists of approximately 675.75 acres, divided into eastern and western blocks. The eastern block is located off Dillon Road between Indian Avenue and State Highway 62 and is accessible via Interstate 10 (I-10) at Indian Avenue. The western block is located near the intersection of Highway 111 and I-10 and is accessible via Tipton Road.

The entire project area is located within the jurisdictional authority of the City of Palm Springs (City). A list of the assessor parcel numbers (APNs) that are included in the project site is presented below.

522080065
668250020
668270010
668280007
668280016
668280017
668280019
668400004
668400005
668400008
668411009
668411010

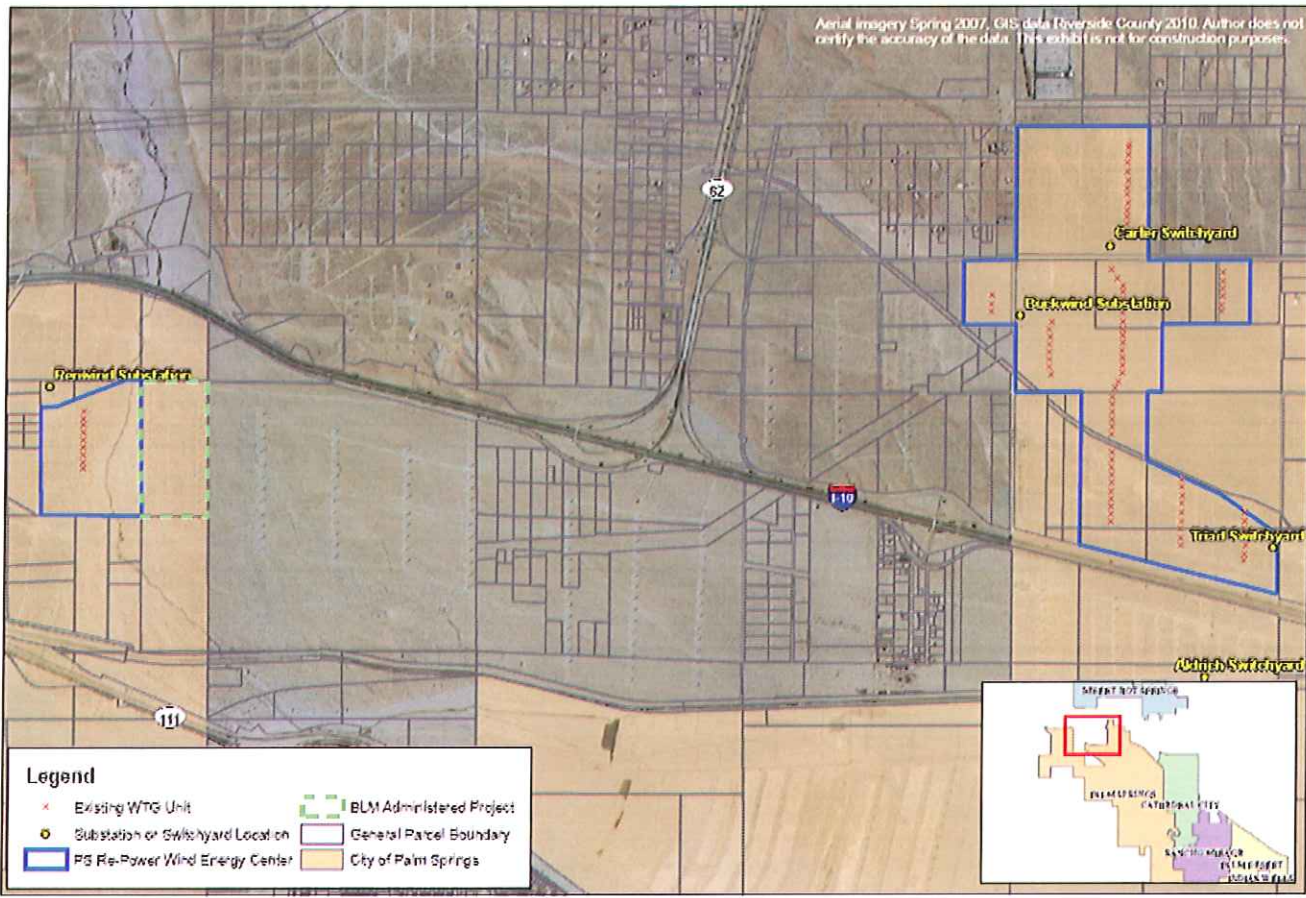
¹ WindPower Partners 1993, L.P. is a wholly owned subsidiary of NextEra Energy Resources.

Proposed Project

As part of a re-powering project, Windpower Partners proposes to remove (decommission) up to 89 existing Kenetech KVS-33 (360 kilowatt (kW)) wind turbine generators (turbines) with a total nameplate capacity of 32.04 MWs. A total of 9 existing KVS-33 turbines will be decommissioned in the western block and 80 KVS-33 turbines will be decommissioned within the eastern block. The KVS-33 turbines would be replaced with up to 29 General Electric (GE) 1.5 megawatt (MW) (SLE) turbines with 3 GE turbines installed in the western block and the remaining 26 GE turbines installed in the eastern block.

The existing KVS-33 turbines were installed when the project was re-powered in 1993. A number of the existing turbines are non-functional and the remaining machines are reaching the end of their operational lives. The new GE 1.5 MW turbines would provide up to 43.5 MW of energy; additionally, the GE 1.5 MW turbines represent more efficient technology and can operate over a wider range of wind speed. Consequently, the re-powered project would increase the overall energy output of the proposed facility.

Aerial Imagery Spring 2007, GIS data Riverside County 2010. Author does not certify the accuracy of the data. This exhibit is not for construction purposes.



Legend

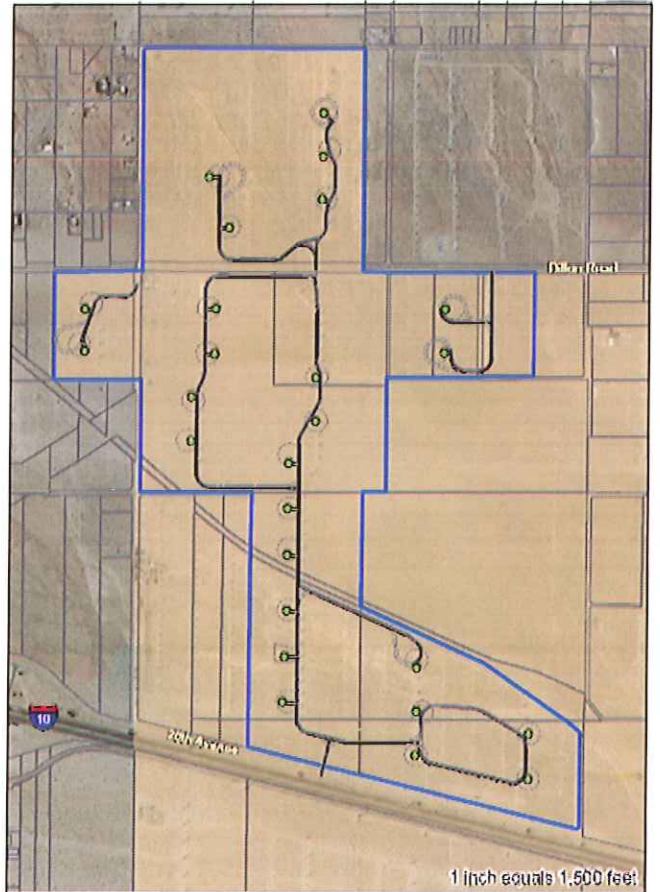
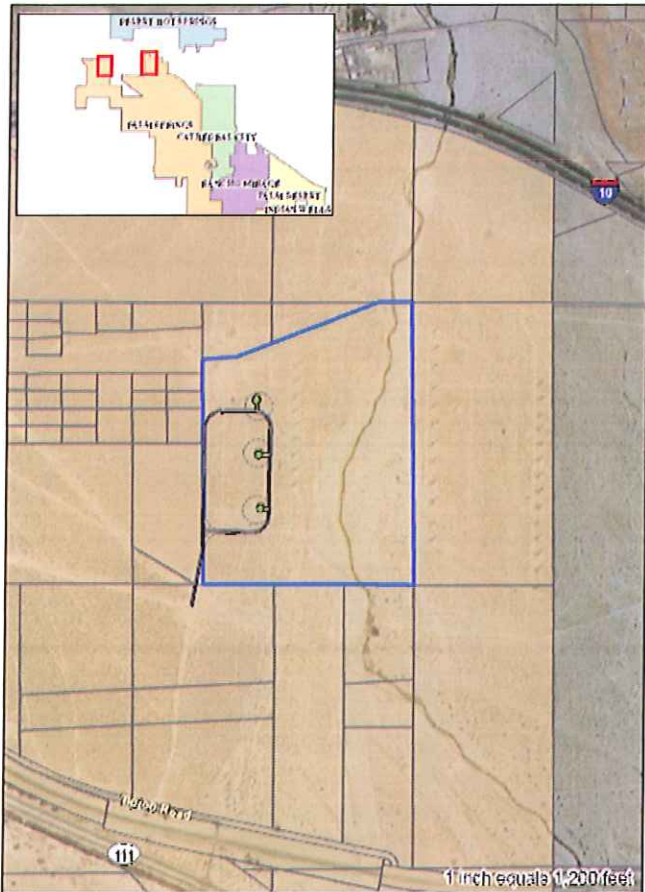
✕ Existing WTG Unit	BLM Administered Project
● Substation or Switchyard Location	General Parcel Boundary
▭ PS Re-Power Wind Energy Center	City of Palm Springs





Vicinity Map
Prepared: June 2010



1 inch equals 2,500 feet



Proposed Project Layout
Prepared: June 2010

Western Block



Selected parcel(s):
522-080-065

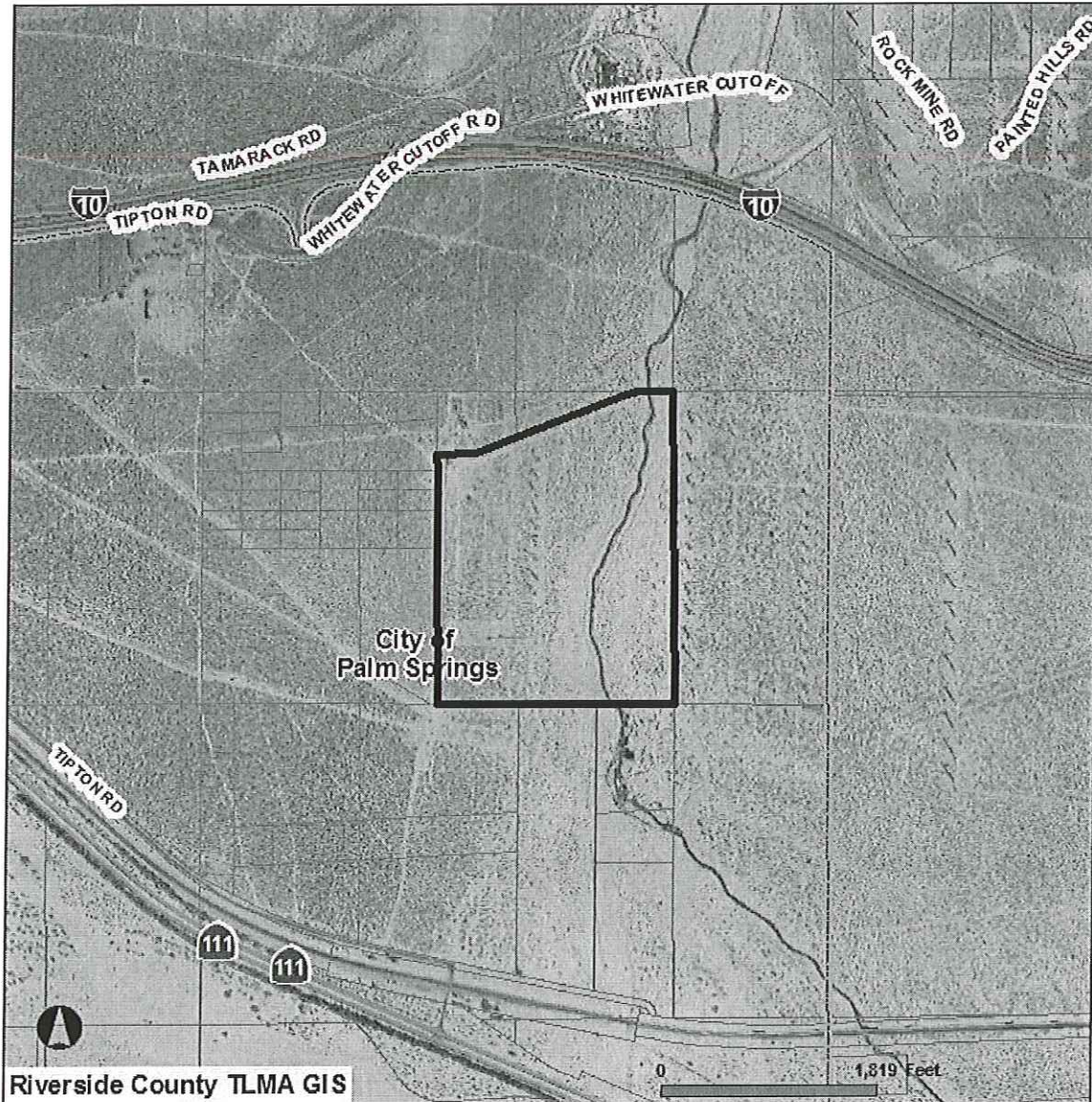
IMPORTANT

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...Mon Nov 22 09:19:57 2010

Version 101026

Western Block



Selected parcel(s):
522-080-065

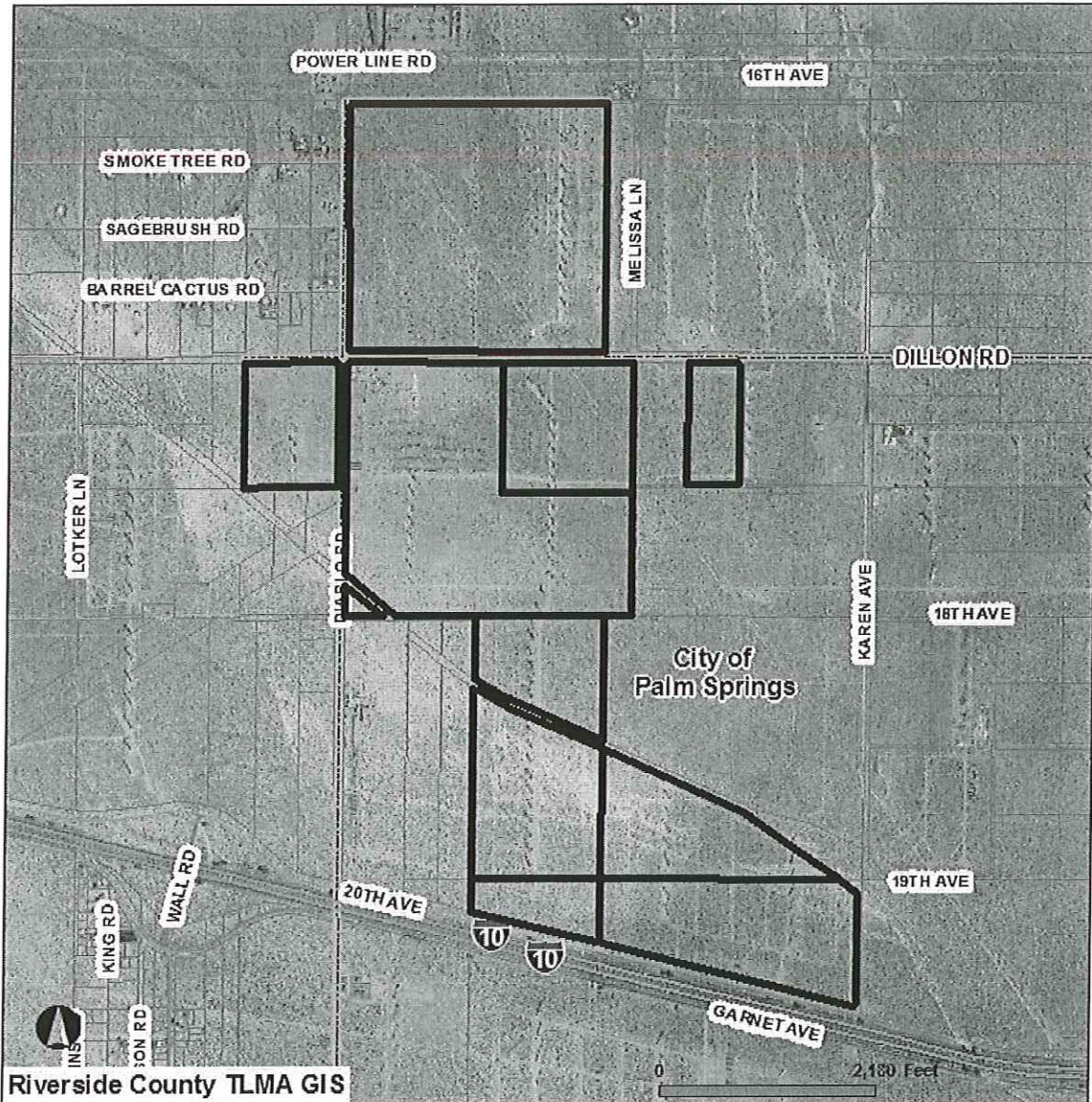
IMPORTANT

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...Mon Nov 22 09:19:20 2010

Version 101026

Eastern Block



Selected parcel(s):

668-250-020 668-270-010 668-280-007 668-280-016 668-280-017 668-280-019 668-400-004
 668-400-005 668-400-008 668-411-009 668-411-010

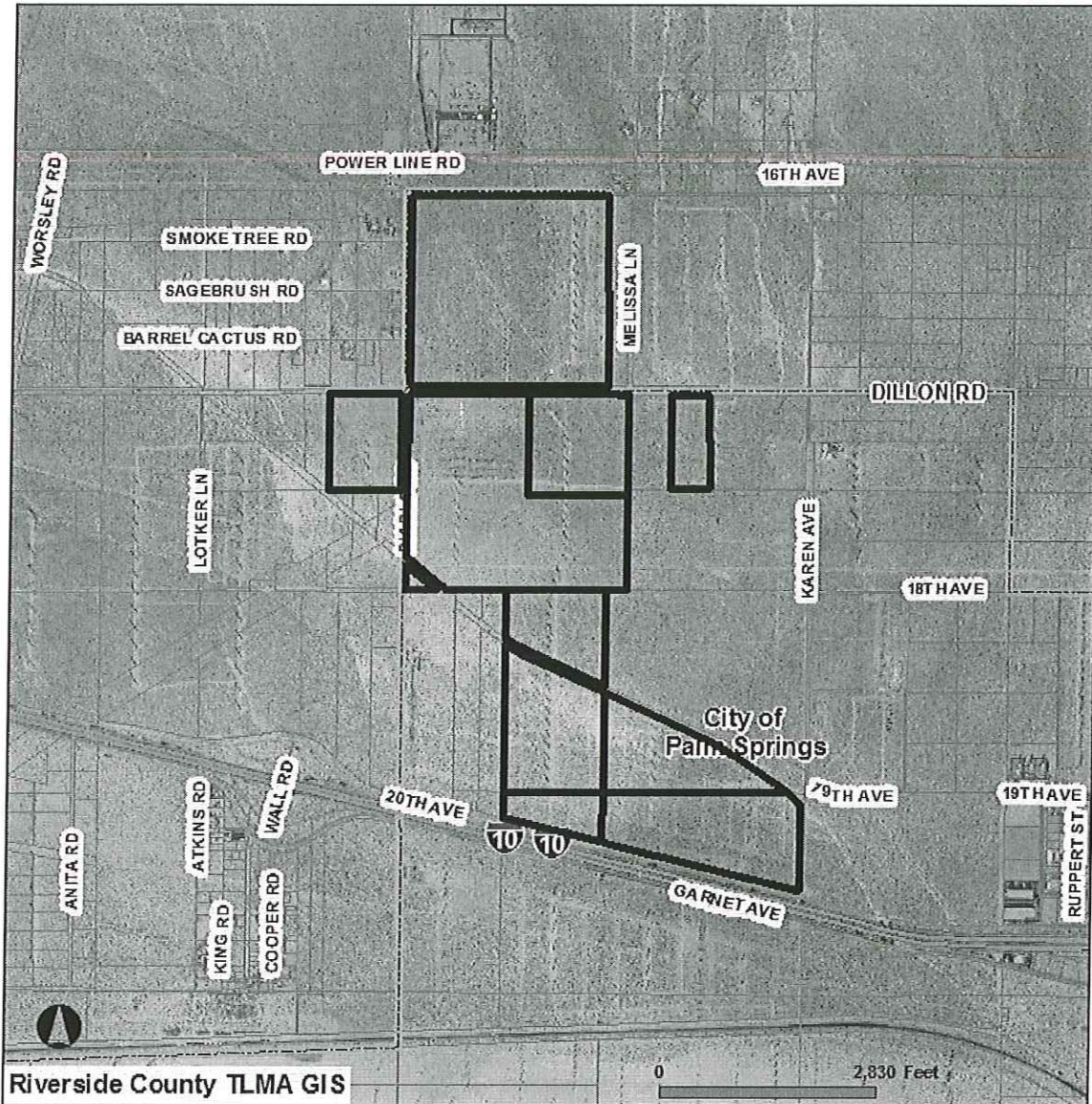
IMPORTANT

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...Mon Nov 22 09:21:59 2010

Version 101026

Eastern Block



Selected parcel(s):

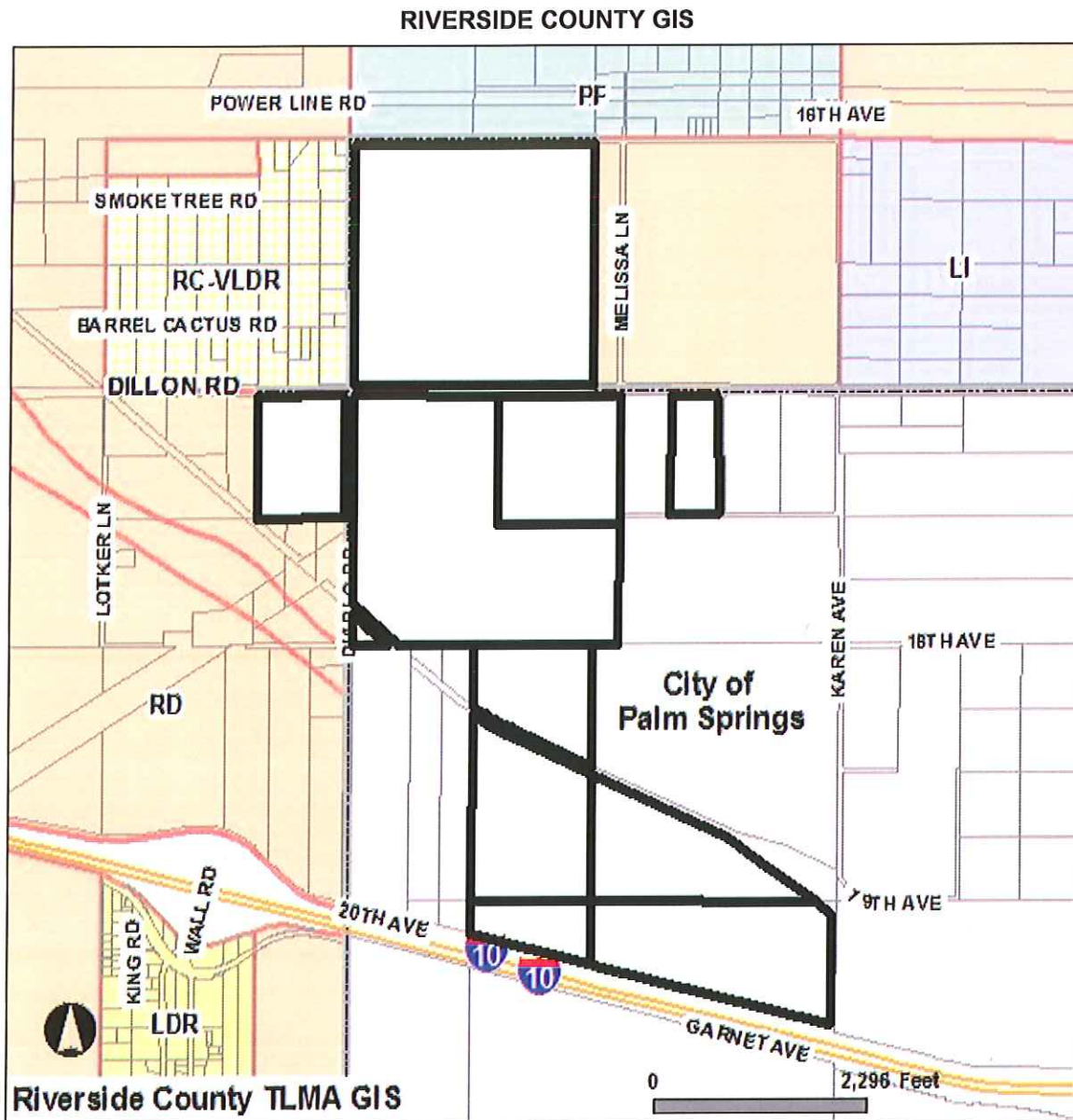
668-250-020 668-270-010 668-280-007 668-280-016 668-280-017 668-280-019 668-400-004
 668-400-005 668-400-008 668-411-009 668-411-010

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...Mon Nov 22 09:23:22 2010

Version 101026



Selected parcel(s):

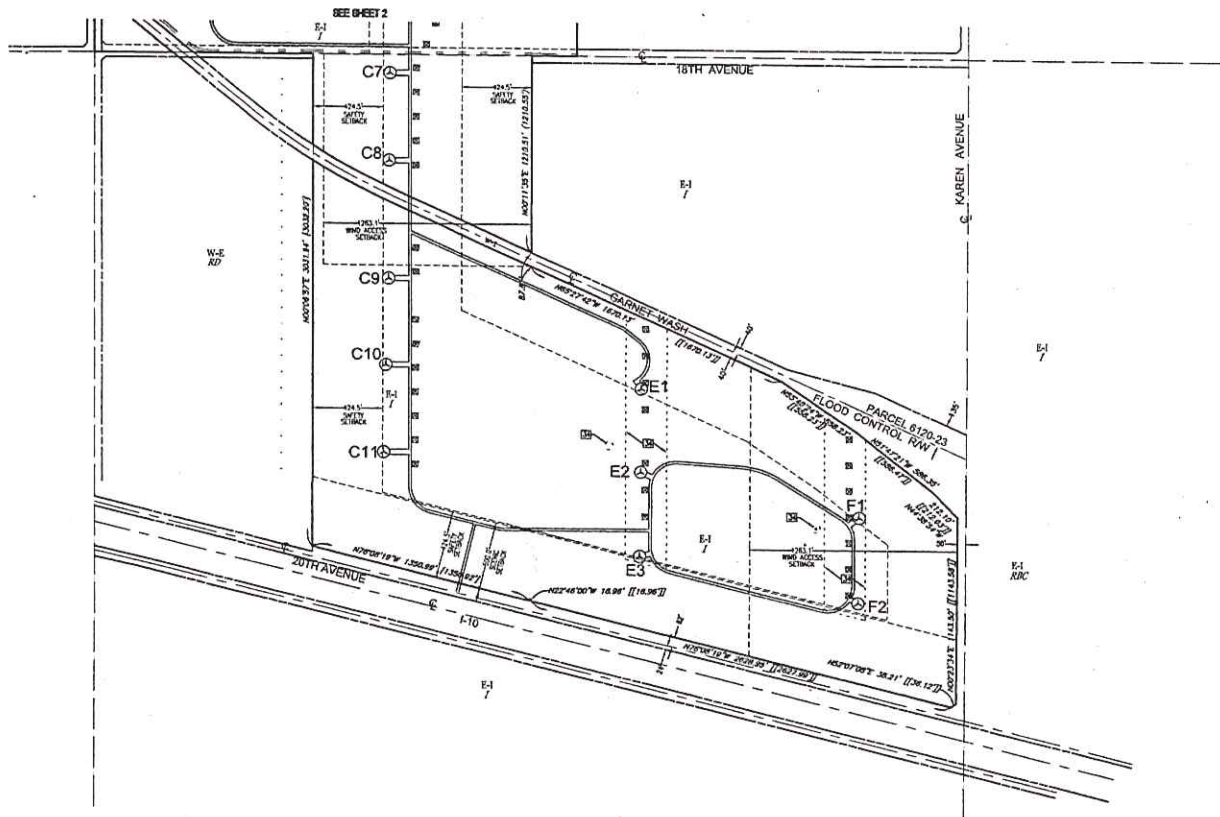
668-250-020 668-270-010 668-280-007 668-280-016 668-280-017 668-280-019 668-400-004
 668-400-005 668-400-008 668-411-009 668-411-010

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...Mon Nov 08 12:27:20 2010

Version 101026



ABBREVIATION LEGEND

- 1000W WIND TURBINE
- PROPOSED TURBINE NUMBER
- CL. OR E
- EASEMENT/SETBACK LINE
- PROPOSED EDGE OF 14' WIDE PAVEMENT ACCESS ROAD
- EXISTING ROADWAY
- EXISTING TURBINE (TO BE REMOVED)
- RIGHT-OF-WAY
- PROPERTY OR PROJECT BOUNDARY (AS NOTED)
- ZONING (TOP)
- LAND USE (BOTTOM)

EASEMENTS
 [] COMMERCATION FACILITIES AND METEOROLOGICAL AGREEMENT BETWEEN KENNETH WHIPPOOR INC AND WHIPPOOR PARTNERS TPA, LP, RECORDED JUNE 18, 1994 AS INSTRUMENT NO. 94-24781, OFFICIAL RECORDS.

SURVEY NOTES
 () DENOTES RECORD INFORMATION FOR RECORD OF SURVEY 129/79-71.
 [] DENOTES RECORD INFORMATION FOR PARCEL MAP NO. 11464, PAGES 25/27-28.
 |] DENOTES RECORD INFORMATION FOR RECORD OF SURVEY 76/79-31.
 [] DENOTES RECORD INFORMATION FOR RECORD OF SURVEY 41/79.
 [] DENOTES RECORD INFORMATION FOR RECORD OF SURVEY 72/74.



REVISIONS	DATE	BY

The Palm Group

- Engineering
- Infrastructure Management
- Planning
- Environmental
- GIS

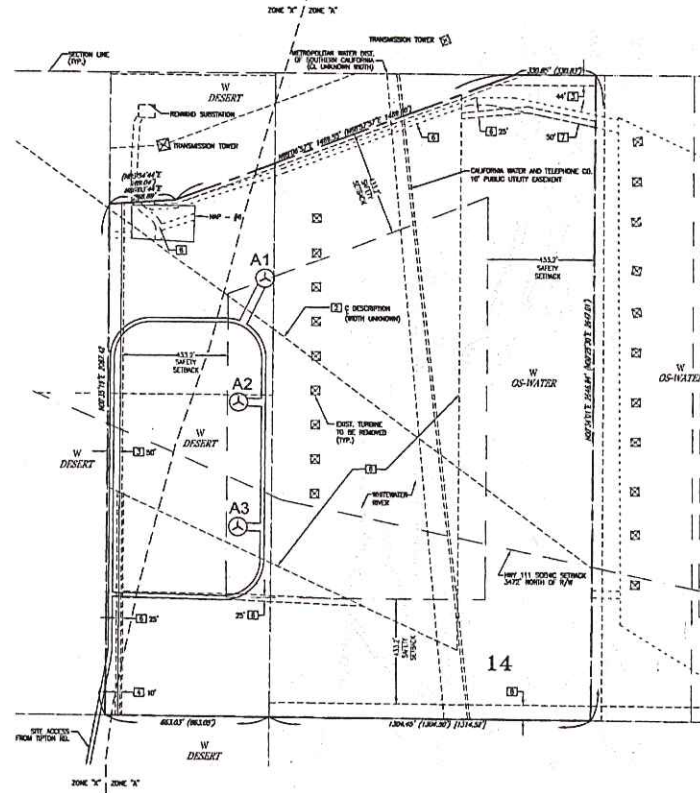
73-255 El Paseo Drive, Suite 15, Palm Desert, CA 92260
 T. 760.345.4750 F. 760.342.0089

CITY OF PALM SPRINGS
 CONDITIONAL USE PERMIT
PALM SPRINGS RE-POWER WIND ENERGY CENTER
 EAST BLOCK - SITE PLAN
 A PORTION OF SECTION 14, T2N, 36R, EAS AND A PORTION OF SECTIONS 3, 4 & 14, T26N, E26R, AS

FOR: **WIND POWER PARTNERS 1993 LP.**

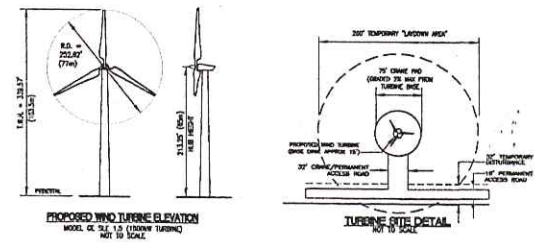
CUP NUMBER: 3.1240	DESIGN: JEB	DRAWN: JEB
CHECK: JEB	DATE: 03.2010	DWG NO.: CUP-3123
SHEET 3 OF 10		

IN THE CITY OF PALM SPRINGS, STATE OF CALIFORNIA
CONDITIONAL USE PERMIT
PALM SPRINGS RE-POWER WIND ENERGY CENTER



- EASEMENTS**
- 1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN POWER COMPANY RECORDED NOVEMBER 26, 1979 AS BOOK 534, PAGE 240 OF RECORDS OF OFFICIAL RECORDS.
 - 2. AN EASEMENT FOR PUBLIC UTILITY AND INCIDENTAL PURPOSES, IN FAVOR OF COUNTY OF INDIANO, RECORDED JUNE 24, 1985 AS INSTRUMENT NO. 85-134768 OF OFFICIAL RECORDS.
 - 3. AN EASEMENT FOR ELECTRICAL FACILITIES AND INCIDENTAL PURPOSES AS STATED IN SAID DOCUMENT IN FAVOR OF SAN GORGONIO WIND ASSOCIATED, INC. RECORDED MAY 26, 1987 AS INSTRUMENT NO. 87-148275 OF OFFICIAL RECORDS.
 - 4. AN UNRECORDED GRANT OF EASEMENT AND EASEMENT AGREEMENT FOR WIND FACILITY-RELATED FACILITIES DATED JUNE 18, 1994.
 - 5. AN UNRECORDED AUTHORIZED LEASE AGREEMENT BETWEEN SAN GORGONIO WIND ASSOCIATED, INC. AND REMOTEK WINDPOWER, INC., DOCUMENT NOT DATED.
 - 6. AN EASEMENT FOR POLE LINE PURPOSES IN FAVOR OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY RECORDED DECEMBER 18, 1925, IN BOOK 833, PAGE 572 OF RECORDS.

- SURVEY NOTES**
- () DENOTES RECORD INFORMATION PER RECORD OF SURVEY 78/27.
 - () DENOTES RECORD INFORMATION PER RECORD OF SURVEY 78/27.
 - () DENOTES RECORD INFORMATION PER RECORD OF SURVEY 16/26.



WEST BLOCK SITE
 SCALE: 1"=200'

PROJECT AREA
 SITE = 107.8 ACRES

PROJECT DATA
 1000W WIND TURBINES

LEGAL DESCRIPTION
 BEING A PORTION OF THE NORTH HALF OF SECTION 14, TOWNSHIP 3 SOUTH, RANGE 3 EAST, 10TH, IN THE CITY OF PALM SPRINGS, COUNTY OF INDIANO, STATE OF CALIFORNIA.

SCHOOL DISTRICT
 PALM SPRINGS UNIFIED SCHOOL DISTRICT
 950 E. THERAPY CTR. WAY
 PALM SPRINGS, CA 92262
 TELEPHONE (760) 833-8000

UTILITY PROVIDERS

ELECTRICAL	SOUTHERN CALIFORNIA Edison CO.	(760) 331-4234
GIS	SOUTHERN CALIFORNIA GAS CO.	(760) 341-2281
WATER	SECURITY WATER AGENCY	(760) 323-8811
SEWER	CITY OF PALM SPRINGS	(760) 323-8186
TELEPHONE	VERIZON COMMUNICATIONS	(760) 884-1775

TOPOGRAPHIC MAPPING
 COMPILED PHOTOGRAMMETRICALLY BY HELAND AERIAL SURVEY, INC., DATED 12/24/79

FEMA FLOOD MAP DESIGNATION
 THE PROPERTY IS SHOWN AS BEING A PORTION IN FLOOD ZONE "X" OUTSIDE THE 100 YEAR FLOOD AND PROTECTED BY ELEVATION FROM THE 100 YEAR FLOODS AND FLOOD ZONE "X" (WITHIN THE 100 YEAR FLOOD AREA)

EXPLANATORY NOTES

- NO ANCHORAGE BEACONS OR PAVED PARKING AREAS ARE PROPOSED IN CONFORMANCE WITH THIS PERMIT.
- NO PLUMBING/COMMERCIAL LEADS STORAGE FACILITIES ARE PROPOSED IN CONFORMANCE WITH THIS PERMIT.
- NO SUBSURFACE SEPTIC DISPOSAL SYSTEMS ARE PROPOSED IN CONFORMANCE WITH THIS PERMIT.
- PROJECT ACCESS FOR THE WEST BLOCK SHALL BE OBTAINED FROM TYPON ROAD.

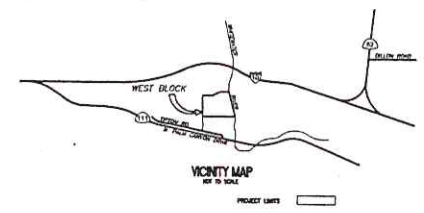
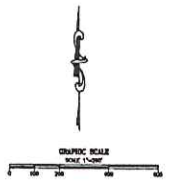
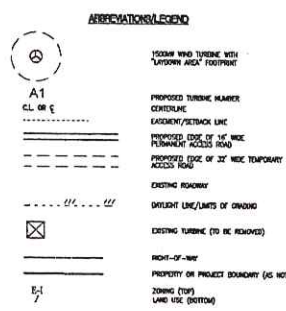
APPLICANT
 WIND POWER PARTNERS 1993 LP,
 700 LAMARQUE BOULEVARD
 JUNE BEACH, FL 33408
 ATTN: M. ANDREW STANINE
 TELEPHONE (941) 324-2824
 FAX (941) 321-2207

PROPERTY OWNER
 SEE CLUP, APPLICATION

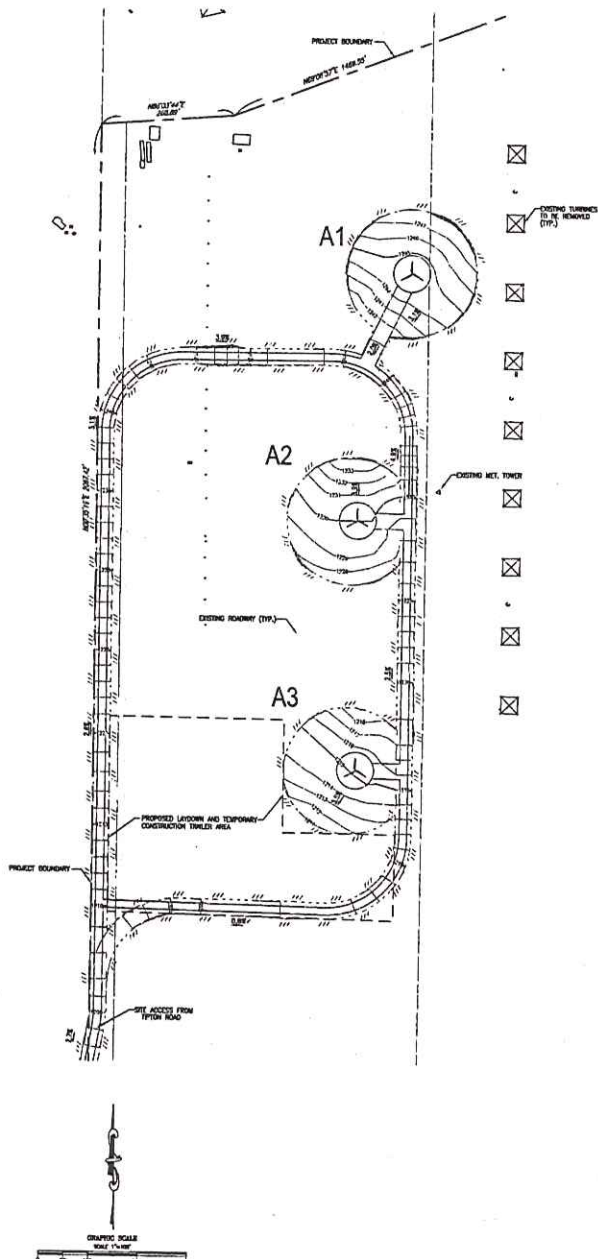
OWNER/LEASER
 SEE CLUP, APPLICATION

ASSESSOR'S PARCEL NUMBER
 SEE CLUP, APPLICATION

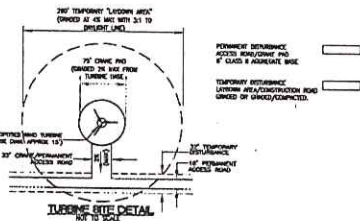
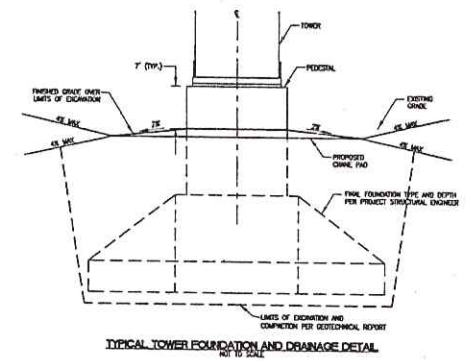
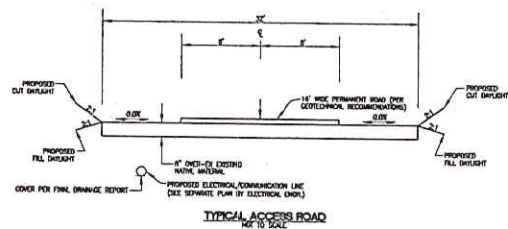
THOMAS GUIDE REFERENCE
 PAGE 602, GRID NO. 24 - 2009 GRID



REVISIONS NO. DATE DESCRIPTION		THE ALBUM GROUP Engineering • Planning Infrastructure • Environmental Management • GIS 73-255 El Paseo Drive, Suite 15, Palm Desert, CA 92260 T. 760.345.4750 F. 760.340.0389		CITY OF PALM SPRINGS CONDITIONAL USE PERMIT PALM SPRINGS RE-POWER WIND ENERGY CENTER WEST BLOCK - TITTLE STREET AND SITE PLAN A PORTION OF SECTION 14, TOWNSHIP 3 SOUTH, RANGE 3 EAST, 10TH, IN THE CITY OF PALM SPRINGS, COUNTY OF INDIANO, STATE OF CALIFORNIA FOR: WIND POWER PARTNERS 1993 LP.		CLUP NUMBER: S.1240 DESIGN: JLL DRAFT: JLL CHECK: JLL DATE: OCT. 2010 SHEET NO. CLUP-0175 SHEET 9 OF 10
--	--	---	--	--	--	--



14



ABBREVIATIONS

- A1
- CL or Q
- PROPOSED TURBINE NUMBER
- CENTERLINE
- EXISTING/RETAIN LINE
- PROPOSED EDGE OF 18" WIDE PERMANENT ACCESS ROAD
- PROPOSED EDGE OF 24" WIDE TEMPORARY ACCESS ROAD
- EXISTING BOUNDARY
- EXISTING LINE/LIMITS OF GRADING
- EXISTING TURBINE (TO BE REMOVED)
- ROAD-OF-WAY
- PROPERTY OR PROJECT BOUNDARY (AS NOTED)
- ZONING (TYP.)
- LAND USE (NOTED)

GRADING AND DISTURBANCE NOTES:

1. ALL ELECTRICAL LINES BETWEEN FACILITIES ARE TO BE UNDERGROUND. SEE SEPARATE PLAN BY ELECTRICAL ENGINEER.
2. THE TEMPORARY LAYDOWN AREA WILL BE USED DURING CONSTRUCTION FOR MATERIAL AND EQUIPMENT STORAGE AND PARKING. MATERIALS THAT COULD BE STORED IN THESE AREAS INCLUDE: TIMBER, TOWER, METALS, BRICKS, ELECTRICAL CABLE, WOODEN SKIDS, SPILL CONTAINERS, CONCRETE, WASTE MATERIALS, STORAGE CONTAINERS, DELIVERY TRUCKS, TRAILERS, CRANES, PLOWS, TRUCKS AND OTHER VEHICLES AND OTHER MATERIALS OR EQUIPMENT. MATERIALS STORED IN THESE AREAS SHOULD BE STORED ACCORDING TO THE PROJECT'S SPILL PREVENTION/CONTINGENCY PLAN AND APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.
3. ALL PROPOSED TURBINE SITES, ROADS, TEMPORARY DISTURBANCE AREAS, ETC. ARE TO BE CONSTRUCTED AT OR NEAR EXISTING GRADE. CONTRACTOR SHALL OVER-CONGRADE, SCURRY, MEDIATE, CONDITION AND COMPACT FOR GEOTECHNICAL RECOMMENDATIONS. PERMANENTLY DISTURBED AREAS SHALL BE COVERED WITH 12" OF COMPACTED CLAY # 500 IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL RECOMMENDATIONS.
4. THE PROPOSED PRELIMINARY GRADING AS SHOWN HEREON DOES NOT INCLUDE ANY FOUNDATION WORK AT THE TURBINE SITES, INCLUDING BUT NOT LIMITED TO FOUNDATION SOILS-EXCAVATION, FINAL TOWER PAD ELEVATIONS, ETC. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THIS WORK.
5. METEOROLOGICAL FEATURES, MODIFIED TEMPORARILY TO PROVIDE "LAYDOWN AREAS" DURING CONSTRUCTION, WILL BE RE-ESTABLISHED AFTER TURBINE INSTALLATION.
6. A REGIONAL DRAINAGE ANALYSIS WAS PERFORMED BY LOGO ENGINEERING. NO DRAINAGE REPORT WAS PREPARED SINCE OTHER RETENTION IS NOT PROPOSED AND PROPOSED ROAD/TURBINE PAD GRADING IS MINIMAL.

PRELIMINARY EARTHWORK QUANTITIES

	CU*	FILL
ROADS	1,109 C.Y.	843 C.Y.
TURBINES	2,913 C.Y.	2,373 C.Y.
SPURWAYS (200')	-	208 C.Y.
TOTAL:	4,024 C.Y.	4,424 C.Y.

TOTAL GRADED AREA: 287,428 S.F. (6.6 AC.)

NOTE: THE QUANTITIES PROVIDED HEREON ASSUME A SURFACE WALK OF TWENTY PERCENT (20%). QUANTITIES ARE ESTIMATED AND FOR ESTIMATED PURPOSES ONLY. FINAL EARTHWORK QUANTITIES WILL BE BASED ON THE APPROVED PROJECT GRADING PLAN AND FINAL GEOTECHNICAL RECOMMENDATIONS. THE CONTRACTOR SHALL ALSO FURNISH HIS OWN ESTIMATES FOR ROADING AND CONSTRUCTION PURPOSES.

NO.	DESCRIPTION	DATE	BY

Engineering
Infrastructure Management

The Allium Group

73-255 El Paseo Drive, Suite 15, Palm Desert, CA 92260
T: 760.346.4750

CITY OF PALM SPRINGS
CONDITIONAL USE PERMIT

PALM SPRINGS RE-POWER WIND ENERGY CENTER
WEST BLOCK - PRELIMINARY GRADING AND DISTURBANCE PLAN
A PORTION OF SECTION 14, DIVISION 3, SUB-DIVISION 3, CHAPTER 14, TITLE 14, PALM SPRINGS, CALIFORNIA

WIND POWER PARTNERS 1993 L.P.

CUP NUMBER: S-1240	DESIGN: 2011	DRAWN: 2011
CHECKED: 10/1	DATE: OCT. 2010	NO. NO. CUP-38110
SHEET 10 OF 10		

Initial Study for the Palm Springs Repower Wind Energy Center

Lead Agency:
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262



Applicant:
Windpower Partners 1993, L.P.
700 Universe Boulevard
Juno Beach, FL 33408

Prepared by:
The Altum Group
73-255 El Paseo Drive, Suite 15
Palm Desert, CA 92260



Airport Land Use Commission
Received

NOV 10 2010

October 21, 2010

5 . 1 2 4 0

PLANNING DEPARTMENT
CITY OF PALM SPRINGS
3200 EAST TAHQUITZ CANYON WAY
PALM SPRINGS, CA 92262
TEL: 760.325.2000
WWW.PALMSPRINGS.CA.GOV

Table 4 California GHG Emissions

Sector	2002-2004 Average Emissions, MMTCO ₂ e	Projected 2020 Emissions (Business as Usual), MMTCO ₂ e
Transportation	179.3	225.4
Electricity	109.0	139.2
Commercial and Residential	41.0	46.7
Industry	95.9	100.5
Recycling and Waste	5.6	7.7
High Global Warming Potential	14.8	46.9
Agriculture	27.7	29.8
Forest Net Emissions	-4.7	0.0
Emissions Total	468.6	596.2

Source: CARB Climate Change Scoping Plan, December 2008
 MMTCO₂e = million metric tons of CO₂ equivalent

3.7.4 Impacts

The nature of the project implies that there is no impact for either of the checklist questions. The construction equipment utilized for the installation of the turbines does generate greenhouse gas emissions. However, these are short-lived and on a small scale, and the end result is the installation of alternative energy sources that will contribute to a continued reduction of the use of fossil fuels in electricity generation. In addition, the installation of the turbines does not conflict with any plans to reduce greenhouse gases; it actually contributes to the implementation of these plans to ensure the continued operation of alternative energy sources in an area proven to be suitable for wind energy generation.

3.7.5 Mitigation

No mitigation is necessary.

3.7.6 Level of Significance

The impact of the project on greenhouse gases is less than significant.

3.8 Hazards and Hazardous Materials

3.8.1 Sources

The following sources were utilized to support the conclusions made in this section:

- Riverside County Airport Land Use Compatibility Plan Policy Document, Adopted March 2005, http://www.rcaluc.org/plan_new.asp
- Department of Toxic Substances Control, Envirostor website, [http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&city=Palm%20Spring&zip=&county=Riverside&federal superfund=True&state response=True&voluntary cleanup=True&school cleanup=True&permitted=True&pc permitted=True&hist nonoperating=True&corrective action=True&display results=Report&pub=True](http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&city=Palm%20Spring&zip=&county=Riverside&federal%20superfund=True&state%20response=True&voluntary%20cleanup=True&school%20cleanup=True&permitted=True&pc%20permitted=True&hist%20nonoperating=True&corrective%20action=True&display%20results=Report&pub=True)

- Riverside County Land Information System,
<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>

3.8.2 Thresholds of Significance

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

3.8.3 Environmental Setting

Hazardous and potentially hazardous chemicals to be used during construction of the project and its associated linear facilities will include gasoline, diesel fuel, motor oil, hydraulic fluid, solvents, cleaners, sealants, welding flux, various lubricants, paint, and paint thinner. There are no feasible alternatives to motor fuels and oils for operating construction equipment. The types of paint required are dictated by the types of equipment and structures that must be coated and by the manufacturers' requirements for coating.

3.8.4 Impacts

The quantities of hazardous materials that will be onsite during construction are small, and similar to the quantities used during operation. Construction personnel will be trained to handle the materials properly. The most likely possible incidents could involve the potential for fuels, oil, and grease dripping from construction equipment. The small quantities of fuel, oil, and grease that might drip from construction equipment will have relatively low toxicity.

Small oil spills may also occur during onsite refueling. The potential environmental effects from fueling operations are expected to be limited to small areas of contaminated soil. If a fuel spill occurs on soil, the contaminated soil will be placed into barrels or trucks for offsite disposal as a

hazardous waste. The worst-case scenario for a chemical release from fueling operations is a vehicle accident involving a service or refueling truck.

During construction of the Project and linear facilities, regulated substances, as defined in California's Health and Safety Code, Section 25531, will not be used.

To minimize the potential for harmful releases through spills or contaminated runoff, chemicals will be stored in tanks or drums located within secondary containment areas. Use of extremely hazardous materials is not anticipated. Storage and use of hazardous materials will be subject to a Hazardous Materials Management Plan approved by the City of Palm Springs or other appropriate authority. Additional spill control and cleanup requirements are specified in the Project's Storm Water Pollution Prevention Plan (SWPPP) and Spill Prevention Control and Countermeasures (SPCC) plan.

The project is not located within one-quarter mile of any existing or proposed schools.

According to the California Department of Toxic Substances Control's Envirostor database, the project is not located on a hazardous materials site and is not located near any such sites.

The project is located approximately 7.5 miles northwest of the Palm Springs International Airport; however, it is not included in the airport land use plan for this airport and would not result in a safety hazard for people working or residing in the project area. The project is also not located near any private airstrips. Additionally, the project would be subject to review by the Federal Aviation Administration (FAA). FAA regulations require lighting on structures over 200 feet high. Through its Notice of Proposed Construction or Alteration (Form 7460.1), the FAA will review the Project prior to construction (14 Code of Federal Regulations [CFR] Part 77). The project sponsor will file this Notice for the project as soon as possible, and expects that a Determination of No Hazard to Air Navigation will be received.

The turbines will be over 200 feet high and will therefore require appropriate obstruction lighting. However, the FAA may determine that the absence of marking and/or lighting does not threaten aviation. Recommendations on marking and lighting structures vary depending on terrain, local weather patterns, geographic location, and, in the case of wind farms, the cumulative number of towers and overall site layout. As a result of its review process, the FAA may recommend that tower markings or aviation safety lighting be installed on all or only a portion of the turbine towers.

Lighting of the wind farm will be in compliance with the FAA Obstruction Marking and Lighting Advisory Circular (AC70/7460-1K). In general, FAA requires the intensity of the lights to be based on a level of ambient light, with illumination below 2 foot-candles being normal for the night and illumination of above 5 foot-candles being the standard for the day. It is anticipated the lights will not be mounted on every turbine, but will be located on several strategically selected turbines to mark the extent of the Project adequately, in accordance with the Project's FAA permit.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
4080 Lemon Street, 14th Floor
RIVERSIDE, CALIFORNIA 92501

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 25 (Thanksgiving Day).

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

DATE OF HEARING: Thursday, December 9, 2010

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1008PS10 – Windpower Partners 1993, LP (Representative: The Altum Group) – City Case Nos. CUP 5.1240 (Conditional Use Permit) and 6.522-VAR (Variance). A proposal to establish 29 wind turbine generators (wind energy conversion systems or WECS) with a height not to exceed 340 feet, replacing 80 existing WECS in the City of Palm Springs. 26 WECS will be located within the area bounded by Pierson Boulevard on the north, Indian Canyon Drive on the east, State Highway Route 62 on the west, and Interstate 10 on the south. (Among those, 18 will be located on 378.69 acres located more precisely southerly of Dillon Road, easterly of Diablo Road, and westerly of Karen Avenue. 5 will be located northerly of Dillon Road and easterly of Diablo Road and the unincorporated community of Valley View Village. 2 will be located southerly of Dillon Road and westerly of Diablo Road.) The other 3 will be located on a 108.2-acre parcel located northerly of State Highway Route 111 and Tipton Road, southerly of Interstate 10, and easterly of the Whitewater Interchange. The variance is to allow height (to top of rotor at 12 o'clock position) exceeding 200 feet above ground level. (Not in an AIA. Closest airport: Palm Springs International Airport).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Edward Robertson of the City of Palm Springs Planning Department, at (760) 323-8245.

Certified Property Owner's Affidavit

I, MICHAEL HIGGELSON

Hereby certify that the attached list contains the names and addresses of all persons to whom all property is assessed as they appear on the latest available assessment roll of the county within the area described on the attached application and for all properties within 400 feet from the exterior boundaries of the property described on the attached application, as of 10/23/10.

Subject Parcel number 522 080 065 / 668 250 020 / 668 270 010 / 668 280 007, 016, 017, 019 / 668 400 004, 005, 008 / 668 411 009, 010

I certify under penalty of perjury the forgoing is true and correct to the best of my knowledge.

(Signed) 

Name MICHAEL HIGGELSON

Address 7511 Franklin Two the Fair Oaks, CA 95218

Phone # 800 568 7104

APN_D	OWNERNAME	M_HSENO	M_DIR	M_STREET	M_SFX	M_UNIT	M_CITY	M_STATE	M_ZIP
516-110-001	FISHERMANS WHARF		848 N	LA CIENEGA NO		#207	LOS ANGELES	CA	90069
516-110-014	CVWD			P O BOX 1058			COACHELLA	CA	92236
516-110-015	STATE OF CALIF			P O BOX 1799			SACRAMENTO	CA	95808
522-070-004	CVWD			P O BOX 1058			COACHELLA	CA	92236
522-070-015	ROBIN EVON HARRIS	59511		HIGHWAY 111			PALM SPRINGS	CA	92262
522-070-019	CLAYTON A SUITT			P O BOX 4891			HORSESHOE BAY	TX	78657
522-080-020	LOREN & JANICE OCONNOR	31878		DEL OBISPO	ST	#118	SAN JUAN CAPO	CA	92675
522-080-021	WALTER G & EILEEN A STONER	162		TIOGA	AVE		SAN FRANCISCO	CA	94134
522-080-022	US SPRINT COMMUNICATIONS CO LTD PARTNERS			P O BOX 8490			KANSAS CITY	MO	64114
522-080-027	JOSEPH E & MARY HELEN JOHNSON	3299		DEL VINA	ST		PASADENA	CA	91107
522-080-028	ROSE M & GARY MARSHALL BORBON	1868		ANTON	WAY		UPLAND	CA	91786
522-080-029	WAYNE R & HELEN I MORISSETTE	30306		BUCKTAIL			CANYON LAKE	CA	92587
522-080-043	FORTY FIVE PALM PARTNERSHIP	219		AVENIDA BARCELONA			SAN CLEMENTE	CA	92672
522-080-054	ROBIN EVON HARRIS	59511		HIGHWAY 111			PALM SPRINGS	CA	92262
522-080-058	EDISON CO SOUTHERN CALIFORNIA			P O BOX 800			ROSEMEAD	CA	91770
522-080-060	EDISON CO SOUTHERN CALIFORNIA			P O BOX 800			ROSEMEAD	CA	91770
522-080-062	RVICE CO PACIFIC LIGHTING S	720 W		8TH	ST		LOS ANGELES	CA	90017
522-080-063	SOUTHER CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
522-080-065	RAY R COULTER			P O BOX 3065			PALM SPRINGS	CA	92263
666-320-020	RIVERSIDE COUNTY FLOOD CONTROL	1995		MARKET	ST		RIVERSIDE	CA	92501
666-320-026	WINTEC ENERGY LTD	1090 N		PALM CANYON		#A	PALM SPRINGS	CA	92262
666-330-001	NFT PARCEL			P O BOX 12950			PALM DESERT	CA	92260
666-330-007	INDIAN AVENUE CO	357		HUKU LII	PL	#B204	KIHEI	HI	96753
668-100-003	SOUTHERN CALIFORNIA EDISON			P O BOX 410			LONG BEACH	CA	90801
668-130-017	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-130-018	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-130-019	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-130-020	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-130-021	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-140-009	ABIGAIL HERNANDEZ			P O BOX 443			HEBER	CA	92249
668-140-033	SEAN P FOSTER			P O BOX 580959			N PALM SPRINGS	CA	92258
668-140-036	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-140-038	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-140-039	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-220-010	SOUTHERN CALIFORNIA EDISON			P O BOX 410			LONG BEACH	CA	90801
668-220-012	FRANK L BUSSELL			P O BOX 580041			NORTH PALM SPRING	CA	92258
668-220-019	JOHN ALAN COTTEN			P O BOX 580906			N PALM SPRINGS	CA	92258
668-220-020	DENNIS STRUNACK			P O BOX 580106			N PALM SPRINGS	CA	92258
668-220-026	THOMAS E COVEY	61948		SMOKETREE	RD		RIVERSIDE	CA	92258
668-220-030	SOUTHERN CALIFORNIA EDISON			P O BOX 800			ROSEMEAD	CA	91770
668-240-008	JUAN CARLOS VILLALOBOS	67591		YAQUI	LN		DSRT HOT SPGS	CA	92240
668-240-013	ESTATE OF EASTERFORD MAXINE			P O BOX 580171			NORTH PALM SPRING	CA	92258
668-240-014	CHARLES WALLING	4112		SYCAMORE	DR		SAN DIEGO	CA	92105
668-240-015	JEROME J HEBERGER	1101		KING	CIR		ANAHEIM	CA	92605
668-240-016	WILLIAM J & LILLIAN J RICHTER	11700		WESTERN	AVE		DSRT HOT SPG	CA	92240

668-240-017	JERMONE O BRASTAD		P O BOX 580124		N PALM SPRINGS	CA	92258
668-240-019	GUSTAVO FLORES HERNANDEZ		P O BOX 411		CATHEDRAL CY	CA	92235
668-240-020	STEVEN T KING		P O BOX 580367		N PALM SPRINGS	CA	92258
668-240-021	SANDRA STEIN	933 NE	24TH	AVE	HALLANDALE	FL	33009
668-240-022	STEVEN T & KELLY A KING		P O BOX 580367		N PALM SPRINGS	CA	92258
668-240-023	JAVIER R & PATRICIA S DIAZ	531 E	PROCTOR		WILMINGTON	CA	90744
668-240-024	HEIDI HART	1925	WOODLYN	RD	PASADENA	CA	91104
668-240-025	PAUL L BECERRA	10133	ALBURTIS	AVE	SANTA FE SPRINGS	CA	90670
668-240-026	LYDIA E RINGWALD		P O BOX 2364		LAGUNA HILLS	CA	92654
668-250-009	EDWIN A ULLRICH	27555	FOREST VIEW	DR	BEECHER	IL	60401
668-250-012	STEPHEN J & SANDRA L SOTNICK	1701	SUNSET	LN	FULLERTON	CA	92833
668-250-015	RIVERSIDE COUNTY FLOOD CONTROL	1995	MARKET	ST	RIVERSIDE	CA	92501
668-250-018	WINTEC ENERGY LTD	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-250-020	VICTORIA L ROSENTHAL	900 S	WOOSTER	ST	LOS ANGELES	CA	90035
668-260-027	SOUTHERN CALIFORNIA EDISON		P O BOX 800		ROSEMEAD	CA	91770
668-260-037	SOUTHERN CALIFORNIA EDISON		P O BOX 800		ROSEMEAD	CA	91770
668-260-052	WINTEC ENERGY LTD	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-260-053	WINTEC ENERGY	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-260-054	WINTEC ENERGY	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-260-055	WINTEC ENERGY	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-260-056	RIVERSIDE COUNTY FLOOD CONTROL	1995	MARKET	ST	RIVERSIDE	CA	92501
668-260-058	WINTEC ENERGY LTD	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-270-009	HOROWITZ FAMILY	5922	MELVIN	AVE	TARZANA	CA	91356
668-270-010	D & D LAND CO	1090 N	PALM CANYON NO A		PALM SPRINGS	CA	92262
668-270-011	D & D LAND CO	1090 N	PALM CANYON NO A		PALM SPRINGS	CA	92262
668-280-005	SOUTHERN CALIFORNIA EDISON		P O BOX 800		ROSEMEAD	CA	91770
668-280-007	DAVID G BUCK	7834	MORAGN POINTE	CIR	RENO	NV	89523
668-280-010	RIVERSIDE COUNTY FLOOD CONTROL	1995	MARKET	ST	RIVERSIDE	CA	92501
668-280-016	DAVID G BUCK	7834	MORAGN POINTE	CIR	RENO	NV	89523
668-280-017	DAVID G BUCK	7834	MORAGN POINTE	CIR	RENO	NV	89523
668-280-018	ROSE K MORITA KLEE	28927	SAN SOLARIE		MISSION VIEJO	CA	92692
668-280-019	GEORGE E IVANOV	4725	MOORPARK	WAY	SACRAMENTO	CA	95842
668-280-020	WELLESLEY ROLLAND KIME	4804	LAUREL CANYON BLV	#118	VALLEY VILLAGE	CA	91607
668-400-004	CHEM QUEST CORP	15723	KADOTA	ST	SYLMAR	CA	91342
668-400-005	CHEM QUEST CORP	15723	KADOTA	ST	SYLMAR	CA	91342
668-400-007	SOUTHERN CALIFORNIA EDISON		P O BOX 800		ROSEMEAD	CA	91770
668-400-008	FREDERICK W NOBLE INC	41700	CORPORATE	WAY #D	PALM DESERT	CA	92260
668-400-010	RIVERSIDE COUNTY FLOOD CONTROL	1995	MARKET	ST	RIVERSIDE	CA	92501
668-400-011	RIVERSIDE COUNTY FLOOD CONTROL	1995	MARKET	ST	RIVERSIDE	CA	92501
668-400-016	ARTHUR GRESEN	4319	SALAMANCA	CIR	LAS VEGAS	NV	89121
668-400-020	ZOLA & MURIEL SIEGEL	1090 N	PALM CANYON	DR	PALM SPRINGS	CA	92262
668-400-023	ZOLA & MURIEL SIEGAL	800 S	RIDGELEY	DR	LOS ANGELES	CA	90036
668-400-025	ZOLA & MURIEL SIEGAL	800 S	RIDGELEY	DR	LOS ANGELES	CA	90036
668-400-026	ZOLA & MURIEL SIEGAL	800 S	RIDGELEY	DR	LOS ANGELES	CA	90036
668-400-027	ARTHUR GRESEN	4319	SALAMANCA	CIR	LAS VEGAS	NV	89121
668-400-028	ARTHUR GRESEN	4319	SALAMANCA	CIR	LAS VEGAS	NV	89121

668-411-009 CHEM QUEST CORP	15723	KADOTA	ST		SYLMAR	CA	91342
668-411-010 FREDERICK W NOBLE INC	41700	CORPORATE	WAY	#D	PALM DESERT	CA	92260
668-412-001 VENTURE PACIFIC INC	4542	RUFFNER	ST	#200	SAN DIEGO	CA	92111
668-412-002 CYA PARTNERS LTD	157	SURFVIEW	DR		PACIFIC PALISADES	CA	90272

516-110-001
FISHERMANS WHARF
848 N LA CIENEGA NO #207
LOS ANGELES CA 90069

516-110-014
CVWD
P O BOX 1058
COACHELLA CA 92236

516-110-015
STATE OF CALIF
P O BOX 1799
SACRAMENTO CA 95808

522-070-004
CVWD
P O BOX 1058
COACHELLA CA 92236

522-070-015
ROBIN EVON HARRIS
59511 HIGHWAY 111
PALM SPRINGS CA 92262

522-070-019
CLAYTON A SUITT
P O BOX 4891
HORSESHOE BAY TX 78657

522-080-020
LOREN & JANICE OCONNOR
31878 DEL OBISPO ST #118
SAN JUAN CAPO CA 92675

522-080-021
WALTER G & EILEEN A STONER
162 TIOGA AVE
SAN FRANCISCO CA 94134

522-080-022
US SPRINT COMMUNICATIONS CO
LTD PARTNERS
P O BOX 8490
KANSAS CITY MO 64114

522-080-027
JOSEPH E & MARY HELEN JOHNSON
3299 DEL VINA ST
PASADENA CA 91107

522-080-028
ROSE M & GARY MARSHALL
BORBON
1868 ANTON WAY
UPLAND CA 91786

522-080-029
WAYNE R & HELEN I MORISETTE
30306 BUCKTAIL
CANYON LAKE CA 92587

522-080-043
FORTY FIVE PALM PARTNERSHIP
219 AVENIDA BARCELONA
SAN CLEMENTE CA 92672

522-080-054
ROBIN EVON HARRIS
59511 HIGHWAY 111
PALM SPRINGS CA 92262

522-080-058
EDISON CO SOUTHERN CALIFORNIA
P O BOX 800
ROSEMEAD CA 91770

522-080-060
EDISON CO SOUTHERN CALIFORNIA
P O BOX 800
ROSEMEAD CA 91770

522-080-062
RVICE CO PACIFIC LIGHTING S
720 W 8TH ST
LOS ANGELES CA 90017

522-080-063
SOUTHER CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

522-080-065
RAY R COULTER
P O BOX 3065
PALM SPRINGS CA 92263

666-320-020
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

666-320-026
WINTEC ENERGY LTD
1090 N PALM CANYON #A
PALM SPRINGS CA 92262

666-330-001
NFT PARCEL
P O BOX 12950
PALM DESERT CA 92260

666-330-007
INDIAN AVENUE CO
357 HUKU LII PL #B204
KIHEI HI 96753

668-100-003
SOUTHERN CALIFORNIA EDISON
P O BOX 410
LONG BEACH CA 90801

668-130-017
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-130-018
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-130-019
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-130-020
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-130-021
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-140-009
ABIGAIL HERNANDEZ
P O BOX 443
HEBER CA 92249

668-140-033
SEAN P FOSTER
P O BOX 580959
N PALM SPRINGS CA 92258

668-140-036
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-140-038
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-140-039
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-220-010
SOUTHERN CALIFORNIA EDISON
P O BOX 410
LONG BEACH CA 90801

668-220-012
FRANK L BUSSELL
P O BOX 580041
NORTH PALM SPRING CA 92258

668-220-019
JOHN ALAN COTTEN
P O BOX 580906
N PALM SPRINGS CA 92258

668-220-020
DENNIS STRUNACK
P O BOX 580106
N PALM SPRINGS CA 92258

668-220-026
THOMAS E COVEY
61948 SMOKETREE RD
RIVERSIDE CA 92258

668-220-030
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-240-008
JUAN CARLOS VILLALOBOS
67591 YAQUI LN
DSRT HOT SPGS CA 92240

668-240-013
ESTATE OF EASTERFORD MAXINE
P O BOX 580171
NORTH PALM SPRING CA 92258

668-240-014
CHARLES WALLING
4112 SYCAMORE DR
SAN DIEGO CA 92105

668-240-015
JEROME J HEBERGER
1101 KING CIR
ANAHEIM CA 92605

668-240-016
WILLIAM J & LILLIAN J RICHTER
11700 WESTERN AVE
DSRT HOT SPG CA 92240

668-240-017
JERMONE O BRASTAD
P O BOX 580124
N PALM SPRINGS CA 92258

668-240-019
GUSTAVO FLORES HERNANDEZ
P O BOX 411
CATHEDRAL CY CA 92235

668-240-020
STEVEN T KING
P O BOX 580367
N PALM SPRINGS CA 92258

668-240-021
SANDRA STEIN
933 NE 24TH AVE
HALLANDALE FL 33009

668-240-022
STEVEN T & KELLY A KING
P O BOX 580367
N PALM SPRINGS CA 92258

668-240-023
JAVIER R & PATRICIA S DIAZ
531 E PROCTOR
WILMINGTON CA 90744

668-240-024
HEIDI HART
1925 WOODLYN RD
PASADENA CA 91104

668-240-025
PAUL L BECERRA
10133 ALBURTIS AVE
SANTA FE SPRINGS CA 90670

668-240-026
LYDIA E RINGWALD
P O BOX 2364
LAGUNA HILLS CA 92654

668-250-009
EDWIN A ULLRICH
27555 FOREST VIEW DR
BEECHER IL 60401

668-250-012
STEPHEN J & SANDRA L SOTNICK
1701 SUNSET LN
FULLERTON CA 92833

668-250-015
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

668-250-018
WINTEC ENERGY LTD
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-250-020
VICTORIA L ROSENTHAL
900 S WOOSTER ST
LOS ANGELES CA 90035

668-260-027
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-260-037
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-260-052
WINTEC ENERGY LTD
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-260-053
WINTEC ENERGY
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-260-054
WINTEC ENERGY
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-260-055
WINTEC ENERGY
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-260-056
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

668-260-058
WINTEC ENERGY LTD
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-270-009
HOROWITZ FAMILY
5922 MELVIN AVE
TARZANA CA 91356

668-270-010
D & D LAND CO
1090 N PALM CANYON NO A
PALM SPRINGS CA 92262

668-270-011
D & D LAND CO
1090 N PALM CANYON NO A
PALM SPRINGS CA 92262

668-280-005
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-280-007
DAVID G BUCK
7834 MORAGN POINTE CIR
RENO NV 89523

668-280-010
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

668-280-016
DAVID G BUCK
7834 MORAGN POINTE CIR
RENO NV 89523

668-280-017
DAVID G BUCK
7834 MORAGN POINTE CIR
RENO NV 89523

668-280-018
ROSE K MORITA KLEE
28927 SAN SOLARIE
MISSION VIEJO CA 92692

668-280-019
GEORGE E IVANOV
4725 MOORPARK WAY
SACRAMENTO CA 95842

668-280-020
WELLESLEY ROLLAND KIME
4804 LAUREL CANYON BLV #118
VALLEY VILLAGE CA 91607

668-400-004
CHEM QUEST CORP
15723 KADOTA ST
SYLMAR CA 91342

668-400-005
CHEM QUEST CORP
15723 KADOTA ST
SYLMAR CA 91342

668-400-007
SOUTHERN CALIFORNIA EDISON
P O BOX 800
ROSEMEAD CA 91770

668-400-008
FREDERICK W NOBLE INC
41700 CORPORATE WAY #D
PALM DESERT CA 92260

668-400-010
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

668-400-011
RIVERSIDE COUNTY FLOOD
CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

668-400-016
ARTHUR GRESEN
4319 SALAMANCA CIR
LAS VEGAS NV 89121

668-400-020
ZOLA & MURIEL SIEGAL
1090 N PALM CANYON DR
PALM SPRINGS CA 92262

668-400-023
ZOLA & MURIEL SIEGAL
800 S RIDGELEY DR
LOS ANGELES CA 90036

668-400-025
ZOLA & MURIEL SIEGAL
800 S RIDGELEY DR
LOS ANGELES CA 90036

668-400-026
ZOLA & MURIEL SIEGAL
800 S RIDGELEY DR
LOS ANGELES CA 90036

668-400-027
ARTHUR GRESEN
4319 SALAMANCA CIR
LAS VEGAS NV 89121

Easy Peel® Labels
Use Avery® Template 5160®

▲ Feed Paper  Bend along line to
expose Pop-Up Edge™

 **AVERY® 6241™**

668-400-028
ARTHUR GRESEN
4319 SALAMANCA CIR
LAS VEGAS NV 89121

668-411-009
CHEM QUEST CORP
15723 KADOTA ST
SYLMAR CA 91342

668-411-010
FREDERICK W NOBLE INC
41700 CORPORATE WAY #D
PALM DESERT CA 92260

668-412-001
VENTURE PACIFIC INC
4542 RUFFNER ST #200
SAN DIEGO CA 92111

668-412-002
CYA PARTNERS LTD
157 SURFVIEW DR
PACIFIC PALISADES CA 90272

Étiquettes faciles à peler
Utilisez le gabarit AVERY® 5160®

▲
Sens de
chargement

Repliez à la hachure afin de
révéler le rebord Pop-Up™

www.avery.com
1-800-GO-AVERY

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
"PALM SPRINGS RE-POWER WIND ENERGY CENTER"**

LEAD AGENCY: City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

CONTACT PERSON: Edward O. Robertson, Principal Planner (760) 323-8245

PROJECT TITLE: Palm Springs Re-power Wind Energy Center
Case Nos. 5.1240 / 7.1346-AMM & 6.522-VAR

PROJECT LOCATION: Dillon & Diablo Road and Highway 111 & Tipton Road, Palm Springs, California. **(East Block)**
APNs. 668250020, 668270010, 668280007, 668280016, 668280017, 668280019, 668400004, 668400005, 668400008, 668411009, 668411010

PROJECT DESCRIPTION: The project is a Conditional Use Permit (CUP) application to decommission existing 80 aging and non-functional wind turbine generators and install 26 new turbines on approximately 568 acres of land. In conjunction with the CUP, a Variance application has been filed to allow approximately 340-foot height limit for the wind turbines; the maximum height allowed within the City is 300 feet. An Administrative Minor Modification (AMM) has also been filed to address safety and wind access setback requirements at the sites. The proposed project will be located along West of Indian Canyon Drive, North of HWY 111, and South of Interstate-10 freeway. Specifically, the project also includes the following:

- Decommission of up to 80 existing aging and non-functional wind turbine generators.
- Replace the existing 80 wind turbine generators and their foundations with up to 26 new wind turbine generators capable of producing up to 40.16 MW of electricity at a maximum height of 339.7 feet.
- Development of unpaved internal access roads and installation of underground electrical collection lines to link the individual turbines to an existing wind energy facility substation offsite.

The project site which is currently developed as wind energy facilities is located off Dillon Road between Indian Avenue and Hwy 62 and is made up of eleven contiguous parcels totaling approximately 631 acres and currently consists of 80 aging turbines to be replaced with 26 new turbines. The existing wind turbines were installed when the project was re-powered in 1993.

FINDINGS/DETERMINATION: The City has reviewed and considered the proposed project and has determined that any potentially significant impacts can be mitigated to a level of less than significant. The City hereby prepares and proposes to adopt a Mitigated Negative Declaration for this project.

PUBLIC REVIEW PERIOD: A 30-day public review period for the Draft Mitigated Negative Declaration will commence at 8:00 a.m. on November 8, 2010 and end on December 7, 2010, at 6:00 p.m. for interested individuals and public agencies to submit written comments on the document. Any written comments on the Mitigated Negative Declaration must be received at the above address within the public review period. In addition, you may email comments to the following address: Edward.Robertson@palmspringsca.gov Copies of the Mitigated Negative Declaration and Initial Study are available for review at the above address and at the City library.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1008PS10

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 27, 2010
 Property Owner Please see Attachment A. Phone Number _____
 Mailing Address Please see Attachment A.

Agent (if any) M. Andrew Starke Phone Number 561-304-5488
 Mailing Address 700 Universe Boulevard
Juno Beach FL 33408

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address N/A
 Assessor's Parcel No. Please see Attachment A. Parcel Size Please see Attachment A.
 Subdivision Name N/A Zoning _____
 Lot Number N/A Classification E-1 Energy Industrial & W Watercourse

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) Wind Energy Facility
See Attachment B for description of project.

Proposed Land Use (describe) Wind Energy Facility

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 24 hrs per day, 7 days per week
 (See Appendix C) Number of People on Site Maximum Number 10
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) Proposed Turbine Height = 339.5 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Elevation of Highest Object on site = 1,590 ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes
 No
 If yes, describe _____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received	_____	Type of Project
Agency Name	City of Palm Springs 3200 Tahquitz Canyon Way, Palm Springs, CA 92262	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Variance</u>
Staff Contact	Edward Robertson, Principal Planner	
Phone Number	760-323-8245	
Agency's Project No.	CUP 5.1240	

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____							
Primary Criteria Review	Compatibility Zone(s)	<input type="checkbox"/> A	<input type="checkbox"/> B1	<input type="checkbox"/> B2	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> Ht.
	Allowable (not prohibited) Use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Density/Intensity Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Open Land Requirement Met?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Height Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Easement/Deed Notice Provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				

Special Conditions	Describe: _____ _____
--------------------	--------------------------

Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	

ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	

	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	

Attachment A

<u>APN</u>	<u>Parcel size</u>	<u>Owner/Address</u>
522-080-065	107.80 acres	Ray Coulter PO Box 3065 Palm Springs, CA 92263
668-250-020	28.77 acres	Rosenthal 900 S Wooster St. Los Angeles, CA 90035
668-280-007 668-280-016 668-280-017	172.14 acres	Buck 7834 Moragn Point Cir Reno NV 89523
668-270-010	154.86 acres	D&D Land Co 1090 N. Palm Canyon No A Palm Springs, CA 92262
668-400-008 668-411-010	102.82 acres	Fred Noble 41700 Corporate Way Ste D Palm Desert, CA 92260
668-400-004 668-400-005 668-411-009	94.46 acres	ChemQuest 15723 Kadota St. Sylmar, CA 91342
668-280-019	14.90 acres	Ivanov 4725 Moorpark Way Sacramento, CA 95842

Total area of the parcels 675.75 acres.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10855-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T2
Location:	Palm Springs, CA
Latitude:	33-54-51.10N NAD 83
Longitude:	116-38-29.71W
Heights:	340 feet above ground level (AGL) 1567 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10855-OE.

Signature Control No: 128335412-129932370

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

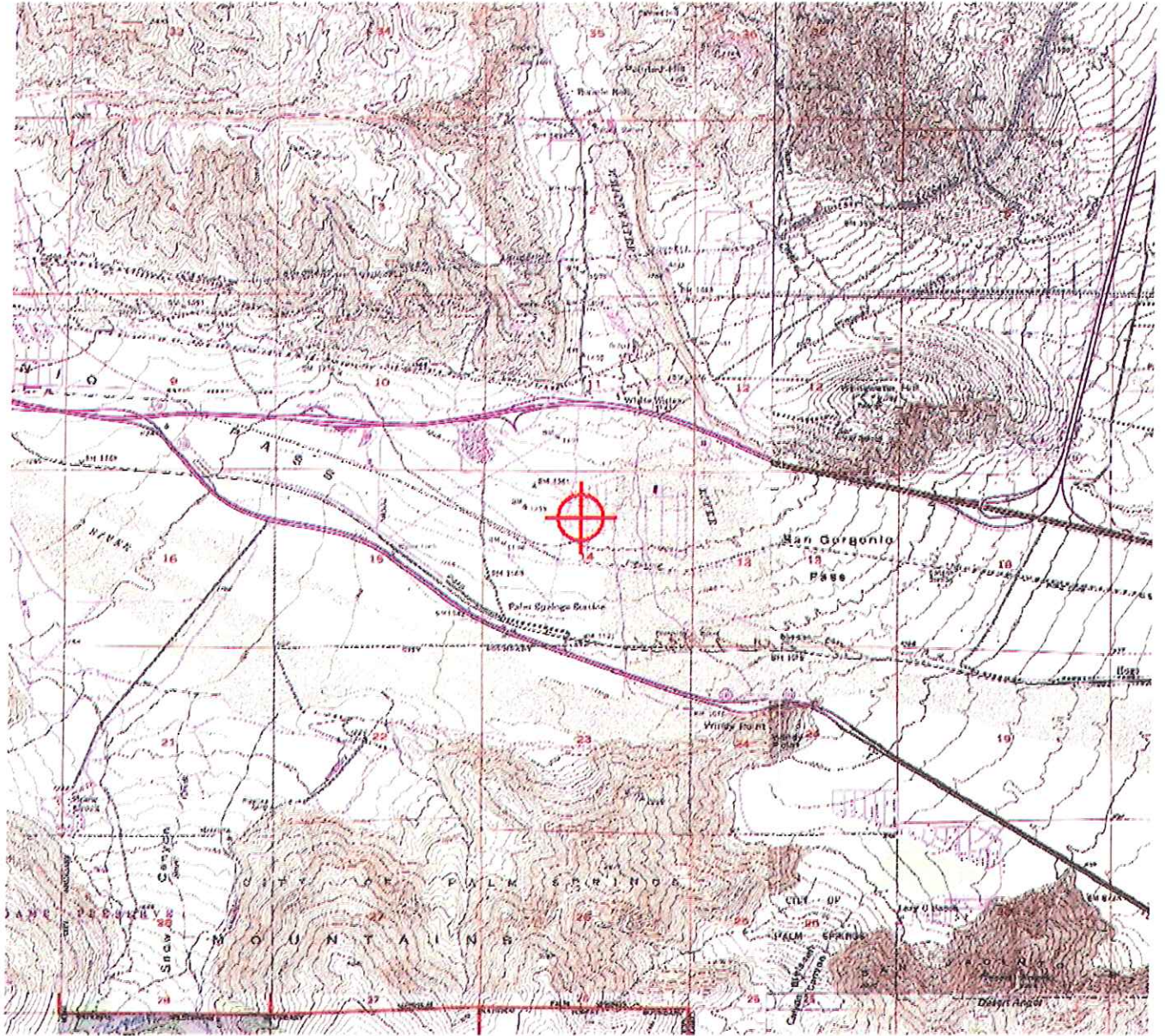
Additional Information

Additional information for ASN 2010-WTW-10855-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10856-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T3
Location:	Palm Springs, CA
Latitude:	33-54-46.10N NAD 83
Longitude:	116-38-29.42W
Heights:	340 feet above ground level (AGL) 1551 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10856-OE.

Signature Control No: 128335414-129932373

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

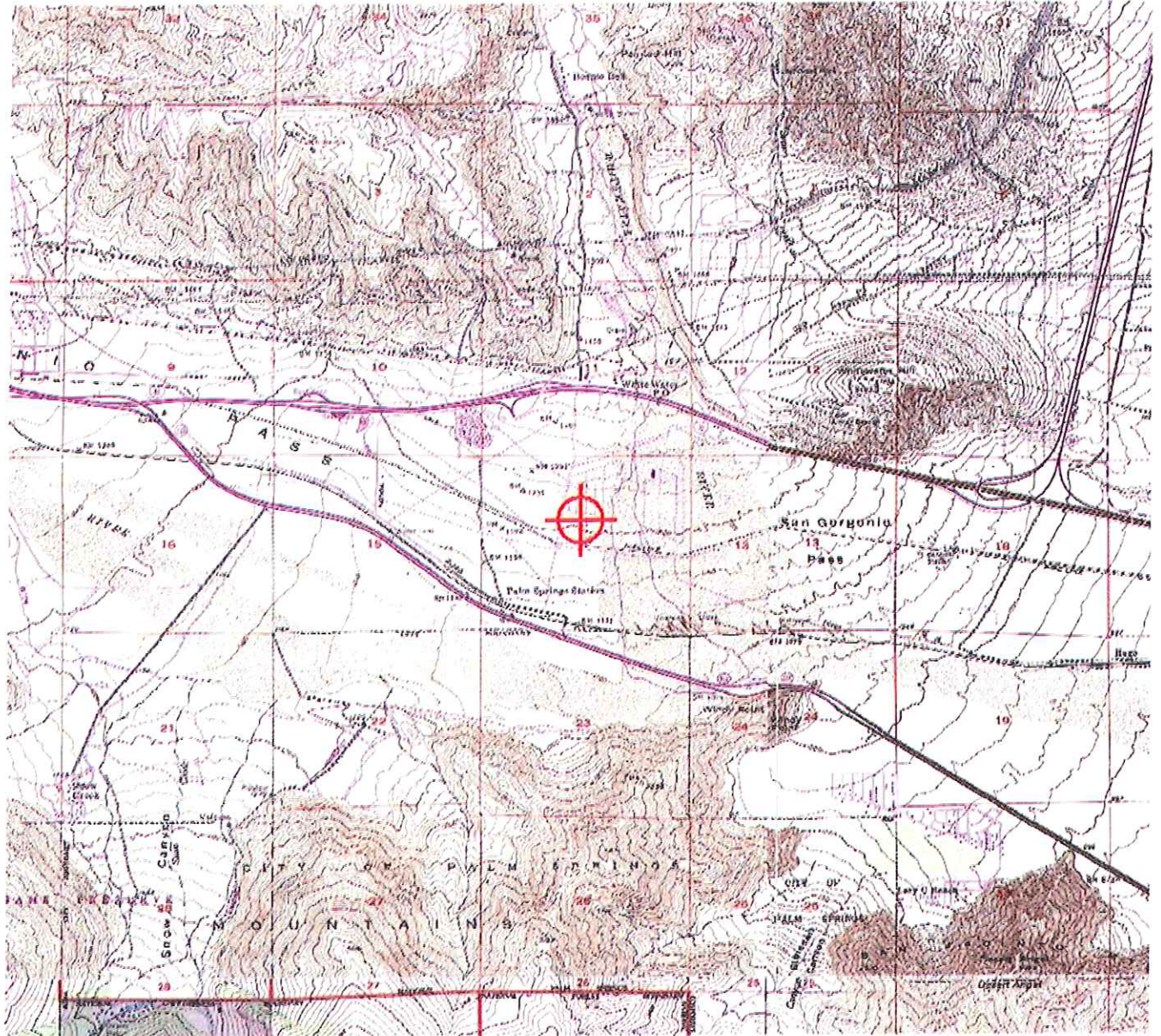
Additional Information

Additional information for ASN 2010-WTW-10856-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10857-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T4
Location:	Palm Springs, CA
Latitude:	33-55-00.88N NAD 83
Longitude:	116-38-09.85W
Heights:	340 feet above ground level (AGL) 1600 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10857-OE.

Signature Control No: 128335416-129932374

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

Additional Information

Additional information for ASN 2010-WTW-10857-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10858-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T5
Location:	Palm Springs, CA
Latitude:	33-54-55.88N NAD 83
Longitude:	116-38-10.03W
Heights:	340 feet above ground level (AGL) 1587 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10858-OE.

Signature Control No: 128335418-129932380

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

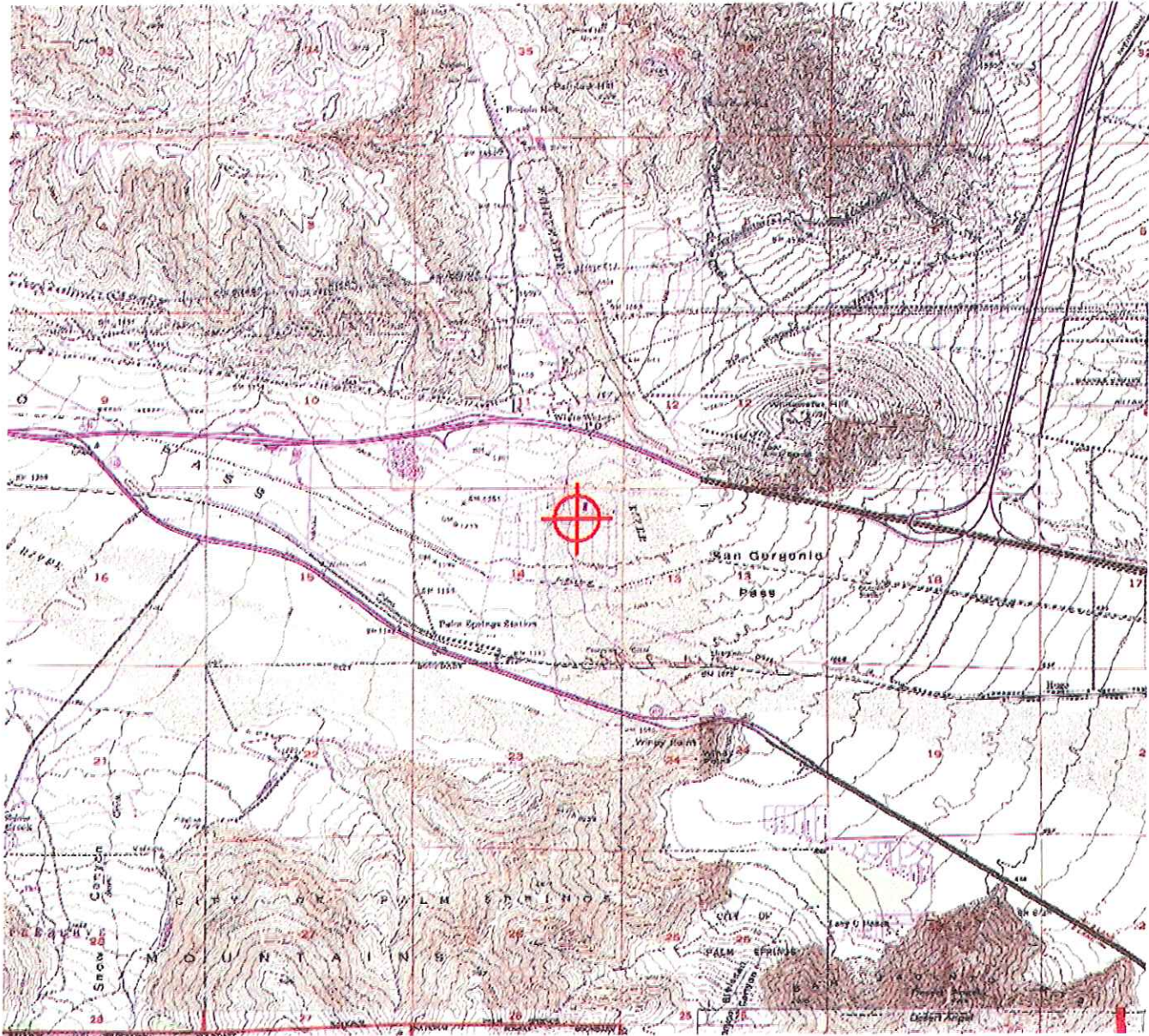
Additional Information

Additional information for ASN 2010-WTW-10858-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10859-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T6
Location:	Palm Springs, CA
Latitude:	33-54-50.88N NAD 83
Longitude:	116-38-10.05W
Heights:	340 feet above ground level (AGL) 1570 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10859-OE.

Signature Control No: 128335420-129932375

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

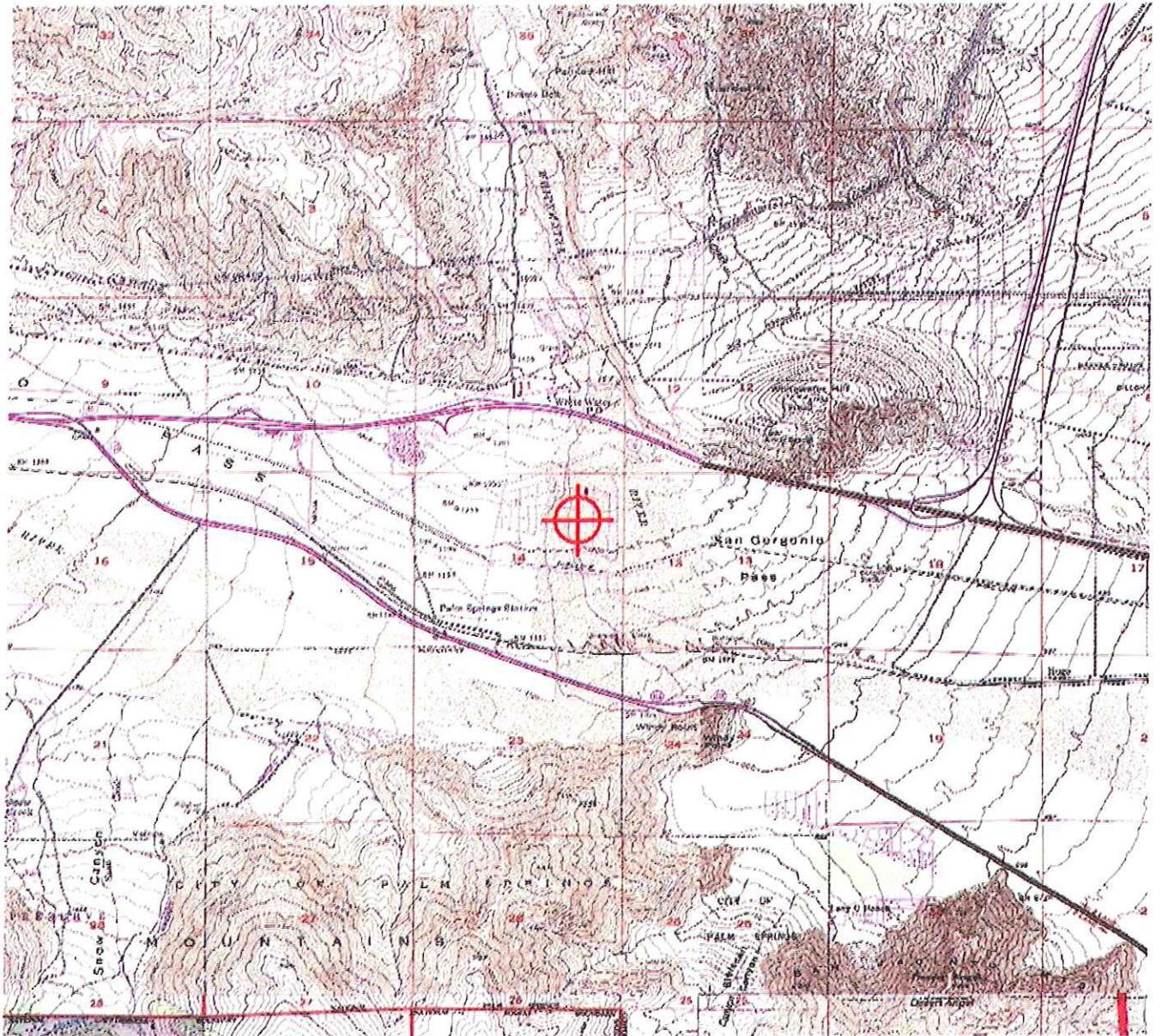
Additional Information

Additional information for ASN 2010-WTW-10859-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10860-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T7
Location:	Palm Springs, CA
Latitude:	33-54-45.88N NAD 83
Longitude:	116-38-10.15W
Heights:	340 feet above ground level (AGL) 1554 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10860-OE.

Signature Control No: 128335422-129932371

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

Additional Information

Additional information for ASN 2010-WTW-10860-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10861-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T8
Location:	Palm Springs, CA
Latitude:	33-55-39.85N NAD 83
Longitude:	116-34-38.97W
Heights:	340 feet above ground level (AGL) 1341 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

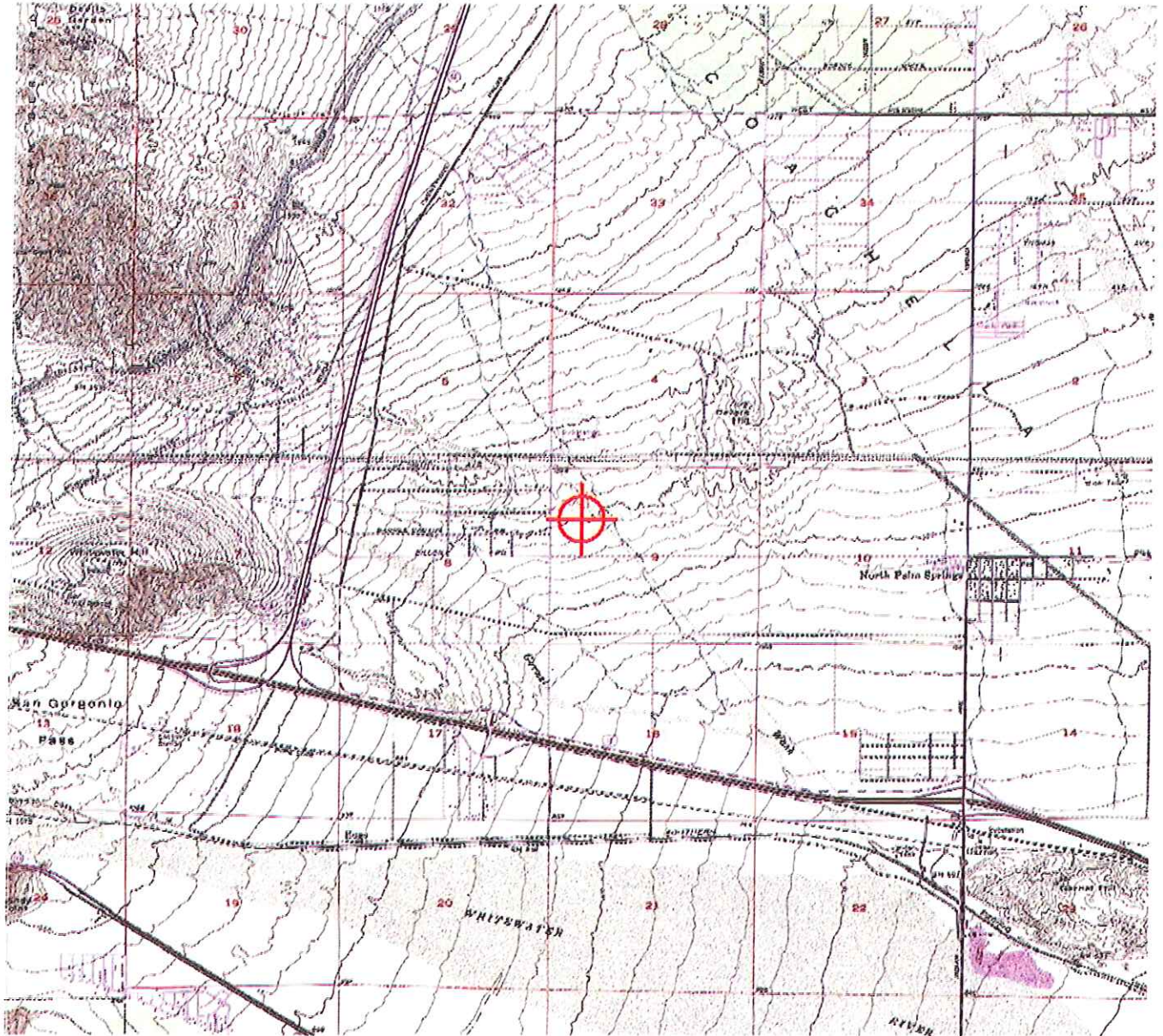
The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10862-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T9
Location:	Palm Springs, CA
Latitude:	33-55-34.00N NAD 83
Longitude:	116-34-36.11W
Heights:	340 feet above ground level (AGL) 1318 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10862-OE.

Signature Control No: 128335426-129932372

(NPH -WT)

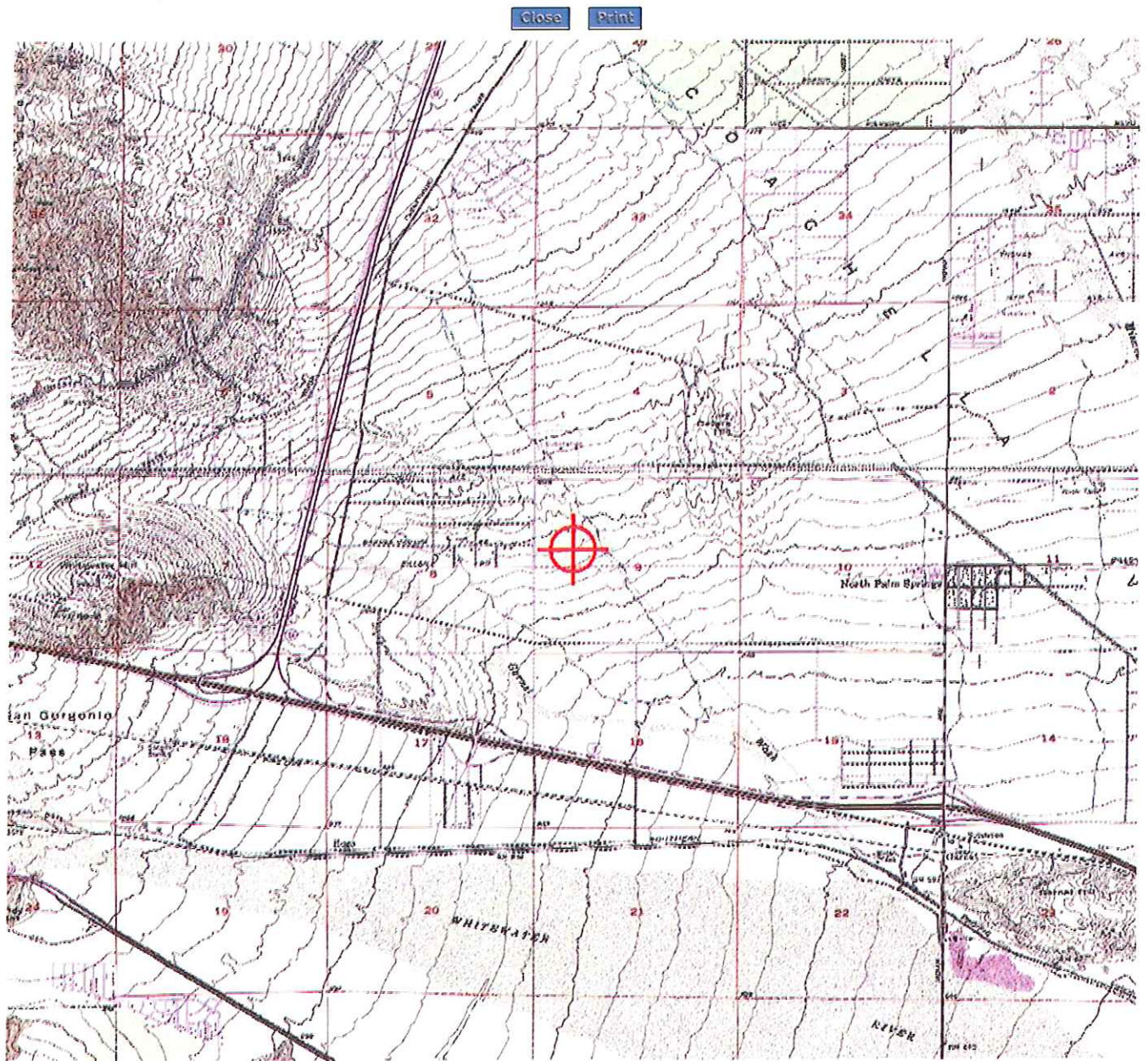
Donna O'Neill
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10862-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10863-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T10
Location:	Palm Springs, CA
Latitude:	33-55-47.30N NAD 83
Longitude:	116-34-23.11W
Heights:	340 feet above ground level (AGL) 1350 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10863-OE.

Signature Control No: 128335428-129932376

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

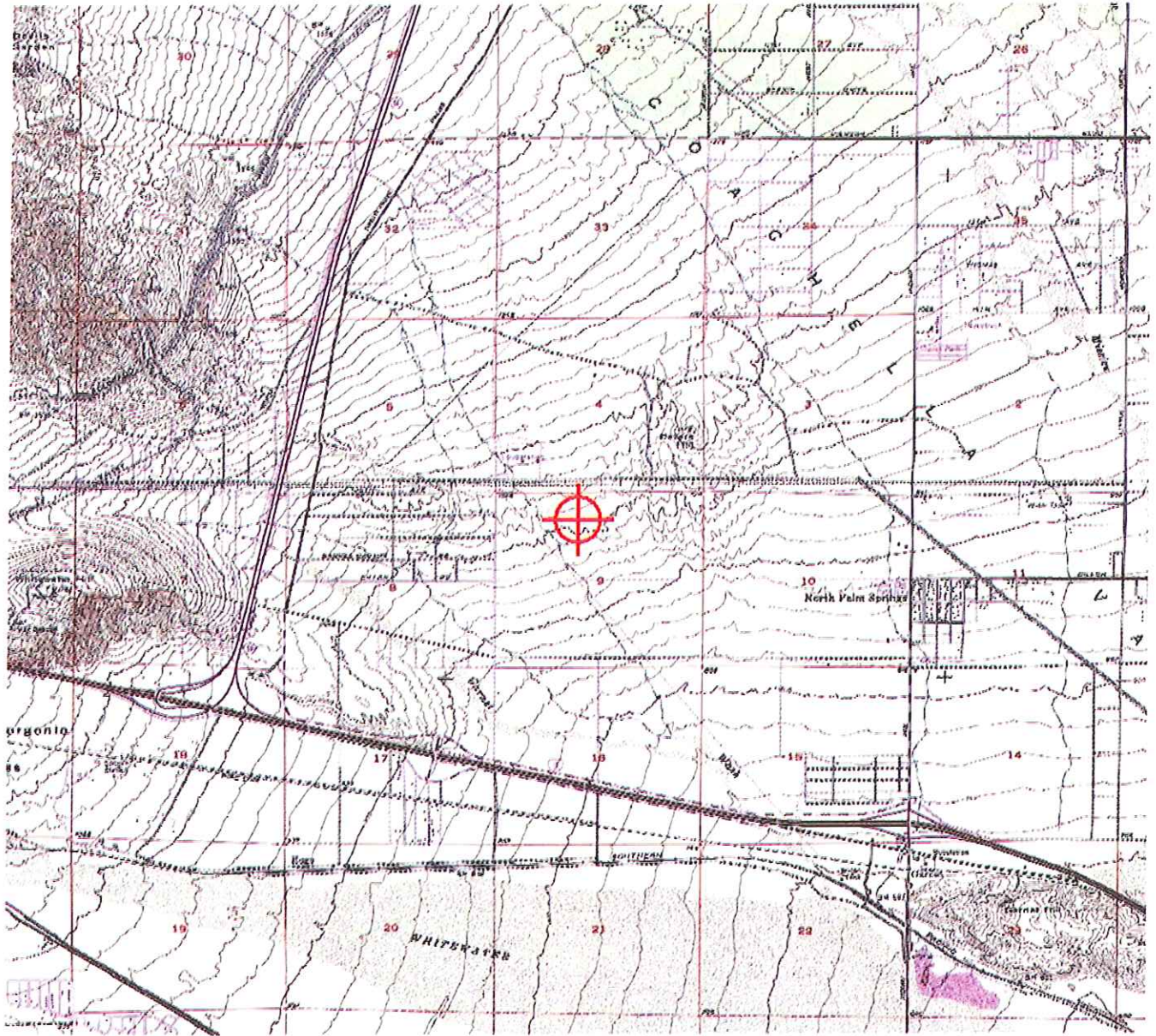
Additional Information

Additional information for ASN 2010-WTW-10863-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10864-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T11
Location:	Palm Springs, CA
Latitude:	33-55-42.30N NAD 83
Longitude:	116-34-23.14W
Heights:	340 feet above ground level (AGL) 1334 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10864-OE.

Signature Control No: 128335430-129932369

(NPH -WT)

Donna O'Neill
Specialist

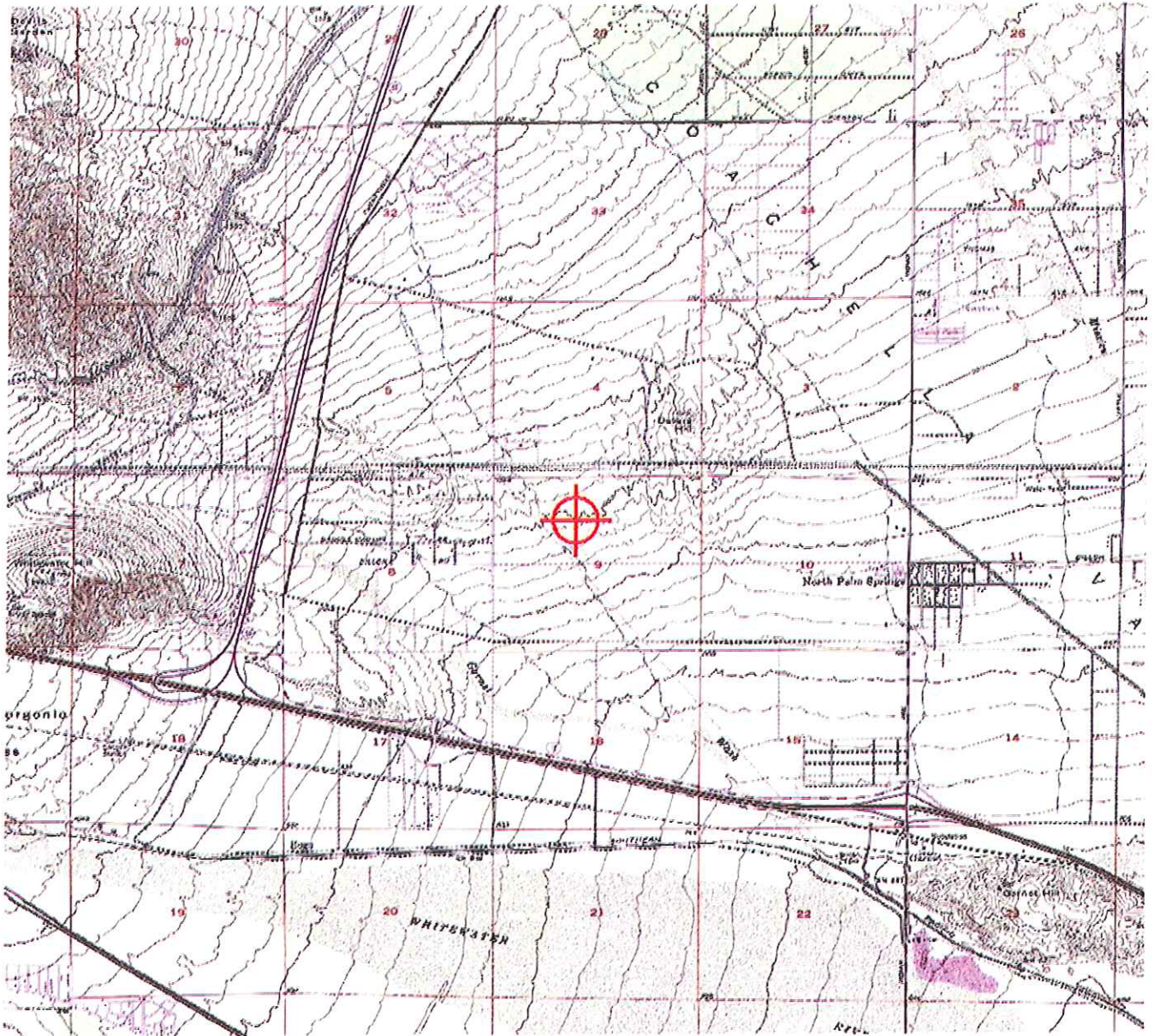
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10864-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10865-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T12
Location:	Palm Springs, CA
Latitude:	33-55-37.30N NAD 83
Longitude:	116-34-23.16W
Heights:	340 feet above ground level (AGL) 1311 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10865-OE.

Signature Control No: 128335432-129932377

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

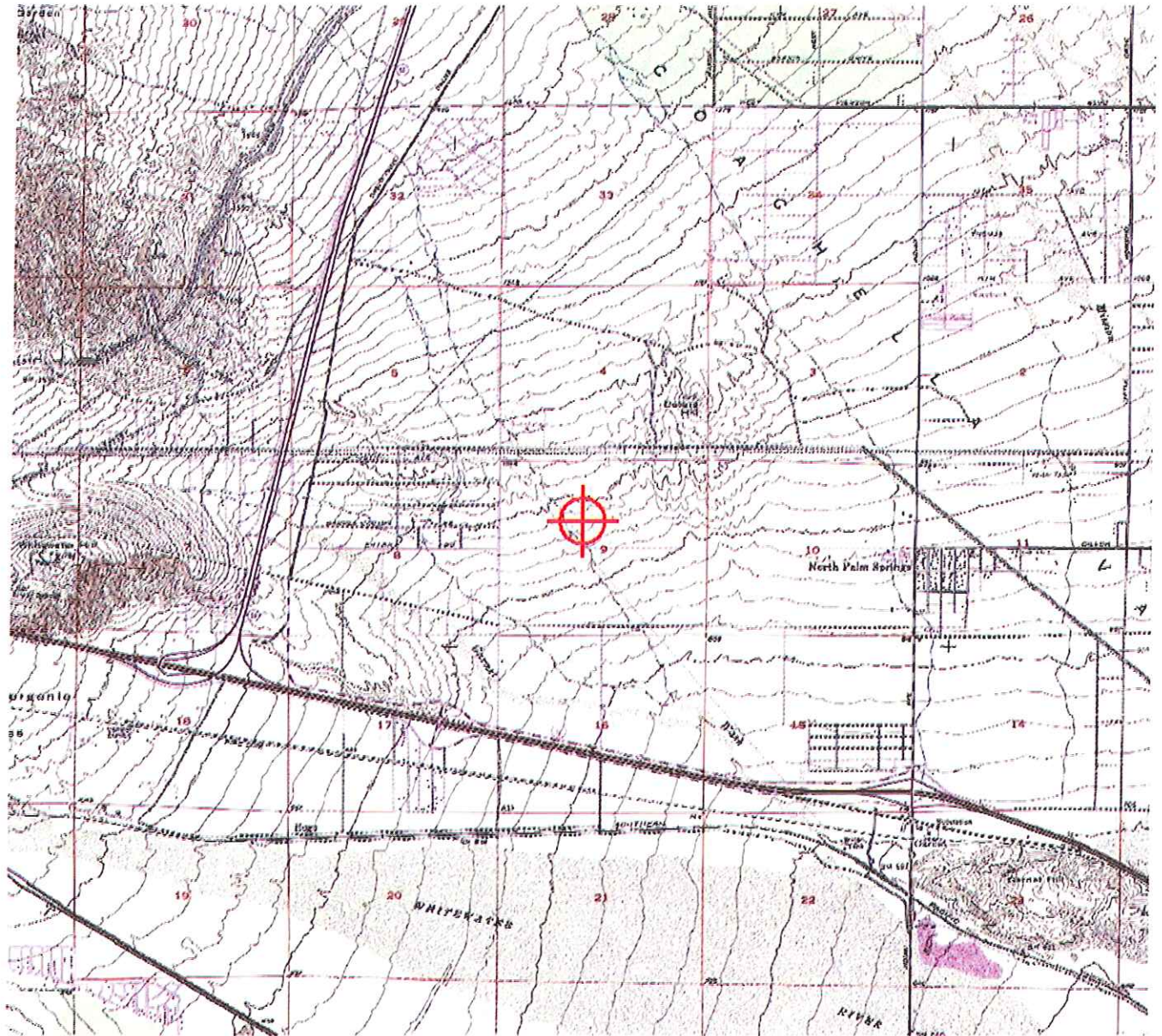
Additional Information

Additional information for ASN 2010-WTW-10865-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10866-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T13
Location:	Palm Springs, CA
Latitude:	33-55-24.52N NAD 83
Longitude:	116-34-56.14W
Heights:	340 feet above ground level (AGL) 1291 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10866-OE.

Signature Control No: 128335435-129932367

(NPH -WT)

Donna ONeill
Specialist

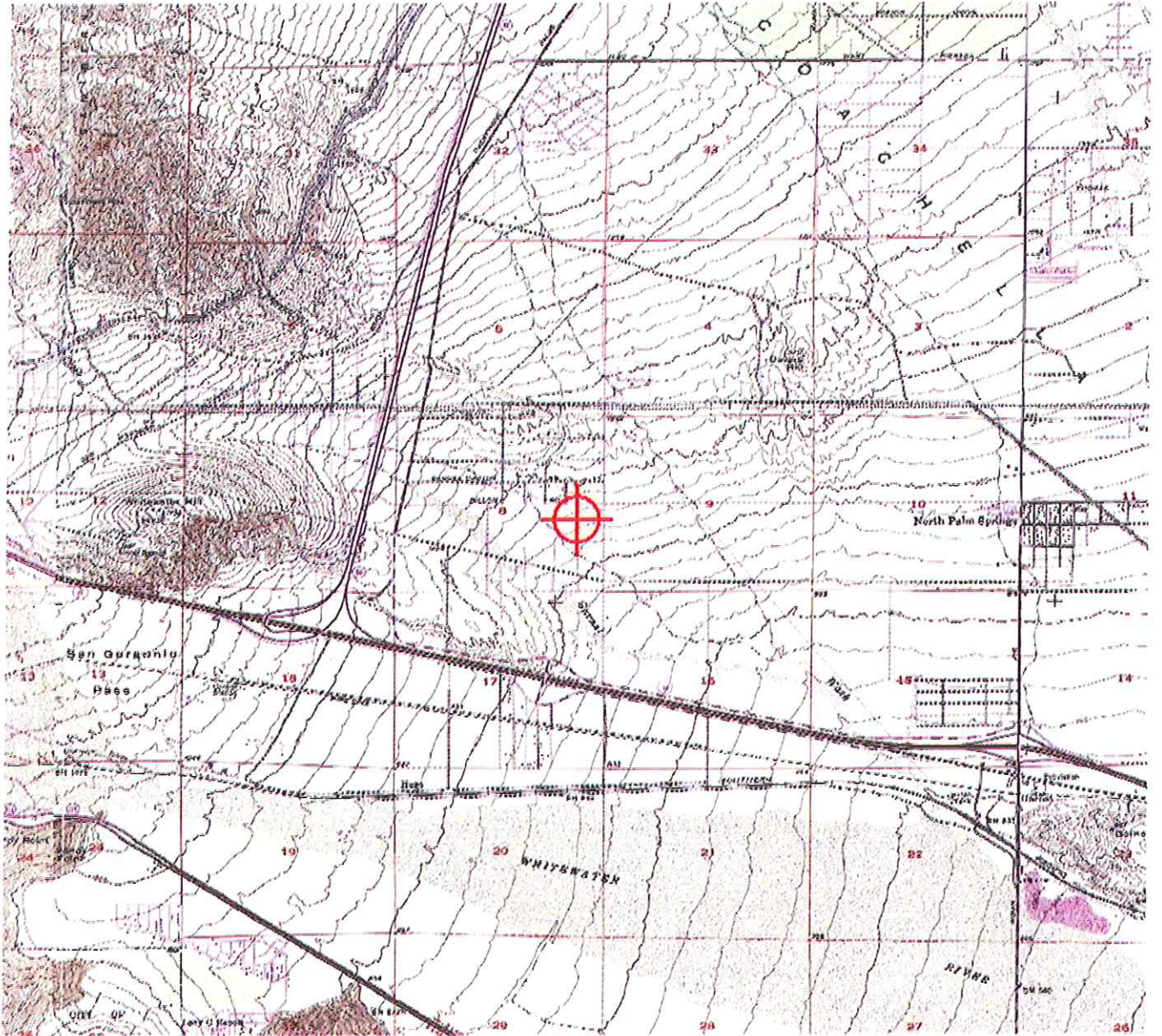
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10866-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10867-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T14
Location:	Palm Springs, CA
Latitude:	33-55-19.72N NAD 83
Longitude:	116-34-56.12W
Heights:	340 feet above ground level (AGL) 1272 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10867-OE.

Signature Control No: 128335437-129932364

(NPH -WT)

Donna O'Neill
Specialist

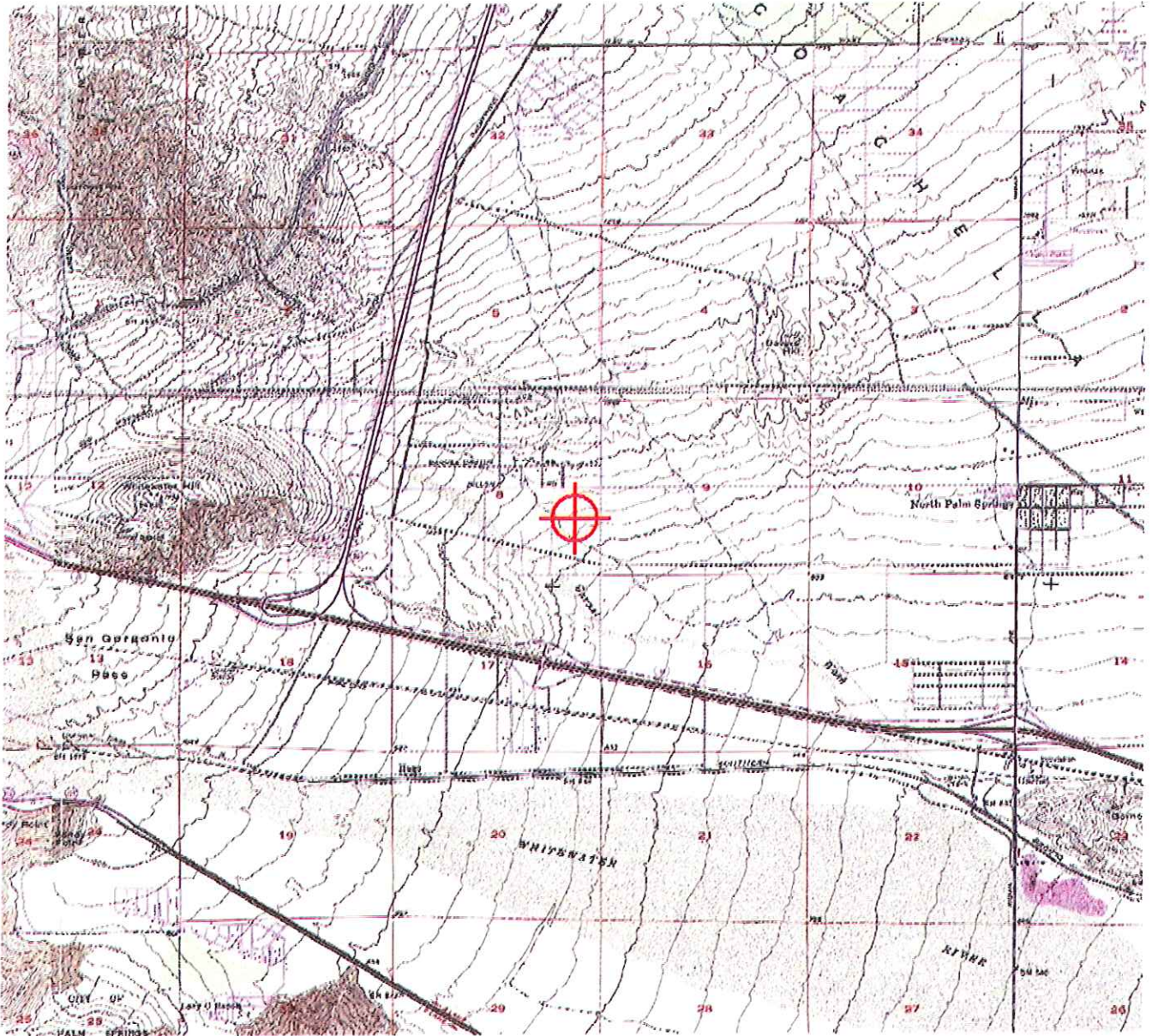
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10867-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10868-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T15
Location:	Palm Springs, CA
Latitude:	33-55-24.59N NAD 83
Longitude:	116-34-37.91W
Heights:	340 feet above ground level (AGL) 1285 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10868-OE.

Signature Control No: 128335439-129932366

(NPH -WT)

Donna O'Neill
Specialist

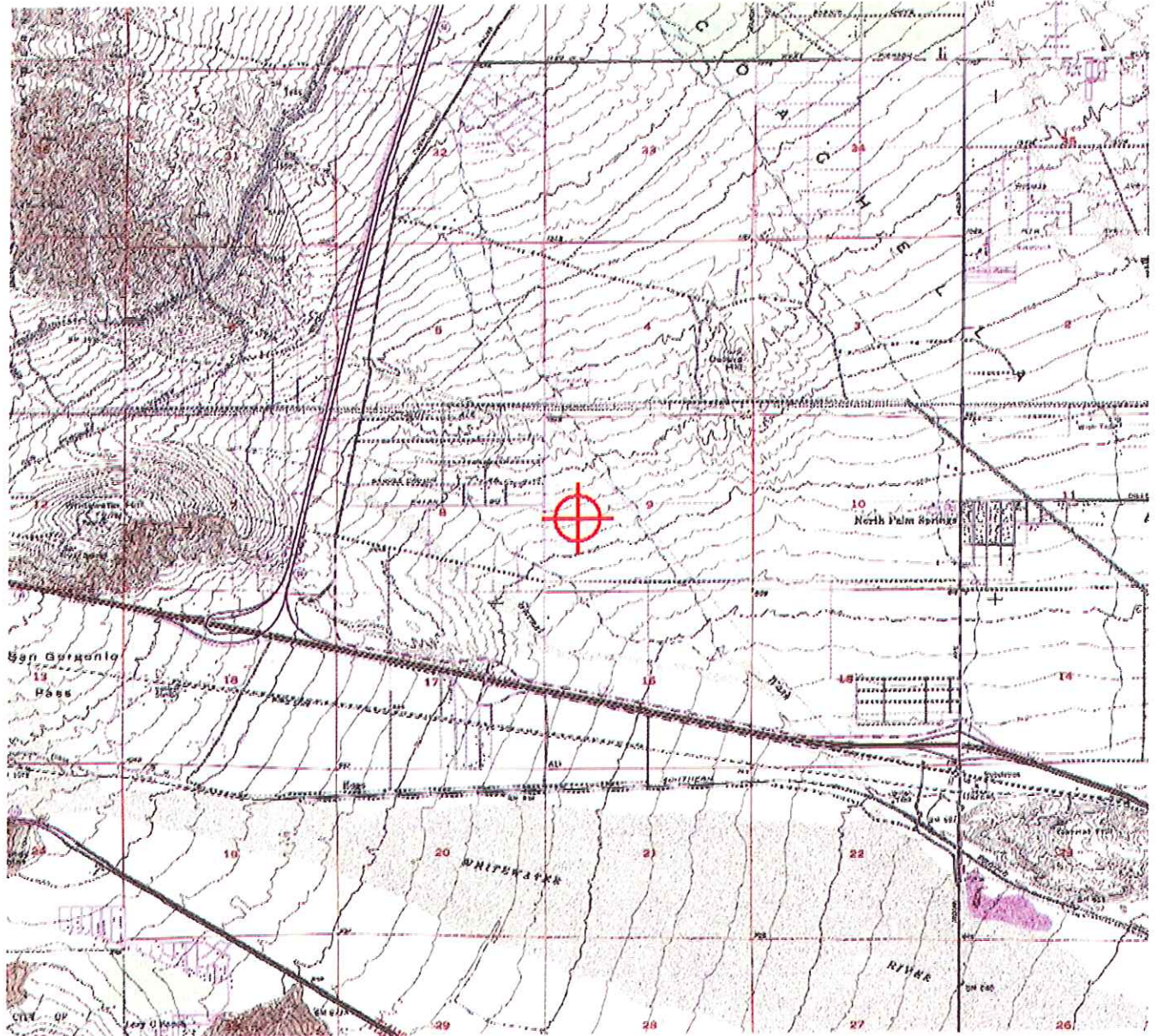
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10868-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10869-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T16
Location:	Palm Springs, CA
Latitude:	33-55-19.36N NAD 83
Longitude:	116-34-38.02W
Heights:	340 feet above ground level (AGL) 1262 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10869-OE.

Signature Control No: 128335441-129932379

(NPH -WT)

Donna O'Neill
Specialist

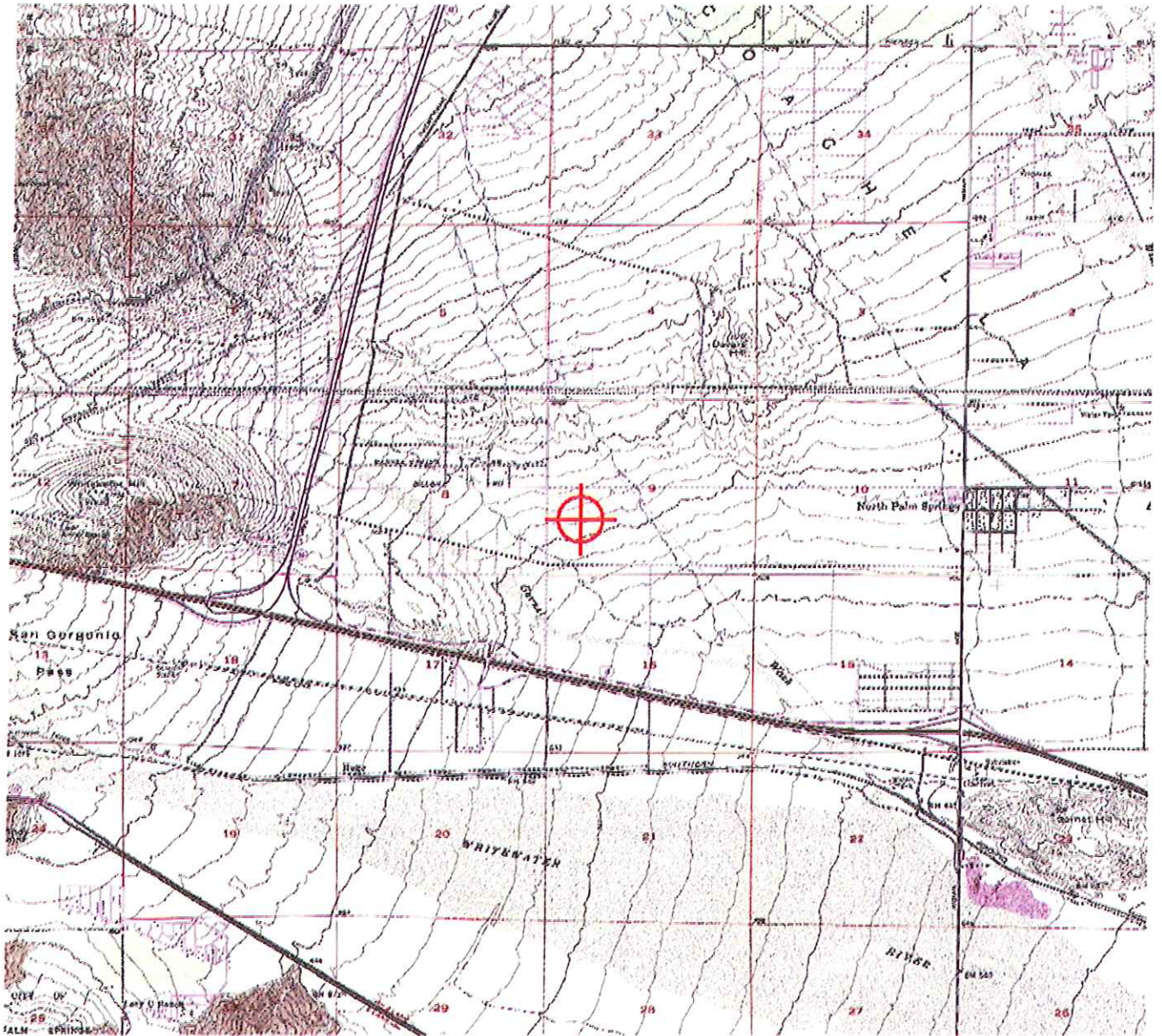
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10869-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10870-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T17
Location:	Palm Springs, CA
Latitude:	33-55-14.37N NAD 83
Longitude:	116-34-41.16W
Heights:	340 feet above ground level (AGL) 1246 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10870-OE.

Signature Control No: 128335443-129932365

Donna O'Neill
Specialist

(NPH -WT)

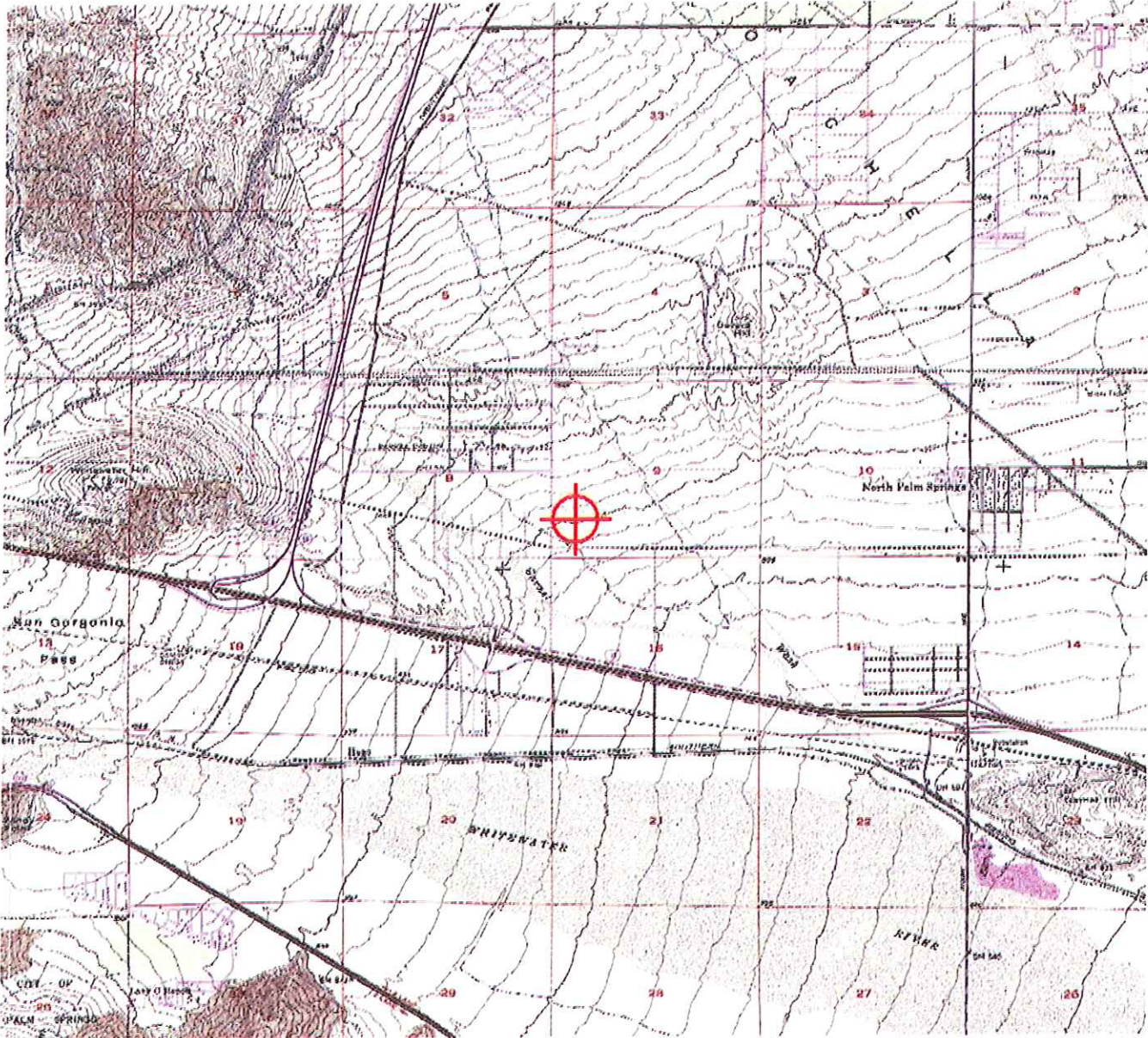
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10870-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10871-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T18
Location:	Palm Springs, CA
Latitude:	33-55-09.24N NAD 83
Longitude:	116-34-41.18W
Heights:	340 feet above ground level (AGL) 1229 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10871-OE.

Signature Control No: 128335445-129932362

(NPH -WT)

Donna O'Neill
Specialist

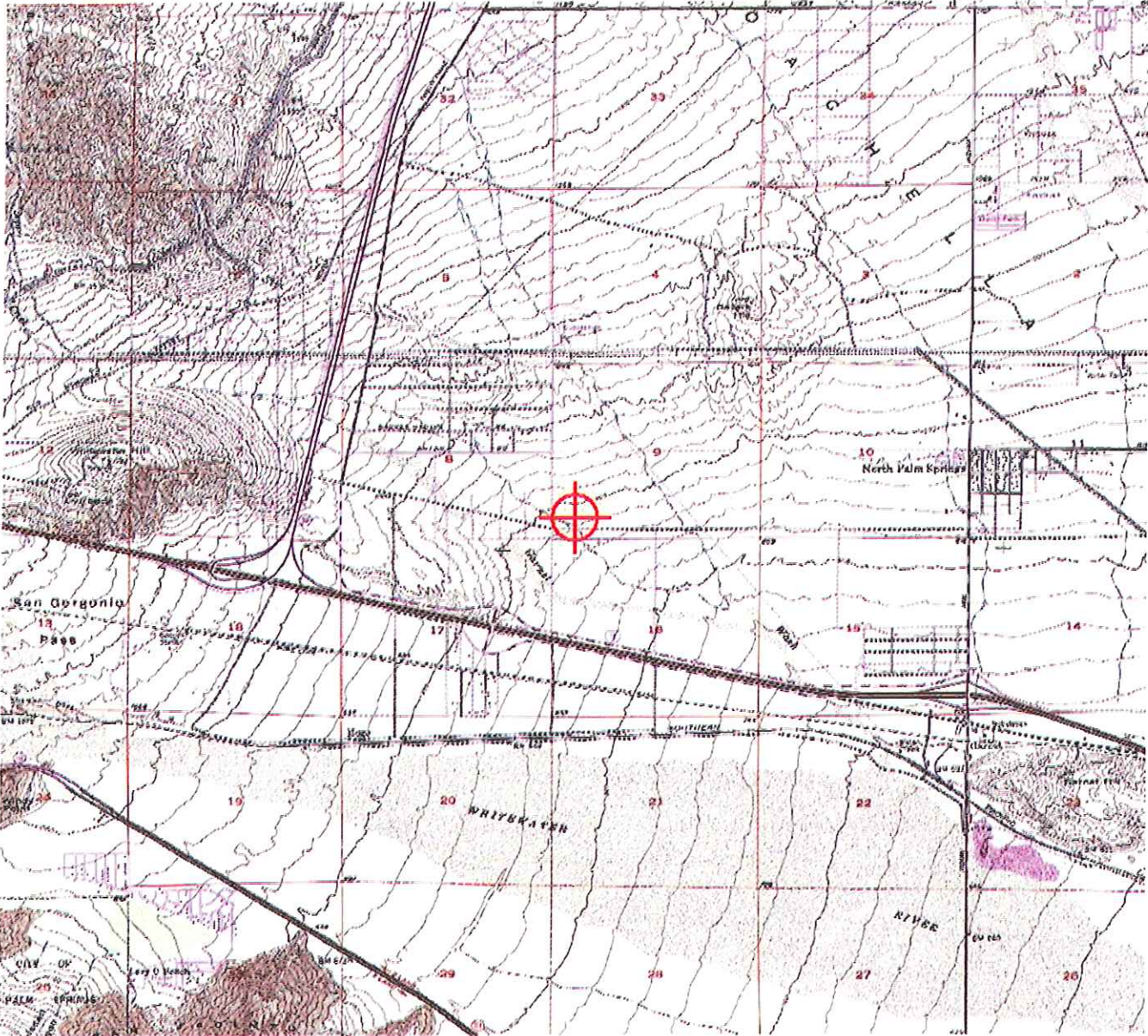
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10871-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10872-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T19
Location:	Palm Springs, CA
Latitude:	33-55-16.62N NAD 83
Longitude:	116-34-23.81W
Heights:	340 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10872-OE.

Signature Control No: 128335447-129932363

(NPH -WT)

Donna ONeill
Specialist

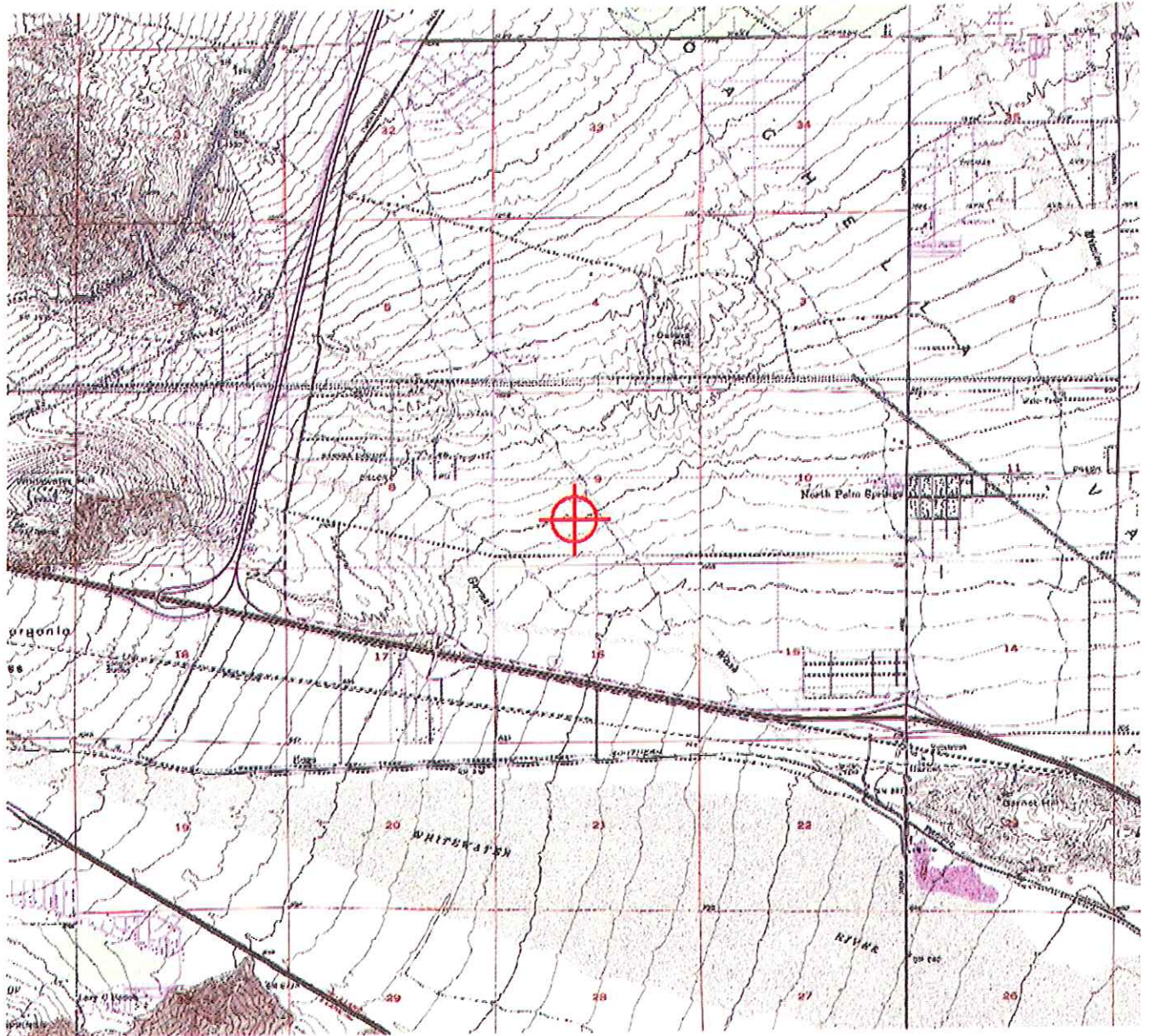
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10872-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10873-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T20
Location:	Palm Springs, CA
Latitude:	33-55-11.59N NAD 83
Longitude:	116-34-23.84W
Heights:	340 feet above ground level (AGL) 1219 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10873-OE.

Signature Control No: 128335449-129932361

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

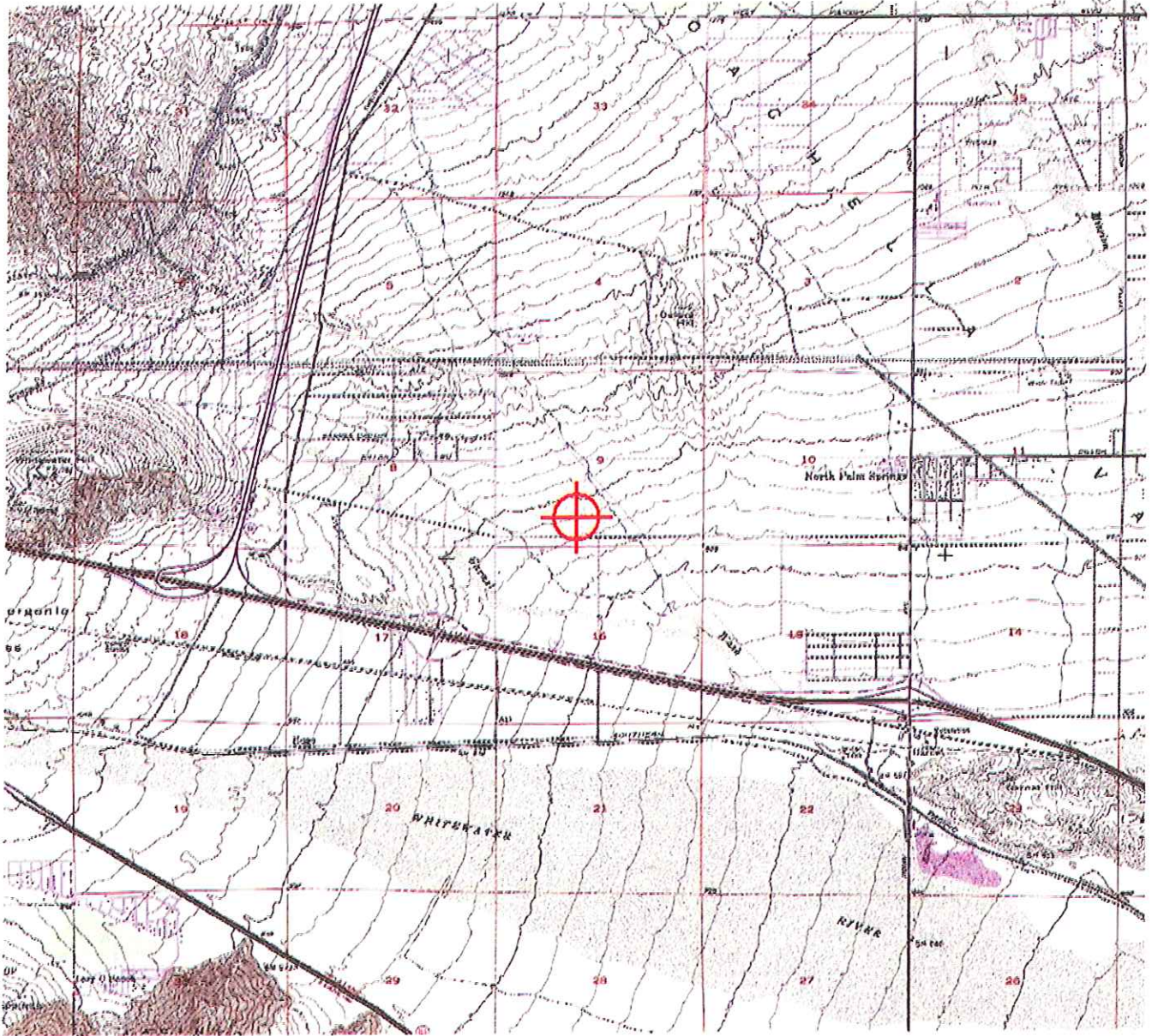
Additional Information

Additional information for ASN 2010-WTW-10873-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10874-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T21
Location:	Palm Springs, CA
Latitude:	33-55-24.58N NAD 83
Longitude:	116-34-05.86W
Heights:	340 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10874-OE.

Signature Control No: 128335451-129932407

(NPH -WT)

Donna ONeill
Specialist

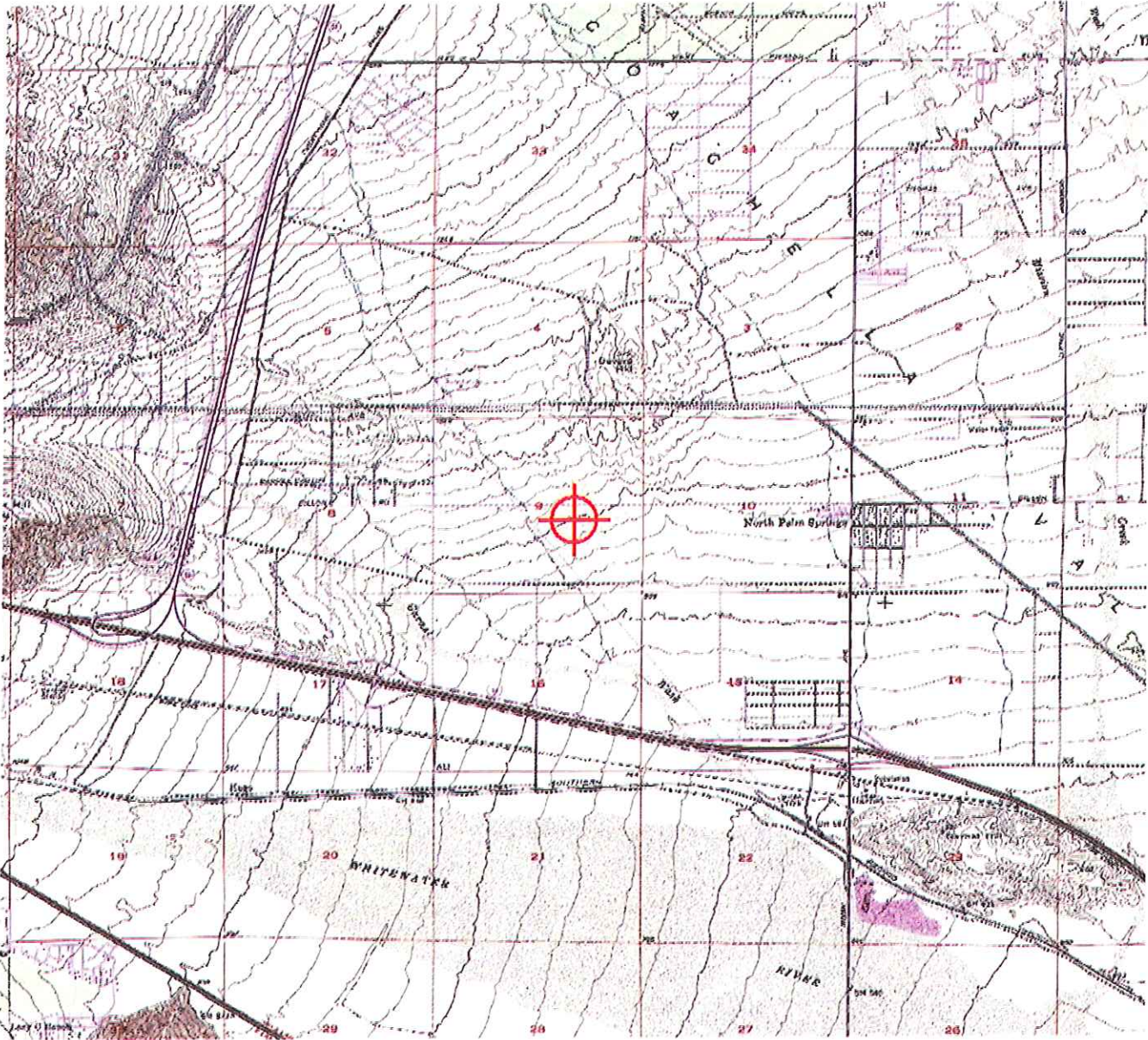
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10874-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10875-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T22
Location:	Palm Springs, CA
Latitude:	33-55-19.54N NAD 83
Longitude:	116-34-05.88W
Heights:	340 feet above ground level (AGL) 1223 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10875-OE.

Signature Control No: 128335453-129932408

(NPH -WT)

Donna O'Neill
Specialist

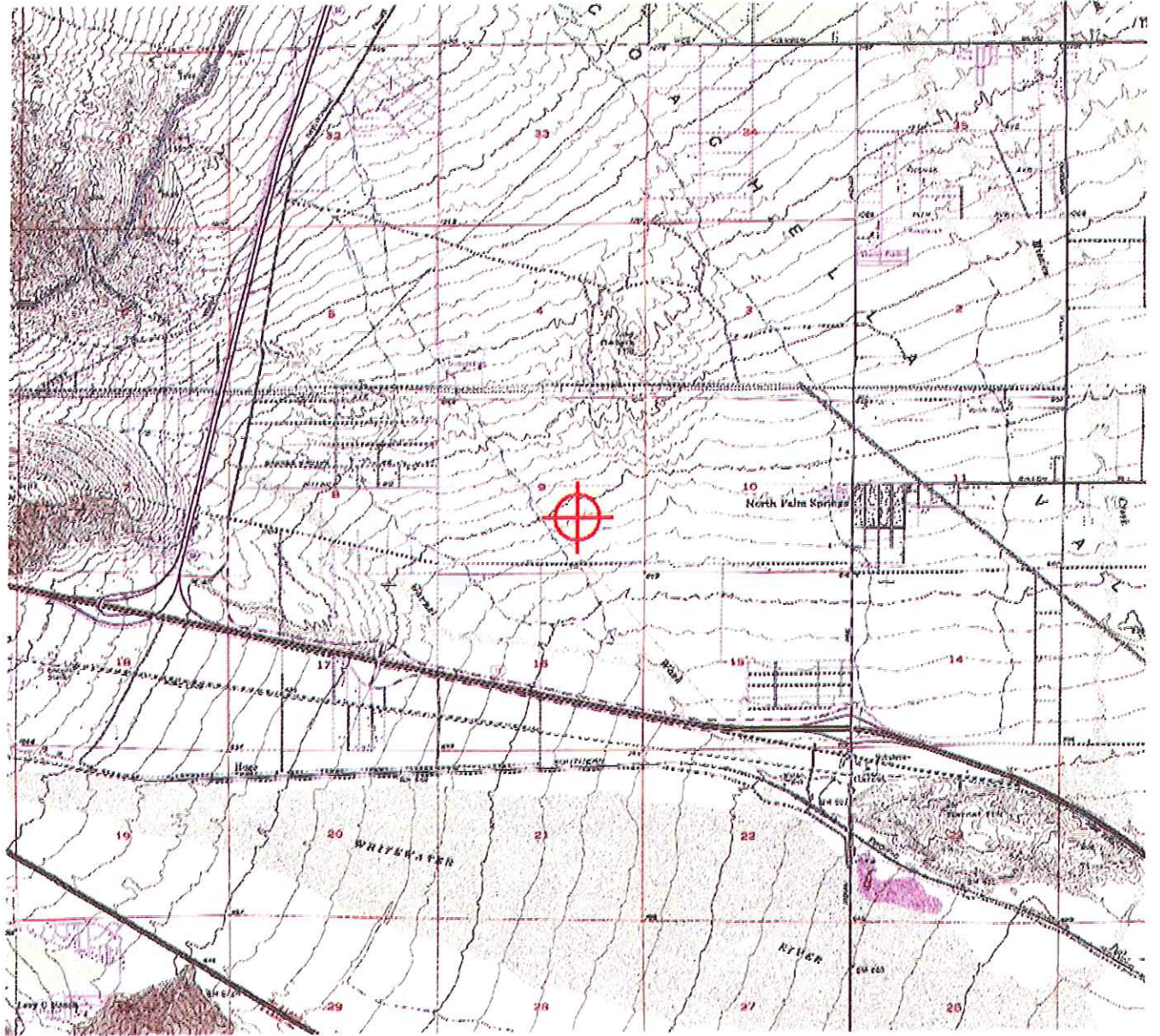
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10875-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10876-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T23
Location:	Palm Springs, CA
Latitude:	33-55-06.73N NAD 83
Longitude:	116-34-27.52W
Heights:	340 feet above ground level (AGL) 1209 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10876-OE.

Signature Control No: 128335455-129932409

(NPH -WT)

Donna O'Neill
Specialist

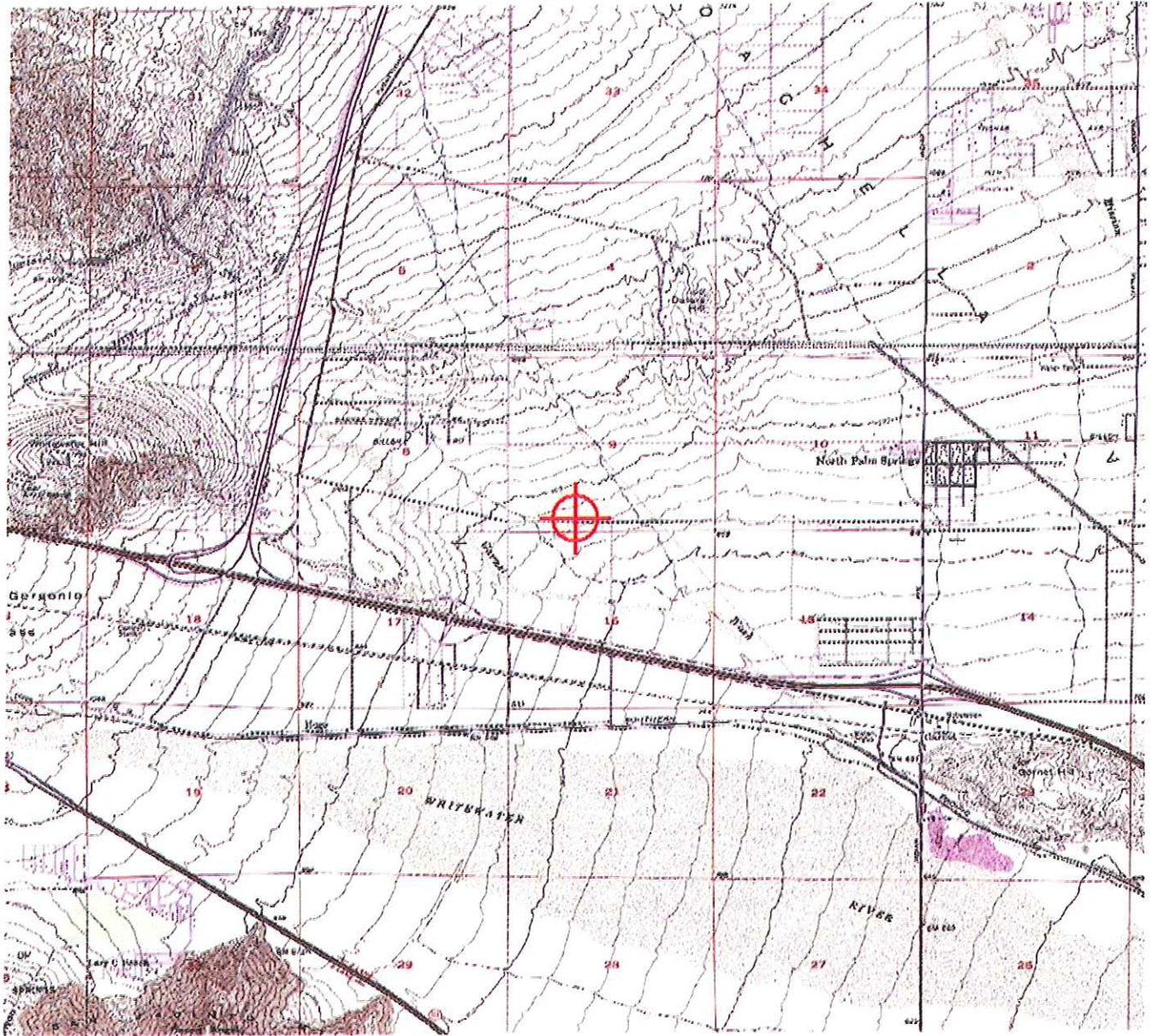
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10876-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10877-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T24
Location:	Palm Springs, CA
Latitude:	33-55-01.44N NAD 83
Longitude:	116-34-27.55W
Heights:	340 feet above ground level (AGL) 1193 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10877-OE.

Signature Control No: 128335458-129932412

(NPH -WT)

Donna O'Neill
Specialist

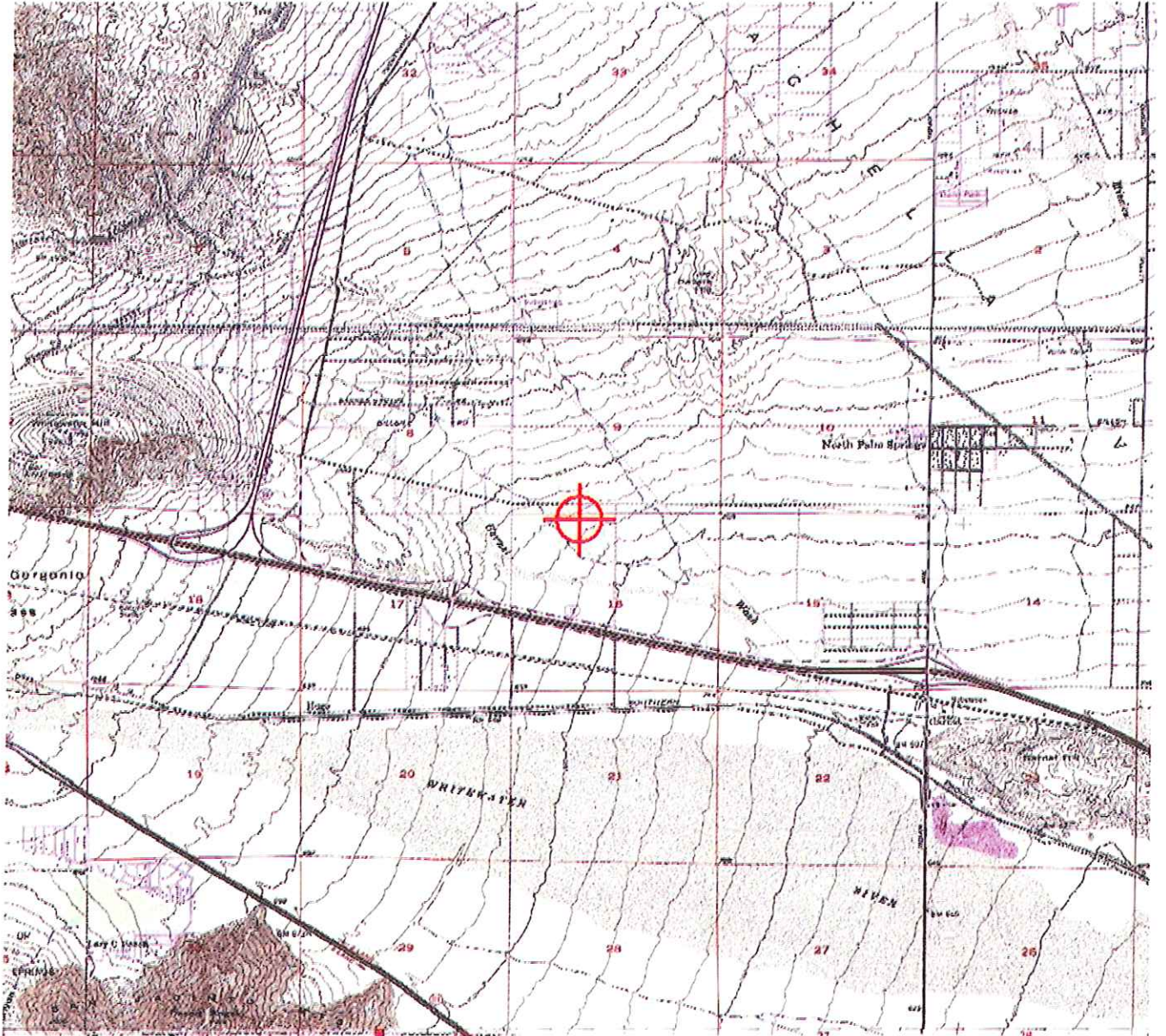
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10877-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10878-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T25
Location:	Palm Springs, CA
Latitude:	33-54-56.11N NAD 83
Longitude:	116-34-27.58W
Heights:	340 feet above ground level (AGL) 1180 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10878-OE.

Signature Control No: 128335461-129932421

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

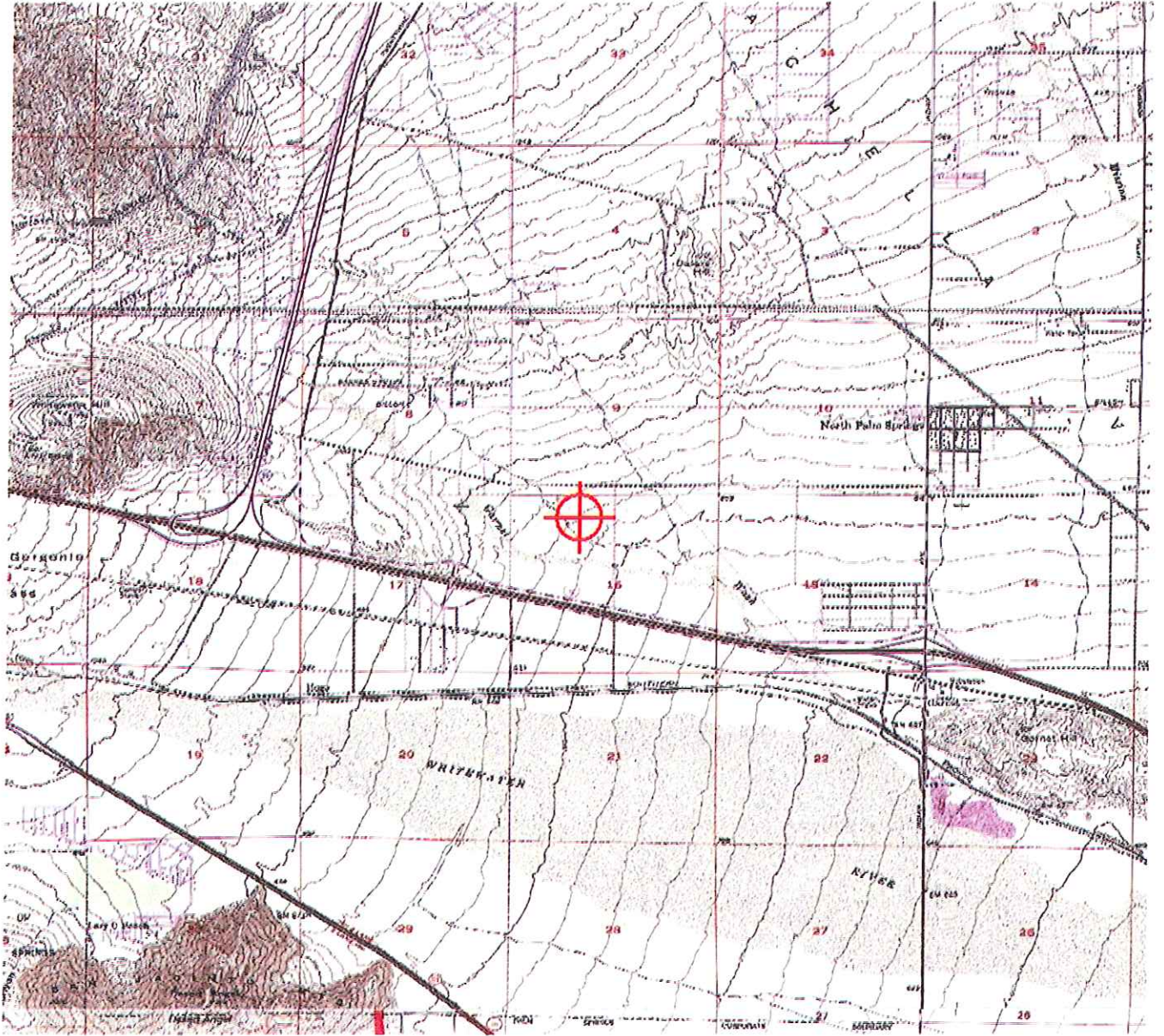
Additional Information

Additional information for ASN 2010-WTW-10878-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10879-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T26
Location:	Palm Springs, CA
Latitude:	33-54-49.68N NAD 83
Longitude:	116-34-27.61W
Heights:	340 feet above ground level (AGL) 1170 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10879-OE.

Signature Control No: 128335468-129932416

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

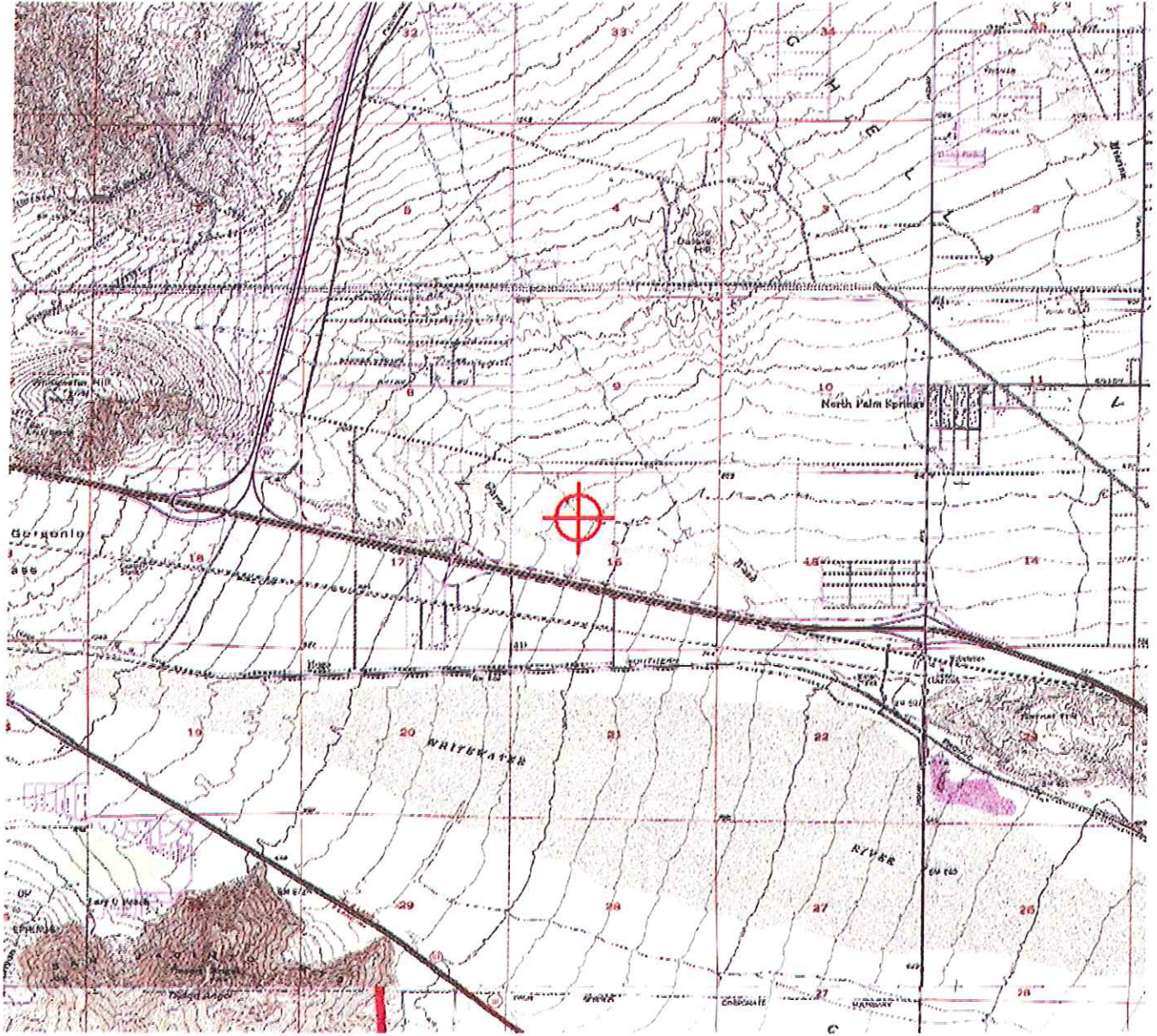
Additional Information

Additional information for ASN 2010-WTW-10879-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10880-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T27
Location:	Palm Springs, CA
Latitude:	33-54-44.39N NAD 83
Longitude:	116-34-27.79W
Heights:	340 feet above ground level (AGL) 1163 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10880-OE.

Signature Control No: 128335470-129932417

(NPH -WT)

Donna O'Neill
Specialist

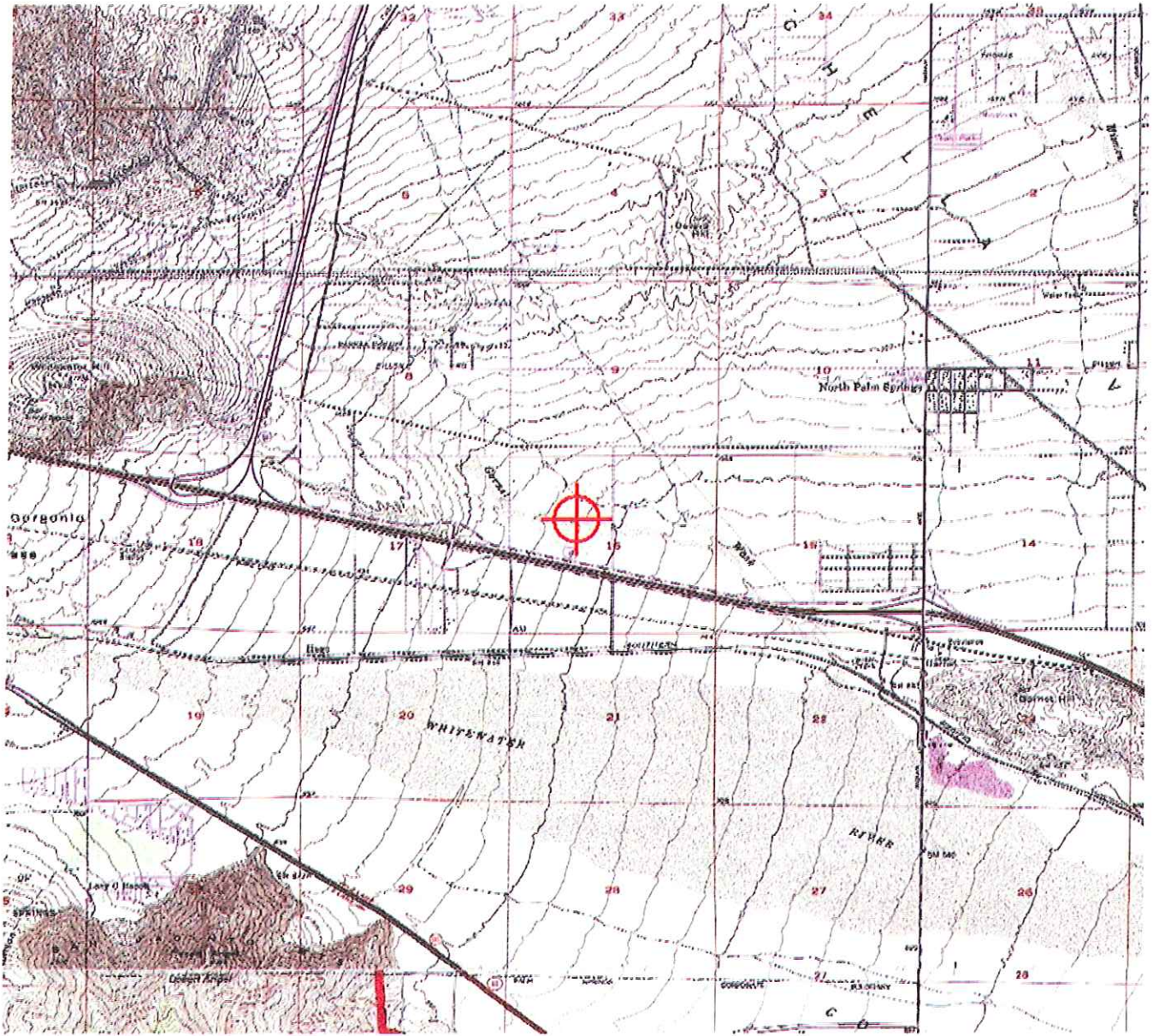
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10880-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10881-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T28
Location:	Palm Springs, CA
Latitude:	33-54-39.10N NAD 83
Longitude:	116-34-27.93W
Heights:	340 feet above ground level (AGL) 1163 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10881-OE.

Signature Control No: 128335472-129932420

Donna ONeill
Specialist

(NPH -WT)

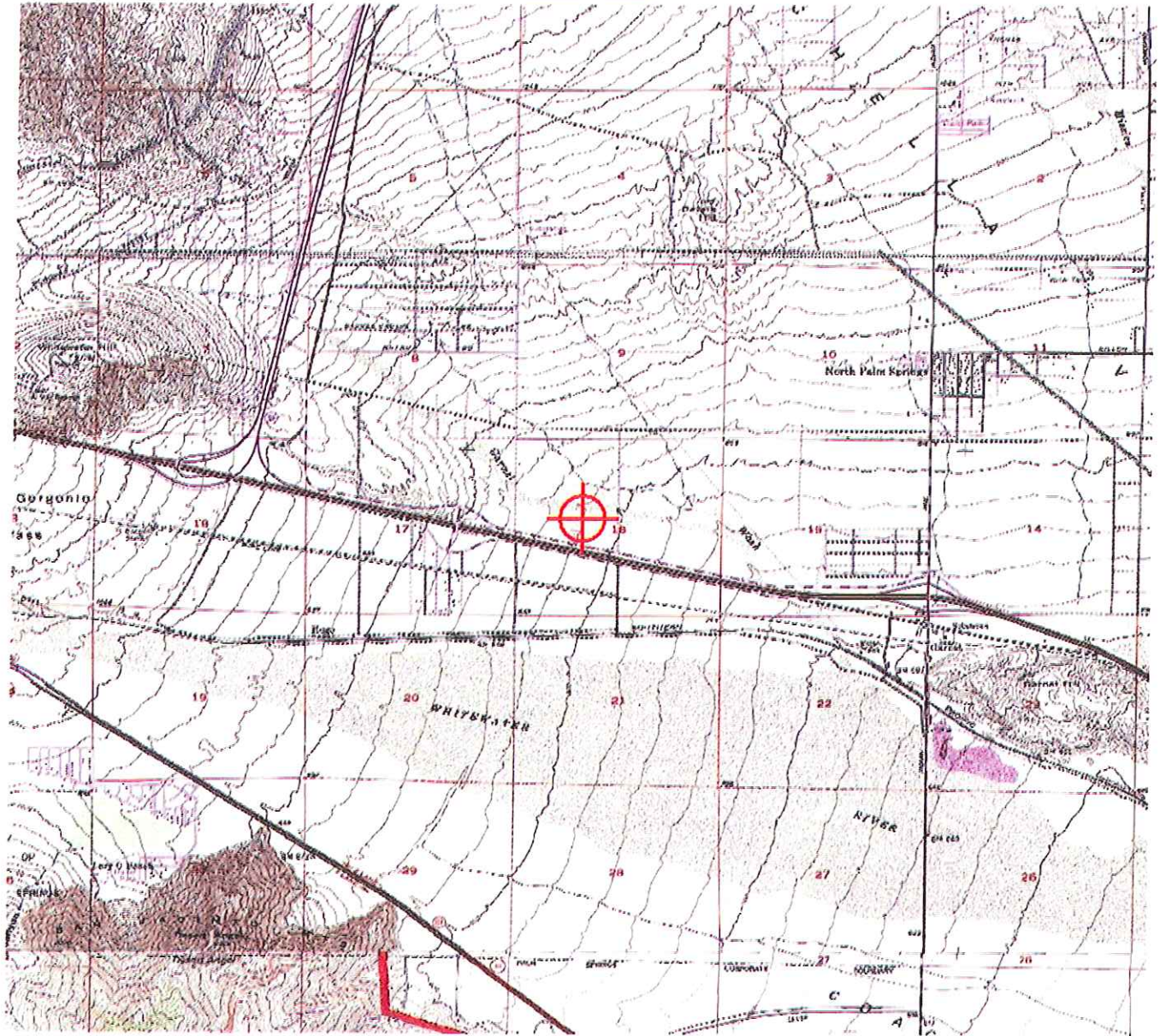
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10881-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10882-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T29
Location:	Palm Springs, CA
Latitude:	33-54-43.10N NAD 83
Longitude:	116-34-09.38W
Heights:	340 feet above ground level (AGL) 1134 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10882-OE.

Signature Control No: 128335474-129932418

(NPH -WT)

Donna O'Neill
Specialist

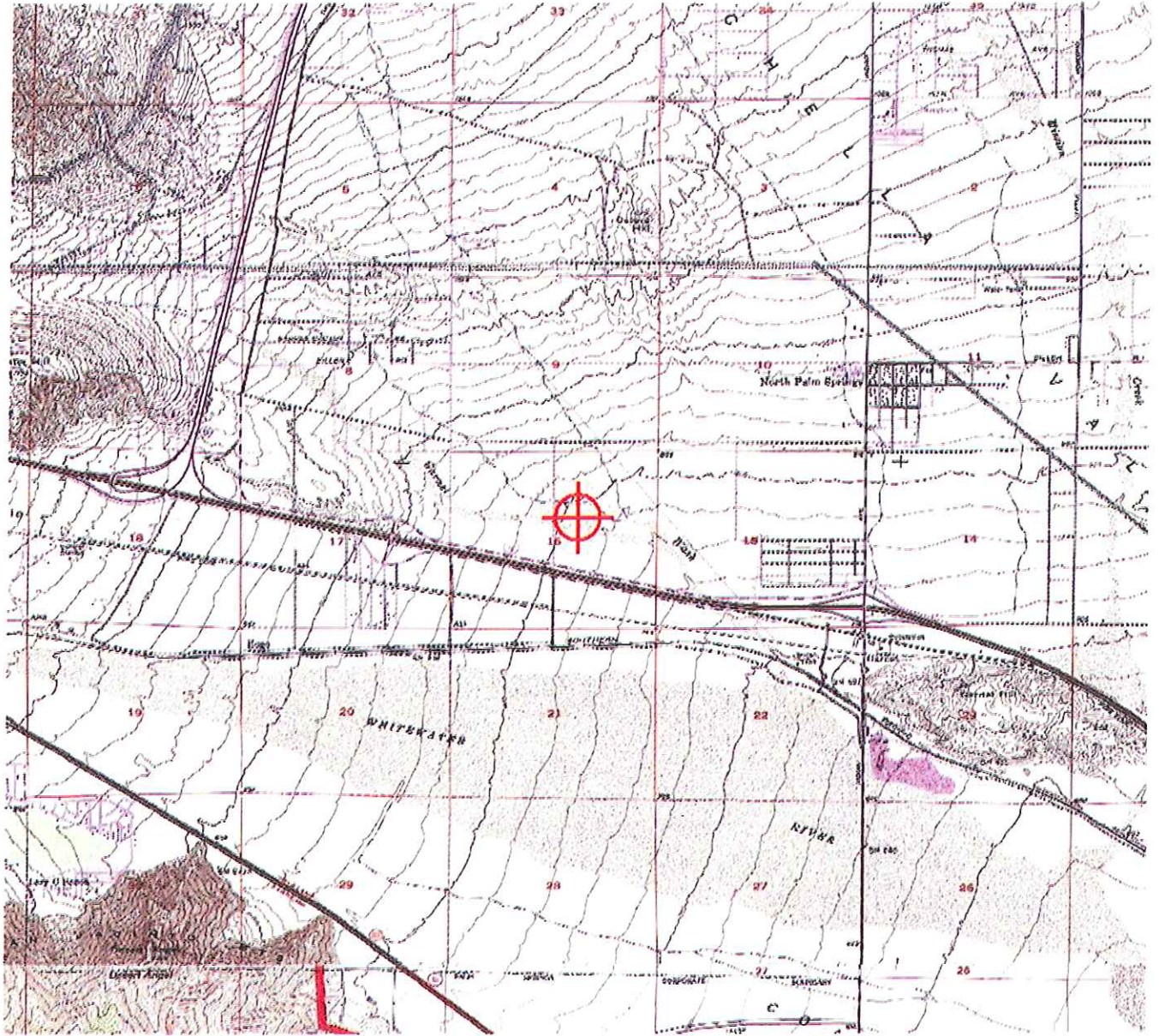
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10882-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10883-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T30
Location:	Palm Springs, CA
Latitude:	33-54-38.03N NAD 83
Longitude:	116-34-09.40W
Heights:	340 feet above ground level (AGL) 1131 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10883-OE.

Signature Control No: 128335476-129932419

(NPH -WT)

Donna ONeill

Specialist

Attachment(s)

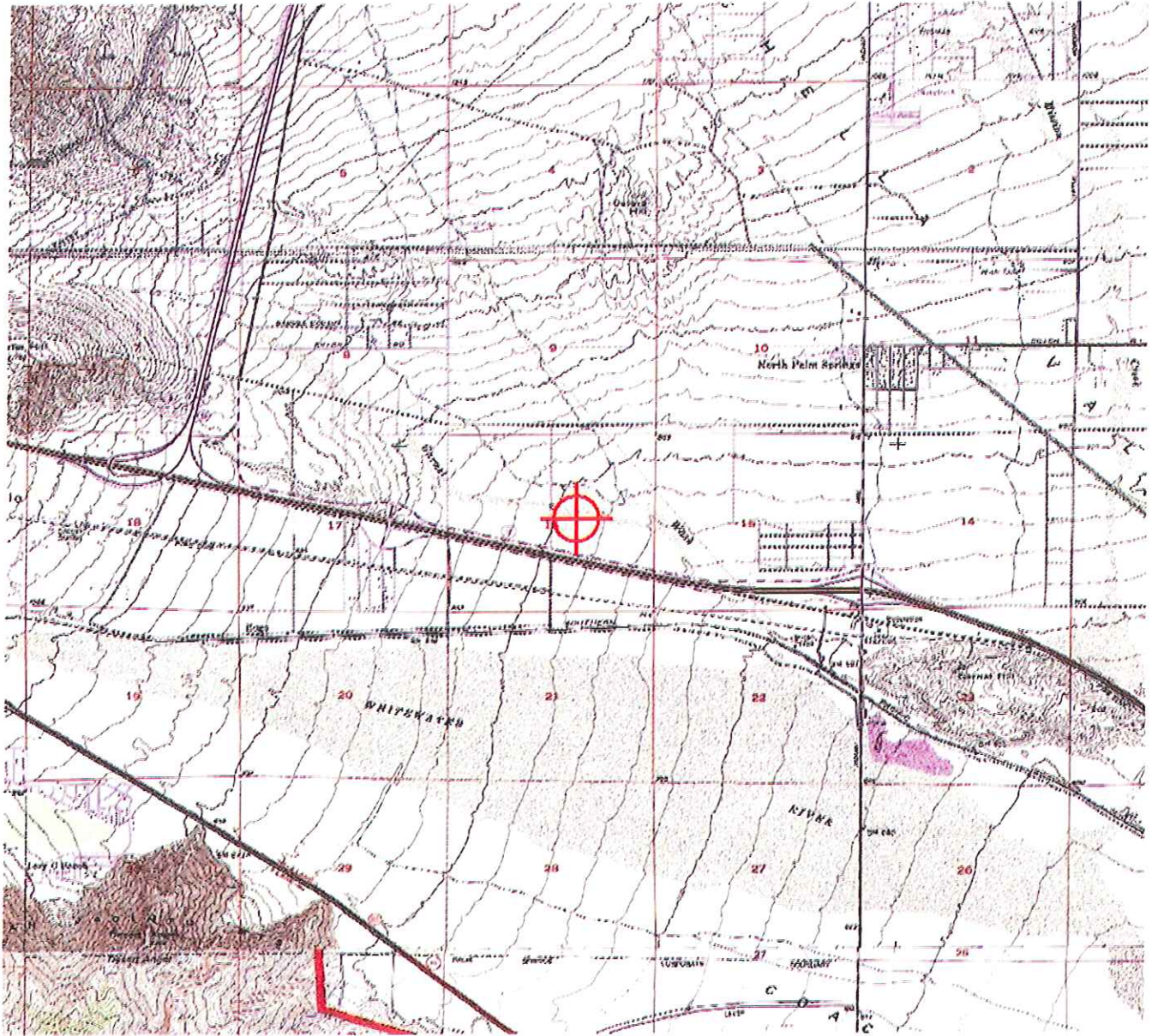
Additional Information

Additional information for ASN 2010-WTW-10883-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10884-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T31
Location:	Palm Springs, CA
Latitude:	33-54-32.93N NAD 83
Longitude:	116-34-09.47W
Heights:	340 feet above ground level (AGL) 1131 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10884-OE.

Signature Control No: 128335478-129932427

(NPH -WT)

Donna O'Neill

Specialist

Attachment(s)

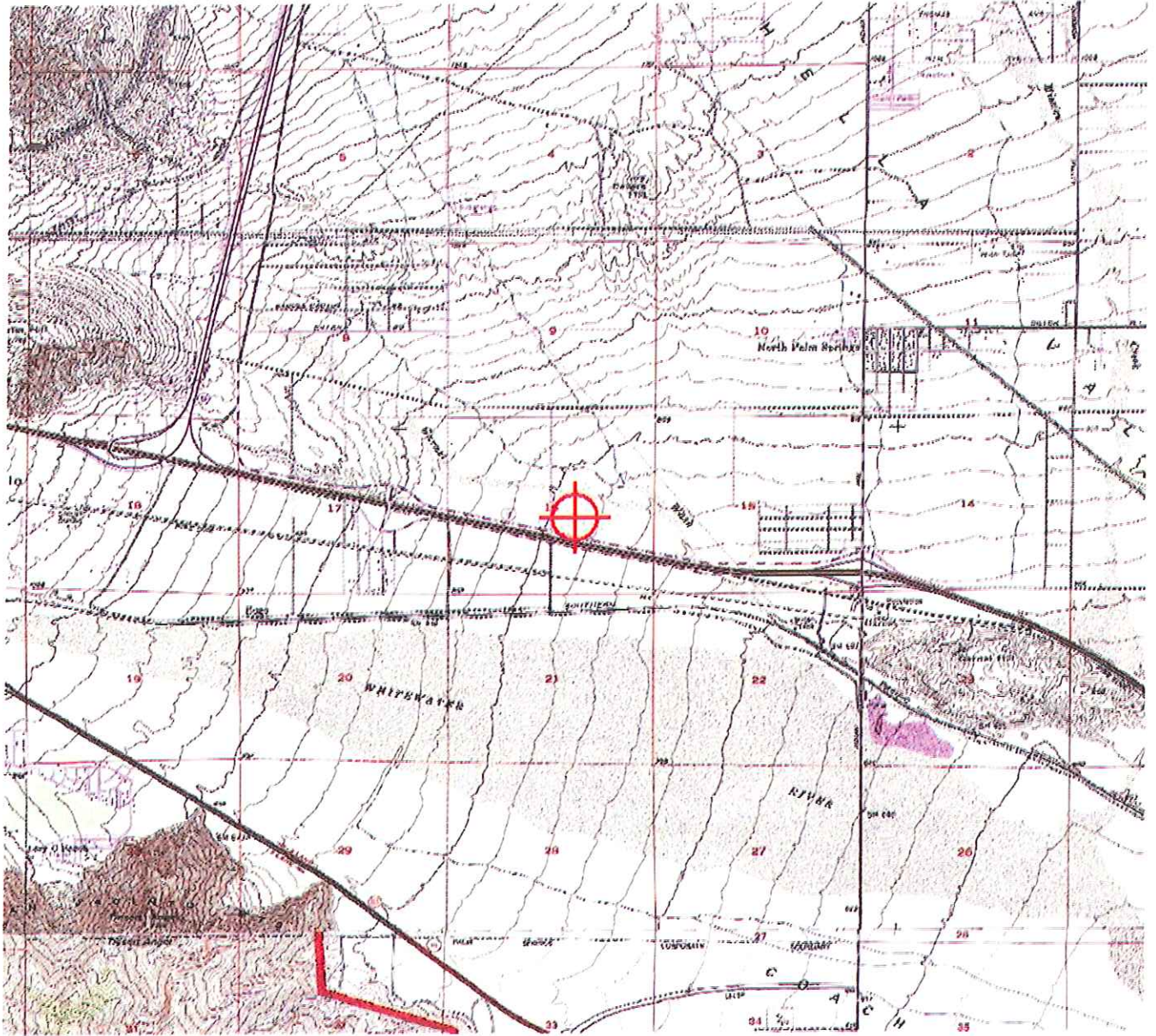
Additional Information

Additional information for ASN 2010-WTW-10884-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2010-WTW-10885-OE

Issued Date: 08/20/2010

Libo Wu
NextEra Energy Resources
700 Universal Boulevard
FEF/JB
Juno Beach, FL 33408

**** NOTICE OF PRESUMED HAZARD ****

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:	Wind Turbine T32
Location:	Palm Springs, CA
Latitude:	33-54-35.41N NAD 83
Longitude:	116-33-53.64W
Heights:	340 feet above ground level (AGL) 1111 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

See Attachment for Additional information.

The structure will cause interference to the primary radar returns to Palm Springs (PSP) ASR-9 radar. For more detailed information contact Robert Malesza, Operations Engineering, Surveillance/Automation/Wx, (310) 725-7438.

To pursue a favorable determination, all issues regarding radar performance must be resolved.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-WTW-10885-OE.

Signature Control No: 128335480-129932428

(NPH -WT)

Donna O'Neill
Specialist

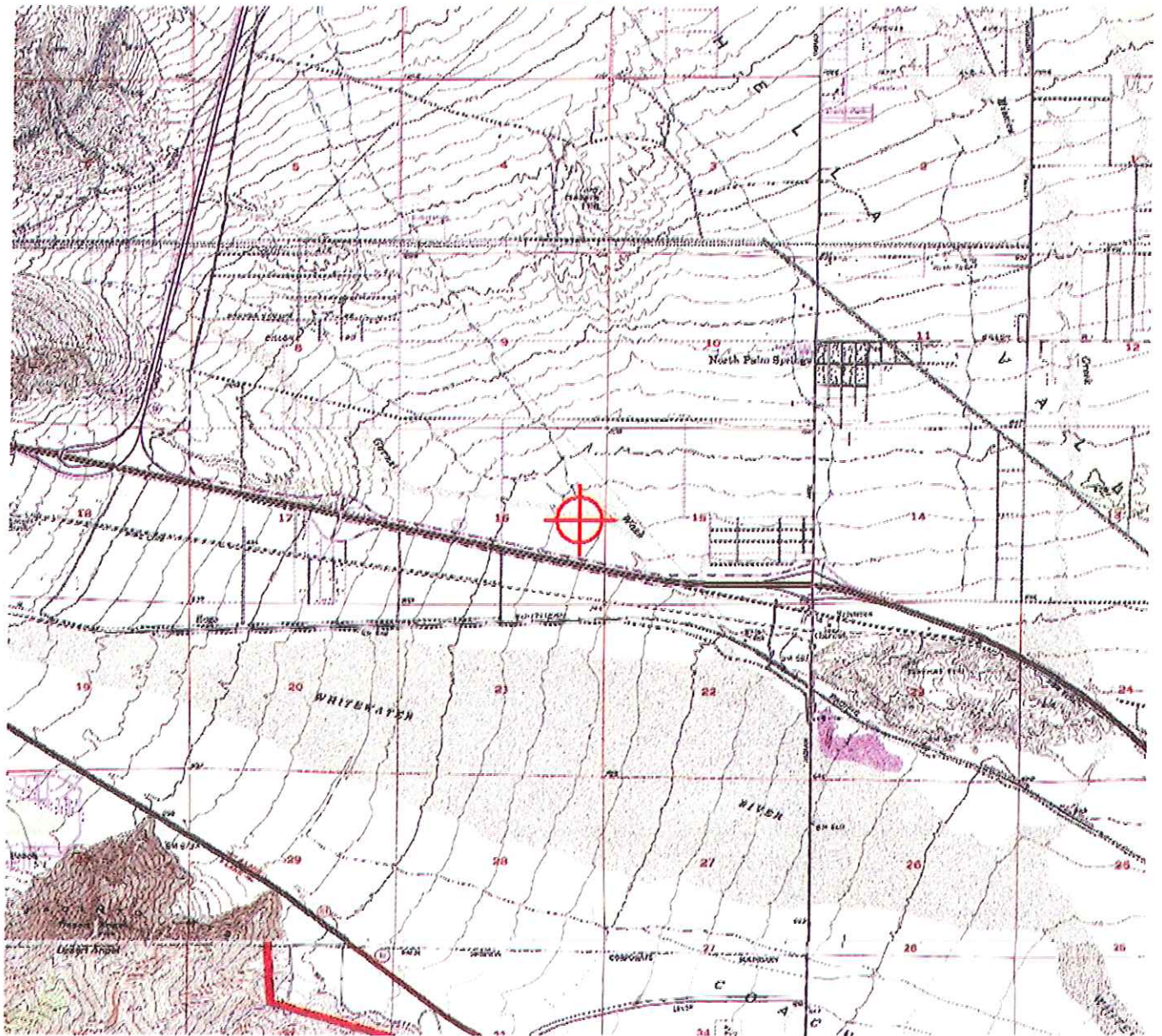
Attachment(s)
Additional Information

Additional information for ASN 2010-WTW-10885-OE

These wind turbines will have an adverse effect on the Palm Springs (PSP) ASR-9 (Airport Surveillance Radar) that provides radar coverage for the Palm Springs area to the Southern California TRACON (Terminal Radar Approach Control). These adverse effects include unwanted primary returns (clutter) in the area of the turbines, non-associated beacon radar targets and primary target drops, and a reduction of primary and secondary blip to scan ratio directly behind the turbine(s) due to shadowing.

This area is already adversely impacted by existing wind turbines. However, these additional turbines would have a cumulative effect on the radar that is unacceptable to the Southern California TRACON (the primary user of the radar).

Close Print



**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.4 3.1

HEARING DATE: December 9, 2010 (RECONSIDERATION - originally considered on October 14, 2010)

CASE NUMBER: ZAP1002RG10 – Riverside County Planning Department
(Representative: Adam Rush)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: Ordinance No. 348.4706

MAJOR ISSUES: The proposed ordinance would allow emergency shelters with potentially a maximum estimated 80 people within a building approximately 10,000 sq. ft. in size. This would be inconsistent with Compatibility Zones A, B1, and C standards for average intensity.

The amendment to the text of the ordinance to resolve this concern, as proposed by ALUC staff, was determined by the County's Counsel to be legally unacceptable, as it could potentially be challenged as constituting an unlawful delegation of zoning authority to the Airport Land Use Commission. ALUC staff was requested to revise its proposal in such a way that a future change in Compatibility Zone boundaries would not constitute an automatic increase or decrease in the number of beds that an emergency shelter would be permitted to provide. One possible method of accomplishing this would be to tie the number of beds to distance from the runway, rather than location in a specific Compatibility Zone.

RECOMMENDATION: Staff recommends *that the Commission:*

- (1) MOVE TO RECONSIDER its prior action finding the ordinance, as proposed for amendment on October 14, 2010, conditionally consistent;
- (2) RE-OPEN THE PUBLIC HEARING on this matter;
- (3) RESCIND its previous determination; and:
- (4) Find the ordinance CONDITIONALLY CONSISTENT, provided that the ordinance is amended in accordance with the recommendations specified in this staff report.

~~a finding of CONDITIONAL CONSISTENCY for the ordinance, provided that the ordinance is amended in accordance with the recommendations specified herein.~~

PROJECT DESCRIPTION:

The County of Riverside applicant proposes an amendment to amend its the Riverside County

Zoning Ordinance to ~~establish~~ **allow** emergency shelters in the I-P (Industrial Park) Zone as a permitted use, and to establish development standards for such facilities. The amendment is **required in order** to bring the zoning ordinance into compliance with recent updates to the California Government Code. The amendment defines an emergency shelter as “housing with minimally supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.” Development standards include a maximum limit of 75 beds in any emergency shelter and a minimum of 125 square feet of floor area for each client served at any one time.

PROJECT LOCATION: Countywide

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans

BACKGROUND:

Non-Residential Land Use Intensity: The proposed amendment to the zoning ordinance would allow emergency shelters as a permitted use within the I-P (Industrial Park) zone, thus not requiring a use permit that may be subject to further review by ALUC. **This is basically a State mandate. With the passage of SB 2 in 2007, the California Government Code (Section 65583) now requires Housing Elements to identify “a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit.”** The ordinance establishes a maximum number of beds of 75 for emergency shelters. With an estimated maximum staff of 5, the maximum population intensity is estimated at 80.

Based on the development standards established by the ordinance for minimum areas for service, the maximum expected size of an emergency shelter would be approximately 10,000 sq ft. Parking requirements have also been reduced by the ordinance, thus allowing the building to be located on a relatively smaller parcel. The I-P zone also requires that 15% of the site be landscaped. The minimum lot size as established by the current ordinance for the I-P zone is 20,000 sq ft. Assuming that landscaping and parking requirements are met, such a maximum use within an estimated 10,000 sq. ft. could reasonably fit on a 20,000 sq ft. lot. This would account for an estimated intensity of 175 people per acre. This intensity would be in conflict with the average intensity requirements for Compatibility Zones A, B1, B2, C, and D generally.

The previous proposal to provide for specified maximum allowable number of beds within specified Compatibility Zones was found legally unacceptable by County’s Counsel; therefore, ALUC staff has revised its recommendations to provide for minimum distances from runways as an alternative standard. Instead of prohibiting beds within Compatibility Zone A, the revised recommendation prohibits emergency shelters located within specified distances from the centerline of runways as follows: 1,700 feet from runways of public-use airports less than 6,000 feet in length; 2,500 feet from runways of public-use airports greater than or equal to 6,000 feet in length, but less than 12,000 feet in length; and 3,000 feet from runways of public-

use and military airports 12,000 feet or greater in length. These criteria would be sufficient to assure that emergency shelters are not constructed within Compatibility Zone A, as depicted on the maps included in the 2004 Riverside County Airport Land Use Compatibility Plan, as amended to date, and to assure that they are not constructed within the Clear Zone at March Air Reserve Base.

In order to assure compliance with intensity limitations, the revised recommendation limits the number of beds in any emergency shelter within 21,500 feet of any point on the centerline of a runway of a public-use airport and the number of beds in any emergency shelter within 43,300 feet (approximately 8.2 miles) of any point on the centerline of a military airport to 11. The 21,500 foot distance constitutes the maximum distance from a runway endpoint to the outer limits of Compatibility Zone D in any of the adopted Compatibility Plans. The 43,300 foot distance constitutes the distance from the southerly endpoint of the runway at March Air Reserve Base to the southerly tip of "Zone C2" on the proposed Compatibility Map included in the draft March Joint Land Use Study.

Beyond these distances, the County would still allow emergency shelters with up to 75 beds.

Prohibited and Discouraged Uses: Excluding Compatibility Zone A, emergency shelters would not constitute present a prohibited or discouraged use within any of the other Compatibility Zones.

Noise: Future emergency shelters developed pursuant to this ordinance may be subject to airport and aircraft noise. Measures to address noise concerns would be addressed on an individual basis.

Part 77: FAA review would be required for any structures with potential to exceed the appropriate relative slope ratio.

Open Area: An emergency shelter would not likely exceed 10 acres in size; therefore, the open space requirements for Compatibility Zones B1, C, and D would not be applicable.

Implementation: Reference to distance from runways will increase the complexity of the task for TLMA/Building and Safety Land Use and Plan Check personnel in comparison to reference to Compatibility Zones, which would simply involve printing of a standardized report from the Riverside County Land Information System. In this situation, the planner, engineer, or plan checker would either need to consult maps, contact ALUC staff, or request that TLMA Geographic Information Systems personnel advise as to the distance from the proposed emergency shelter to the nearest point on an airport runway.

They would also have to identify the length of the runway, but that can be easily done, in that ALUC staff will add a page specifying the lengths of runways of all public-use airports in Riverside County to its website (www.rcaluc.org).

Recommendations:

1. **The portions ~~Section 3. (10)~~ of the proposed ordinance beginning with Section 3.(10) should be revised to read as follows:**

- (10) **No emergency shelter shall be located within 1,700 feet of any point on the centerline of a runway of a public-use airport that is less than 6,000 feet in length. No emergency shelter shall be located within 2,500 feet of any point on the centerline of a runway of a public-use airport that is greater than or equal to 6,000 feet in length and less than 12,000 feet in length. No emergency shelter shall be located within 3,000 feet of any point on the centerline of a runway of a public-use airport or military airport that is 12,000 feet or greater in length.**

~~(10) The maximum number of beds in any emergency shelter shall be 75, except for those within Compatibility Zones A, B1, B2, C, or D of any adopted Airport Land Use Compatibility Plan. The maximum number of beds within Compatibility Zone A shall be zero, within Compatibility Zone B1 shall be 11, within Compatibility Zone B2 shall be 45, within Compatibility Zone C shall be 34, and within Compatibility Zone D shall be 45.~~

- (11) **The maximum number of beds in any emergency shelter shall be 75, except that the maximum number of beds in any emergency shelter within 21,500 feet of any point on the centerline of a runway of a public-use airport or within 43,300 feet (approximately 8.2 miles) of any point on the centerline of a runway of a military airport shall not exceed 11.**
- (12) **No emergency shelter shall be located on a lot where any lot line of such lot is within 300 feet of any lot line of a lot where another emergency shelter is located.**

1 (5) The following off-street parking shall be provided: one space each for the
2 maximum number of employees who will be present on the site at the same time
3 and one space for each six client beds in the shelter, rounded up to the nearest
4 whole number.

5 (6) Outdoor lighting shall be provided in all parking areas, exterior waiting and
6 client intake areas, and outdoor common areas.

7 (7) If the emergency shelter accommodates both men and women, separate
8 sleeping, lavatory and bathing areas shall be provided for men and for women.

9 (8) An emergency shelter shall have a manager and at least one other staff
10 member present on site during all hours of operation. If the emergency shelter
11 accommodates both men and women, one employee, manager or staff member, of
12 each sex shall be present during all hours of operation. The manager and all staff
13 members shall be persons who maintain a separate residence.

14 (9) No client shall be allowed to stay more than 300 total days within any 12
15 month period or more than 180 consecutive days.

16 (10) The maximum number of beds in any emergency shelter shall be 75.

17 (11) No emergency shelter shall be located on a lot where any lot line of such lot
18 is within 300 feet of any lot line of a lot where another emergency shelter is
19 located.”

20 Section 4. Existing subsection o. of Section 10.4 of Ordinance No. 348 is relettered p.

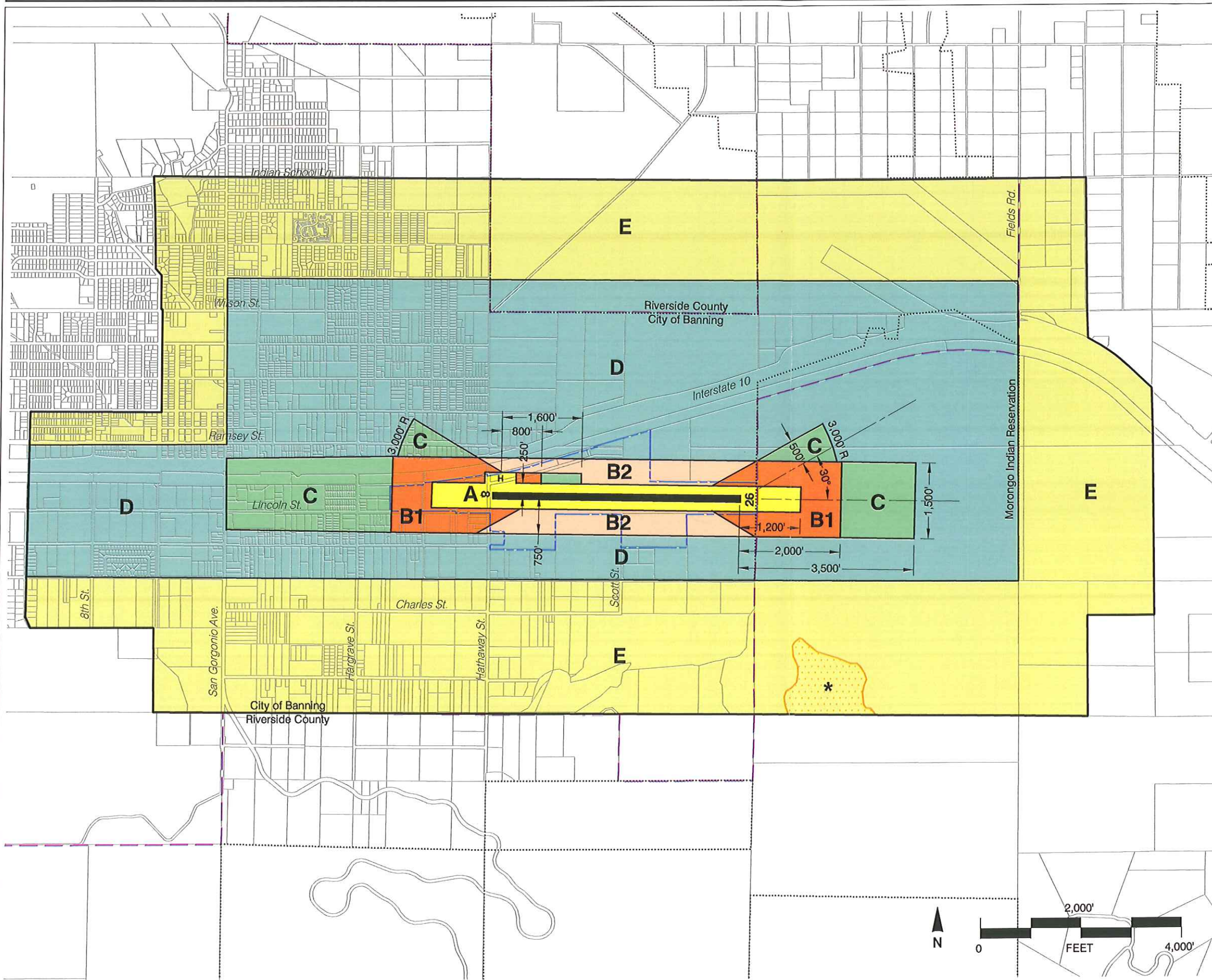
21 Section 5. A new Section 21.32b. is added to Ordinance No. 348 to read as follows:

22 “SECTION 21.32b. EMERGENCY SHELTER. Housing with minimal
23 supportive services for homeless persons that is limited to occupancy of six
24 months or less by a homeless person and where no individual or household
25 may be denied emergency shelter because of an inability to pay.”

26 ///

27 ///

28 ///



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

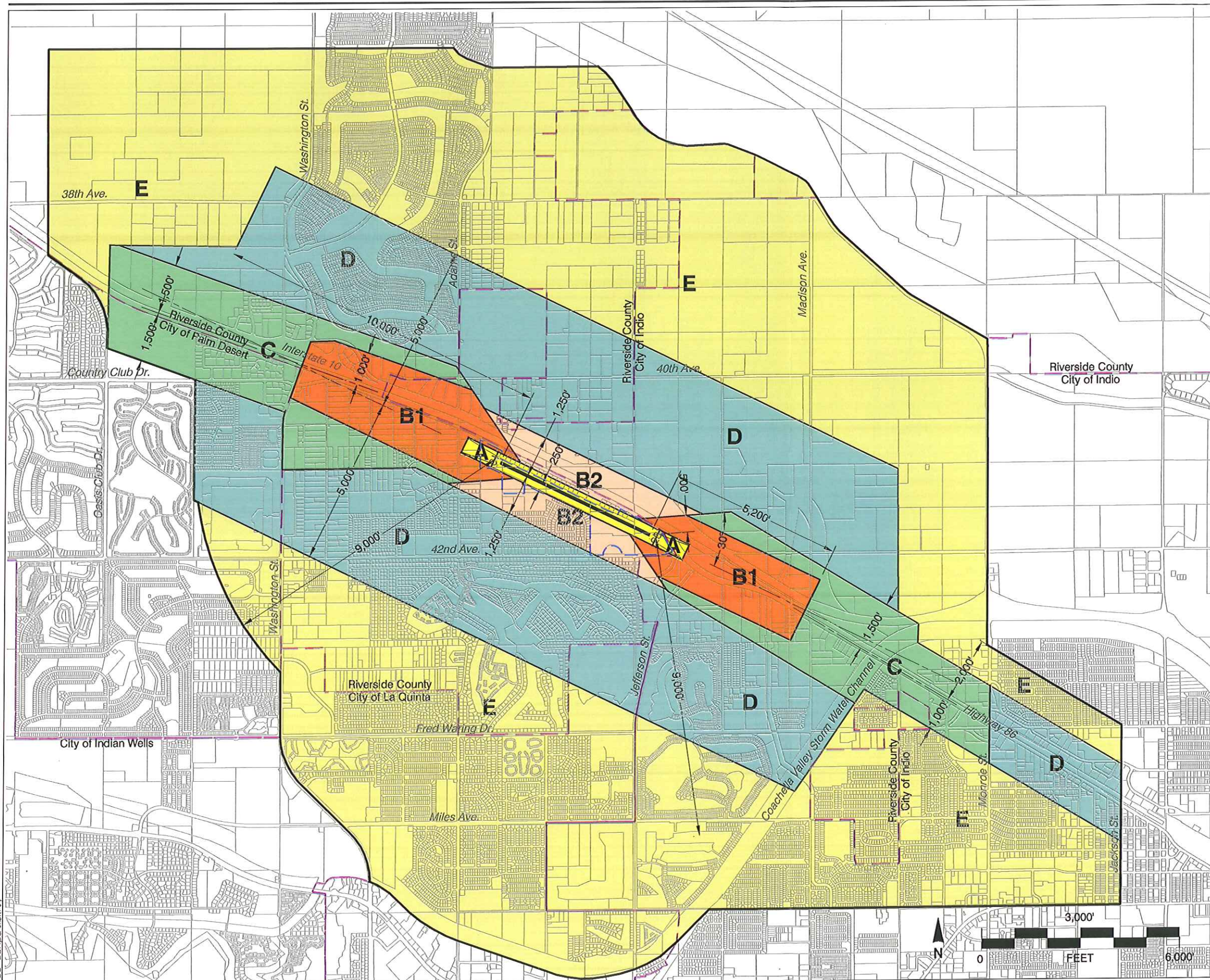
Dimensions measured from runway ends and centerlines.

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



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

Note

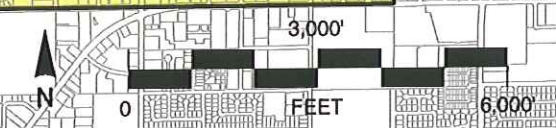
Southwestern edge of Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

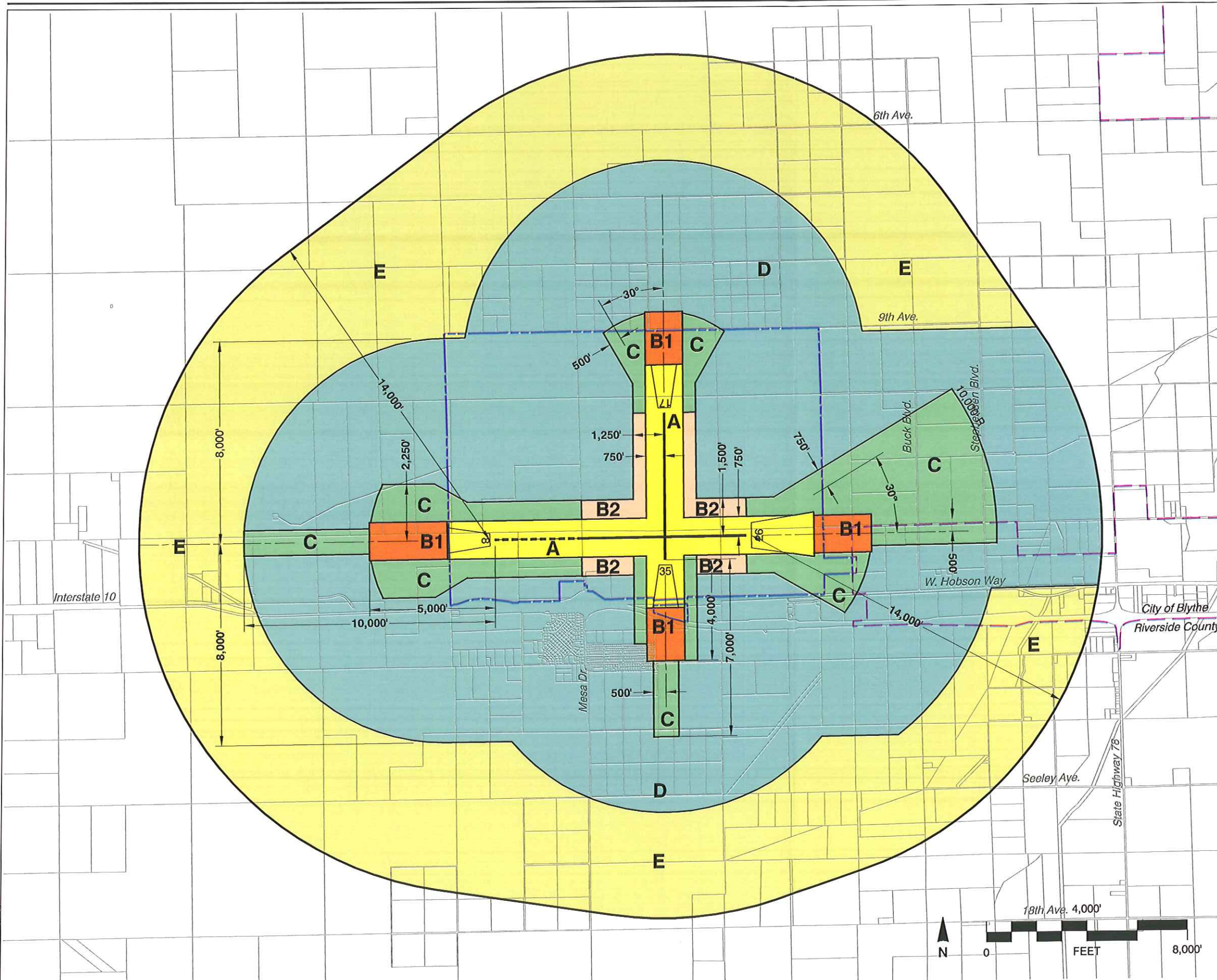
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted December 2004)

Map BD-1

Compatibility Map
Bermuda Dunes Airport



BDD-compatibility



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

Note

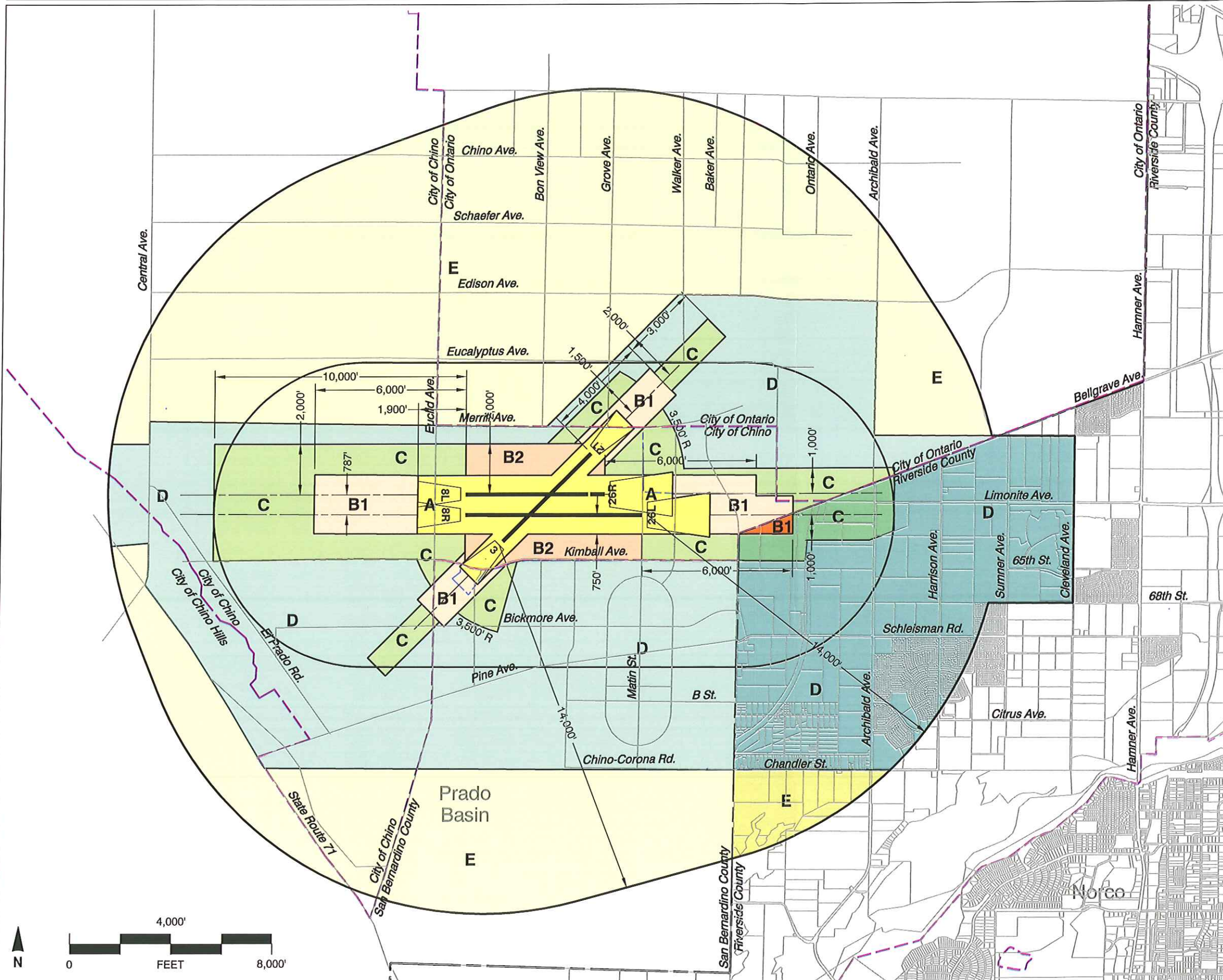
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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 October 2004)

Map BL-1

Compatibility Map
Blythe Airport



Legend

- Compatibility Zones**
- Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E

- Boundary Lines**
- Airport Property Line
 - City Limits
 - County Line

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, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

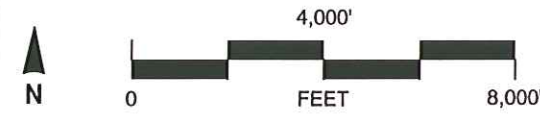
*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

**Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted September 2008)**

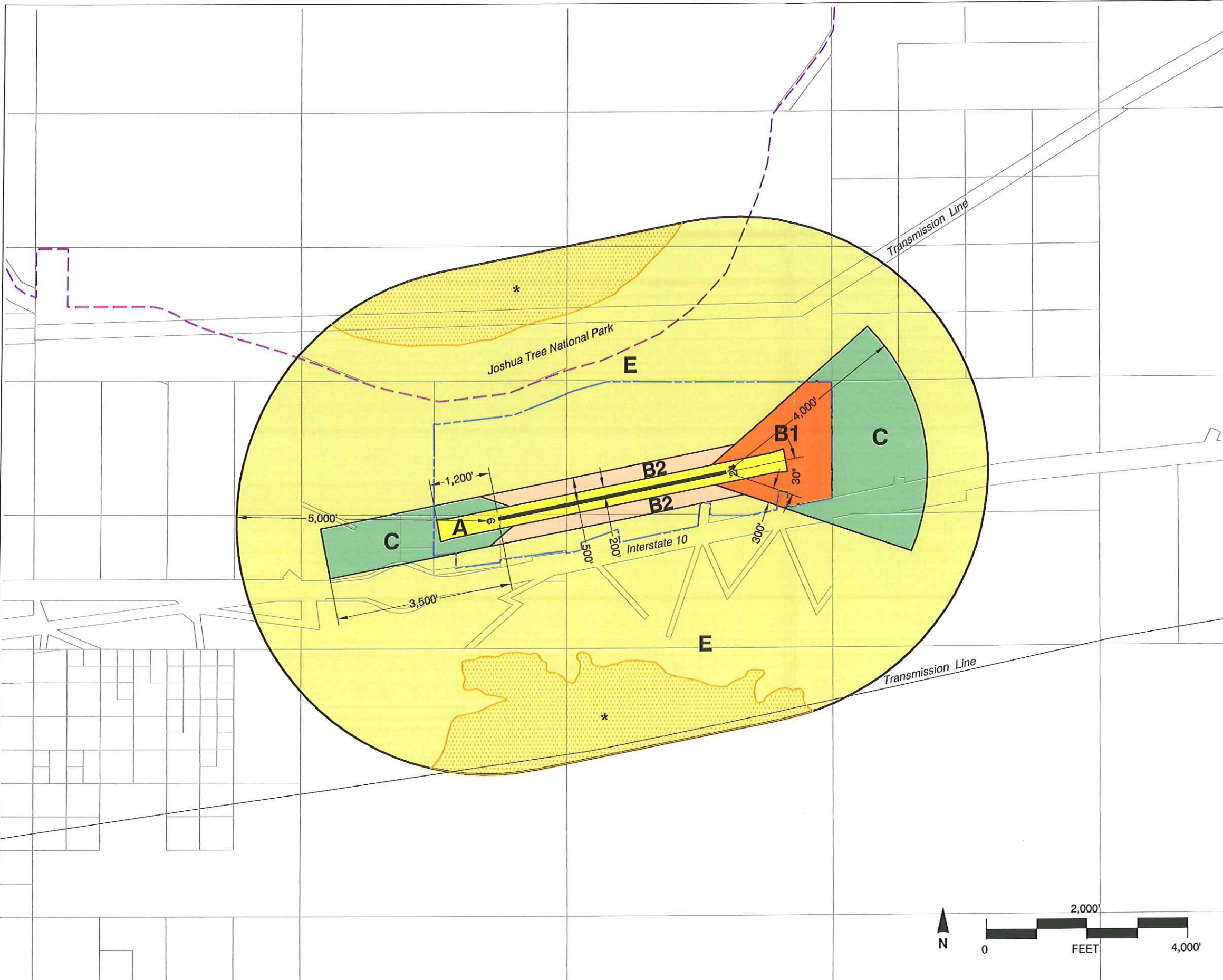
Map CH-1

**Compatibility Map
 Chino Airport**

X:\18190-10\08001\TECH\RCO\CNO\CNO-compatibility-08.dwg Dec 01, 2008 - 11:35am



Source: Mead & Hunt (June 2008)



Legend

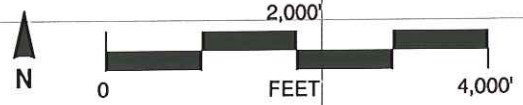
- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone E
 - Height Review Overlay Zone
- Boundary Lines**
- Airport Property Line
 - Joshua Tree National Park

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.

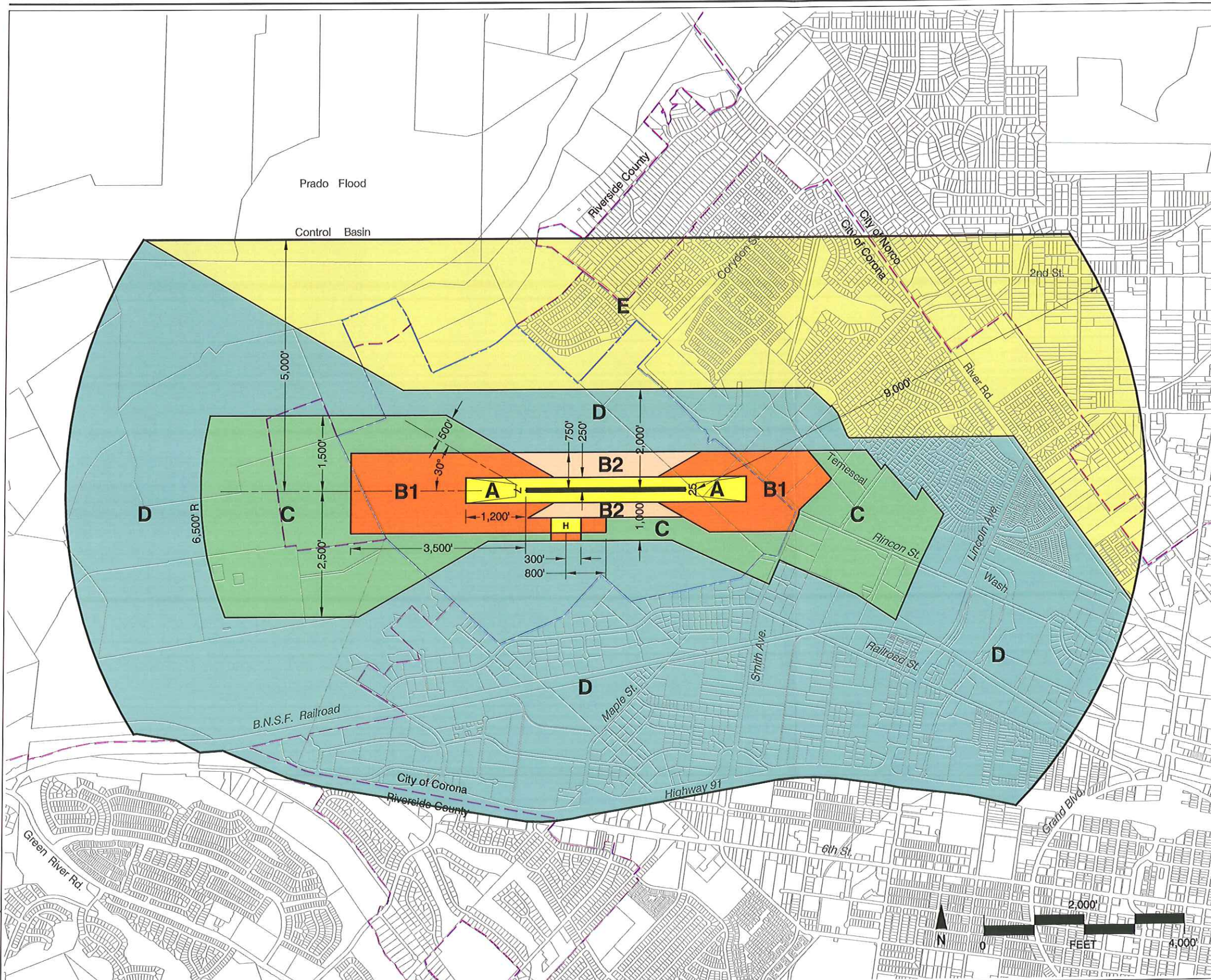
Riverside County
 Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted October 2004)

Map CS-1

Compatibility Map
 Chiriaco Summit Airport



CHR-compatibility



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

Note

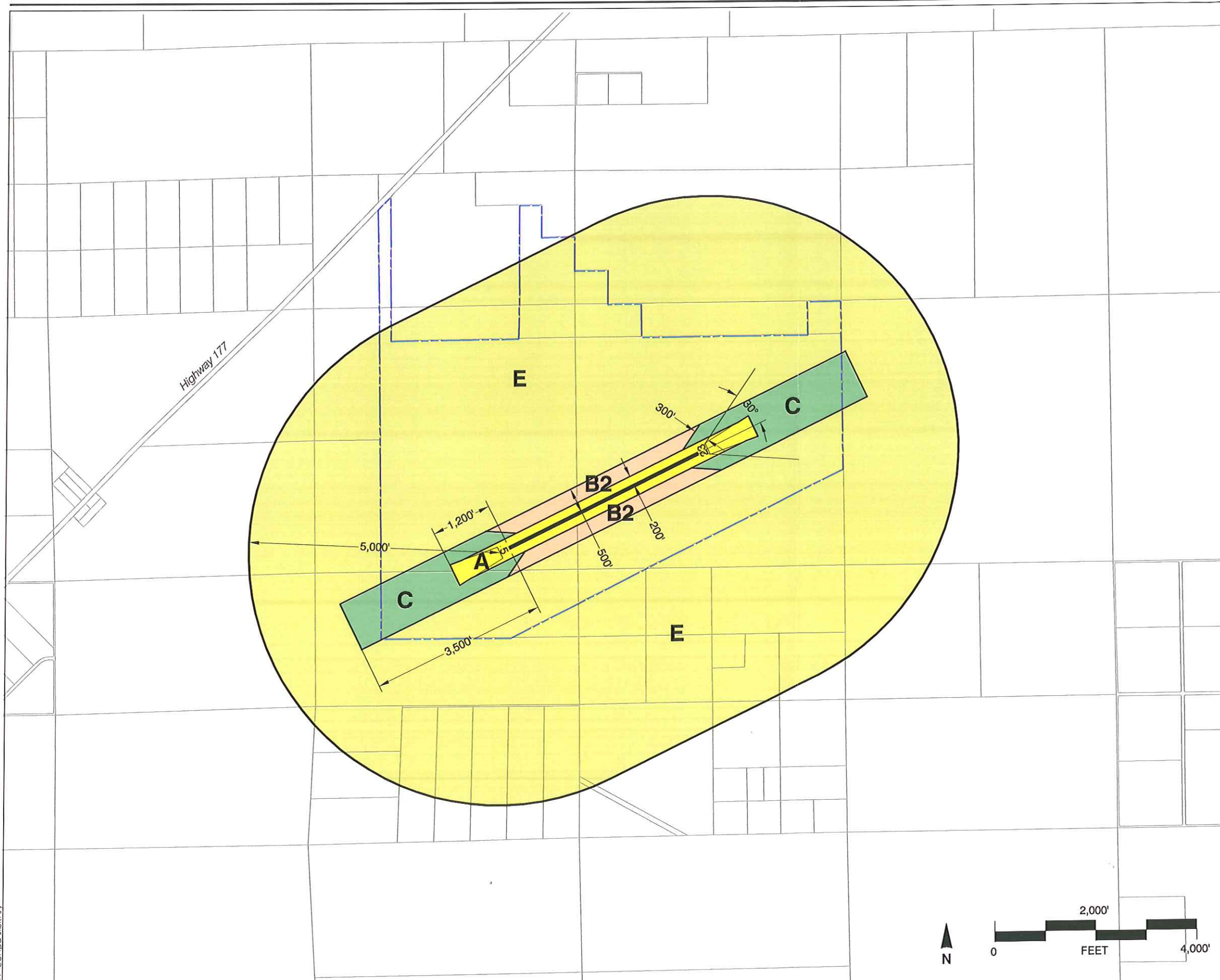
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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 October 2004)






Map CO-1

Compatibility Map
Corona Municipal Airport



Legend

Compatibility Zones

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

Boundary Lines

-  Airport Property Line

Note

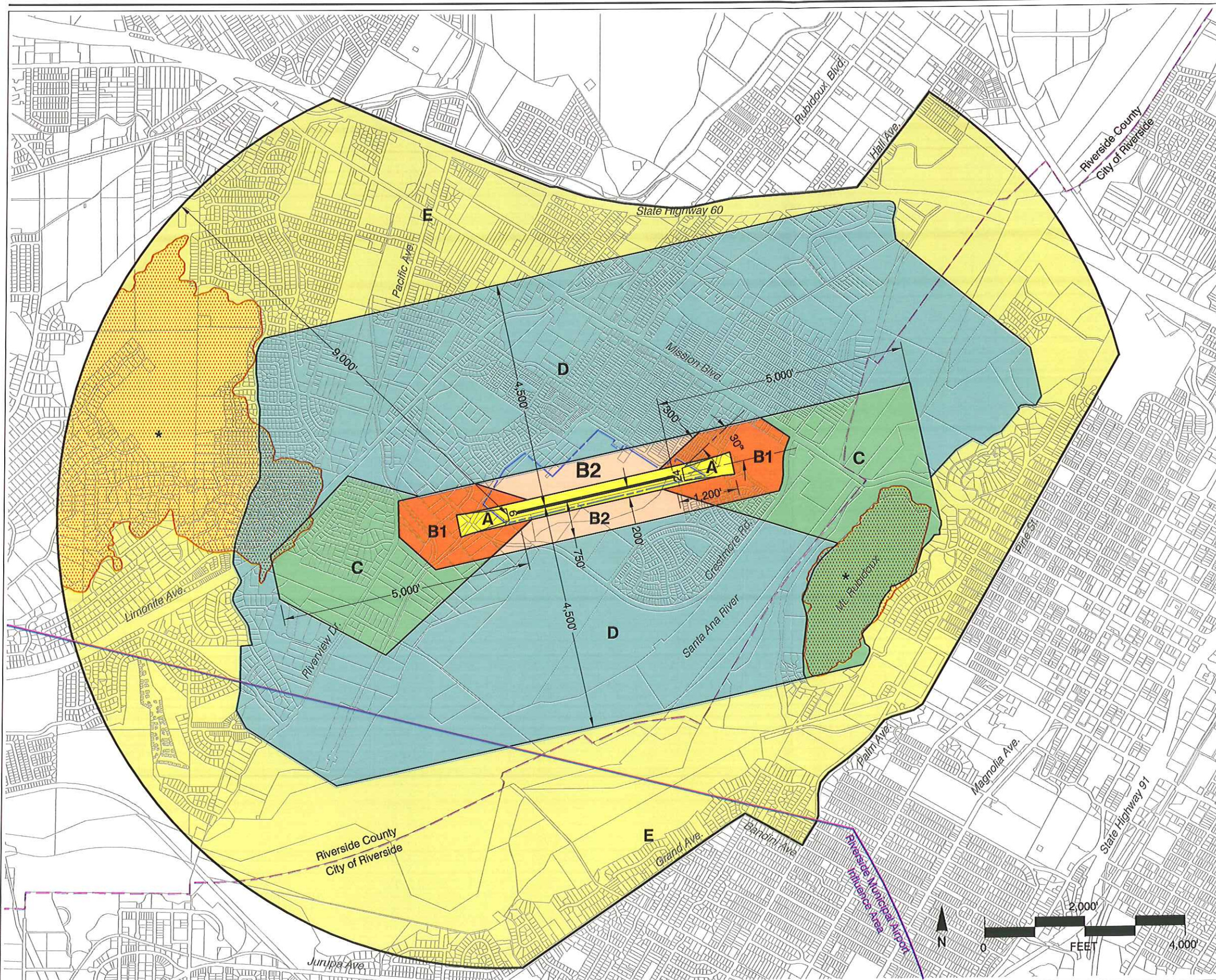
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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 October 2004)

Map DC-1

Compatibility Map
Desert Center Airport



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.

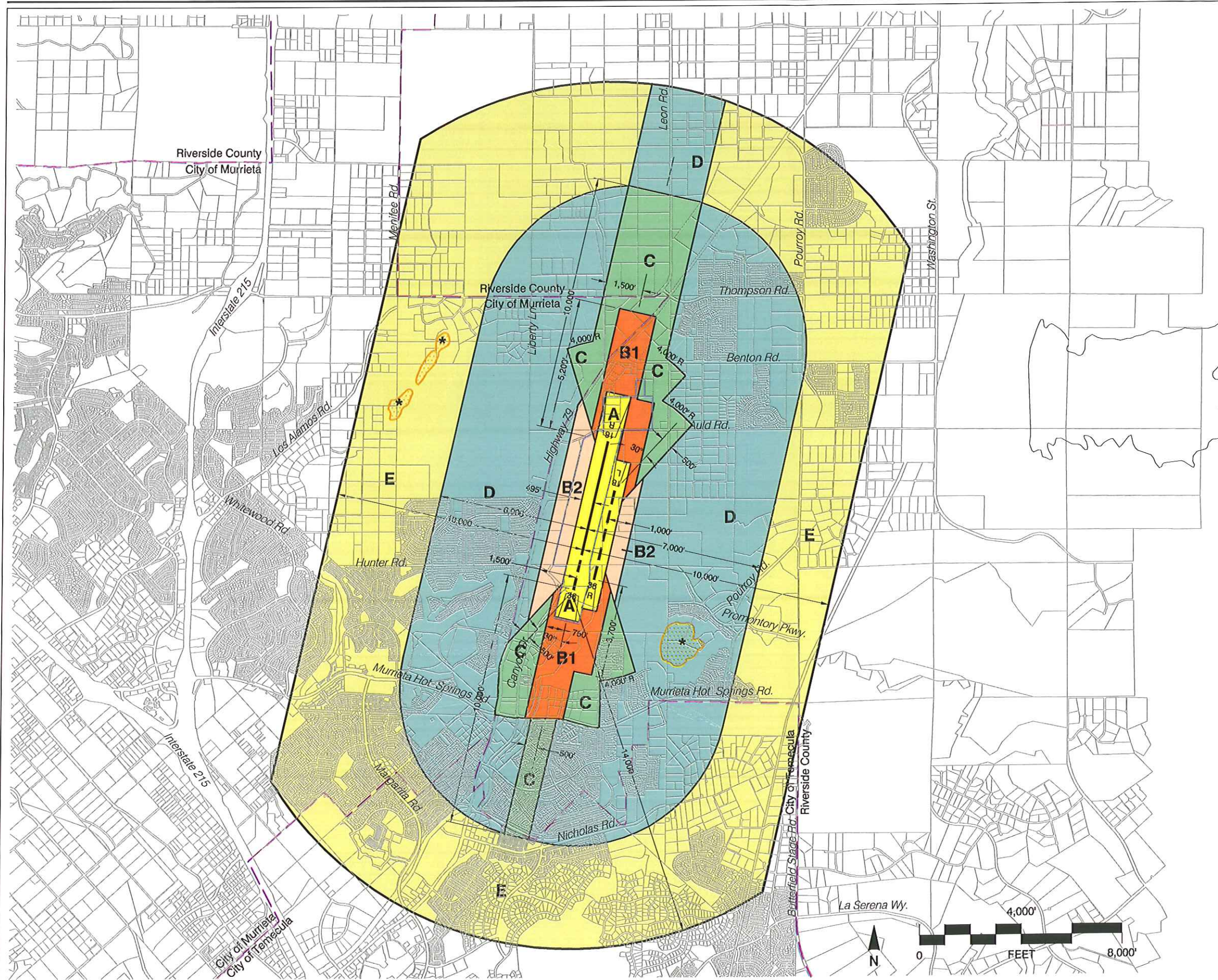
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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





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 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 for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted October 2007)

Map FV-1

Compatibility Map
French Valley Airport

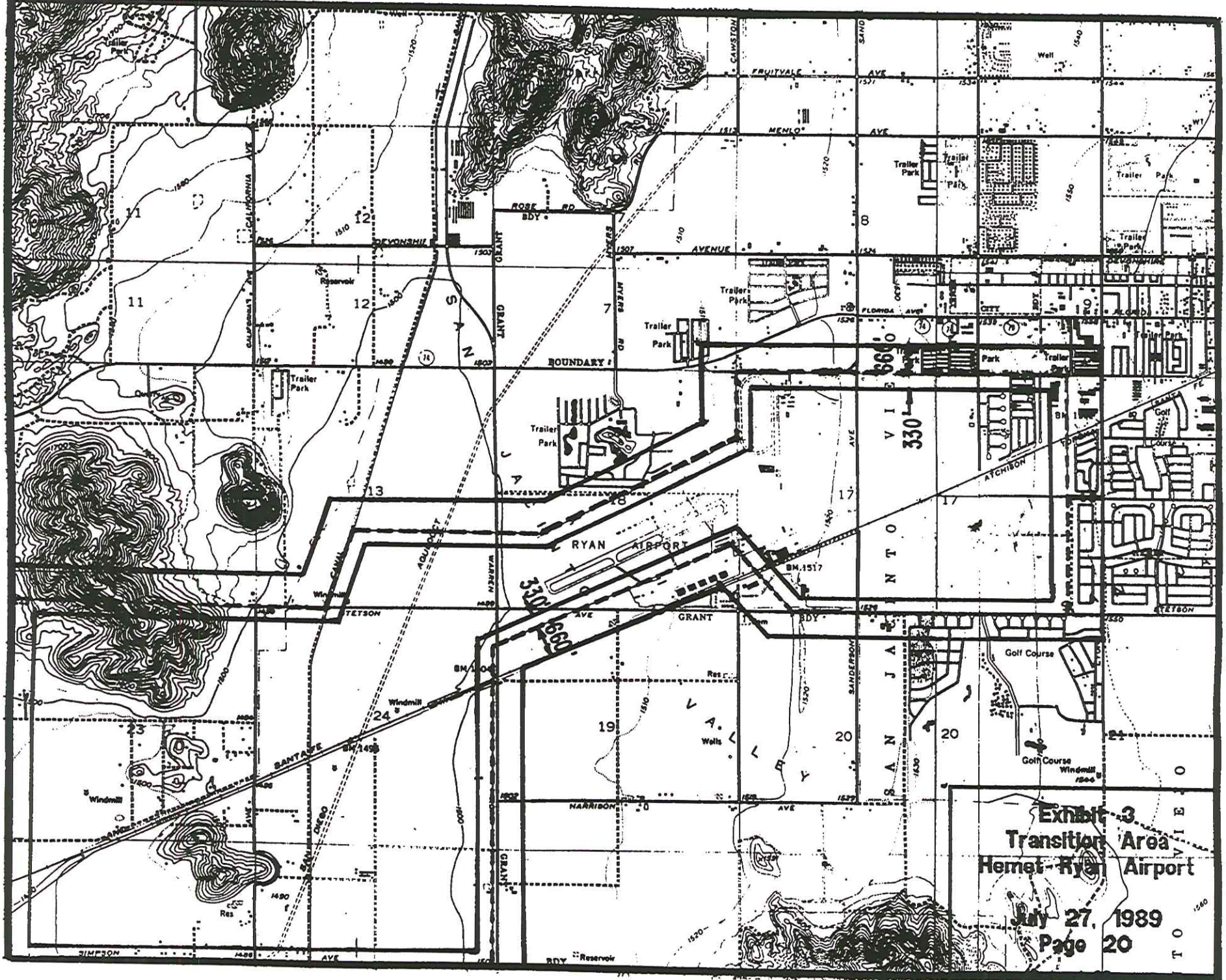
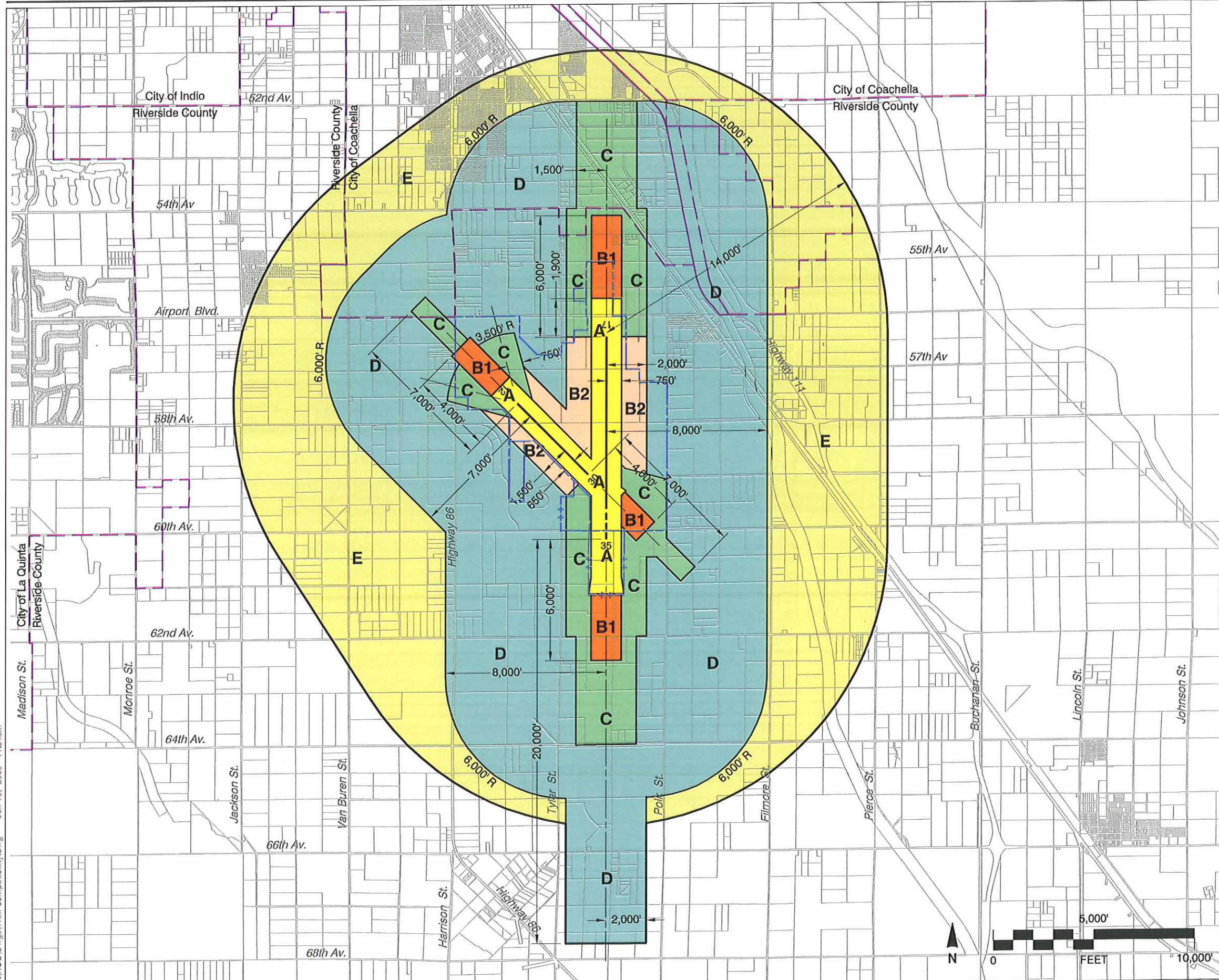


Exhibit 3
Transition Area
Hemet-Ryan Airport

July 27, 1989
Page 20



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- ++ Airport Property Line - Planned
- - - City Limits

Note

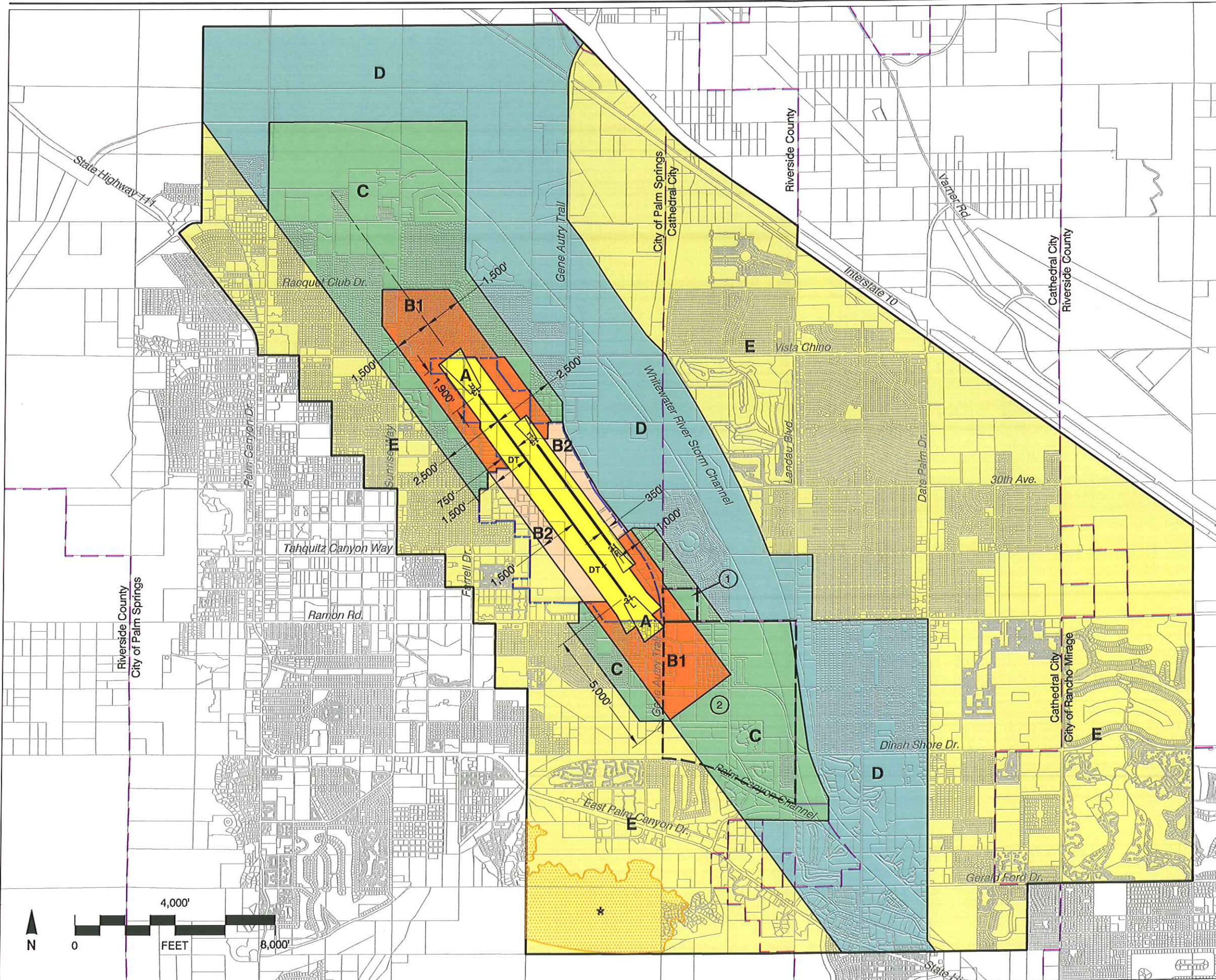
Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted June 2005)

Map JC-1

Compatibility Map
Jacqueline Cochran Regional Airport



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

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

See Chapter 2, Table 2A for compatibility criteria associated with this map.

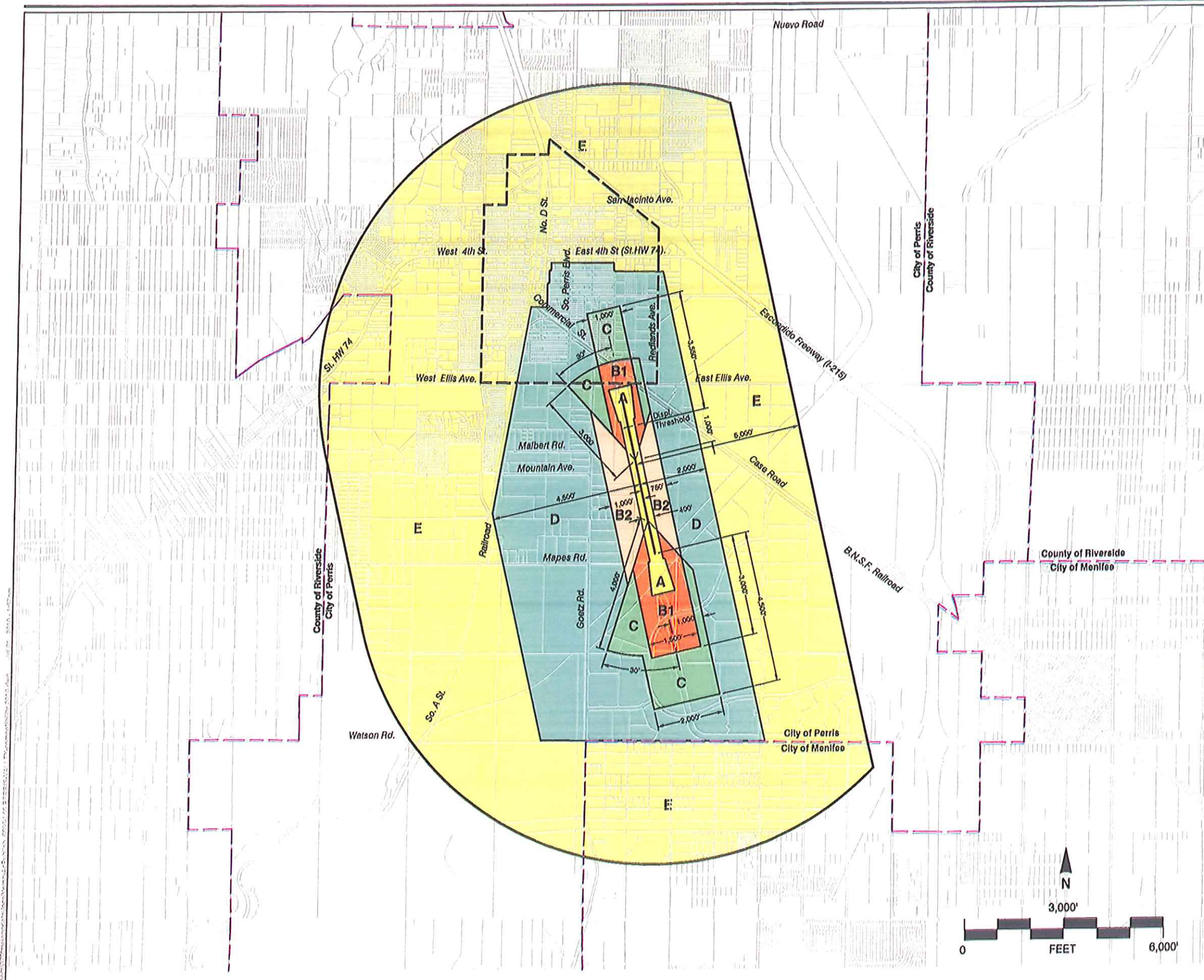
See Policy PS.2.1.

Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted March 2005)

Map PS-1

Compatibility Map
 Palm Springs International Airport

PSP-compatibility



Legend

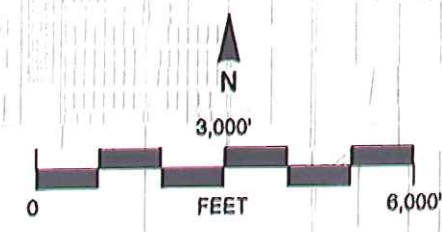
Compatibility Zones

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

Boundary Lines

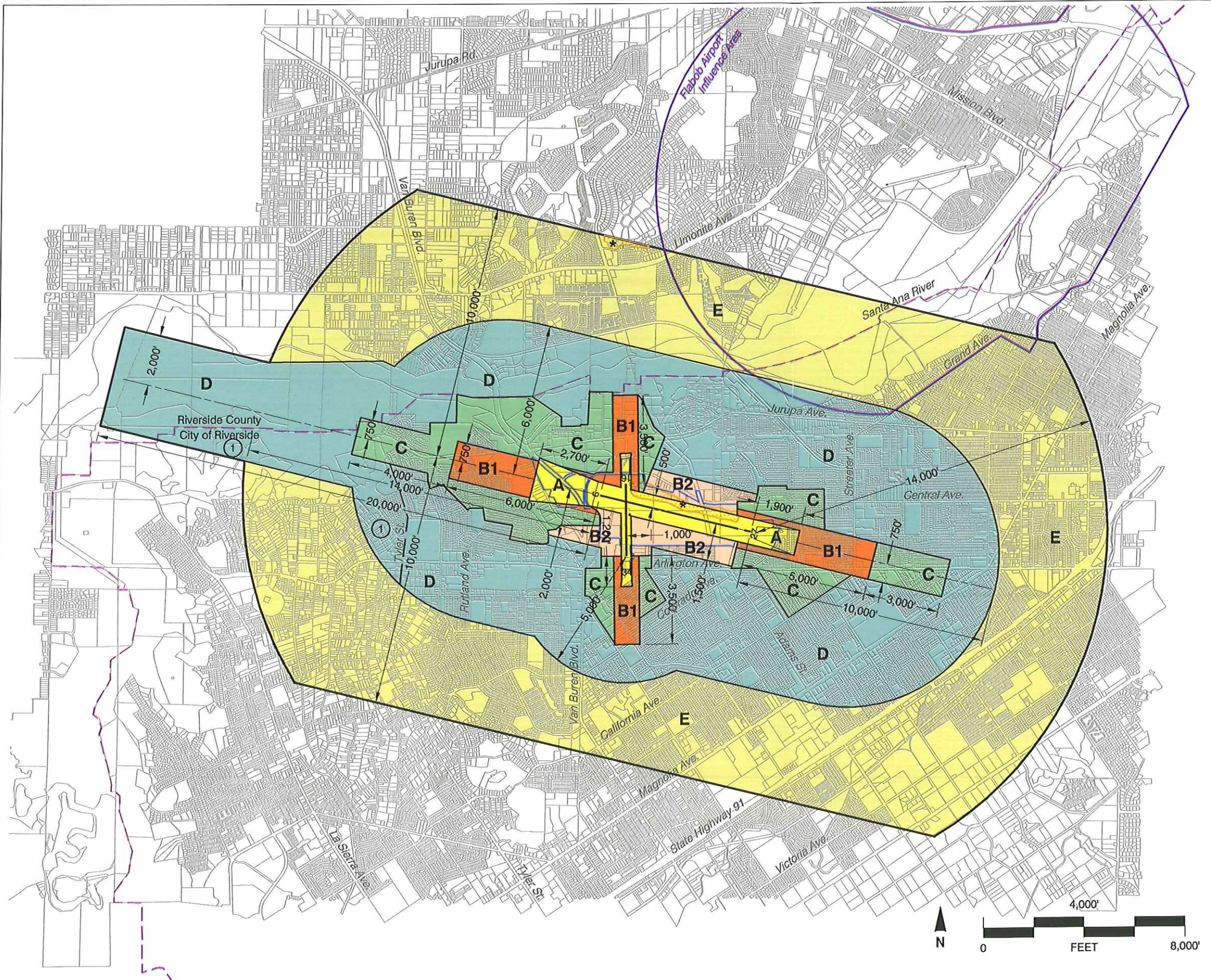
- Airport Property Line
- City Limits
- Downtown Specific Plan

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



Map PV-1

Compatibility Map
 Perris Valley Airport



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



the community's general plan, as required pursuant to this article and subdivision (c) of Section 65302.

(f) "Supportive housing" has the same meaning as defined in subdivision (b) of Section 50675.14 of the Health and Safety Code.

(g) "Transitional housing" has the same meaning as defined in subdivision (h) of Section 50675.2 of the Health and Safety Code.

65582.1. The Legislature finds and declares that it has provided reforms and incentives to facilitate and expedite the construction of affordable housing. Those reforms and incentives can be found in the following provisions:

(a) Housing element law (Article 10.6 (commencing with Section 65580) of Chapter 3).

(b) Extension of statute of limitations in actions challenging the housing element and brought in support of affordable housing (subdivision (d) of Section 65009).

(c) Restrictions on disapproval of housing developments (Section 65589.5).

(d) Priority for affordable housing in the allocation of water and sewer hookups (Section 65589.7).

(e) Least cost zoning law (Section 65913.1).

(f) Density bonus law (Section 65915).

(g) Second dwelling units (Sections 65852.150 and 65852.2).

(h) By-right housing, in which certain multifamily housing are designated a permitted use (Section 65589.4).

(i) No-net-loss-in zoning density law limiting downzonings and density reductions (Section 65863).

(j) Requiring persons who sue to halt affordable housing to pay attorney fees (Section 65914) or post a bond (Section 529.2 of the Code of Civil Procedure).

(k) Reduced time for action on affordable housing applications under the approval of development permits process (Article 5 (commencing with Section 65950) of Chapter 4.5).

(l) Limiting moratoriums on multifamily housing (Section 65858).

(m) Prohibiting discrimination against affordable housing (Section 65008).

(n) California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3).

(o) Community redevelopment law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code, and in particular Sections 33334.2 and 33413).

SECTION
65583,
CALIFORNIA
GOVERNMENT
CODE

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following:

(1) An analysis of population and employment trends and

documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.

(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

(4) (A) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters may only be subject to those development and management standards that apply to residential or commercial development within the same zone except that a local government may apply written, objective standards that include all of the following:

(i) The maximum number of beds or persons permitted to be served nightly by the facility.

(ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.

(iii) The size and location of exterior and interior onsite waiting and client intake areas.

(iv) The provision of onsite management.

(v) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.

(vi) The length of stay.

(vii) Lighting.

(viii) Security during hours that the emergency shelter is in operation.

(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources

Code).

(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.

(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.

(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7). Transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

(7) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. The need for emergency shelter shall be assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period.

(8) An analysis of opportunities for energy conservation with respect to residential development. Cities and counties are encouraged to include weatherization and energy efficiency improvements as part of publicly subsidized housing rehabilitation projects. This may include energy efficiency measures that encompass the building envelope, its heating and cooling systems, and its electrical system.

(9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu

fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use, and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments.

(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.

(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section

33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:

(1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing.

(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is 90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding the foregoing, for a local government that fails to adopt a housing element within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than three years and 120 days from the statutory deadline in Section 65588 for adoption of the housing element.

(B) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2. The identification of sites shall include all components specified in subdivision (b) of Section 65583.2.

(C) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.

(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.

(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss

of dwelling units demolished by public or private action.

(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.

(7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.

(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.

(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit towards its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.

(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:

(A) How the joint facility will meet the jurisdiction's emergency shelter need.

(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.

(C) The amount and source of the funding that the jurisdiction contributes to the facility.

(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.

(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:

(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when a city, county, or city and county submits a draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

(f) The deadline for completing required rezoning pursuant to subparagraph (A) of paragraph (1) of subdivision (c) shall be extended by one year if the local government has completed the rezoning at densities sufficient to accommodate at least 75 percent

of the units for low- and very low income households and if the legislative body at the conclusion of a public hearing determines, based upon substantial evidence, that any of the following circumstances exist:

(1) The local government has been unable to complete the rezoning because of the action or inaction beyond the control of the local government of any other state federal or local agency.

(2) The local government is unable to complete the rezoning because of infrastructure deficiencies due to fiscal or regulatory constraints.

(3) The local government must undertake a major revision to its general plan in order to accommodate the housing related policies of a sustainable communities strategy or an alternative planning strategy adopted pursuant to Section 65080.

The resolution and the findings shall be transmitted to the department together with a detailed budget and schedule for preparation and adoption of the required rezonings, including plans for citizen participation and expected interim action. The schedule shall provide for adoption of the required rezoning within one year of the adoption of the resolution.

(g) (1) If a local government fails to complete the rezoning by the deadline provided in subparagraph (A) of paragraph (1) of subdivision (c), as it may be extended pursuant to subdivision (f), except as provided in paragraph (2), a local government may not disapprove a housing development project, nor require a conditional use permit, planned unit development permit, or other locally imposed discretionary permit, or impose a condition that would render the project infeasible, if the housing development project (A) is proposed to be located on a site required to be rezoned pursuant to the program action required by that subparagraph; and (B) complies with applicable, objective general plan and zoning standards and criteria, including design review standards, described in the program action required by that subparagraph. Any subdivision of sites shall be subject to the Subdivision Map Act. Design review shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) A local government may disapprove a housing development described in paragraph (1) if it makes written findings supported by substantial evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(3) The applicant or any interested person may bring an action to enforce this subdivision. If a court finds that the local agency disapproved a project or conditioned its approval in violation of this subdivision, the court shall issue an order or judgment compelling compliance within 60 days. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment has not been carried

out within 60 days, the court may issue further orders to ensure that the purposes and policies of this subdivision are fulfilled. In any such action, the city, county, or city and county shall bear the burden of proof.

(4) For purposes of this subdivision, "housing development project" means a project to construct residential units for which the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of at least 49 percent of the housing units for very low, low-, and moderate-income households with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing.

(h) An action to enforce the program actions of the housing element shall be brought pursuant to Section 1085 of the Code of Civil Procedure.

65583.1. (a) The Department of Housing and Community Development, in evaluating a proposed or adopted housing element for substantial compliance with this article, may allow a city or county to identify adequate sites, as required pursuant to Section 65583, by a variety of methods, including, but not limited to, redesignation of property to a more intense land use category and increasing the density allowed within one or more categories. The department may also allow a city or county to identify sites for second units based on the number of second units developed in the prior housing element planning period whether or not the units are permitted by right, the need for these units in the community, the resources or incentives available for their development, and any other relevant factors, as determined by the department. Nothing in this section reduces the responsibility of a city or county to identify, by income category, the total number of sites for residential development as required by this article.

(b) Sites that contain permanent housing units located on a military base undergoing closure or conversion as a result of action pursuant to the Defense Authorization Amendments and Base Closure and Realignment Act (Public Law 100-526), the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), or any subsequent act requiring the closure or conversion of a military base may be identified as an adequate site if the housing element demonstrates that the housing units will be available for occupancy by households within the planning period of the element. No sites containing housing units scheduled or planned for demolition or conversion to nonresidential uses shall qualify as an adequate site.

Any city, city and county, or county using this subdivision shall address the progress in meeting this section in the reports provided pursuant to paragraph (1) of subdivision (b) of Section 65400.

(c) (1) The Department of Housing and Community Development may allow a city or county to substitute the provision of units for up to 25 percent of the community's obligation to identify adequate sites for any income category in its housing element pursuant to paragraph (1) of subdivision (c) of Section 65583 where the community includes in its housing element a program committing the local government to provide units in that income category within the city or county that will be made available through the provision of committed assistance during the planning period covered by the element to low- and very low income households at affordable housing costs or affordable rents, as defined in Sections 50052.5 and 50053 of the Health and Safety Code, and which meet the requirements of paragraph (2). Except

**RELEVANT DOCUMENTS FROM STATE OF CALIFORNIA
DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**

Permitting Emergency Shelters without Discretionary Action

To comply with SB 2, localities must have or adopt a zoning classification that permits emergency shelters in a non-discretionary manner (localities may however apply development standards pursuant to Section 65583(a)(4)). In such zones, permitted uses, development standards and permit procedures must include:

- Objective development standards that encourage and facilitate the approval of emergency shelters.
- Decision-making criteria such as standards that do not require discretionary judgment.
- Standards that do not render emergency shelters infeasible, and only address the use as an emergency shelter, not the perceived characteristics of potential occupants.

Requiring a variance, minor use permit, special use permit or any other discretionary process does not constitute a non-discretionary process. However, local governments may apply non-discretionary design review standards.



Emergency Shelter – Jackson, California
Photo courtesy of Amador-Tuolumne Community Action

A local government should not require public notice of its consideration of emergency shelter proposals unless it provides public notice of other non-discretionary actions. For example, if a local government permits new construction of a single-family residence without discretionary action and public notice is not given for these applications, then a local government should employ the same procedures for emergency shelter applications. The appropriate point for public comment and discretionary action is when zoning is being amended or adopted for emergency shelters, not on a project-by-project basis.

Development Standards to Encourage and Facilitate Emergency Shelters

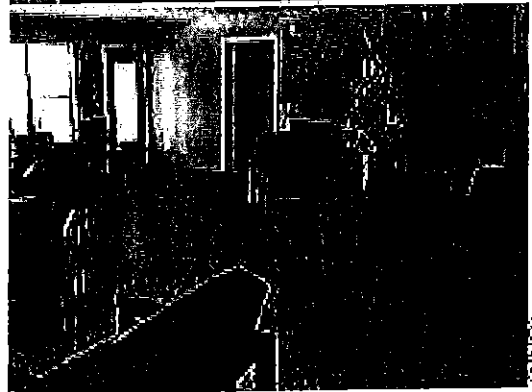
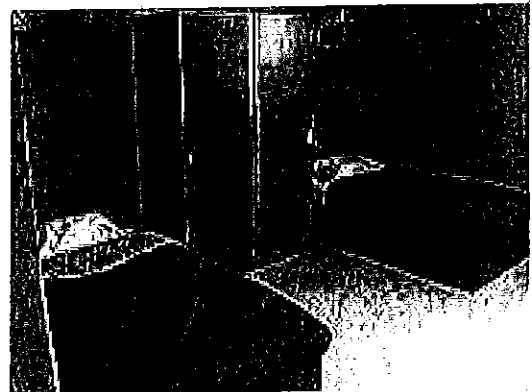
SB 2 requires that emergency shelters only be subject to those development and management standards that apply to residential or commercial use within the same zone, except the local government may apply certain objective standards discussed on the next page (Government Code Section 65583(a)(4)). For example, a light commercial zone might permit a range of wholesaler, service repair and business services subject to buildable area and lot area requirements. In this case, the emergency shelter may be subject only to the same buildable area and lot area requirements. The same zone might permit residential uses subject to certain development standard (i.e., lot area, heights, and setbacks) requirements. In this case, emergency shelters should only be subject to the same development standards.

To demonstrate that processing procedures and standards are objective and encourage and facilitate development of emergency shelters, the housing element must address how:

- zoning explicitly allows the use (meaning the use is specifically described in the zoning code);
- development standards and permit procedures do not render the use infeasible;
- zoning, development and management standards, permit procedures and other applicable land-use regulations promote the use through objective; and predictable standards.

SB 2 allows flexibility for local governments to apply written, objective development and management standards for emergency shelters as described in statute and below.

- The maximum number of beds or persons permitted to be served nightly by the facility.
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- The size and location of exterior and interior on-site waiting and client intake areas.
- The provision of on-site management.
- The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.



These standards must be designed to encourage and facilitate the development of, or conversion to, an emergency shelter. For example, a standard establishing the maximum number of beds should act to encourage the development of an emergency shelter; local governments should establish flexible ranges for hours of operation; length of stay provision should be consistent with financing programs or statutory definitions limiting occupancy to six months (Health and Safety Code Section 50801) and should not unduly impair shelter operations. Appropriate management standards are reasonable and limited to ensure the operation and maintenance of the property.

Building Blocks for Effective Housing Elements

Adequate Sites Inventory and Analysis

Zoning For Emergency Shelters and Transitional Housing

Government Code Section 65583(a)(4) and requires the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelters identified in paragraph (7) of Government Code Section 65583(a), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. Government Code Section 65583(c)(1) requires "As part of the analysis of available sites, a jurisdiction must include an analysis of zoning that encourages and facilitates a variety of housing types...including emergency shelters and transitional housing."

I. REQUISITE ANALYSIS

Emergency Shelters

Every locality must identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones must include sufficient capacity to accommodate the need for emergency shelter as identified in the housing element, EXCEPT that all local governments must identify a zone or zones to accommodate at least one year-round shelter. Adequate sites/zones can include existing facilities that can be converted to accommodate the need for emergency shelters.

Transitional Housing

Transitional housing is a type of supportive housing used to facilitate the movement of homeless individuals and families to permanent housing. A homeless person may live in a transitional apartment for up to two-years while receiving supportive services that enable independent living. Every locality must identify zones that will allow the development of transitional housing. Appropriate sites for transitional housing have the following characteristics:

- **Zoning:** Transitional housing should be subject to the same permitting processes as other housing in the zone without undue special regulatory requirements.

- **Location:** The zoning should include sites located within the boundaries of the jurisdiction and close to public services and facilities, including transportation.
- **Development Standards:** Parking requirements, fire regulations, and design standards should not impede the efficient use of the site as transitional housing.

New Amendment to State Housing Element Law – SB2 (Government Code Section 65582, 65583, and 65589.5, Chapter 614, Statutes of 2007)

Effective January 1, 2008:

Generally, SB 2 strengthens planning requirements to identify zones where emergency shelters will be allowed without requiring a conditional use permit. If such zoning does not exist, a local government is required to designate zoning within one year of the adoption of the housing element. In addition, SB 2 amended the Housing Accountability Act (formerly known as anti-NIMBY law) to include emergency shelters, transitional housing, and supportive housing.

These amendments are applicable to all local governments submitting draft housing elements for review to the Department after 90 days from the effective date of January 1, 2008.

An SB 2 technical assistance paper describing the new requirements added to Government Code Sections 65582, 65583(a), and 65589.5 will be added to the webpage.

Specifically, housing element law, as amended by SB 2, requires:

- **Needs Assessment**
 - The analysis of the need for emergency shelter must consider the seasonal need **in addition to** the year-round need.
 - Estimate the daily average number of persons lacking permanent shelter. Where possible, the element should estimate the number of single males and females, families with children and youth.
 - As data allow, describe the percentage of homeless population who are veterans, runaway youth, mentally ill, with substance abuse problems, survivors of domestic violence or any other categories considered significant by the locality.

- **Identify Existing Resources to Address Needs**

- Identify number and capacity of current emergency shelters and transitional and supportive housing units.
- Compare number and characteristics of homeless with current available resources to provide a general estimate of unmet need.
- The need for emergency shelters may be reduced by the number of supportive housing units identified in an adopted 10-year plan and for which funding has been identified to allow construction in planning period or are vacant.

- **Identify Zoning**

- All cities and counties must identify zone or zones that allow emergency shelters as a permitted use, without a conditional use permit or other discretionary permit.
- All local governments must identify zoning to allow at least one year-round emergency shelter, regardless of the need identified.
- The zone or zones must include sufficient capacity to accommodate the need identified in the special needs analysis.

- **Analysis of Constraints**

- The element must demonstrate that existing or proposed permit processing, development, and management standards encourage and facilitate the development of, or conversion to, emergency shelters.
- Shelters may only be subject only to development and management standards that apply to residential or commercial development in the same zone except that local governments may apply written and objective standards that include all of the following:
 - maximum number of beds;
 - off-street parking based upon demonstrated need;
 - size and location of on-site waiting and intake areas;
 - provision of on-site management;
 - proximity to other shelters;
 - length of stay;
 - lighting; and
 - security during hours when the shelter is open.

- Transitional and supportive housing are to be considered as residential uses and must only be subject to the same restrictions that apply to similar housing types in the same zone.
 - The permit procedures, development and management standards complying with the above standards are not to be considered discretionary acts for the purposes of the California Environmental Quality Act (CEQA, Public Resources Code, Section 21080).
- **Recognition of Good Actors**
 - Cities and counties with existing ordinances consistent with the requirements of SB 2, are not required to take any additional action to identify zones for emergency shelters, but their housing elements must describe how these existing ordinances, policies, and standards comply with the requirements.
 - Cities and counties may fully or partially meet the emergency shelter zoning requirements by adopting and implementing a multi-jurisdictional agreement, with no more than two adjacent jurisdictions, to develop at least one year-round emergency shelter within two years of the planning period.
 - The multijurisdictional agreement must divide the emergency shelter capacity among the participating jurisdictions. Allocations can then be credited by the participating jurisdictions toward their local emergency shelter need. The aggregate allocations must not exceed the total capacity of the emergency shelter.
 - All participating jurisdictions must include in their housing element the following:
 - Description of how the emergency shelter capacity was allocated.
 - How the joint shelter will meet the jurisdiction's emergency shelter need.
 - Description of the jurisdiction's participation in the shelter's development and in its daily operation and management.
 - The jurisdiction's financial contribution and source of funding.

Where the joint shelter accommodates only a portion of the jurisdictions' local need, the housing element must comply with the other requirements of the Chapter to meet the remaining need.

- **Development of Programs and Policies**

- If the jurisdiction **cannot** identify zones with sufficient capacity, it must **include a program** amending the zoning ordinance to meet the above requirements within one year from the adoption of the housing element.

Housing Accountability Act (GC Section 65589.5)

- Apply the provisions of the act to emergency shelters.
- Specify that the Housing Accountability Act does not prohibit a local agency from requiring an emergency shelter project to comply with objective, quantifiable, written development standards, conditions, and policies, as long as the standards, conditions, and policies are applied to facilitate and accommodate the development of the shelter.
- Strengthen the Housing Accountability Act to provide that if the local agency has failed to identify a zone where emergency shelters are allowed as a permitted use or has failed to show that the identified zones are sufficient to accommodate the need for emergency shelters (or at least one emergency shelter): The local agency shall not disapprove or conditionally approve an emergency shelter on the basis that the emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation. The jurisdiction would have the burden of proving that it has appropriately identified zones for emergency shelter.
- Include transitional housing and supportive housing within the definition of "housing development project" under the Housing Accountability Act.

KEY IDEAS

II. HELPFUL HINTS

Definitions applicable to Chapter 633 of Statutes 2007 (SB 2) as per Health and Safety Code 50801(e):

Emergency Shelter: *Emergency shelter means housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.*

Supportive Housing: *Housing with no limit on length of stay, that is occupied by the target population and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.*

Transitional Housing: *Transitional housing and transitional housing development mean rental housing operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.*

III. MODEL ANALYSES

UNDER CONSTRUCTION

IV. LINKS

[Link to Senate Bill 2 \(Chapter 633, Statutes of 2007\)](#)

[HCD: Homelessness Issues Bibliography](#)

Examples of Homeless Shelter Ordinances:

[City of Santa Monica Development Standards for Homeless Shelters – Search for “homeless”](#)

[City of Los Angeles Development Standards for Homeless Shelters – Search for “homeless”](#)

[City of Santa Monica website dedicated to Homeless Issues](#)

[United States Interagency Council on Homelessness \(ICH\)](#)

[USICH link to access local governments’ 10-year plans](#)

[USICH link to Innovative Initiatives](#)

[Homelessness Resource Center \(HRC\) website \(U.S. Dept. of Health and Human Services SAMHSA program\)](#)

[National Alliance to End Homelessness](#)

[HomeBase – Legal and Technical Assistance on Homelessness](#)

[City of Ventura Homeless Count 2007](#)

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
4080 Lemon Street, 14th Floor
RIVERSIDE, CALIFORNIA 92501

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 25 (Thanksgiving Day).

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

DATE OF HEARING: Thursday, December 9, 2010

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTIONS:

ZAP1002RG10 – Riverside County Planning Department – Ordinance No. 348.4706 – An amendment to the Riverside County Zoning Ordinance to permit emergency shelters in the I-P (Industrial Park) Zone and to establish development standards for such facilities. The amendment defines an emergency shelter as “housing with minimally supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.” Development standards include a maximum limit of 75 beds in any emergency shelter and a minimum of 125 square feet of floor area for each client served at any one time. A lower maximum bed limit may be established in the vicinity of airports. (Countywide).

ZAP1004RG10 – County of Riverside – A proposal by the County of Riverside to adopt a new Housing Element for the Plan Years of 2006 through 2014. The Housing Element is an integral part of the County’s overall General Plan, as one of seven required General Plan elements mandated by State law. The Element assesses the current and future housing needs of all income groups, formulates goals, policies, and programs to address housing needs in unincorporated Riverside County, and sets forth an action plan for implementation of those goals in the next four years. (Countywide)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Adam Rush, County of Riverside Planning Department, at (951) 955-6646.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1002RG10

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 9-14-10
 Property Owner Various - Countywide Phone Number (951) 955-6646
 Mailing Address Various - Countywide

Agent (if any) County of Riverside Planning Dept. Phone Number (951) 955-6646
 Mailing Address 4080 Lemon Street, 9th Floor, Riverside, CA 92504

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways.

Street Address Countywide
 Assessor's Parcel No. All Unincorporated APNS Parcel Size Various
 Subdivision Name All Unincorporated Zoning Classification Industrial Park (I-P)
 Lot Number Same

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees. Include additional project description data as needed.

Existing Land Use (describe) The ordinance amendment will modify all properties within the County of Riverside Zoned (I-P)
 Proposed Land Use (describe) The ordinance amendment will allow the construction of an Emergency Shelter pursuant to a Building Permit application in all zones within the I-P zone

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1,000+
 For Other Land Uses Hours of Use 1,000+
 (See Appendix C) Number of People on Site Maximum Number 1,000+
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 35 feet ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Various ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?
 Yes
 No

If yes, describe _____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received 9-14-10 Type of Project
 Agency Name County of Riverside General Plan Amendment
Planning Dept. Zoning Amendment or Variance
 Staff Contact Adam Rush Subdivision Approval
 Phone Number 3-6646 Use Permit
 Agency's Project No. Ordinance No. 348-4706 Public Facility
 Other

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Date Received _____ By _____
 Receipt Is Application Complete? Yes No
 If No, cite reasons _____

Airport(s) Nearby _____
 Primary Compatibility Zone(s) A* B1 B2 C D E Ht.
 Criteria Allowable (not prohibited) Use? Yes No
 Review Density/Intensity Acceptable? Yes No
 Open Land Requirement Met? Yes No
 Height Acceptable? Yes No
 Easement/Deed Notice Provided? Yes No

Special Conditions Describe: _____

Supplemental Noise _____
 Criteria Safety _____
 Review Airspace Protection _____
 Overflight _____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Approve Date _____
 Director's Action Refer to ALUC

ALUC Consistent Date _____
 Action Consistent with Conditions (list conditions/attach additional pages if needed)

 Inconsistent (list reasons/attach additional pages if needed)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.5

HEARING DATE: December 9, 2010

CASE NUMBER: ZAP1004RG10 – Riverside County Planning Department
(Representative: Adam Rush)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: GPA 1097 (General Plan Amendment)

MAJOR ISSUES: The proposed Housing Element potentially identifies sites for development to meet the County's Regional Housing Needs Assessment (RHNA) within Airport Influence Areas that may be inconsistent with intensity policies of the Airport Land Use Compatibility Plan.

RECOMMENDATION: At the time of writing of the staff report, staff had not received data to analyze the recommended Housing Element site inventory with zoning/land use designations and compatibility zone data. Staff is anticipating certain sites from the inventory whose potential development intensity is inconsistent with respective compatibility zones. These sites would be recommended to be removed from the site inventory upon completion of staff analysis. Therefore, at this time, staff recommends CONTINUANCE to the meeting of January 13, 2011; however, in the event that such data is received, analyzed, and sites are able to be recommended for removal prior to the hearing, staff would recommend that the Commission find the proposed general plan amendment consistent, subject to the removal of the recommended sites from the inventory.

PROJECT DESCRIPTION:

The applicant proposes an amendment to the Riverside County General Plan Housing Element. In general, the Housing Element is being updated to provide policies, programs, and objectives to meet the County's housing needs. The County's Regional Housing Needs Assessment (RHNA) is required to be established by state law and is determined through inter-governmental coordination. The Housing Element is required to identify sites that will meet the identified quantity and type of housing established by the RHNA. This site inventory is most important in determination of consistency with the Airport Land Use Compatibility Plan. In addition to the site inventory, the Housing Element also addresses other housing issues such as homelessness, substandard housing conditions, and removal of government constraints to provision of affordable housing.

PROJECT LOCATION: Countywide

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans

BACKGROUND:

Residential Land Use Intensity: The Housing Element site inventory likely identifies sites within airport influence areas as identified by the Riverside County Airport Land Use Compatibility Plan. The site inventory is based on existing zoning and land use designations. Currently, certain General Plan land use designations within the Airport Influence Areas (AIAs) of Jacqueline Cochran Regional Airport, Bermuda Dunes Airport, French Valley Airport, Blythe Municipal Airport, Riverside Municipal Airport, and Flabob Airport are known to be inconsistent with respective land use compatibility zone intensity criteria. At the time of the writing of this staff report, data had not been received by ALUC staff to determine if any properties with inconsistent land use designations within the AIAs of these airports are listed in the Housing Element site inventory. (The inventory provided herewith includes specific plans within the newly incorporated cities of Eastvale and Menifee, as well as unincorporated Riverside County.)

Non-Residential Land Use Intensity: Since the Housing Element deals exclusively with policies for residential development, non-residential land use intensities are generally not applicable.

Prohibited and Discouraged Uses: Residential land uses do not constitute a prohibited or discouraged use, except within Compatibility Zone A. However, pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, residential land uses at densities exceeding one dwelling unit per five acres are prohibited in all Compatibility Zones except Zones D and E.

Noise: Future residential land uses developed pursuant to this Housing Element may be subject to airport and aircraft noise. In reviewing the previous (2005) County Housing Element, ALUC found the Element consistent, provided that policies were added stating that no new residential housing shall be built within the noise-impact areas of the County, as defined in the Riverside County Airport Land Use Compatibility Plan, and that the "Notice of Airport in Vicinity" be given to all prospective residential tenants or buyers for projects within the adopted Airport Influence Areas. (See attached excerpt from minutes of June 2005 ALUC meeting.) Measures to address noise concerns would be addressed on an individual project basis where applicable.

Part 77: FAA review would be required for any structures with potential to exceed the applicable relative slope ratio.

Open Area: The open space requirements for Compatibility Zones B1, C, and D would be addressed on an individual project basis where applicable.

- 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.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached Notice regarding Proximity to the airport shall be given to each potential purchaser or lessee.
 6. A PART 77 FAA 7460 review shall be accomplished prior to approval by the JPA and any condition required by the FAA shall be adhered to during and after completion of construction.

REGIONAL

9:00 A.M.

- J. RG-05-101 – GENERAL PLAN AMENDMENT NO. 733 – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: RG- 05-101 County of Riverside and BA-05-100, DC-05-100, FL-05-100, PS-05-100, SK-05-100, CH-05-100, BD-05-109, BL-05-100, CO-05-100, FV-05-105, MA-05-112, RI-05-111 and TH (JCRA)-05-102

APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: GPA 733 and Environmental Assessment # 39960

PROJECT DESCRIPTION:

2001 Riverside County Integrated Plan (General Plan), Housing Element: Addendum Comprehensive General Plan Amendment No.733 and Environmental Assessment #39960 (SCH# 2002051143). The Housing Element of the Riverside County General Plan identifies and establishes the County's policies with respect to meeting the needs of existing and future residents in Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals in the next seven years. These commitments are in furtherance of the statewide housing goal of "early attainment of decent housing and a suitable living environment for every California family," as well as a reflection of the concerns unique to the County of Riverside.

PROJECT LOCATION: All unincorporated area; Affected Airports: Banning, Chino, Bermuda, Blythe, Chiriaco, Corona, Desert Center, Jacqueline Cochran Regional, Flabob, French Valley, Hemet/Ryan, MARB/MIP, Perris, Valley, Riverside, and Skylark.

BACKGROUND: The County filed with ALUC their new General Plan the R.C.I.P. in December 24, 2002 and over the next few months reviewed it and the Commission found it consistent with the CLUP's on May 22, 2003. That effort did not include the update to the Housing Element. We have contracted with our consultant to review this proposal and their comments are incorporated into this Staff Report.

We have utilized the following resources for our review:

1. All Adopted CLUP and ALUCP's
2. The RCALUP: 1984 with 1986 Interim Boundaries for March Air Force Base and Chino
3. Noise data from any source newer than the adopted CLUP for Chino, Hemet and Jacqueline Cochran Regional.

MAJOR ISSUES: Noise and Buyer Awareness

As is typical of housing elements, the Riverside County Housing Element is primarily policy and number-oriented. There is little of a site-specific nature indicating where development is proposed to occur. That type of information is primarily found in the land use and other elements of a general plan. Consequently, nothing in the document can be pointed to as being clearly in conflict with the adopted ALUC policies.

That said, the Housing Element should at least make reference to the importance of compatibility between future housing development and nearby airports. This discussion could be added to the section on environmental constraints (Page H-138) or could be part of a broader discussion of the need to locate housing where it is compatible with surrounding land uses (e.g., industrial, agricultural, etc.). At a minimum, reference to the specific ALUC policies noted below should be included.

RECOMMENDATION: *Staff recommends that the ALUC find the project consistent with the adopted ALUCP and CLUP's, if the following policies are added to the plan:*

1. *No new residential housing shall be built within the noise-impact area of airports in the county as defined in the Riverside County Airport Land Use Compatibility Plan; and*
2. *The attached statement shall be given to all prospective residential tenants or buyers for projects within the adopted Airport Influence Areas.*

Chairman Housman called for questions from the Commissioners, hearing no response he requested John Guerin to come forward and present the case.

John Guerin, Riverside County Planning, came forward in response to Chairman Housman's invitation. Mr. Guerin concurred on behalf of the County Planning Department for its finding of consistency. The intent of this revision is to amend the 2001 housing element to incorporate revisions that were approved by the State of Housing and Community Development.

Hearing no further comments Chairman Housman called for questions from the Commissioners. Hearing no response Chairman Housman opened the floor for comments from the audience, hearing no reply he called for a motion to be set.

ACTION TAKEN: Commissioner Hogan made a motion of consistency, subject to staff's conditions of approval and recommendations. Commissioner Butler seconded the motion. Motion carried unanimously.

- K. RG-05-102 – Proposed Bylaws – Keith Downs presented the case by referring to and using exhibits, staff report and recommendations.

CASE NUMBER: RG-05-102 Proposed Bylaws

PROJECT DESCRIPTION:

EXCERPTS

Riverside County:

Housing Element 2006-2014

“Our shelter will be safe, comfortable, and diverse, providing a wide range of housing opportunities in all densities, styles, and price ranges. Neighborhoods will be well designed, conveniently located with respect to schools, jobs, shopping and transportation systems, encouraging a strong sense of community identity among residents”

- Riverside County Strategic Vision Plan

INTRODUCTION	6
CITIZEN PARTICIPATION.....	6
CONSISTENCY WITH STATE PLANNING LAW.....	7
GENERAL PLAN CONSISTENCY	7
HOUSING ELEMENT ORGANIZATION.....	8
EVALUATION OF THE PREVIOUS HOUSING ELEMENT	9
PROGRESS IN IMPLEMENTING THE PAST ELEMENT GOALS AND OBJECTIVES	9
PROGRESS IN ACHIEVING THE PAST ELEMENT QUANTIFIED OBJECTIVES	85
COMMUNITY PROFILE	92
DEMOGRAPHIC TRENDS.....	92
<i>Regional Growth</i>	93
<i>Age Composition</i>	97
<i>Race and Ethnicity</i>	98
EMPLOYMENT TRENDS	99
<i>Employment Characteristics</i>	99
<i>Jobs/Housing Balance</i>	104
HOUSEHOLD CHARACTERISTICS	105
<i>Household Size</i>	105
<i>Household Income</i>	107
HOUSING INVENTORY AND MARKET CONDITIONS	110
<i>Housing Stock Profile</i>	110
<i>Housing Type</i>	110
Unit Size.....	110
<i>Vacancy Rates and Tenure</i>	112
<i>Age and Condition of Housing Stock</i>	112
<i>Housing Costs and Rents</i>	113
New Home Price Trends	113
Rental Prices	117
Affordability Gap Analysis	117
HOUSING NEEDS	121
OVERCROWDING.....	121
HOUSEHOLDS OVERPAYING FOR HOUSING	122
SUBSTANDARD HOUSING	124
SPECIAL NEEDS GROUPS	127
<i>Elderly Persons</i>	127
<i>Large Households</i>	128
<i>Female-Headed Households</i>	129
<i>Persons with Disabilities</i>	130
<i>Homeless Population</i>	131
<i>Farm workers</i>	138
GROWTH NEEDS	140
<i>Overview of the Regional Housing Needs Assessment (RHNA)</i>	140
<i>The 2006 - 2014 Riverside County Housing Needs Assessment</i>	144
SUMMARY AND CONCLUSIONS: HOUSING NEEDS	145
CONSTRAINTS	148
<i>Governmental Constraints</i>	148
Land Use Controls.....	148
General Plan.....	148
Development Standards	163
Design Standards	165
Building Codes	166
Development Fees.....	167
Planning, Surveyor and Building Fees.....	167

County Mitigation Fees.....	168
Local Processing and Permit Procedures.....	172
<i>SB 375 Sustainable Community Plan.....</i>	<i>173</i>
<i>Non-Governmental Constraints</i>	<i>175</i>
Environmental Constraints.....	175
Infrastructure Constraints.....	176
Water and Sewer.....	177
Drainage.....	179
Circulation	179
Land Costs	180
Construction Costs	182
Cost and Availability of Financing.....	182
Foreclosure Activity.....	183
NIMBYism.....	185
Local Efforts to Remove Housing Constraints.....	185
RESOURCES	187
<i>Availability of Sites for Housing</i>	<i>187</i>
Vacant Land Analysis	187
Specific Plan Potential	213
Availability of Infrastructure.....	213
Underutilized Land.....	219
<i>Development Potential Compared to New Housing Need</i>	<i>220</i>
<i>Preservation of Assisted Units at Risk of Conversion.....</i>	<i>228</i>
Overview.....	228
Inventory of Assisted Units at Risk.....	228
<i>Cost of Preservation versus Replacement</i>	<i>230</i>
Local Rental Subsidy	231
Replacement Cost.....	232
<i>Resources for Preservation</i>	<i>233</i>
Funding Sources.....	233
Federal Programs	233
State Programs	234
Local Programs.....	234
<i>Program Efforts to Preserve At-Risk Units</i>	<i>236</i>
Monitoring At-Risk Units	236
<i>Energy Conservation.....</i>	<i>236</i>
FIVE-YEAR ACTION PLAN	239
FIVE-YEAR GOALS, POLICIES AND ACTIONS.....	239
QUANTIFIED OBJECTIVES	239
IMPLEMENTING RESOURCES	275
QUANTIFIED OBJECTIVES	295
<i>New Construction.....</i>	<i>295</i>
<i>Rehabilitation/Conservation</i>	<i>296</i>
<i>Assistance.....</i>	<i>296</i>

FIGURES

Figure 1	Median Home Prices in Riverside County	115
----------	--	-----

TABLES

Table H - 1	Progress in Implementing Housing Goals, Programs and Objectives.....	10
Table H - 2	Progress in Achieving Quantified Objectives	86
Table H - 3	Regional Population Growth Trends: 2000-2007.....	93

HOUSING ELEMENT ORGANIZATION

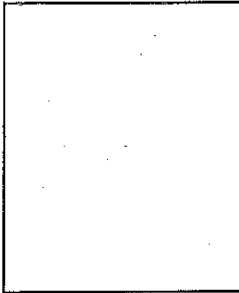
Government Code Section 65583 requires the Housing Element to include the following components:

- A review of the previous element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the Housing Element.
- An assessment of housing needs and an inventory of resources and constraints related to meeting these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement and development of housing.
- A program which sets forth a five-year schedule of actions that the County is undertaking, or intends to undertake, in implementing the policies set forth in the Housing Element.

The Housing Element is divided into six sections. The first section provides an overview of the scope and purpose of the Housing Element, and the remaining sections address the required components identified above. Section two reviews the accomplishments of the 2005 Housing Element to date. The third section is the Community profile which provides an overview of population, employment and housing characteristics in the County. Section four identifies existing housing needs and describes future housing needs for the 2006 - 2014 planning period. Section five addresses factors that either facilitate or impede housing development in the unincorporated county. Section six is the County's Five Year Action Plan, which includes a statement of housing goals and policies and describes the housing programs that will be implemented in order to implement these goals and policies. This section also summarizes the quantified objectives for the 2006 - 2014 planning period.

RESOURCES

AVAILABILITY OF SITES FOR HOUSING



The Regional Housing Needs Assessment (RHNA) process assigned unincorporated Riverside County 57,172 units in new construction need with about 75% of this total allocated to the western county. With its proximity to surrounding counties, infrastructure capability, and available land, it is anticipated that the majority of growth during the next five years will occur within the sphere of influence areas of incorporated cities, and in areas for which Specific Plans or tract maps have been prepared. These properties include vacant and undeveloped lands presently in the unincorporated County that are adjacent to, or within service hookup distance from public sewer, water and street systems. The County's policy is to promote compact development in strategically located activity centers, along with infill opportunities within existing urban areas, in order to minimize development pressures on vacant land on the urban fringe. An analysis of residential development potential demonstrates that there is ample vacant land within these areas that is designated for residential uses to satisfy the RHNA new construction need.

State law requires that zoning be consistent with adopted general plans. The County's undeveloped lands will be rezoned if necessary to the appropriate residential designation to assure consistency with the newly updated General Plan land use designations. In a limited capacity, infill projects throughout unincorporated communities will also contribute to the County's future housing stock. County policy recommends that growth be concentrated near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. Under the General Plan, higher density residential areas are sited near employment nodes, commercial cores, and major transportation corridors, and in conjunction with resort, recreation and tourist areas.

Vacant Land Analysis

For the 2006 – 2014 Housing Element update, the County prepared a site inventory using the County's Geographical Information System to identify vacant parcels that could readily be developed to meet the County's regional housing needs. First, the County prepared an inventory of all vacant properties designated for residential use under the General Plan. It then identified those parcels located within an existing water district boundary. Vacant parcels located within a water district boundary were then classified based on the underlying zoning. The parcels were divided into three categories: 1) those parcels zoned appropriately for the land use designation assigned; 2) those parcels not zoned appropriately for the land use designation assigned; and 3) those parcels with a Specific Plan Zone. Information on these appropriately zoned parcels, inappropriately zoned parcel, and parcels with a Specific Plan Zone are summarized in Table H-54, Table H-55, and Table H-56, respectively.

Appropriately zoned parcels were determined using the "RCIP General Plan Land Use Designation Zoning Guidelines." For a given General Plan land use designation, the Guidelines identify those zones which are considered to be "Highly Consistent," "Conditionally Consistent," "Generally Inconsistent," and "Inconsistent" with the given land use designation. For purposes of the site inventory, a parcel designated for residential purposes was considered to be available for development, if the Guidelines indicated that the underlying zoning on the site was "Highly Consistent" or "Conditionally Consistent" with the site's land use designation. Those parcels identified for residential purposes with a Specific Plan Zone were also considered to be available for development. However, if the Guidelines indicated that a parcel's underlying zoning was "General Inconsistent" or "Inconsistent" with the site's land use designation, then the parcel was considered to be unavailable for development. However, with an appropriate zone change, it could be made available for development in the future.

A review of these vacant parcels shows that an adequate supply of vacant, buildable land exists within the

unincorporated county for the County of Riverside to meet its share of the regional housing need during the 2006-2014 planning period. In addition, those parcels not zoned appropriately for the land use designation assigned could be made available for development by zoning the parcel to be consistent with the existing land use designation. This would add to the supply of vacant land available for housing development within established water district.

As required by California Government Code Section 65583.2, the County has prepared a listing of the parcels described above. For the three categories described, separate spreadsheets have been prepared and are contained on a computer disk entitled, "Riverside County Housing Element 2006 - 2014 Site Inventory." Each of these spreadsheets lists all of the parcels within the category by assessor parcel number, parcel size, general plan designation, zoning, potential environmental constraints, and the water district within which the parcel is located. Additional information related to the site inventory is also included on the disk.

The site inventory demonstrates that the unincorporated County contains over one half million acres of vacant land that now allow some form of residential development. Approximately 52% of this land lies within the boundaries of a water district. Moreover, the Land Use Element accommodates a mix of unit types and densities within its land use designations to provide residential development affordable to a range of incomes. The land use designation determines the intensity of residential development allowed and establishes the number of dwelling units per acre (DU/AC) allowed on a given parcel.

Table H-53 summarizes Table H-54, Table H-55, and Table H-56. Based on the County's site inventory, it indicates the number of units which could potentially be developed on vacant land within existing water districts for households with very low, low, moderate and above moderate income levels. It compares this potential to the need identified by the Regional Housing Needs Assessment (RHNA) for the 2006-2014 planning period. Since the RHNA is broken down by regional councils of government, the results are similarly divided. The RHNA covers the boundaries of the Western Riverside Council of Governments (WRCOG) and the Coachella Valley Association of Governments (CVAG) and the unit potential within WRCOG and CVAG are shown. Not all areas of the unincorporated county are included in the RHNA. These areas fall outside the boundaries of WRCOG and CVAG and have no housing need assigned to them under the RHNA. The development potential of areas not subject to the RHNA were also calculated and referred to in the Table as "Remainder of the County."

The RHNA allocation is divided into four income categories: Very Low; Low; Moderate and Above Moderate. Most of the potential for Very Low and Low income housing is found in the Highest Density Residential, Very High Density Residential, and Community Centers categories which allow densities over 14 dwelling units per acre. Units in these categories are assumed to be primarily rental units. As well, there are opportunities for ownership units affordable to Very Low income households to be developed in conjunction with subsidies or assistance in lower density residential designations, or manufactured homes which are permitted in a number of residential designations. These assumptions regarding density and affordability category are supported by recent projects built in Riverside County (see Table H-63, *New Assisted Units by Income Category*). The Moderate income category will generally be served by market rate residential development in land use designations which accommodate 5-14 dwelling units per acre, which encompasses the Medium High Density Residential and the High Density Residential land use designations, as well as potential within the Community Centers designation. Above Moderate income households will be served by market rate developments generally less than 5 dwelling units per acre. These include developments in the Medium Density Residential, Low, Very Low, Estate Density Residential designation, as well as the in the Rural designation.

The availability of developable acreage in upper density ranges allows for development of certain types of housing that might be affordable to very low and low income households. For example, stacked flat apartments which may be affordable to lower income households typically require densities of above 18 dwelling units per acre, depending on land costs, to be developed economically. The Highest Density Residential designation provides for densities which accommodate construction above 20 dwelling units per acre. As well, the Very High Density Residential also provides potential for multi-family development at densities of 14-20 du/ac which is generally affordable to low income households. The High Density Residential and Medium High Density Residential designation provides opportunities for single family attached and multi-family development at densities typically affordable to the upper ranges of the low and the majority of moderate income households. Policies and programs

have been presented in this Housing Element update to promote mixed-use development with higher density residential components. The Community Center designation incorporates significant potential for high density residential products ranging from 5-40 du/ac but with the majority occurring in the 14-40 du/ac range. Additional potential for higher density residential development may also be achieved in yet undetermined Specific Plan proposals.

At current zoning and land use densities, the housing need for Moderate and Above-Moderate income households could be met in both the WRCOG and CVAG planning areas. Only 41% of the low income category would be met in WRCOG, however, combined with CVAG parcels the target for low income category housing is close to being met at 92%. Available housing sites for very-low income households may be insufficient (33% of need in CVAG) based on the General Plan. When combined with WRCOG parcels, the target for very low income households is close to being met at 85%. For more details, see Table H-43.

The overall trend toward higher density residential land use allocations in the Riverside County Integrated Project (RCIP), as well as the residential development potential in Specific Plans, will increase housing opportunities throughout the unincorporated areas.

It is not realistic to assume that all of the vacant land suitable for development at densities which accommodate housing at prices affordable to lower income households will develop during this planning period. Given the lead time required to submit and process residential applications, the multiplicity of property owners in the City spheres of influence or proposed Specific Plan areas where the majority of the development activity is anticipated to occur; the fact that the majority of projects in the past have been single family detached subdivisions appealing to households with moderate and above moderate incomes, complete build-out of higher density designated parcels is an unrealistic objective. Given this situation, policy efforts should be directed to increasing housing opportunities for very low and low income households.

Environmental factors may adversely affect a parcels potential for development. The parcel specific data base described above indicates whether or not a parcel available for residential development is potentially subject to faulting, flooding, high fire danger, high or very high liquefaction potential, or risk of landslide. Other factors, such as land with slopes greater than 25% may pose significant financial constraints that render housing development infeasible. Environmental hazards are discussed and mapped in further detail in the Safety Element in the County's General Plan as well as in the County's adopted Multiple Species Habitat Conservation Plan (MSHCP). The presence of an environmental constraint does not necessarily preclude the development of a site for housing. In many cases, environmental constraints may be ameliorated through proper site design, infrastructure improvements, or other mitigation measures.

Table H - 53 Summary of Residential Development Potential by Income Category

TABLE H-53 SUMMARY OF RESIDENTIAL DEVELOPMENT POTENTIAL BY INCOME CATEGORY ¹							
SITE CHARACTERISTICS	NUMBER OF PARCELS	ACREAGE	UNITS	INCOME LEVEL			
				VERY LOW	LOW	MODERATE	ABOVE MODERATE
WRCOG							
CONSISTENTLY ZONED	19,969	107,959	58,410	7,243	150	2,485	48,533
WITHIN SPECIFIC PLAN	4,772	12,290	43,650	3,614	2,682	10,468	26,887
SUBTOTAL	24,741	120,249	102,060	10,857	2,832	12,953	75,420
RHNA (WRCOG)			43,114	10,704	6,939	7,827	17,643
PERCENT OF RHNA			237%	101%	41%	165%	433%
CVAG							
CONSISTENTLY ZONED	8,260	47,963	17,144	547	0	4,505	12,092
WITHIN SPECIFIC PLAN	93	1,083	9,051	515	5,664	1,138	1,735
SUBTOTAL	8,353	49,046	26,195	1,062	5,664	5,643	13,827
RHNA (CVAG)			14,058	3,247	2,263	2,615	5,933
PERCENT OF RHNA			186%	33%	250%	216%	233%
CVAG AND WRCOG							
TOTAL	33,094	169,295	128,255	11,919	8,496	18,596	89,247
RHNA			57,172	13,952	9,202	10,442	23,576

¹ The density assumptions in the General Plan are derived from market analysis of housing types being produced in Riverside County and elsewhere in Southern California and are based on real-world examples not hypothetical ones. The development potential described above was projected using the Socioeconomic Build-out Projections Assumptions and Methodology found in Appendix E of the County of Riverside General Plan.

**TABLE H-53
SUMMARY OF RESIDENTIAL DEVELOPMENT POTENTIAL BY INCOME CATEGORY¹**

SITE CHARACTERISTICS	NUMBER OF PARCELS	ACREAGE	UNITS	INCOME LEVEL			
				VERY LOW	LOW	MODERATE	ABOVE MODERATE
PERCENT OF RHNA			224%	85%	92%	178%	378%
REMAINDER OF THE COUNTY							
CONSISTENTLY ZONED	1,884	12,426	1,600	0	0	68	1,532
WITHIN SPECIFIC PLAN	0	0	0	0	0	0	0
SUBTOTAL	1,884	12,426	1,600	0	0	68	1,532
INCONSISTENTLY ZONED							
WRCOG	2,653	24,710	22,894	286	172	1,627	20,809
CVAG	5,689	67,002	17,753	0	531	6,615	10,607
REMAINDER OF COUNTY	1,186	4,954	888	0	0	2	886
SUBTOTAL	9,528	96,666	41,535	286	703	8,244	32,302
MAXIMUM POTENTIAL UNITS WITH REZONING							
WRCOG AND CVAG	33,094	169,295	128,255	11,919	8,496	18,596	89,247
REMAINDER OF COUNTY	1,884	12,426	1,600	0	0	68	1,532
INCONSISTENTLY ZONED	9,528	96,666	41,535	286	703	8,244	32,302
GRAND TOTAL	44,506	278,387	171,390	12,205	9,199	26,908	123,081
RHNA			57,172	13,952	9,202	10,442	23,576
PERCENT OF RHNA			300%	87%	100%	258%	522%

This page intentionally left blank

Table H - 54 Inventory of Vacant Land Available and Consistently Zoned for Housing

Table H-54 Inventory of Vacant Land Available and Consistently Zoned for Housing									
Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
WRCOG- Western Riverside County									
Agriculture									
	A-1	0.05	91	1,346.0	67.3				67.3
	A-2	0.05	56	847.7	42.4				42.4
	A-D	0.05	1	8.2	0.4				0.4
	A-P	0.05	4	11.3	0.6				0.6
	C/V	0.05	123	1,324.5	66.2				66.2
	R-A	0.05	62	310.5	15.5				15.5
	R-R	0.05	45	286.6	14.3				14.3
	W-2	0.05	12	160.4	8.0				8.0

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
Community Center- Community Development									
	C-T	32	5	5.1	163.5	81.8			81.8
	R-R	32	6	19.3	617.6	308.8			308.8
	W-2	32	4	325.4	10,414.3	5,207.1			5,207.1
Estate Density Residential- Community Development									
	A-1	0.5	34	222.5	111.3				111.3
	R-1	0.5	8	4.9	2.4				2.4
	R-1A	0.5	48	63.8	31.9				31.9
	R-A	0.5	8	21.7	10.8				10.8
	R-R	0.5	3	0.2	0.1				0.1
	R-T	0.5	1	2.1	1.0				1.0
	W-2	0.5	5	4.9	2.4				2.4
Estate Density Residential- Rural Community									
	A-1	0.5	65	527.4	263.7				263.7
	R-1	0.5	5	16.6	8.3				8.3
	R-A	0.5	699	3,638.2	1,819.1				1,819.1
	R-R	0.5	128	536.9	268.4				268.4
	R-T-R	0.5	5	11.2	5.6				5.6
	W-2	0.5	64	645.2	322.6				322.6
	W-2-M	0.5	16	49.4	24.7				24.7
High Density Residential-Community Development									
	R-2	11	3	32.3	355.2			355.2	
	R-3	11	37	64.5	709.4			709.4	
	R-4	11	2	1.3	14.8			14.8	
	R-T	11	2	1.2	13.5			13.5	
Highest Density Residential-Community Development									

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	R-3	30	4	1.5	45.5	45.5			
	R-6	30	2	4.6	137.3	137.3			
Low Density Residential- Community Development									
	R-1	2	204	321.7	643.4				643.4
	R-3A	2	1	0.4	0.8				0.8
	R-A	2	256	504.2	1,008.5				1,008.5
	R-T	2	2	1.9	3.9				3.9
	R-T-R	2	1	10.9	21.7				21.7
Low Density Residential- Rural Community									
	A-1	2	412	671.2	1,342.4				1,342.4
	R-1	2	114	116.0	232.0				232.0
	R-A	2	411	1,312.4	2,624.8				2,624.8
	R-R	2	539	310.9	621.9				621.9
	W-2	2	46	65.7	131.5				131.5
	W-2-M	2	18	2.4	4.8				4.8
Medium Density Residential- Community Development									
	R-1	3.5	3633	3,046.5	10,662.6				10,662.6
	R-1A	3.5	679	245.6	859.5				859.5
	R-2	3.5	23	49.5	173.1				173.1
	R-2A	3.5	7	1.8	6.2				6.2
	R-3	3.5	202	106.6	373.2				373.2
	R-3A	3.5	124	49.2	172.0				172.0
	R-4	3.5	157	125.1	437.7				437.7
	R-A	3.5	121	636.8	2,228.7				2,228.7
	R-D	3.5	5	3.1	10.7				10.7

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	R-T	3.5	69	240.0	840.1				840.1
Medium High Density Residential- Community Development									
	R-1	6.5	42	31.0	201.3			201.3	
	R-2	6.5	66	28.1	183.0			183.0	
	R-3	6.5	19	65.9	428.5			428.5	
	R-4	6.5	110	52.6	341.8			341.8	
	R-D	6.5	6	10.5	68.1			68.1	
	R-T	6.5	14	26.0	169.3			169.3	
Mixed Use Planning Area (MUPA)									
	A-2	32	1	5.0	160.2	80.1			80.1
	R-1	32	18	6.6	210.6	105.3			105.3
	R-3	32	28	9.0	286.5	143.2			143.2
	R-T	32	2	21.5	688.9	344.4			344.4
	W-2	32	3	49.3	1,578.2	789.1			789.1
Open Space- Conservation									
	N-A	NA	3	51.7	3.0				3.0
Open Space- Rural									
	M-R	0.025	1	3.0	0.1				0.1
	N-A	0.025	311	2,611.7	65.3				65.3
	R-1	0.025	12	272.5	6.8				6.8
	R-1A	0.025	10	147.0	3.7				3.7
	R-A	0.025	87	1,616.2	40.4				40.4
Rural- Rural Mountainous									
	M-R	0.05	1	21.8	1.1				1.1
	N-A	0.05	1	79.7	4.0				4.0
	R-1	0.05	304	393.1	19.7				19.7

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	R-1A	0.05	84	269.4	13.5				13.5
	R-A	0.05	2415	24,139.9	1,207.0				1,207.0
	R-R	0.05	1024	14,970.3	748.5				748.5
	W-2	0.05	706	13,446.6	672.3				672.3
Rural- Rural Residential									
	A-1	0.2	124	919.1	183.8				183.8
	A-2	0.2	25	500.1	100.0				100.0
	C-R	0.2	1	1.6	0.3				0.3
	R-A	0.2	1377	13,640.4	2,728.1				2,728.1
	R-R	0.2	446	4,951.2	990.2				990.2
	R-T	0.2	1	2.4	0.5				0.5
	W-2	0.2	108	2,213.8	442.8				442.8
	W-2-M	0.2	46	401.4	80.3				80.3
Very High Density Residential- Community Development									
	R-3	17	6	8.8	150.0		150.0		
Very Low Density Residential- Community Development									
	A-1	1	22	51.6	51.6				51.6
	R-1	1	97	177.6	177.6				177.6
	R-1A	1	598	234.6	234.6				234.6
	R-A	1	439	489.4	489.4				489.4
	R-D	1	3	6.1	6.1				6.1
Very Low Density Residential- Rural Community									
	A-1	1	957	2,476.9	2,476.9				2,476.9
	R-1	1	38	153.4	153.4				153.4
	R-A	1	1261	3,387.0	3,387.0				3,387.0
	R-R	1	549	1,592.5	1,592.5				1,592.5

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-2	1	24	102.4	102.4				102.4
	W-2-M	1	7	3.4	3.4				3.4
WRCOG SUBTOTAL			19,969	107,959.2	58,410.1	7,242.7	150.0	2,484.8	48,532.7
CVAG-Eastern Riverside County									
Agriculture									
	A-1	0.05	159	3,054.4	152.7				152.7
	A-2	0.05	89	1,485.5	74.3				74.3
	R-R	0.05	2	259.5	13.0				13.0
	W-2	0.05	249	5,155.5	257.8				257.8
Community Center- Community Development									
	A-1	32	1	34.2	1,094.1	547.1			547.1
Estate Density Residential- Community Development									
	A-1	0.5	25	86.1	43.1				43.1
	R-1	0.5	13	26.5	13.3				13.3
	W-2	0.5	91	611.6	305.8				305.8
Estate Density Residential- Rural Community									
	R-1	0.5	1	15.1	7.5				7.5
	R-A	0.5	6	3.1	1.5				1.5
	W-2	0.5	13	82.0	41.0				41.0
High Density Residential-Community Development									
	R-2	11	94	93.8	1,031.4			1,031.4	
	R-3	11	254	95.0	1,045.3			1,045.3	
	R-T	11	1	2.1	23.4			23.4	
Low Density Residential- Community Development									
	R-1	2	97	83.6	167.2				167.2

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
Low Density Residential- Rural Community									
	A-1	2	2	5.0	10.0				10.0
	R-A	2	4	21.5	43.0				43.0
Medium Density Residential- Community Development									
	R-1	3.5	2349	1,109.8	3,884.3				3,884.3
	R-2	3.5	376	118.9	416.2				416.2
	R-2A	3.5	10	1.8	6.3				6.3
	R-3	3.5	29	46.1	161.3				161.3
	R-6	3.5	3	10.1	35.4				35.4
	R-A	3.5	14	176.3	617.0				617.0
	R-T	3.5	62	149.7	523.9				523.9
Medium High Density Residential- Community Development									
	R-1	6.5	7	56.2	365.2			365.2	
	R-2	6.5	197	36.4	236.9			236.9	
	R-2A	6.5	30	16.3	106.0			106.0	
	R-3	6.5	48	63.1	410.5			410.5	
	R-4	6.5	14	87.3	567.7			567.7	
	R-6	6.5	6	5.4	35.3			35.3	
	R-T	6.5	14	105.1	683.4			683.4	
Open Space- Rural									
	N-A	0.025	15	1,354.3	33.9				33.9
	R-1	0.025	13	3,597.6	89.9				89.9
	R-A	0.025	51	5,243.1	131.1				131.1
	W-E	0.025	6	1,220.8	30.5				30.5
Rural- Rural Desert									
	R-R	0.05	77	1,279.0	63.9				63.9

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-2	0.05	615	9,968.8	498.4				498.4
Rural- Rural Mountainous									
	N-A	0.05	2	20.3	1.0				1.0
	R-1	0.05	25	114.7	5.7				5.7
	R-R	0.05	5	460.9	23.0				23.0
	W-2	0.05	11	120.8	6.0				6.0
Rural- Rural Residential									
	A-1	0.2	25	417.1	83.4				83.4
	R-A	0.2	539	2,379.5	475.9				475.9
	R-R	0.2	46	89.0	17.8				17.8
	R-T	0.2	9	97.2	19.4				19.4
	W-2	0.2	1256	6,490.8	1,298.2				1,298.2
	W-2-M	0.2	5	24.9	5.0				5.0
Very Low Density Residential- Community Development									
	A-1	1	3	50.2	50.2				50.2
	R-1	1	1560	1,708.7	1,708.7				1,708.7
Very Low Density Residential- Rural Community									
	R-1	1	80	176.4	176.4				176.4
	R-A	1	4	4.5	4.5				4.5
	W-2	1	13	47.6	47.6				47.6
CVAG SUBTOTAL			8,620	47,963.0	17,144.2	547.1	0.0	4,505.0	12,092.2
Remainder of Riverside County									
Agriculture									
	A-1	0.05	21	713.2	35.7				35.7
	A-2	0.05	13	63.6	3.2				3.2

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	R-R	0.05	128	1,507.8	75.4				75.4
	W-2	0.05	97	5,626.2	281.3				281.3
Estate Density Residential- Rural Community									
	A-1	0.5	9	47.0	23.5				23.5
	R-A	0.5	7	22.0	11.0				11.0
	W-2	0.5	3	62.7	31.4				31.4
High Density Residential-Community Development									
	R-T	11	1	1.0	11.3			11.3	
Low Density Residential- Community Development									
	R-1	2	21	3.6	7.3				7.3
	R-A	2	23	117.8	235.6				235.6
Medium Density Residential- Community Development									
	R-1	3.5	369	76.8	268.9				268.9
	R-A	3.5	2	9.3	32.4				32.4
	R-T	3.5	17	2.2	7.8				7.8
Medium High Density Residential- Community Development									
	R-2	6.5	10	8.7	56.4			56.4	
Open Space- Rural									
	R-A	0.025	4	25.0	0.6				0.6
Rural- Rural Desert									
	W-2	0.05	241	1,263.7	63.2				63.2
Rural- Rural Mountainous									
	R-1	0.05	16	3.0	0.1				0.1
	R-A	0.05	51	420.8	21.0				21.0
	W-2	0.05	14	1,106.6	55.3				55.3
Rural- Rural Residential									

**Table H-54
Inventory of Vacant Land Available and Consistently Zoned for Housing**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	A-1	0.2	6	11.9	2.4				2.4
	R-A	0.2	35	170.5	34.1				34.1
	R-R	0.2	9	71.6	14.3				14.3
	W-2	0.2	6	904.3	180.9				180.9
	W-2-M	0.2	5	49.2	9.8				9.8
Very Low Density Residential- Community Development									
	R-A	1	756	99.9	99.9				99.9
Very Low Density Residential- Rural Community									
	A-1	1	9	26.2	26.2				26.2
	R-A	1	9	8.7	8.7				8.7
	R-R	1	2	2.2	2.2				2.2
REST of County SUBTOTAL			1,884	12,425.7	1,600.0	0.0	0.0	67.7	1,532.3
GRAND TOTAL			30,473	168,348.0	77,154.4	7,789.8	150.0	7,057.5	62,157.2

Table H - 55 Inventory of Vacant Land Available for Housing but Inconsistently Zoned

Table H-55 Inventory of Vacant Land Available for Housing but are Inconsistently Zoned ¹									
Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
WRCOG-Western Riverside County									
Agriculture									
	R-1	0.05	1.00	0.05	0.00				0.0
	NULL	0.05	3.00	5.56	0.28				0.3
Community Center- Community Development									
	C-P-S	32.00	1.00	12.39	396.46	198.23			198.2
	M-R-A	32.00	3.00	4.75	151.96	75.98			76.0
Estate Density Residential- Community Development									
	M-SC	0.50	2.00	13.84	6.92				6.9
	R-4	0.50	4.00	17.07	8.53				8.5
Estate Density Residential- Rural Community									
	A-2	0.50	14.00	199.23	99.61				99.6
	C-P-S	0.50	1.00	0.10	0.05				0.1
	M-H	0.50	1.00	0.25	0.12				0.1
	NULL	0.50	4.00	0.59	0.30				0.3
High Density Residential-Community Development									
	A-2	11.00	2.00	51.62	567.87			567.87	
	C-1/C-P	11.00	2.00	1.09	11.97			11.97	
	R-1	11.00	2.00	0.35	3.86			3.86	
	R-5	11.00	1.00	1.83	20.15			20.15	
	W-1	11.00	1.00	4.69	51.58			51.58	
	W-2	11.00	3.00	29.66	326.23			326.23	
	NULL	11.00	3.00	4.90	53.88			53.88	
Highest Density Residential-Community Development									
	C-1/C-P	30.00	2.00	0.41	12.16	12.16			

Table H-55
Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
Low Density Residential- Community Development									
	A-1	2.00	106.00	318.08	636.15				636.2
	A-2	2.00	18.00	172.84	345.68				345.7
	C-1/C-P	2.00	6.00	6.00	12.00				12.0
	M-SC	2.00	2.00	7.02	14.03				14.0
	R-3	2.00	4.00	1.17	2.33				2.3
	R-5	2.00	4.00	1.77	3.55				3.5
	R-R	2.00	261.00	577.82	1,155.63				1,155.6
	W-1	2.00	5.00	21.98	43.97				44.0
	W-2	2.00	26.00	459.09	918.19				918.2
	NULL	2.00	13.00	11.24	22.48				22.5
Low Density Residential- Rural Community									
	A-2	2.00	2.00	42.37	84.75				84.7
	A-P	2.00	3.00	9.03	18.06				18.1
	C-1/C-P	2.00	15.00	81.68	163.37				163.4
	C-P-S	2.00	2.00	14.10	28.21				28.2
	M-H	2.00	1.00	21.49	42.99				43.0
	R-3	2.00	3.00	0.69	1.39				1.4
	R-5	2.00	8.00	87.25	174.49				174.5
	W-1	2.00	2.00	27.60	55.20				55.2
	NULL	2.00	6.00	5.65	11.30				11.3
Medium Density Residential- Community Development									
	A-1	3.50	129.00	930.52	3,256.82				3,256.8
	A-2	3.50	18.00	131.60	460.59				460.6
	A-P	3.50	2.00	19.53	68.36				68.4
	C-1/C-P	3.50	3.00	6.60	23.09				23.1

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	C-P-S	3.50	9.00	12.41	43.44				43.4
	M-SC	3.50	4.00	11.39	39.87				39.9
	N-A	3.50	1.00	2.68	9.38				9.4
	R-5	3.50	50.00	141.78	496.22				496.2
	R-R	3.50	542.00	2,288.86	8,011.01				8,011.0
	W-1	3.50	9.00	30.03	105.09				105.1
	W-2	3.50	8.00	70.87	248.06				248.1
	ST	3.50	1.00	0.60	2.10				2.1
	NULL	3.50	117.00	230.25	805.89				805.9
Medium High Density Residential- Community Development									
	A-1	6.50	11.00	3.97	25.82			25.82	
	C-1/C-P	6.50	1.00	1.11	7.23			7.23	
	C-P-S	6.50	1.00	0.06	0.37			0.37	
	R-R	6.50	6.00	60.01	390.04			390.04	
	NULL	6.50	13.00	25.87	168.15			168.15	
Open Space- Conservation									
	A-2	0.00	11.00	277.67	11.00				11.0
	A-1	0.00	6.00	22.38	6.00				6.0
	C-1/C-P	0.00	3.00	4.05	3.00				3.0
	C-P-S	0.00	1.00	17.45	1.00				1.0
	I-P	0.00	1.00	25.89	1.00				1.0
	M-SC	0.00	1.00	2.46	1.00				1.0
	R-1	0.00	11.00	184.58	11.00				11.0
	R-3	0.00	4.00	8.31	4.00				4.0
	R-4	0.00	2.00	26.90	2.00				2.0
	R-5	0.00	32.00	900.67	32.00				32.0

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	R-A	0.00	18.00	28.55	18.00				18.0
	R-R	0.00	7.00	360.00	7.00				7.0
	R-T	0.00	10.00	29.55	10.00				10.0
	W-1	0.00	75.00	189.95	75.00				75.0
	W-2	0.00	29.00	595.61	29.00				29.0
	NULL	0.00	8.00	11.57	8.00				8.0
Open Space- Rural									
	A-2	0.03	2.00	77.41	1.94				1.9
	M-H	0.03	1.00	106.53	2.66				2.7
	M-M	0.03	1.00	3.56	0.09				0.1
	R-5	0.03	1.00	23.95	0.60				0.6
	R-R	0.03	25.00	7,240.64	181.02				181.0
	W-2	0.03	69.00	3,265.36	81.63				81.6
	NULL	0.03	2.00	3.78	0.09				0.1
Rural- Rural Desert									
	R-A	0.05	7.00	34.01	1.70				1.7
Rural- Rural Mountainous									
	A-1	0.05	51.00	454.43	22.72				22.7
	A-2	0.05	19.00	572.34	28.62				28.6
	C-1/C-P	0.05	3.00	11.28	0.56				0.6
	C-P-S	0.05	1.00	18.80	0.94				0.9
	M-SC	0.05	4.00	3.16	0.16				0.2
	R-2	0.05	2.00	5.69	0.28				0.3
	R-3	0.05	31.00	7.49	0.37				0.4
	R-5	0.05	7.00	133.38	6.67				6.7
	R-T	0.05	7.00	7.22	0.36				0.4

**Table H-55
Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹**

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-2-M	0.05	41.00	690.99	34.55				34.5
	ST	0.05	33.00	28.10	1.41				1.4
	NULL	0.05	28.00	87.51	4.38				4.4
Rural- Rural Residential									
	C-1/C-P	0.20	22.00	35.11	7.02				7.0
	C-P-S	0.20	9.00	21.43	4.29				4.3
	C/V	0.20	6.00	29.32	5.86				5.9
	M-R	0.20	10.00	171.59	34.32				34.3
	M-SC	0.20	16.00	48.07	9.61				9.6
	R-1	0.20	15.00	110.82	22.16				22.2
	R-1A	0.20	33.00	117.63	23.53				23.5
	R-3	0.20	6.00	6.02	1.20				1.2
	R-5	0.20	5.00	81.50	16.30				16.3
	W-1	0.20	1.00	12.39	2.48				2.5
	ST	0.20	12.00	12.06	2.41				2.4
	NULL	0.20	14.00	16.06	3.21				3.2
Very High Density Residential- Community Development									
	R-5	17.00	1.00	0.43	7.37		7.37		
	ST	17.00	2.00	0.43	7.35		7.35		
	NULL	17.00	8.00	9.23	156.86		156.86		
Very Low Density Residential- Community Development									
	A-P	1.00	5.00	116.55	116.55				116.5
	C-1/C-P	1.00	2.00	0.21	0.21				0.2
	R-R	1.00	332.00	1,319.64	1,319.64				1,319.6
	W-1	1.00	1.00	9.53	9.53				9.5
	W-2	1.00	50.00	741.84	741.84				741.8

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-2-M	1.00	31.00	82.84	82.84				82.8
	ST	1.00	6.00	8.98	8.98				9.0
	NULL	1.00	2.00	1.54	1.54				1.5
Very Low Density Residential- Rural Community									
	A-2	1.00	2.00	36.43	36.43				36.4
	C-1/C-P	1.00	5.00	13.30	13.30				13.3
	C-O	1.00	1.00	0.12	0.12				0.1
	C-P-S	1.00	2.00	2.76	2.76				2.8
	I-P	1.00	1.00	9.68	9.68				9.7
	M-SC	1.00	11.00	22.05	22.05				22.0
	R-2	1.00	14.00	20.55	20.55				20.6
	W-1	1.00	2.00	2.47	2.47				2.5
	ST	1.00	2.00	0.65	0.65				0.6
	NULL	1.00	8.00	3.97	3.97				4.0
WRCOG SUBTOTAL			2,653.00	24,709.81	22,894.03	286	172	1,627	20,809.0
CVAG-Eastern Riverside County									
Agriculture									
	C-1/C-P	0.05	2.00	2.43	0.12				0.1
	C-P-S	0.05	23.00	65.77	3.29				3.3
	N-A	0.05	2.00	665.70	33.28				33.3
	R-1	0.05	2.00	68.44	3.42				3.4
	W-1	0.05	22.00	553.84	27.69				27.7
	ST	0.05	2.00	1.08	0.05				0.1
	NULL	0.05	2.00	2.04	0.10				0.1
Estate Density Residential- Community Development									

Table H-55
Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-1	0.50	5.00	249.00	124.50				124.5
	NULL	0.50	1.00	1.25	0.63				0.6
Estate Density Residential- Rural Community									
	A-2	0.50	2.00	42.58	21.29				21.3
High Density Residential-Community Development									
	A-1	11.00	3.00	117.47	1,292.17			1,292.17	
	C-1/C-P	11.00	3.00	0.44	4.89			4.89	
	R-1	11.00	4.00	82.45	906.98			906.98	
	W-2	11.00	17.00	106.32	1,169.53			1,169.53	
	NULL	11.00	6.00	6.37	70.09			70.09	
Low Density Residential- Community Development									
	A-1	2.00	12.00	38.25	76.51				76.5
	W-2	2.00	77.00	83.77	167.55				167.5
	NULL	2.00	3.00	2.59	5.18				5.2
Medium Density Residential- Community Development									
	A-1	3.50	1.00	0.24	0.85				0.8
	A-2	3.50	2.00	9.46	33.11				33.1
	C-1/C-P	3.50	7.00	2.94	10.28				10.3
	C-P-S	3.50	86.00	36.30	127.07				127.1
	R-5	3.50	23.00	188.91	661.19				661.2
	R-R	3.50	772.00	248.43	869.49				869.5
	W-1	3.50	6.00	10.14	35.50				35.5
	W-2	3.50	1,280.00	1,373.81	4,808.34				4,808.3
	W-2-M	3.50	122.00	92.07	322.24				322.2
	ST	3.50	11.00	12.83	44.90				44.9
	NULL	3.50	119.00	229.28	802.46				802.5

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
Medium High Density Residential- Community Development									
	C-1/C-P	6.50	4.00	1.38	8.97			8.97	
	C-P-S	6.50	2.00	19.46	126.49			126.49	
	M-SC	6.50	3.00	75.09	488.07			488.07	
	R-5	6.50	16.00	67.69	439.96			439.96	
	W-2	6.50	44.00	228.58	1,485.76			1,485.76	
	NULL	6.50	42.00	95.64	621.65			621.65	
Open Space- Conservation									
	M-R-A	n/a	1.00	2.73	1.00				1.0
	R-1	n/a	7.00	60.72	7.00				7.0
	R-A	n/a	5.00	463.39	5.00				5.0
	W-1	n/a	30.00	530.25	30.00				30.0
	W-2	n/a	2.00	89.48	2.00				2.0
	NULL	n/a	1.00	0.71	1.00				1.0
Open Space- Rural									
	R-R	0.03	251.00	3,495.07	87.38				87.4
	W-1	0.03	488.00	4,388.47	109.71				109.7
	W-2	0.03	1,194.00	46,323.98	1,158.10				1,158.1
	NULL	0.03	2.00	0.72	0.02				0.0
Rural- Rural Desert									
	C-1/C-P	0.05	3.00	0.60	0.03				0.0
	C-P-S	0.05	3.00	1.05	0.05				0.1
	R-1	0.05	25.00	62.95	3.15				3.1
	R-T	0.05	14.00	384.11	19.21				19.2
	W-1	0.05	2.00	199.18	9.96				10.0
	W-2-M	0.05	4.00	40.07	2.00				2.0

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
	W-E	0.05	100.00	2,127.42	106.37				106.4
	NULL	0.05	1.00	1.25	0.06				0.1
Rural- Rural Mountainous									
	R-3	0.05	1.00	0.36	0.02				0.0
	R-5	0.05	1.00	15.25	0.76				0.8
	W-E	0.05	3.00	213.19	10.66				10.7
Rural- Rural Residential									
	C-1/C-P	0.20	3.00	11.01	2.20				2.2
	C-P-S	0.20	33.00	65.92	13.18				13.2
	M-SC	0.20	8.00	50.55	10.11				10.1
	R-1	0.20	656.00	3,325.53	665.11				665.1
	R-3	0.20	54.00	165.75	33.15				33.1
	ST	0.20	6.00	19.73	3.95				3.9
	NULL	0.20	2.00	2.34	0.47				0.5
Very High Density Residential- Community Development									
	W-2	17.00	3.00	26.99	458.78		458.78		
	NULL	17.00	1.00	4.25	72.26		72.26		
Very Low Density Residential- Community Development									
	C-1/C-P	1.00	1.00	2.05	2.05				2.1
	C-P-S	1.00	5.00	24.06	24.06				24.1
	R-2	1.00	1.00	1.84	1.84				1.8
	R-3	1.00	23.00	38.24	38.24				38.2
	W-2	1.00	14.00	67.61	67.61				67.6
	W-2-M	1.00	12.00	11.60	11.60				11.6
	NULL	1.00	1.00	1.06	1.06				1.1

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
CVAG SUBTOTAL			5,689.00	67,001.57	17,752.76	0	531	6,615	10,607.2
Remainder of Riverside County									
Agriculture									
	N-A	0.05	6.00	353.89	17.69				17.7
	W-1	0.05	1.00	22.11	1.11				1.1
	ST	0.05	3.00	10.47	0.52				0.5
	NULL	0.05	12.00	4.75	0.24				0.2
Estate Density Residential- Rural Community									
	NULL	0.50	1.00	0.83	0.42				0.4
Low Density Residential- Community Development									
	C-P-S	2.00	10.00	0.98	1.96				2.0
	W-2	2.00	16.00	67.78	135.56				135.6
	W-2-M	2.00	681.00	114.03	228.06				228.1
Medium Density Residential- Community Development									
	A-1	3.50	4.00	13.38	46.84				46.8
	C-1/C-P	3.50	34.00	8.28	29.00				29.0
	R-R	3.50	17.00	6.43	22.50				22.5
	W-2	3.50	56.00	20.76	72.66				72.7
	W-2-M	3.50	181.00	55.56	194.45				194.5
Medium High Density Residential- Community Development									
	M-M	6.50	2.00	0.37	2.42			2.42	
Open Space- Rural									
	R-R	0.03	5.00	1,913.04	47.83				47.8
	W-2	0.03	28.00	924.49	23.11				23.1
	W-2-M	0.03	25.00	524.22	13.11				13.1

Table H-55

Inventory of Vacant Land Available for Housing but are Inconsistently Zoned¹

Land Use Designations	Zoning	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
						Very Low	Low	Moderate	Above Moderate
Rural- Rural Desert									
	R-A	0.05	6.00	19.46	0.97				1.0
	W-1	0.05	9.00	71.05	3.55				3.6
	W-2-M	0.05	52.00	46.39	2.32				2.3
	W-E	0.05	1.00	24.42	1.22				1.2
Rural- Rural Mountainous									
	W-2-M	0.05	27.00	718.50	35.93				35.9
	W-E	0.05	1.00	24.51	1.23				1.2
Rural- Rural Residential									
	R-3	0.20	3.00	2.82	0.56				0.6
Very Low Density Residential- Community Development									
	W-2	1.00	3.00	0.39	0.39				0.4
Very Low Density Residential- Rural Community									
	A-2	1.00	2.00	4.79	4.79				4.8
REST of County SUBTOTAL			1,186.00	4,953.71	888.44	0	0	2	886.0
GRAND TOTAL			9,528.00	96,665.09	41,535.28	286	703	8,244	2

Specific Plan Potential

Over 300 Specific Plans have been processed in the County since 1973. The Specific Plan is an important planning tool within the County as it establishes the permitted number of dwelling units and accommodates a variety of housing types including attached and multi-family uses, and it fosters clustering concepts, leaving room for open space and other amenities. As well, legal Specific Plan requirements call for infrastructure plans (water, sewer, drainage and circulation) to be prepared to support the proposed development, thereby ensuring that the community will be adequately served by infrastructure systems. The majority of the approved Specific Plans have



A specific plan combines policy statements with development regulations, often to address the development requirements for a single project or a planned community. As a result, its emphasis is on concrete standards and development criteria. Zoning, subdivisions and public works must be consistent with the specific plan and the specific plan must be consistent with the general plan.

been built out over the years per their approvals, or have had selected phases, neighborhoods, or tract maps processed and constructed under the umbrella of the Specific Plan. In some instances, Specific Plan applications have been withdrawn, abandoned, or the terms of approval expired. Other Specific Plans processed under the County's jurisdiction have been annexed into the incorporated boundaries of one of the cities in the County, and no longer provide potential for additional units within the unincorporated area. There are 45 Specific Plans located in the unincorporated Riverside County with planned densities resulting in a unit potential of 83,971 housing units. The recently adopted Specific Plan No. 342, the Villages of Lake View, which added 11,350 units, is also included. An evaluation of the Specific Plans in Tables H-56 and H-57 indicates that more than 14% of the unit potential will be developed at densities at or above 5.0 to 8.0 dwelling units per acre, providing a significant portion of units for the very low to low-income households. As mentioned previously, it is anticipated that a large proportion of future development during the 2006 to 2014 planning cycle will occur within specific plans.

Additionally, there are 13 specific plans "in the pipeline." Three of these are located in the western portion of the County, while the majority is located within the unincorporated areas of the Coachella Valley.

Availability of Infrastructure

As mentioned above, Specific Plan Requirements call for infrastructure plans (water, sewer, drainage and circulation) to be prepared to support the proposed development to ensure that the community will be adequately served by infrastructure systems. However, a significant portion of vacant parcels in Winchester Valley in the southeast portion of WRCOG and the vast majority of vacant parcels in CVAG do not lie within a Specific Plan. The impact of infrastructure on the overall capacity and timing of development is critical in these areas.

General Plan policy requires that urban development with densities of two dwelling units per acre or higher must provide domestic water and sewage disposal, street improvements and fire protection.

Although there are approximately 42 independent water and/or sanitary agencies operating in unincorporated Riverside County, only 67% of vacant parcels in WRCOG and 49% of vacant parcels in CVAG are within a water or sanitation district. Even then, some communities such as Cherry Valley, Cabazon, Banning, Idyllwild, the Palo Verde Valley and portions of Winchester Valley, Beaumont and Mira Loma rely on septic systems.

Development in unincorporated areas outside water district service areas face the greatest infrastructure impacts, especially when located in non-contiguous areas with no infrastructure readily available. In agricultural areas in CVAG, for instance, the development of farm labor mobile home parks may be conditioned by the County of Riverside Transportation and Land Management Agency (TLMA) to construct on-site subsurface sewage disposal systems (septic tanks) as a temporary measure until such time as sewer lines from an established sewer district become available. Connection to the system would be made at that time. In addition, the drilling of underground wells may be approved to provide adequate water supply when water lines are not available. Both well water supply and the installation of subsurface sewage disposal systems must meet all current Department of Environmental Health requirements.

Street improvements are another infrastructure need of new housing in unincorporated Riverside County. While roads in agricultural areas provide adequate access within the unincorporated Coachella and Palo Verde Valleys, most are designed to conduct agricultural run-off and are insufficient for the development of housing. Extension of roadways, the construction of curbs, gutters, sidewalks and retention basins may require project coordination and/or the need for subsidies from the County when constructed in conjunction with housing development.

Table H - 56 Inventory of Vacant Land Available for Housing within a Specific Plan Zone

Table H-56 Inventory of Vacant Land Available for Housing within a Specific Plan Zone								
Land Use Designations	Updated DU/AC	Number of Parcels	TOTAL ACREAGE	Unit Potential	Income Category			
					Very Low	Low	Moderate	Above Mod.
WRCOG-Western Riverside County								
AG	0.5	2	0.74	0.37	0	0	0	0.37
CC	32	4	129.74	4,151.71	2,075.85	0	0	2,075.85
EDR	0.5	3	22.49	11.25	0	0	0	11.25
EDR-RC	0.5	4	276.02	138.01	0	0	0	138.01
HDR	11	42	336.56	3,702.19	0	0	3,702.19	0
LDR	2	52	287.71	575.42	0	0	0	575.42
LDR-RC	2	42	302.66	605.32	0	0	0	605.32
MDR	3.5	3681	5,918.98	20,716.41	0	0	0	20,716.41
MHDR	6.5	537	1,040.86	6,765.60	0	0	6,765.60	0
MUPA	32	21	96.11	3,075.64	1,537.82	0	0	1,537.82
OS-C	NA	293	2,548.56	293.00	0	0	0	293.00
RM	0.05	7	251.02	12.55	0	0	0	12.55
VHDR	17	48	157.78	2,682.28	0	2,682.28	0	0
VLDR	1	20	305.76	305.76	0	0	0	305.76
VLDR-RC	1	16	614.95	614.95	0	0	0	614.95
WRCOG Subtotal	N/A	4772	12,290	43,650	3,614	2,682	10,468	26,887
CVAG-Eastern Riverside County								
HDR	11	1	0.18	2.01	0	0	2.01	0
MDR	3.5	42	347.24	1,215.35	0	0	0	1215.345803
MHDR	6.5	33	174.80	1,136.19	0	0	1136.195	0
MUPA	32	1	32.19	1,029.99	514.992912	0	0	514.992912
OS-C	NA	3	172.03	3.00	0	0	0	3
RD	0.05	1	23.60	1.18	0	0	0	1.1802292
VHDR	17	12	333.15	5,663.60	0	5663.602445	0	0
CVAG Subtotal	N/A	93	1,083	9,051	515	5,664	1,138	1,735
Grand Total	N/A	4865	13,373	52,701	4,129	8,346	11,606	28,622

Table H - 57 Housing Potential of Specific Plans

Table H-57 Housing Potential of Specific Plans in Unincorporated Riverside County							
Specific Plan		Dwelling Units			Income Category		
Number	Name	Maxed D.U.s	Built D.U.s	Remaining D.U.s	Above Moderate	Moderate	Very Low/Low
140	Newport Estates	856	68	788	522	266	0
158	Menifee Village	5344	4007	1337	898	439	0
183	Rancho Nuevo	508	0	508	0	508	0
184	Rancho Bella Vista	1998	939	1059	158	901	0
194	Countryside	1154	0	1154	272	882	0
198	Belle Meadows	440	0	440	440	0	0
208	Cal Neva	1670	1047	623	582	41	0
209	Audie Murphy Ranch	2190	0	2190	2190	0	0
212	Mesa Grande	200	0	200	200	0	0
238	Crown Valley Village	591	236	355	128	0	227
239	Stoneridge	1900	0	1900	1356	544	0
243	Rio Vista	1687	0	1687	1239	60	388
246	McCanna Hills	2967	0	2903	542	1755	606
247	Menifee East	1158	317	841	737	104	0
250	Gateway Center	553	0	553	290	0	263
251A1	Lakeview Nuevo Village	315	0	315	0	315	0
256	Sycamore Creek	1765	872	893	536	357	0
260	Menifee North	2388	200	2188	1718	470	0
266	I-15 Corridor	2400	1398	1002	911	9	82
272	Canyon Heights	469	329	140	140	0	0
282	Canyon Cove	198	0	198	198	0	0
284	Quinta Do Lago	1318	624	523	219	304	0
286	Winchester 1800	4870	2417	2362	1469	285	608
288	The Crossroads in Winchester	795	0	795	725	70	0
293	Winchester Hills	5690	0	5691	3932	1459	300
300	Eastvale	2769	2529	240	189	51	0
301	Menifee Valley Ranch	4359	718	3641	2156	1200	285
310	Domenigoni/Barton Properties	4186	0	4186	2045	2141	0
312	French Valley	1793	228	1565	1793	0	0
313	Morgan Hill	1121	656	465	1121	0	0
317	The Retreat	545	342	203	203	0	0
322	BSA Properties	421	0	421	421	0	0
323	Spring Mountain Ranches	1461	0	1461	1461	0	0
325	Lake Mathews Golf & CC	295	0	295	295	0	0
327	Toscana	1443	0	1443	694	519	230
330	Springbrook Estates	650	0	650	650	0	0
331	Enclave	490	0	490	490	0	0
333	Renaissance Ranch	355	0	355	355	0	0
334	Cantalena	935	0	935	0	303	632
335	The Resort	1750	0	1750	0	646	1104
336	Desert Dunes	2250	0	2250	2250	0	0
337	Emerald Meadows	1196	65	1131	314	612	205

**Table H-57
Housing Potential of Specific Plans in Unincorporated Riverside County**

Specific Plan		Dwelling Units			Income Category		
Number	Name	Maxed D.U.s	Built D.U.s	Remaining D.U.s	Above Moderate	Moderate	Very Low/Low
342	Villages of Lake View	11350	0	11350	0	5830	5520
360	Valante	460	0	460	0	236	224
362	Panorama	2718	0	2718	0	2099	619
Subtotal		83971	16108	64624	33839	20410	13289

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
4080 Lemon Street, 14th Floor
RIVERSIDE, CALIFORNIA 92501

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application 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. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 25 (Thanksgiving Day).

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

DATE OF HEARING: Thursday, December 9, 2010

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1004RG10 – County of Riverside – A proposal by the County of Riverside to adopt a new Housing Element for the Plan Years of 2006 through 2014. The Housing Element is an integral part of the County's overall General Plan, as one of seven required General Plan elements mandated by State law. The Element assesses the current and future housing needs of all income groups, formulates goals, policies, and programs to address housing needs in unincorporated Riverside County, and sets forth an action plan for implementation of those goals in the next four years. (Countywide)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Adam Rush of the Riverside County Planning Department, at (951) 955-6646.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC Identification No.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ZAP1004RG10

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application September 20, 2010
Property Owner County of Riverside- Adam Rush Phone Number 951-955-6646
Mailing Address 4080 Lemon Street, 9th Floor
Riverside, CA 92502

Agent (if any) _____ Phone Number _____
Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)*Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways*

Street Address Countywide
Assessor's Parcel No. Countywide Parcel Size Countywide-Varies
Subdivision Name N/A Zoning Countywide-Varies
Lot Number N/A Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)*If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed*

Existing Land Use (describe) RIVERSIDE COUNTY HOUSING ELEMENT

Proposed Land Use (describe) RIVERSIDE COUNTY HOUSING ELEMENT

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses Hours of Use _____

(See Appendix C) Number of People on Site Maximum Number _____

Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No

If yes, describe _____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received	_____	Type of Project	
Agency Name	Riverside County Planning Department	<input checked="" type="checkbox"/> General Plan Amendment (Housing Element)	
	_____	<input type="checkbox"/> Zoning Amendment or Variance	
Staff Contact	Adam Rush	<input type="checkbox"/> Subdivision Approval	
Phone Number	951-955-6646	<input type="checkbox"/> Use Permit	
Agency's Project No.	GPA01097	<input type="checkbox"/> Public Facility	
	_____	<input type="checkbox"/> Other	_____

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____
Primary Criteria Review	Compatibility Zone(s) <input type="checkbox"/> A <input type="checkbox"/> B1 <input type="checkbox"/> B2 <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> Ht.
	Allowable (not prohibited) Use? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Density/intensity Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Open Land Requirement Met? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Height Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Easement/Deed Notice Provided? <input type="checkbox"/> Yes <input type="checkbox"/> No

Special Conditions	Describe: _____
--------------------	-----------------

Supplemental Criteria Review	Noise _____
	Safety _____
	Airspace Protection _____
	Overflight _____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	

ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	

	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

George A. Johnson · Agency Director

Planning Department

Carolyn Syms-Luna · Planning Director

September 21, 2010

Riverside County Airport Land Use Commission
4080 Lemon Street, 9th Floor
Riverside, CA 92501

RE: REQUEST FOR REVIEW OF THE DRAFT RIVERSIDE COUNTY HOUSING ELEMENT

Dear Colleague,

As you may be aware, the County of Riverside is preparing a new Housing Element for the Plan Year of 2006 - 2014. The Housing Element of the Riverside County General Plan identifies and establishes the County's policies with respect to meeting the needs of existing and future residents in Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals in the next four years. The commitments are in furtherance of the statewide housing goal of "early attainment of decent housing and a suitable living environment for every California family," as well as a reflection of the concerns unique to the County of Riverside.

The Housing Element of Riverside County is an integral part of the County's overall General Plan. This element assesses the current and future housing needs of all income groups and formulates goals, policies and programs to address those needs for the unincorporated areas of Riverside County. Riverside County's housing needs have been identified by the Regional Housing Needs Assessment, prepared by the Southern California Association of Governments (SCAG) in conjunction with the State of California for the planning period of January 2006 - July 2014. The Housing Element establishes goals, policies and programs intended to address the County's housing needs as identified by RHNA and guides the County in dealing with those needs through the 8 ½ year planning period. The Housing Element is mandated by the State of California as one of the seven required elements of a General Plan.

The Planning Department is transmitting the Housing Element to your attention for comment on the aspects of the plan applicable to your agency. Your agency is identified as a program provider within the document based upon existing and future policies and programs that are employed through your agency. Your review and critique is a critical element to the success of these programs which, if implemented correctly, will make significant strides in eliminating housing barriers faced in the County today.

In order to meet our timelines with the Department of Housing and Community Development (HCD), CEQA review, and our public hearing schedule, we respectfully request that your comments be transmitted to the Riverside County Planning Department, Attn: Adam Rush, within 30-days for your receipt of this document.

Please feel free to contact me with any questions.

Sincerely,



Adam Rush, Principal Planner

Riverside Office · 4080 Lemon Street, 9th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-3157

Desert Office · 38686 El Cerrito Road
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7555

9/20/10

Y:\Advanced Planning\Housing Element 2006-2014\Draft Element 06-14\Draft Final\Transmittal Memo_Internal-ALUC.doc

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.6

HEARING DATE: December 9, 2010

CASE SUMMARY:

CASE NUMBER: ZAPEA01PV08 – Airport Land Use Commission

LEAD AGENCY: Riverside County Airport Land Use Commission
("Commission")

JURISDICTION CASE NO: Not Applicable

MAJOR ISSUE: Whether to adopt: (1) the Initial Study/Negative Declaration prepared for the Perris Valley Airport Land Use Compatibility Plan; and (2) the Perris Valley Airport Land Use Compatibility Plan.

RECOMMENDATION: Staff recommends that the Commission open the public hearing, consider testimony, and, after the close of public hearing, that the Commission:

- (1) Adopt the Negative Declaration for the Perris Valley Airport Land Use Compatibility Plan, and thereby find that:
 - a. Having considered the Initial Study/Negative Declaration, the comments received during the public review process, and the record before the Commission, there is no substantial evidence that adoption of the Perris Valley Airport Land Use Compatibility Plan would have a significant effect on the environment; and
 - b. The Initial Study/Negative Declaration reflects the Commission's independent judgment and analysis;
- (2) Adopt the Perris Valley Airport Land Use Compatibility Plan; and
- (3) Adopt Resolution No. 2010-01 memorializing the Commission's actions.

PROJECT DESCRIPTION:

The proposed project is the Commission's adoption of the 2010 Perris Valley Airport Land Use Compatibility Plan ("PVALUCP"), which includes "Additional Compatibility Policies" specifically tailored to the land use environs of Perris Valley Airport and an Airport Influence Area ("AIA") with new boundaries. An AIA previously was adopted for this Airport in 1975, but no Compatibility Plan text specific to this Airport's environs ever was adopted by the Commission. The new AIA includes the area in which noise, safety, airspace protection, or overflight concerns may significantly affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly, the Compatibility Plan includes policies for determining whether a proposed development project, lying within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of public-use airports (such as Perris Valley Airport), while simultaneously protecting the public's health, safety, and welfare. (See Pub. Util. Code, §§21670-21679.5.)

The Commission is required by state law to prepare airport land use compatibility plans for the airport influence areas around public-use airports. Airport officials project that activity levels at Perris Valley Airport will continue and likely increase over time.

Much of the portion of the City of Perris located westerly of Interstate 215 is in the vicinity of the Airport and is affected by aircraft noise and overflight. The Commission's charge is to protect the public from excessive noise and safety hazards. Therefore, the PVALUCP imposes limits on the density and intensity of future land use development in the AIA.

PROJECT LOCATION:

Perris Valley Airport is located easterly of Goetz Road and southerly of Ellis Avenue and Case Road in the City of Perris.

To the north, south, and west of the runway, the boundaries of the AIA are defined by an arc consisting of a set of points located 9,000 feet from the runway (including 200 feet beyond the runway ends). Given the traffic pattern at the Airport, the easterly boundary is defined as a line drawn parallel to, and 5,000 feet to the east of, the runway.

The area that would be subjected to development restrictions identified in the proposed PVALUCP, and the corresponding potential for displaced development, would be smaller than the area described above. The potentially affected area is limited westerly of the runway to areas within 4,500 feet of the runway centerline and its straight-line northerly and southerly extensions, and is limited easterly of the runway to areas within 2,000 feet of the runway centerline and its straight-line extensions.

BACKGROUND:

In 2004, the Commission prepared and adopted new Countywide Policies and new Airport Land Use Compatibility Plans ("ALUCPs") for several airports within the County. These ALUCPs are

available online at www.rcaluc.org. The new ALUCPs were prepared pursuant to the latest edition of the *California Airport Land Use Planning Handbook*, published in January 2002, by the State of California Department of Transportation, Division of Aeronautics. This *Handbook* is the guidebook for land use planning in AIAs throughout the State of California. The 2004 ALUCPs replaced the previously adopted Comprehensive Land Use Plans ("CLUPs"), which were prepared in the 1990s prior to the most recent version of the *Handbook*. Three (3) additional ALUCPs (Riverside Municipal, Palm Springs International, and Jacqueline Cochran Regional) were adopted in 2005, one in 2007 (French Valley), and one in 2008 (Chino).

The PVALUCP would impose new restrictions on development. In some areas, a land use pattern based upon the proposed project may result in a reduced allowable residential density or a restriction in density range to either higher or lower densities than permitted by the adopted City of Perris General Plan.

Based upon an evaluation of City of Perris land use designations, including Specific Plan designations, within the AIA, inconsistencies have been identified between the Compatibility Plan criteria and the City's existing General Plan land use designations. To the extent that adoption of the Compatibility Plan would result in conflicts between the Compatibility Plan and the City's General Plan, such conflicts would necessitate either an amendment to the City's General Plan or an overrule by the City Council. (Notably, the City is required by state law to make its General Plan consistent with an adopted ALUCP, or otherwise exercise the overrule provisions set forth in the Public Utilities Code.)

AIRPORT LAND USE COMPATIBILITY ZONES:

The PVALUCP delineates six (6) airport land use compatibility zones ("Compatibility Zones"): A, B1, B2, C, D, and E. Safety hazards and noise are greatest in Compatibility Zone A, and decline as one moves farther from the runway and its extended centerline. Each zone has criteria limiting densities and intensities; however, Compatibility Zone E, located farthest from the runway and primary flight paths, has no residential density or land use intensity restrictions (other than restrictions on large assemblages of people and prohibition of uses that are hazards to flight).

Compatibility Zone A: Compatibility Zone A is the Runway Protection Zone, prohibiting all structures except those with locations set by their aeronautical function, assemblages of people, objects exceeding FAR Part 77 height limits, storage of hazardous materials, and hazards to flight. These restrictions are easily linked to safety concerns and Federal Aviation Regulations.

If the Airport were to utilize the complete length of its runway for all operations, Compatibility Zone A would extend onto private properties northerly of Ellis Avenue, and beyond the railroad. Given the stringent land use restrictions of this Compatibility Zone, its imposition on privately owned properties outside airport grounds to such an extent as to essentially prohibit building on a property would potentially raise concerns regarding inverse condemnation, requiring the airport owner to purchase such properties. In order to avoid such a scenario, the City's aviation consultant proposed a 990-foot displaced threshold and use of Declared Distances, so as to assure that properties northerly

of Ellis Avenue are not included in Compatibility Zone A. Compliance with Declared Distances would require that aircraft landing from the north remain airborne until they reach the location of the displaced threshold, rather than landing at the northerly edge of the runway, and that aircraft taking off to the north lift off by the time they reach the location of the displaced threshold. These operations would enjoy use of only 3,850 feet of paved runway.

Compatibility Zone B1: Compatibility Zone B1 is the Inner Approach/Departure Zone. New residential development in Compatibility Zone B1 is limited to 0.05 dwelling units per acre – an average density of one dwelling unit per twenty (20) acres. Non-residential development may maintain a maximum intensity of twenty-five (25) persons per acre (averaged over a site), with a maximum of fifty (50) persons within any given acre. (An intensity bonus of 30 percent over the maximum number of persons within any given acre may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building.)

In order to allow for the envisioned development of Downtown Perris, located northerly of the Airport, Additional Compatibility Policy 2.3 provides for a maximum intensity of forty (40) persons per acre (averaged over a site), with a maximum of eighty (80) persons within any given acre (up to 104 with all risk-reduction design measures). Prohibited uses in Compatibility Zone B1 include children's schools, day care centers, libraries, nursing homes, hospitals, places of worship, buildings with more than two above-ground habitable floors, highly noise-sensitive outdoor non-residential uses, above-ground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight. Additionally, structures must be located a maximum distance from the extended runway centerline, a minimum noise level reduction of 25 decibels ("dB") must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 35 feet in height. Overall, 30 percent of the entire acreage within Compatibility Zone B1 must be set aside as open land. Dedication of avigation easements is required for all future development in Compatibility Zone B1.

Compatibility Zone B2: Compatibility Zone B2 is the Adjacent to Runway Zone. This is land parallel to the runway, rather than the areas regularly overflown by arriving or departing aircraft. New residential development in Compatibility Zone B2 is limited to 0.1 dwelling units per acre – an average density of one dwelling unit per ten (10) acres. Non-residential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over the site), with a maximum of two hundred (200) persons within any given acre and eligibility for the 30 percent intensity bonus. Prohibited uses in Compatibility Zone B2 are the same as those in Compatibility Zone B1, and the requirements for airspace review and noise level reduction are also the same. Structures in Compatibility Zone B2 must be located a maximum distance from the runway. Compatibility Zone B2 does not have an open land requirement. Dedication of avigation easements is required for all development in Compatibility Zones A, B1, and B2.

Compatibility Zone C: Compatibility Zone C is the Extended Approach/Departure Zone. This area extends out from Compatibility Zones A and B1 as one moves farther out from the runway ends. New residential development in Compatibility Zone C is limited to 0.2 dwelling units per acre – an average density of one dwelling unit per five (5) acres. Non-residential development may maintain a

maximum intensity of seventy-five (75) persons per acre (averaged over a site), with a maximum of one hundred fifty (150) persons within any given acre and eligibility for the 30 percent intensity bonus. Prohibited uses in Compatibility Zone C include children's schools, day care centers, libraries, nursing homes, hospitals, buildings with more than three aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight. A minimum noise level reduction of 20 dB must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 70 feet in height. The general requirement is that 20 percent of the entire acreage within Compatibility Zone C must be set aside as open land; however, open area requirements are not applicable to the areas northerly of Ellis Avenue.

Compatibility Zone D: Compatibility Zone D is the Primary Traffic Patterns and Runway Buffer Area. New residential development in Compatibility Zone D is limited to either a maximum density of 0.2 dwelling units per acre (average density of one dwelling unit per five (5) acres) or a minimum density of not less than five (5) dwelling units per acre. Intermediate density levels greater than 0.2, but less than 5.0, dwelling units per acre are prohibited. Non-residential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over a site), with a maximum of three hundred (300) persons within any given acre. (An intensity bonus of 30 percent over the maximum number of persons within any given acre may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building.) In order to allow for the envisioned development of Downtown Perris, located northerly of the Airport, Additional Compatibility Policy 2.4 provides for a maximum intensity of one hundred fifty (150) persons per acre (averaged over a site), with a maximum of four hundred fifty (450) persons within any given acre (up to 585 with all risk-reduction design measures) within those portions of Compatibility Zone D located northerly of Ellis Avenue. Children's schools, hospitals, and nursing homes are discouraged in Compatibility Zone D, while highly noise-sensitive outdoor non-residential uses and hazards to flight are prohibited. Airspace review is required for objects greater than 70 feet in height, and 10 percent of the entire acreage within Compatibility Zone D must be set aside as open land. However, pursuant to Additional Compatibility Policy 2.2, open area requirements are not applicable to those portions of Compatibility Zone D located northerly of Ellis Avenue.

Compatibility Zone E: Compatibility Zone E comprises the remainder of the Airport Influence Area. There are no general limitations on residential density or nonresidential intensity in this Compatibility Zone and no open area requirements. Hazards to flight are prohibited, and major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged.

FUNDAMENTALS:

The fundamental purpose of the Commission is to promote land use compatibility around airports. Indeed, section 21670 of the State Aeronautics Act defines the purpose of that statutory scheme, which 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 Commission is vested with certain powers and duties in order to accomplish the purposes and objectives set forth in the State Aeronautics Act, including the preparation and adoption of an ALUCP to address concerns related to potential impacts associated with exposure to aircraft noise, protection of public safety with respect both to people on the ground and the occupants of aircraft, protection of airport airspace, and general concerns with aircraft overflight. The Commission "shall be guided by" information in the *California Airport Land Use Planning Handbook*. (Pub. Util. Code, §21674, subd. (a).) Thus, the PVALUCP is based on the principles in the *Handbook*.

It should be noted, however, that the density and intensity ranges incorporated in the Countywide land use compatibility criteria are not specifically mandated by state law; therefore, the Commission has the discretion to adopt a Plan that incorporates the proposed Additional Compatibility Policies, which would establish airport-specific criteria that are not presently applicable to the majority of airport influence areas in Riverside County.

The task of the Commission is to adopt an ALUCP that provides for the continued operation and orderly growth of aviation-related activities at Perris Valley Airport, while at the same time protecting the public health, safety, and welfare from aircraft noise and hazards from potential aircraft accidents. This task is to be met in a cooperative effort with the local jurisdictions and with an understanding of the needs of the surrounding community. It is in the interests of all parties that an appropriate balance be achieved in this effort.

The 2004 Riverside County Airport Land Use Compatibility Plan (the basis for the concurrent and subsequent airport-specific Plans) was prepared in accordance with the 2002 *California Airport Land Use Planning Handbook*, but in some cases utilizes criteria that are more stringent than the *Handbook* mandates. For example, the *Handbook* does not require limitations of residential density in the Traffic Pattern Zone (*i.e.*, Compatibility Zones D and E). Additionally, the recommended *Handbook* criteria would allow higher non-residential intensities in the Inner and Outer Approach/Departure Zones and the Traffic Pattern Zone than the criteria utilized in the 2004 Countywide Policies.

EFFECT ON LAND USE DESIGNATIONS:

The Initial Study/Negative Declaration document includes analyses of the effects of the Compatibility Plan on land use and planning with and without proposed Additional Compatibility Policies 2.3, 2.4, and 2.5. The following discussion identifies those effects and evaluates the potential of the Additional Compatibility Policies to reduce those effects by minimizing the potential "displacement" of future land use development.

Non-Residential Intensity:

The PVALUCP has the potential to constrain existing non-residential land use designations in the City of Perris General Plan by applying intensity limitations to properties designated for commercial and industrial development. Without the proposed Additional Compatibility Policies, these intensity limitations could result in an 18 percent reduction in the non-residential build-out of the areas within Compatibility Zones A, B1, B2, C, and D, with the greatest proportional impact occurring in the retail sector (an 88 percent reduction in potential square footage of retail space in the Community Commercial designation).

Additional Compatibility Policy 2.3 would allow an average of 40 persons per acre (up from 25) and a maximum single-acre intensity of 80 persons (up from 50) in those portions of Compatibility Zone B1 located northerly of Ellis Avenue. Additional Compatibility Policy 2.3 also would permit a maximum single-acre intensity of 104 persons as a risk-reduction design bonus. This policy is consistent with the 2002 *California Airport Land Use Planning Handbook*, in that the *Handbook* (see Table 9C, "Safety Compatibility Criteria Guidelines") recommends an average of 25 to 40 persons per acre in the Inner Approach/Departure Zone for airports in rural/suburban settings. (Table 9C also provides for a single-acre multiplier of 2.0 for the Inner Approach/Departure Zone.)

Additional Compatibility Policy 2.3, however, only marginally reduces the potential "worst-case" non-residential displacement (or loss of potential square footage) that may result from implementation of the PVALUCP (from 18.05 percent to 17.95 percent), due to the limited acreage in Compatibility Zone B1.

Additional Compatibility Policy 2.4 would provide for an average of 150 persons per acre (up from 100) and a maximum single-acre intensity of 450 persons (up from 300) in those portions of Compatibility Zone D located northerly of Ellis Avenue. These criteria are identical to the criteria for the Traffic Pattern Zone in Table 9C of the *Handbook*. Additional Compatibility Policy 2.4 also would permit a maximum single-acre intensity of 585 persons as a risk-reduction design bonus.

Additional Compatibility Policy 2.4 reduces the potential "worst-case" non-residential displacement from 18.05 percent to 17.46 percent. Its greatest effect proportionally is in reducing potential square footage displacement within the Professional Office designation.

Additional Compatibility Policy 2.5 is unlike the other measures in that, rather than establishing a revised density or intensity number in terms of persons or dwellings per acre, it establishes new assumptions to be used in calculating the concentration of people in retail establishments. Consistent with Appendix C of the Countywide policies, Additional Compatibility Policy 2.5 utilizes the "survey of similar uses" concept for determining concentrations of people, rather than relying on the "maximum occupancy" method.

A report was prepared by Mead & Hunt (an established airport consulting firm) that evaluates typical usage intensities of various land uses and suggests that an occupancy level of approximately 170 square feet per person is typical of retail stores – less [than one person per 170 square feet] for low-

intensity retail, such as furniture stores. Shopping centers with dining facilities are comparatively more crowded, approximately 110 square feet per person. Office buildings usually average around 215 square feet per person. All these occupancy levels are calculated based upon the gross square footage of the building and consider what percentage of the building is devoted to what use.

Consistent with Mead & Hunt's research and report, Additional Compatibility Policy 2.5 would establish new square foot per person criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without the 50 percent reduction allowed under the maximum occupancy method).

Additional Compatibility Policy 2.5 reduces the potential "worst-case" non-residential displacement from 18.05% to 17.36%, and is considerably more effective than Additional Compatibility Policies 2.3 and 2.4 in reducing potential square footage displacement within the Neighborhood Commercial designation.

When combined, the three policies reduce the "worst-case" non-residential displacement by 495,000 square feet to 16.51% of potential build-out levels. It should be noted that the potential displacement remains relatively high due to the floor-area ratios utilized in the City's General Plan: 0.75 for Community Commercial and 0.5 for Neighborhood Commercial and Public/Semi-Public.

Residential Densities:

By constraining development at some locations, the PVALUCP has the potential to preclude development of new dwelling units. Based upon an evaluation of the City of Perris General Plan's land use designations, including Specific Plan designations, within the Airport Influence Area, the PVALUCP would conflict with existing land use designations by applying density limitations to future residential development in Compatibility Zones B1, C, and D. Under a "worst-case scenario," adoption of the PVALUCP may trigger a General Plan amendment and a Specific Plan amendment that would preclude build-out of up to 1,793 dwelling units that potentially could be developed pursuant to the City of Perris General Plan and the Green Valley Specific Plan.

The potential displacement of future residential development includes 1,297 dwelling units within the Green Valley Specific Plan and 496 dwelling units outside the Specific Plan boundary. Outside the boundaries of the Specific Plan, more than 80 percent of the potential residential yield displacement (417 of 496 dwelling units) occurs in Compatibility Zones C and D on properties not less than 0.14 acre in area and designated MFR-14. These areas (divisible parcels only) account for 12.9 acres within Zone C and 49.31 acres in Zone D. However, recordation of Tentative Tract Map No. 33549 would reduce the remaining affected acreage to 5.07 acres in Zone C and 41.85 acres in Zone D. This would reduce potential residential yield displacement by 145 dwelling units to 351 units outside the Specific Plan.

To further decrease the potential residential displacement in the Downtown Perris area that may result from implementation of the PVALUCP, Additional Compatibility Policy 2.1 has been recommended by the subcommittee and incorporated into the Plan.

As stated above, residential densities in Compatibility Zone C are limited in the Countywide Policies section of the 2004 RCALUCP to a maximum of one dwelling unit per five acres, and residential densities in Compatibility Zone D are limited to either rural densities of one dwelling unit per five acres or urban densities of five or more dwelling units per acre. These density levels present a major challenge in this situation, as the City does not provide for a residential zoning category limiting density to one dwelling unit per five acres or lower. Furthermore, achieving a density of five or more dwelling units per acre could be problematic in the R-6,000 zone and would not be possible in the R-10,000 zone.

The Countywide Policies of the 2004 RCALUCP do provide for infill development, but those provisions limit the average development density in the proposed infill development to “the lesser of (1) the average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided or (2) double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.” If doubling the density is the maximum that can be achieved, then the maximum allowable density in the Zone C portion of the downtown area would be one dwelling unit per 2½ acres. Additionally, implementation of this standard in Zone D is unclear. Does it mean double the density allowed pursuant to the low density option? If so, this would again be one dwelling unit per 2½ acres. However, Zone D also provides for a high density option with no stated limit on density. In that case, “double the density” is not relevant.

In light of the fact that much of downtown Perris is already developed with residential uses, the Perris Valley subcommittee of the Airport Land Use Commission agreed to support Additional Compatibility Policy 2.1. This policy would allow residential development at densities not less than two dwelling units per acre and not more than five dwelling units per acre within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that (1) at least 50% of the site’s perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that (2) the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development. This option would be in addition to the options already available pursuant to Table 2A, and basically constitutes a waiver of the usual prohibition of intermediate densities where there is already an established intermediate density or higher density residential neighborhood. The differences are in the dropping of the “double the density” provision and the relaxation of the perimeter requirement. The intent of this policy is to allow City officials to be able to determine whether future proposed projects are consistent with the PVALUCP. As each site proposed for development would require an independent analysis, ALUC staff is not claiming a definitive displacement mitigation level for this policy. However, it is known that a number of the divisible parcels are bordered by smaller residential parcels and located in neighborhoods with median densities that would allow for their division, pursuant to this policy.

Given the pattern of lot sizes and largely developed nature of downtown Perris, the subcommittee agreed that the open area requirements envisioned in Table 2A for Compatibility Zones C and D – 20% and 10% of overall land area, respectively – would not be able to be achieved. Therefore, it

would not be useful to require new developments to provide such levels of open area. Consequently, Additional Compatibility Policy 2.2 states that the open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue. (This waiver of the normal requirement does not apply to Compatibility Zone B1 - the Inner Approach/Departure Zone -, where the 30% open area requirement remains in effect. The open area in Zone B1 may be used for parking areas.)

As noted above, the potential for residential yield displacement within the Green Valley Specific Plan represents 1,297 dwelling units of the 1,793 dwelling unit total – approximately 72% of the total. This impact relates specifically to the portion of the Specific Plan westerly of Murrieta Road. (The easterly portion would not be affected by residential density restrictions.) Furthermore, this currently undeveloped area would not be eligible to take advantage of Additional Compatibility Policy 2.1. The landowner has filed an objection and is requesting that the Commission reject the proposed Negative Declaration and direct the preparation of an Environmental Impact Report (see below).

From the perspective of providing for the same level of housing for the community, this potential residential yield reduction could be eliminated in its entirety by redesigning the Specific Plan to: (a) eliminate residential uses in Compatibility Zones A, B1, B2, and C; (b) increase residential density within the portions of the Specific Plan westerly of Murrieta Road in Compatibility Zones D and E in Planning Areas 6, 10, 12, 17, 19, 22, 25, 26, and 27 to 5.7 dwelling units per acre; and (c) increase residential density within the portions of the Specific Plan westerly of Murrieta Road in Compatibility Zones D and E in Planning Areas 11 and 20 to 14.0 dwelling units per acre. Such land use actions are not within the power or jurisdiction of the Airport Land Use Commission, but they would be within the power of the landowner and the City to implement as a means of eliminating the residential yield displacement impact as it affects the residential areas of this project.

OTHER ADDITIONAL COMPATIBILITY POLICIES:

As mitigation for the allowance for intermediate density residential development (Additional Compatibility Policy 2.1), Additional Compatibility Policy 2.6 establishes a set of increased buyer awareness measures. Its provisions include: (1) avigation easement dedication for new developments in the portion of Compatibility Zone C northerly of Ellis Avenue; (2) deed notice recordation throughout the boundaries of the Downtown Specific Plan; and (3) informational brochures and signs in the sales office for any new residential development anywhere within the AIA except for portions of Compatibility Zone E located southerly of Ellis Avenue.

Pursuant to Table 2A, highly noise-sensitive outdoor nonresidential uses are prohibited uses within Airport Compatibility Zones A, B1, B2, C, and D. However, the City of Perris is planning a small amphitheater in the “Plaza Mercado” area of its downtown (in Zone D). The planned location would be near the rail line that is projected to be a future Metrolink corridor. In order to accommodate the City’s proposed land use, Additional Compatibility Policy 2.7 provides for an exception from this prohibition for “outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.”

COMMENTS ON THE ENVIRONMENTAL DOCUMENT:

In accordance with CEQA, staff distributed a "Notice of Intent to Adopt" the Initial Study/Negative Declaration (IS/ND), and received public comments on the IS/ND for a 30-day period, beginning November 3, 2010 and concluding December 2, 2010. As of November 23, ALUC staff had been contacted by several people who received copies of the Notice of Intent. Generally, the recipients were concerned about the potential effect of the adoption of the Plan on the values of their properties. Staff also met with a commercial property owner and with representatives of The Garrett Group.

Two State agencies provided comments. CALTRANS Division of Aeronautics advised that the document "appears to adequately address the Division's areas of expertise." The Department of Toxic Substances Control submitted a comment letter asserting that the document should "evaluate whether conditions within the Project area may pose a threat to human health or the environment, identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and [identify] the government agency to provide appropriate regulatory oversight." The letter then proceeds to discuss investigations, studies, and remediation that may be required prior to, or in the course of, construction and/or demolition activities, or project operation.

On Wednesday, November 24, staff received a letter from Martin Burton of Gilchrist & Rutter (on behalf of the Ranch at Green Valley LLC, owner and developer of the Green Valley Specific Plan) objecting to the Negative Declaration and asserting that an Environmental Impact Report is required to analyze the environmental impacts of the proposed Compatibility Plan. The letter (which cites numerous legal references) has been referred to ALUC counsel for evaluation.

**THE ATTACHED COPY OF RESOLUTION NO. 2010-01 IS A DRAFT COPY AND IS
SUBJECT TO MODIFICATION BY THE OFFICE OF COUNTY COUNSEL PRIOR TO
THE DATE OF HEARING.**

2 **RESOLUTION NO. 2010-01**

3 **ADOPTING THE**

4 **2010 PERRIS VALLEY AIRPORT LAND USE COMPATIBILITY PLAN**

5
6 **WHEREAS**, a public hearing was held before the Riverside County Airport Land Use
7 Commission on December 9, 2010 in Riverside, California, to consider the adoption of the 2010 Perris
8 Valley Airport Land Use Compatibility Plan; and,

9
10 **WHEREAS**, all the procedures of the California Environmental Quality Act (CEQA) and the
11 Procedures for Implementing the CEQA in Riverside County have been satisfied; and,

12 **WHEREAS**, the proposed 2010 Perris Valley Airport Land Use Compatibility Plan was discussed
13 fully with testimony and documentation presented by the public and affected government agencies; now,
14 therefore,

15 **BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Riverside County
16 Airport Land Use Commission, in regular session assembled on December 9, 2010, that:

17
18 Airport Land Use Commission Case No. ZAPEA01PV08 is a proposal to adopt the 2010 Perris
19 Valley Airport Land Use Compatibility Plan ("PVALUCP") as an integral part of the Riverside County
20 Airport Land Use Compatibility Plan. The PVALUCP includes "Additional Compatibility Policies"
21 specifically tailored to the land use environs of Perris Valley Airport and an Airport Influence Area
22 ("AIA") with new boundaries. The Additional Compatibility Policies assist in mitigating potential land
23 use impacts that could conceivably result from such actions as the City of Perris may choose to take in
24 order to bring its General Plan and Specific Plans into compliance with the PVALUCP, upon its adoption.
25 An AIA was previously adopted for this airport, but no Compatibility Plan text specific to this Airport's
26 environs ever was adopted by the Airport Land Use Commission ("Commission"). The new AIA
27 includes the area in which noise, safety, airspace protection, or overflight concerns may significantly
28

1 affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly,
2 the PVALUCP includes policies for determining whether a proposed development project, lying within
3 the AIA, is consistent with the PVALUCP and the objectives set forth in the State Aeronautics Act, which
4 include ensuring the continued operation of public-use airports (such as Perris Valley Airport), while
5 simultaneously protecting the public's health, safety, and welfare.
6

7 **BE IT FURTHER RESOLVED** by the Riverside County Airport Land Use Commission, based
8 on the evidence presented on this matter, both written and oral, including the Initial Study/Negative
9 Declaration prepared pursuant to Case Number ZAPEA01PV08, that:

- 10 1. The purpose of the Airport Land Use Commission is to protect the public health, safety,
11 and welfare by assuring the orderly expansion of airports and by the adoption of land use
12 measures that minimize the public's exposure to excessive noise and safety hazards within
13 areas around public use airports, to the extent that these areas are not already devoted to
14 incompatible uses.
15
- 16 2. The PVALUCP provides for an expansion of the Airport Influence Area of the Perris
17 Valley Airport, so as to include the area in which noise, safety, airspace protection, or
18 overflight concerns may significantly affect land uses or necessitate restrictions on those
19 uses.
20
- 21 3. In October 2004, the Riverside County Airport Land Use Commission adopted the
22 Riverside County Airport Land Use Compatibility Plan (henceforth "2004 RCALUCP").
23 The 2004 RCALUCP includes Countywide Policies applicable to all airports covered by
24 the 2004 RCALUCP, except as modified by Additional Compatibility Policies applicable
25 to specific airports.
- 26 4. The Riverside County Airport Land Use Commission staff, with assistance from Counsel,
27 prepared an Initial Study/Negative Declaration document (pursuant to Case No.
28

1 ZAPEA01PV08), in order to evaluate the impacts of the adoption of the proposed Plan.
2 The study determined that there would be no significant physical environmental impacts
3 because implementation of the PVALUCP would not increase the levels of development in
4 the AIA above those projected in the City of Perris General Plan (including its constituent
5 Specific Plans), and because the environmental impacts of such development were already
6 adequately analyzed at the General Plan level and addressed in the Environmental Impact
7 Report prepared by the City of Perris for its General Plan.
8

9 5. The PVALUCP places certain land use density or intensity restrictions on future
10 development within the AIA in order to ensure the continued operation and orderly
11 expansion of Perris Valley Airport, while minimizing the public's exposure to excessive
12 noise and safety hazards within certain areas surrounding the Airport. Such restrictions
13 may have the consequence of displacing future development to other areas outside the AIA
14 or to Zone E, where densities and intensities are not subject to substantial restrictions.
15 However, whether actual population and development shifts occur in surrounding areas
16 depends on a multitude of factors, and any attempt to forecast such eventualities would be
17 impracticable and speculative at this time. In any event, any such project-specific impacts
18 from future projects in the surrounding areas would be considered in later environmental
19 documents prepared in compliance with CEQA. Nevertheless, the PVALUCP
20 incorporates Additional Compatibility Policies designed to minimize the need for changes
21 to the City's General Plan and thereby lessen the extent of potential development
22 displacement.
23
24

25 6. The findings of the Initial Study/Negative Declaration performed pursuant to Case No.
26 ZAPEA01PV08 are incorporated herein by reference. The initial study concluded that the
27 project would not have a significant effect on the environment.
28

1 **BE IT FURTHER RESOLVED** by the Riverside County Airport Land Use Commission on
2 December 9, 2010, that it **ADOPTS** a Negative Declaration for ALUC Case No. ZAPEA01PV08, and
3 **ADOPTS** the PVALUCP as fully set forth on the exhibit entitled "2010 PERRIS VALLEY AIRPORT
4 LAND USE COMPATIBILITY PLAN".

5
6 **BE IT FURTHER RESOLVED** by the Riverside County Airport Land Use Commission that the
7 custodian of the documents upon which this decision is based is the staff of the Riverside County Airport
8 Land Use Commission, consisting of employees of the Riverside County Transportation and Land
9 Management Agency and its subsidiary Departments, and that such documents are located at 4080 Lemon
10 Street, Fourteenth Floor, Riverside, California.

TEXT AND MAPS: PERRIS VALLEY AIRPORT LAND USE COMPATIBILITY PLAN

PV. PERRIS VALLEY AIRPORT

PV.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Perris Valley Airport. The *Compatibility Plan* for this airport is based upon a simplified airport layout diagram (Exhibit PV-2 in Chapter 3) as reviewed and accepted by the California Division of Aeronautics [pending] for compatibility planning purposes. The proposed runway configuration changes indicated on the diagram are also expected to be reflected in future Division of Aeronautics issuance of an amended State Airport Permit for the airport.
- 1.2 *Airfield Configuration:* The existing runway configuration results in the entire Runway 15 protection zone (RPZ) extending north of East Ellis Avenue, off of airport property. The City of Perris has requested that the runway be modified through the use of declared distances so as to situate all of the RPZ south of the road. Additional modifications will be necessary to enable the runway safety area (RSA) at each end of the runway to comply with Federal Aviation Administration standards. The Perris Valley Airport management acknowledges these circumstances, but has not yet had the opportunity to implement the changes; nor has the airport's State Airport Permit been modified to reflect them. The *Compatibility Plan* is nevertheless based upon the assumption that the modifications will take place in the near future. Details regarding the current and proposed runway configuration are included in Chapter 3.
- 1.3 *Airport Activity:* The *Compatibility Plan* for Perris Valley Airport anticipates that the airport could eventually reach approximately 52,000 annual operations, a 53% increase over its estimated present activity level of 34,000 operations. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. Noise contours reflecting the ultimate activity levels on an average day are used for the purposes of the *Compatibility Plan* (Exhibit PV-5).
- 1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the Perris Valley Airport influence area 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 the airport. Therefore, the influence area to the east is not as broad and ends 5,000 feet from the runway centerline.

PV.2 Additional Compatibility Policies

- 2.1 *Infill Intermediate Residential Density Development:* The criteria set forth in Countywide Policies 3.1.3(a), 3.1.3(b), 3.3.1(a), 3.3.1(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, as an alternative to development in accordance with the density ranges specified in Table 2A, residential development at densities of not more than five dwelling units per acre and not less than two dwelling units

per acre may be permitted within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50% of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development. It is further noted that the intent of the policy is not to encourage any areas planned for commercial or industrial development to be converted to residential uses, but to enable the density of future developments to be similar to existing neighborhood residential densities or densities approved through valid entitlement actions (such as approved tentative tract maps). Furthermore, nothing in this Plan shall be interpreted as prohibiting or restraining the development of a single-family residence on any property within the Airport Influence Area that is designated for residential use.

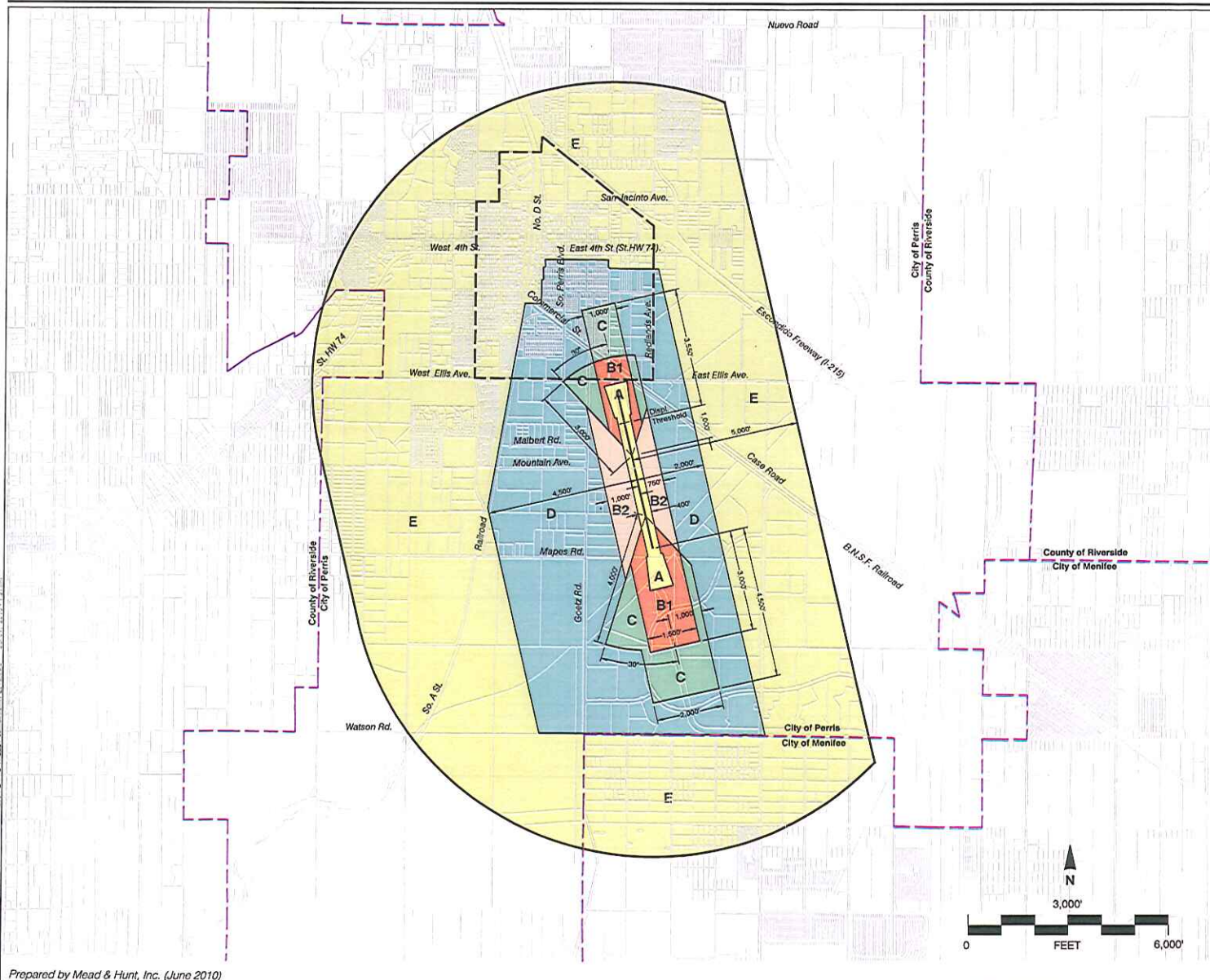
- 2.2 *Zone C and D Open Area Requirements:* The open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue.
- 2.3 *Compatibility Zone B1 Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(2) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue: An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 104 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.
- 2.4 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone D located northerly of Ellis Avenue: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 585 people per any single acre may be allowed, depending upon the mix of risk-reduction design measures.
- 2.5 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.
- 2.6 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, avigation easement dedication shall be required for new developments located in the portion of Airport Compatibility Zone C northerly of Ellis Avenue, and deed notice recordation shall be required throughout the boundaries of the Downtown Perris Specific Plan.

Furthermore, any new single-family or multi-family residential development proposed for construction anywhere within the AIA, except for those portions of *Compatibility Zone E* located southerly of Ellis Avenue, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

- (a) During initial sales of properties within newly created subdivisions, informational signs shall be posted in conspicuous locations in the subdivision sales office clearly depicting the proximity of the subdivision to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from this Airport Land Use Compatibility Plan shall be included in the brochure.

2.7 *Noise-Sensitive Outdoor Nonresidential Uses Near Rail Line:* The criteria set forth in Table 2A and Table 2B notwithstanding, the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.

This page intentionally blank



Legend

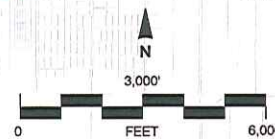
Compatibility Zones

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

Boundary Lines

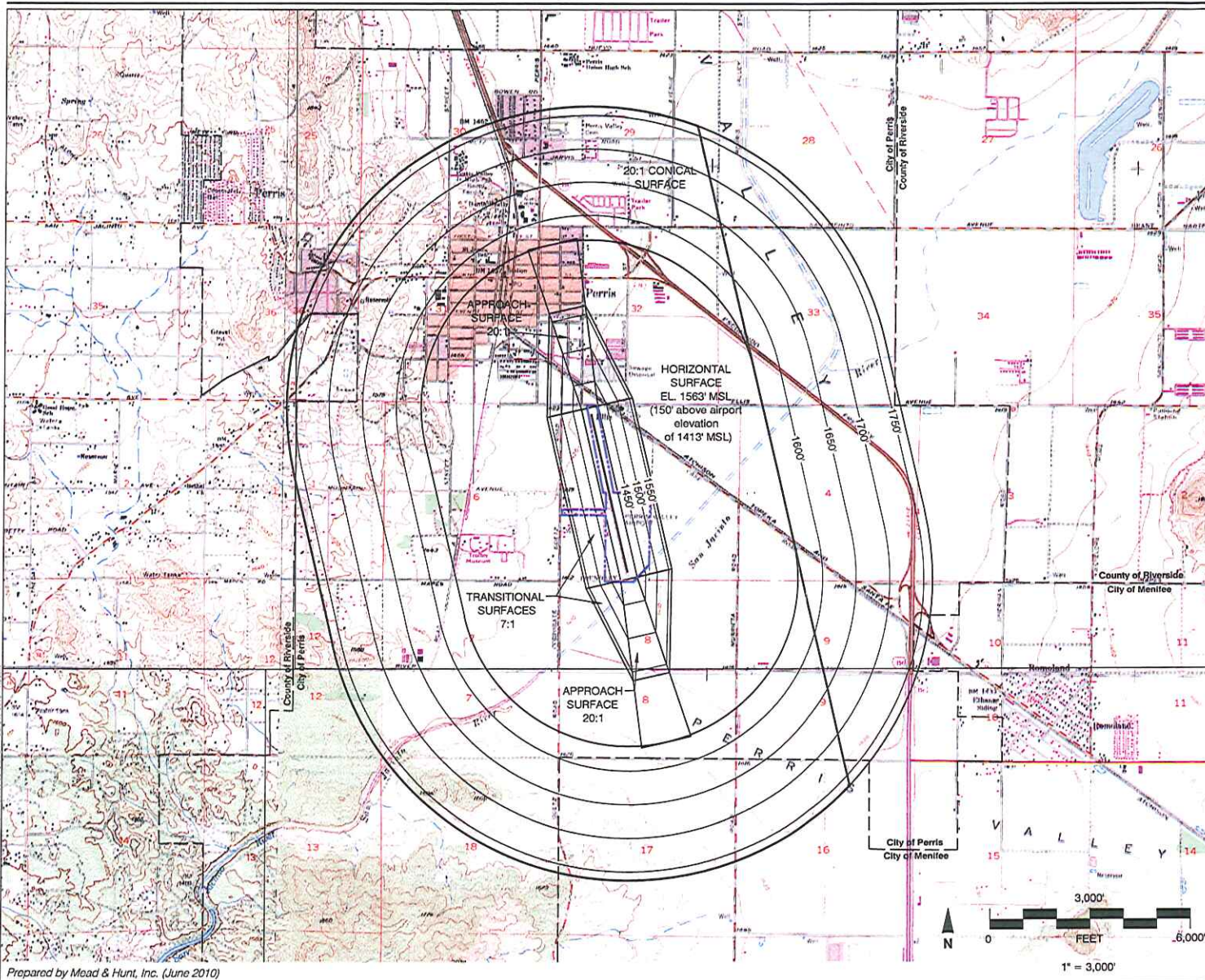
- Airport Property Line
- City Limits
- Downtown Specific Plan

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



Map PV-1

Compatibility Map
 Parris Valley Airport



Legend

Boundary Lines

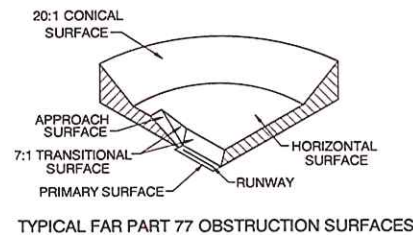
- Airport Property Line
- City Limits
- Airport Influence Area

Airspace Protection Surfaces

- FAR Part 77 Obstruction Surfaces

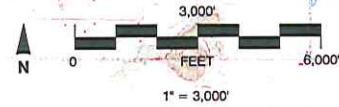
Notes

1. No terrain penetrations of FAR Part 77 surfaces.
2. Basemap: USGS Topographic Maps.
3. Surfaces adjusted to match assumed future runway length of 4,840'

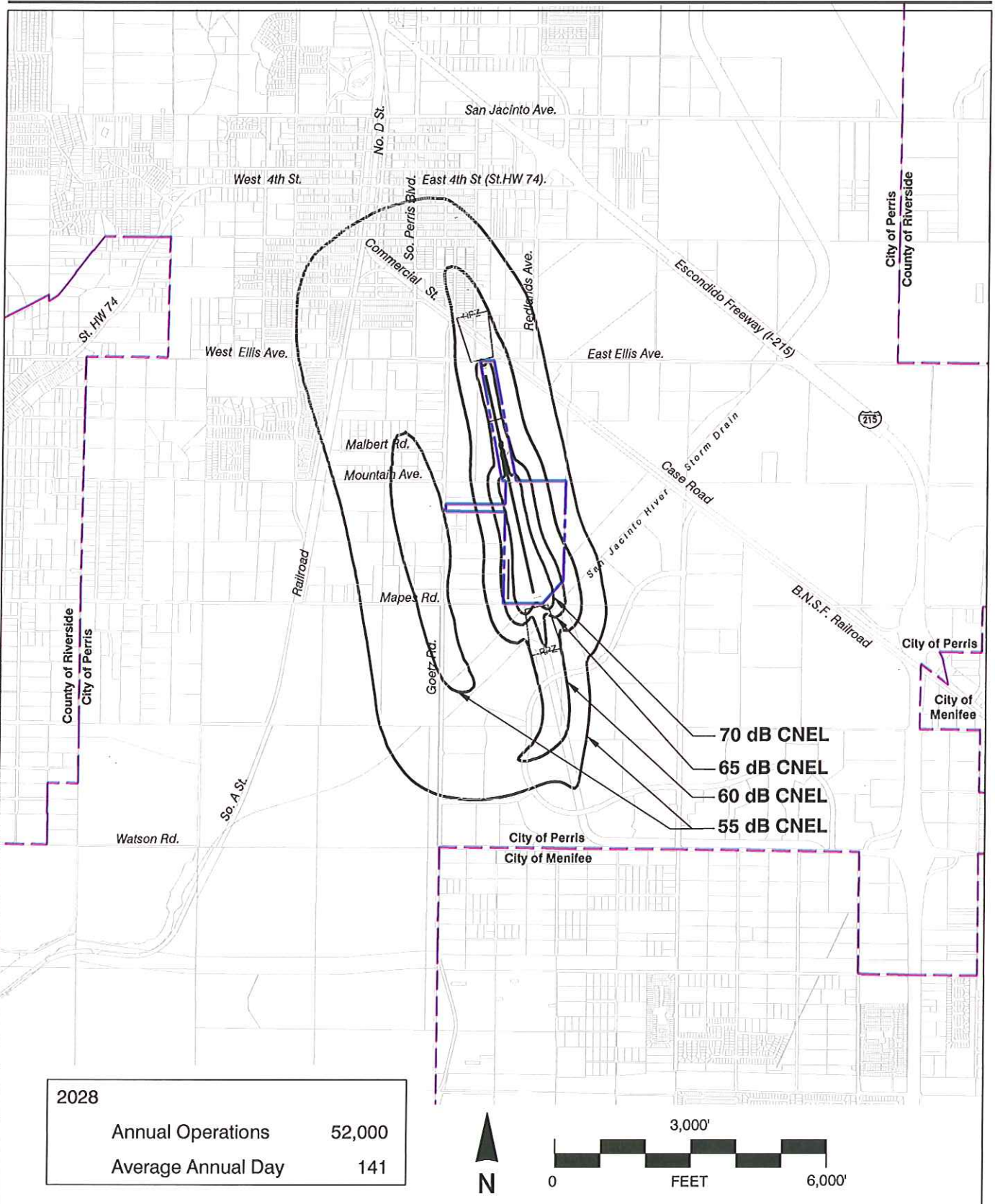


TYPICAL FAR PART 77 OBSTRUCTION SURFACES

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)



Source: Mead & Hunt, Inc. (June 2010)

Map PV-3

Ultimate Noise Impacts Perris Valley Airport

Background Data: Perris Valley Airport and Environs

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. Aircraft as large as a specially configured DC-9 serve as jump planes. A high volume of ultralight aircraft operations also takes place there. Beyond these functions, Perris Valley Airport has minimal other activity and does not provide parking or services for other private aircraft. For State Airport Permit purposes, the airport is considered a public-use facility.

Now situated within the Perris city limits, Perris Valley Airport's history dates to at least the World War II era when it served as an alternate landing strip for gliders. Skydiving activity began in the early 1960s. The airport has a single paved, unlighted runway, oriented north-northwest/south-southeast (designated Runway 15-33) and presently published as being 5,100 feet long. Ultralights use a separate turf strip in the southwestern corner of the property. Skydivers land in a turf area east of the runway. The property consists of approximately 82 acres with an additional 18 acres, encompassing the north end of the runway, leased from the adjacent property owner.

In conjunction with preparation of this *Compatibility Plan*, several issues with the existing runway configuration have been identified and a solution proposed. The northerly (Runway 15) runway protection zone (RPZ) extends onto property that the airport does not control. To avoid precluding all development of this property, the City of Perris has requested that the RPZ be shifted onto airport-controlled property. So as not to eliminate all use of the north end of the runway, establishment of declared distances and modification of the Runway 15 displaced threshold location is recommended. Additionally, to provide 240 feet of runway safety area and object free area at the runway ends, as dictated by Federal Aviation Administration standards, a slight shift of each runway end is recommended. The net effect will be reduction of the published runway length to approximately 4,840 feet with 3,850 feet available for landings from the north. Although used as the basis for the *Compatibility Plan*, these modifications are subject to acceptance by the airport owners and approval by the California Division of Aeronautics through amendment of the State Airport Permit.

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are

made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

Nearby land uses vary from agricultural to urban. To the south and east are agricultural lands within the flood plain of the San Jacinto River. To the west is mostly industrial. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. Also, residential areas within the newly incorporated City of Menifee are only a mile south of the runway.

The Perris General Plan anticipates extensive additional development surrounding the airport. Concurrently with the preparation of this *Perris Valley Airport Compatibility Plan*, the City of Perris has been preparing a Downtown Specific Plan covering over one square mile immediately north of the airport. Intensive commercial and mixed use development is planned for this area. Close coordination between city and ALUC staffs has enabled substantial consistency between the two plans. The ALUC reviewed the draft Specific Plan in June 2010 and found it to be consistent with the anticipated *Compatibility Plan*. Additionally, a separate specific plan is expected to be prepared for the lands south and east of the airport. Proposals have been brought forward in recent years to develop residential uses in this presently agricultural area.

Exhibits PV-1 through PV-3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV-2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV-4 and PV-5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV-6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV-7 through PV-9.

GENERAL INFORMATION

- ▶ *Airport Ownership:* Private
- ▶ *Year Opened:* 1942
- ▶ *Property Size*
 - › Fee title: 82 acres
 - › Lease: 18 acres
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 1,413 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Airport Master Plan*
 - › None
- ▶ *Airport Layout Plan Drawing*
 - › None
 - › Airport Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning [pending]

RUNWAY/TAXIWAY DESIGN**Runway 15-33**

- ▶ *Critical Aircraft:* DC-9-21
- ▶ *Airport Reference Code:* B-I (small airplanes)
- ▶ *Dimensions:* 5,100 ft. long, 50 ft. wide
 - › Runway 15 displaced threshold
 - Published as 1,900 ft.
 - Marked at 650 ft.
 - › Runway 33 displaced threshold
 - Published as 144 ft.
 - Marked at runway end
- ▶ *Pavement Strength (main landing gear configuration)*
 - › 8,000 lbs. (single-wheel)
- ▶ *Average Gradient:* 0.5% (rising to north)
- ▶ *Runway Lighting:* none
- ▶ *Primary Taxiways:* none

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - › Runway 15: Right traffic
 - › Runway 33: Left traffic
 - › Pattern altitude: 1,000 ft. AGL (2,413 ft. MSL)
- ▶ *Instrument Approach and Departure Procedures*
 - › None
- ▶ *Visual Approach Aids*
 - › None
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - › Runway 15 departures: Avoid residential area to northeast
 - › Flights to/from east controlled by March Air Reserve Base airspace

APPROACH PROTECTION

- ▶ *Runway Protection Zones (RPZ)*
 - › Runway 15: 1,000 ft. long (0% on airport property)
 - › Runway 33: 1,000 ft. long (0% on airport property)
- ▶ *Approach Obstacles*
 - › Runway 15: 30 ft. trees, 150 ft. from runway
 - › Runway 33: none

BUILDING AREA

- ▶ *Location:* Most facilities west of runway
- ▶ *Aircraft Parking Capacity*
 - › Hangar space: 10,000 sq. ft.
 - › Tie downs: 24
- ▶ *Services*
 - › Fuel: 100LL/80 (available during regular business hours) Emergency only
 - › Other: ultralight flight instruction, aircraft rental and sales
 - › Skydiving
- ▶ *Other Major Facilities*
 - › Indoor skydiving training facility

PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - › Recommended runway length reduction to approximately 4,840 feet to provide standard 240 feet of runway safety area and object free area length at each end
 - › Recommended Runway 15 RPZ shift onto airport-controlled property; Runway 15 displaced threshold to become approximately 990 feet; with establishment of declared distances full pavement length remains usable for takeoffs on Runway 15
- ▶ *Building Area*
 - › Increase aircraft hangar space to 20,000 sq. ft.
- ▶ *Property*
 - › None

Exhibit PV-1

Airport Features Summary

Perris Valley Airport

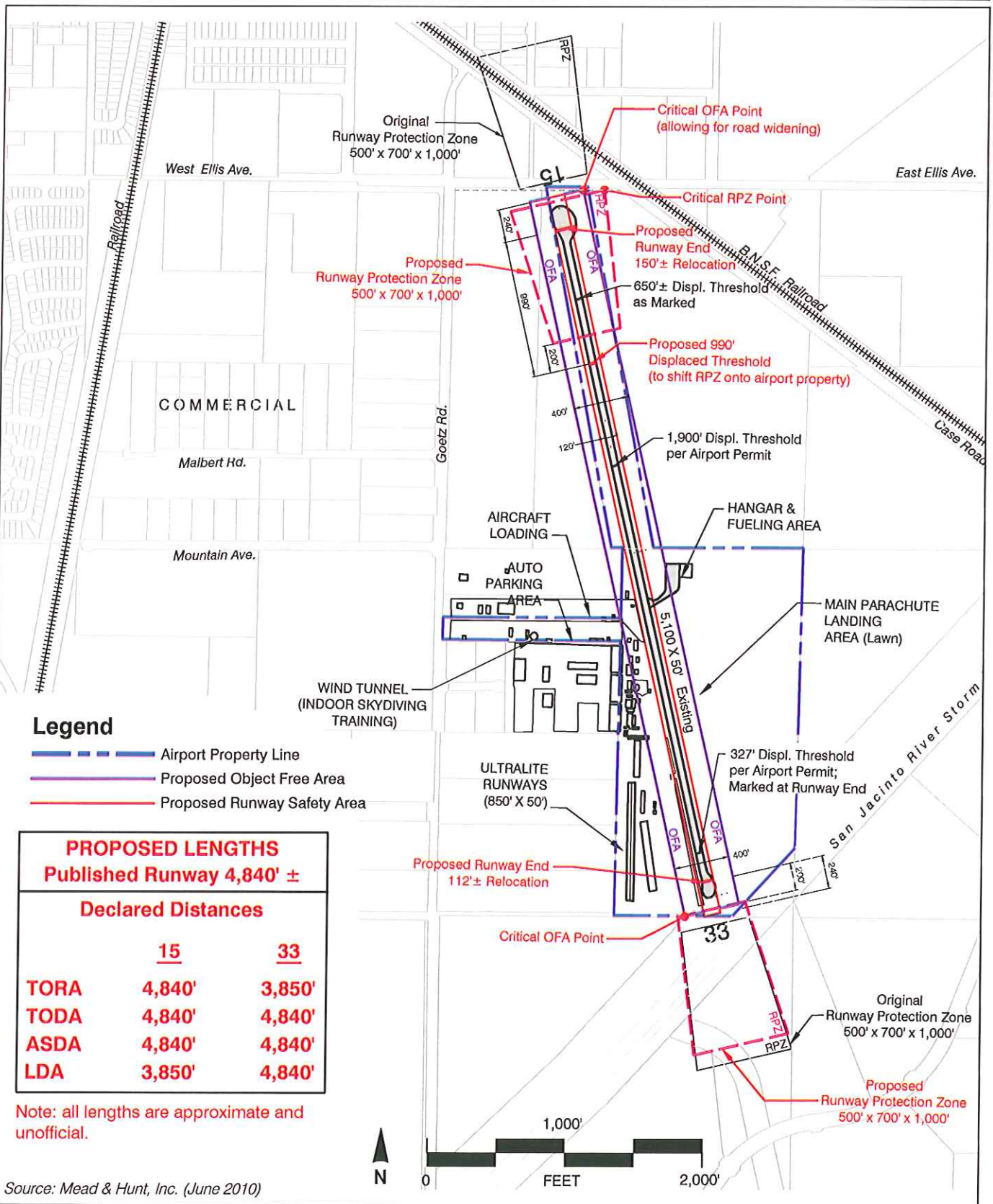
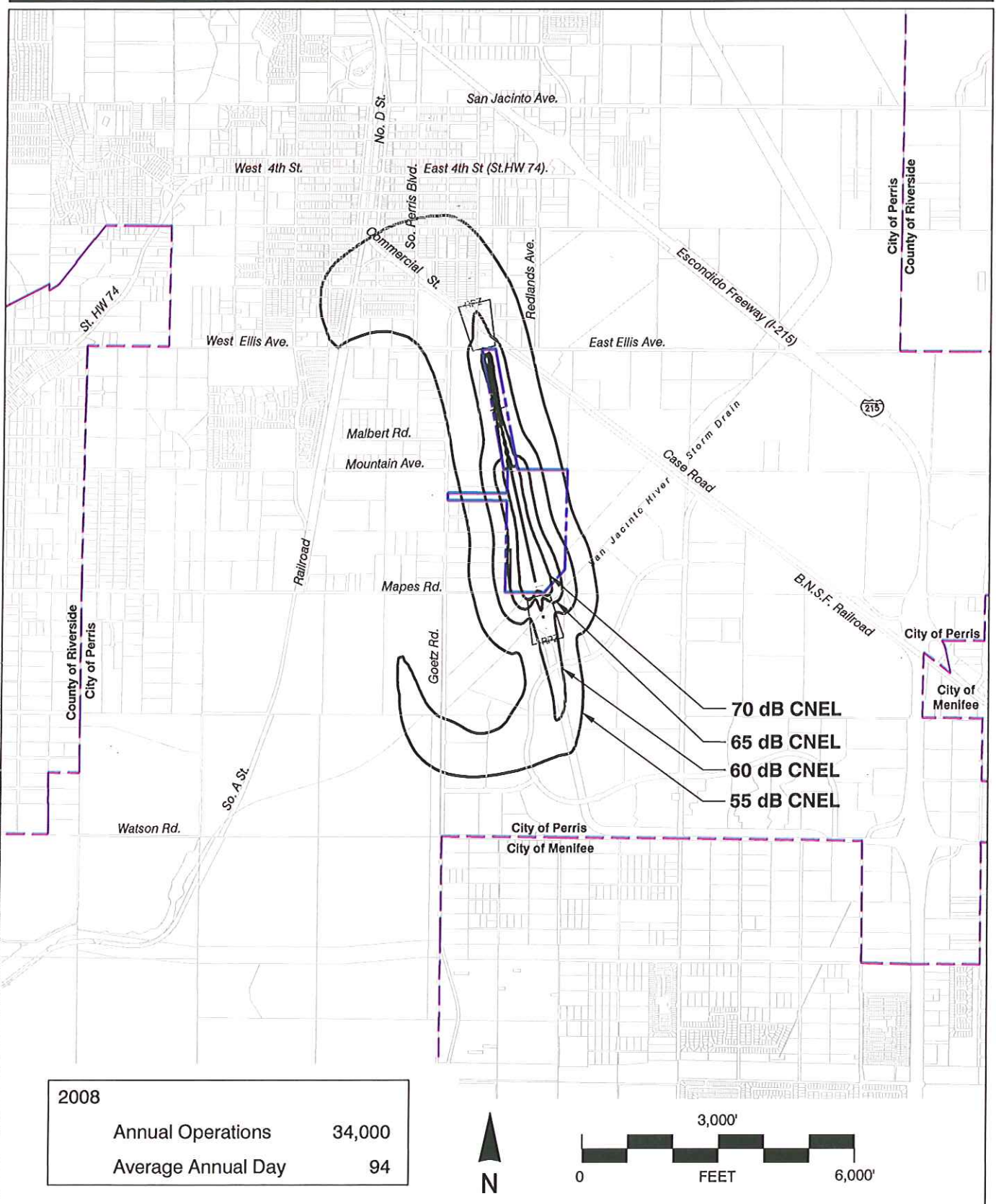


Exhibit PV-2

Airport Diagram

Perris Valley Airport

W8-4



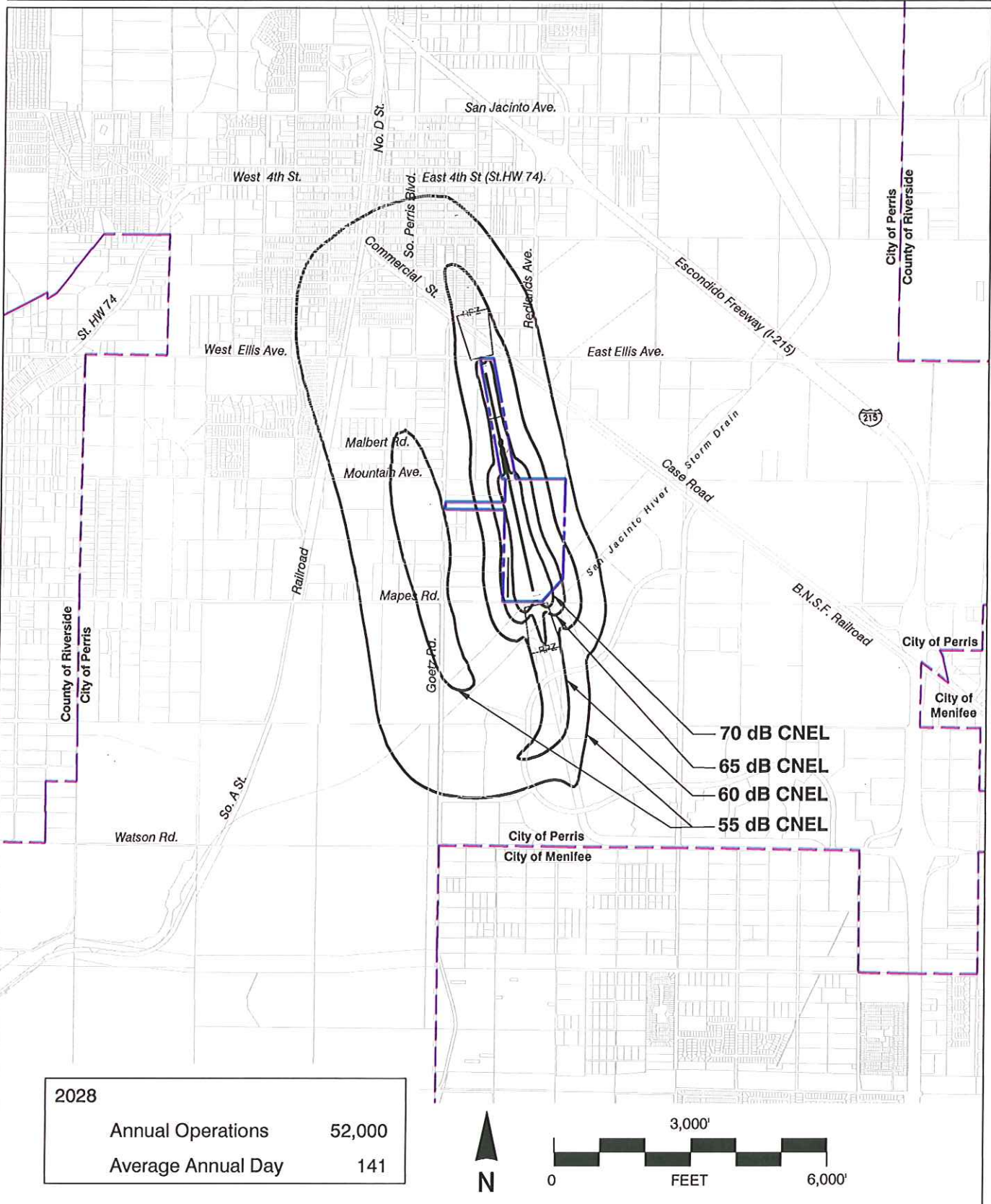
C:\Users\8770me\appdata\local\temp\AcD\ublib_656081_65_PERRIS_VA\11_PV-comb\dl\fig-2010.dwg - Jul 01 - 2:01 pm

Exhibit PV-4

Source: Mead & Hunt, Inc. (June 2010)

Existing Noise Impacts

Perris Valley Airport



2028	
Annual Operations	52,000
Average Annual Day	141

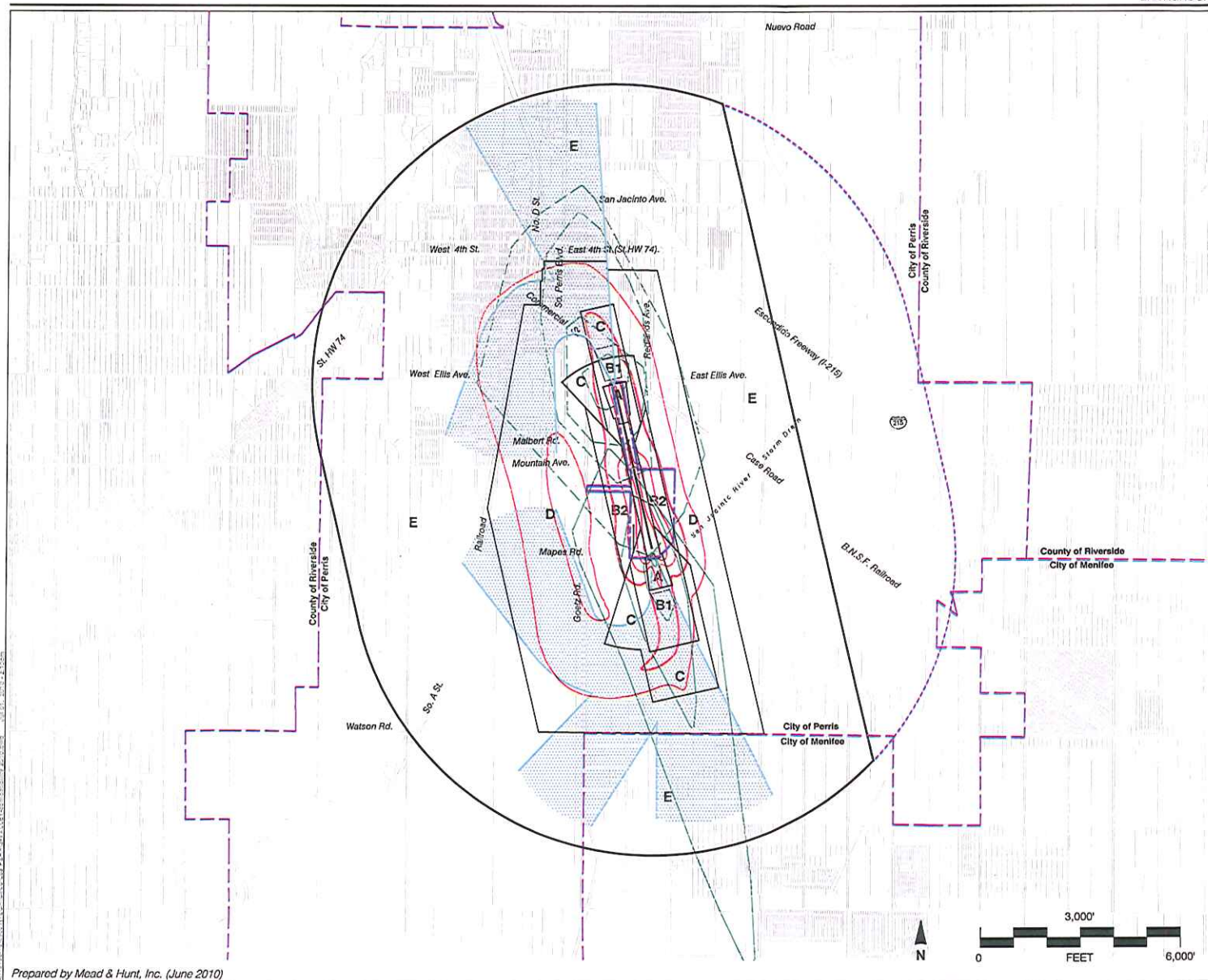
Source: Mead & Hunt, Inc. (June 2010)

Exhibit PV-5

Ultimate Noise Impacts

Perris Valley Airport

This page intentionally blank



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 70 dB CNEL } Future Average
- 65 dB CNEL } Annual Day
- 80 dB CNEL }
- 55 dB CNEL }

General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours* (Shown Only for Takeoffs to the North)
- Aircraft Approach Accident Risk Intensity Contours* (Shown Only for Landings from the South)
- FAR Part 77 Conical Surface Limits
- No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

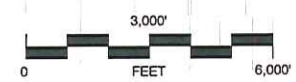
- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (July 2010 Draft)

Exhibit PV-6

Compatibility Factors
 Perris Valley Airport



AIRPORT SITE

- ▶ *Location*
 - › Western Riverside County
 - › 1 miles southeast of Perris Central Business District
- ▶ *Nearby Terrain*
 - › Airport site generally level
 - › San Jacinto River adjacent to south end of runway
 - › Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,250± ft.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *City of Perris*
 - › Airport entirely within incorporated Perris city limits
- ▶ *County of Riverside*
 - › Riverside County within 2 miles west and east of runway
- ▶ *City of Menifee*
 - › 1 mile south of airport

STATUS OF COMMUNITY PLANS

- ▶ *City of Perris*
 - › General Plan, adopted April 2005
 - › Downtown Specific Plan, reviewed by ALUC June 2010; city adoption pending
- ▶ *Riverside County*
 - › General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Menifee*
 - › City in incorporated in 2008. County General Plan currently in effect

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Mixed uses of industrial, residential, and rural
 - › Central Perris to north
 - › Orange Empire Railway Museum on west
- ▶ *Runway Approaches*
 - › North (Runway 15): Road at runway end; undeveloped parcel north of road; BNSF rail line 700 feet from runway end; urban residential beyond ½ mile; I-215 1+ miles from runway
 - › South (Runway 33): San Jacinto River channel at runway end; undeveloped within 1 mile; residential beyond 1 mile
- ▶ *Traffic Patterns*
 - › West: Mixture of subdivisions and undeveloped land

PLANNED AIRPORT AREA LAND USES

- ▶ *City of Perris*
 - › Increased intensity development within square mile area of Downtown Specific Plan north of airport
 - › Office and light industrial nearest to runway end; commercial focus (mostly 3-story limit) in central business district to northwest; additional residential elsewhere
 - › Potential residential development south of airport
- ▶ *Riverside County*
 - › Mostly continuation of existing development pattern
 - › Park and open space lands along river
 - › Potential additional industrial uses along I-215.
- ▶ *City of Menifee*
 - › To be determined

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

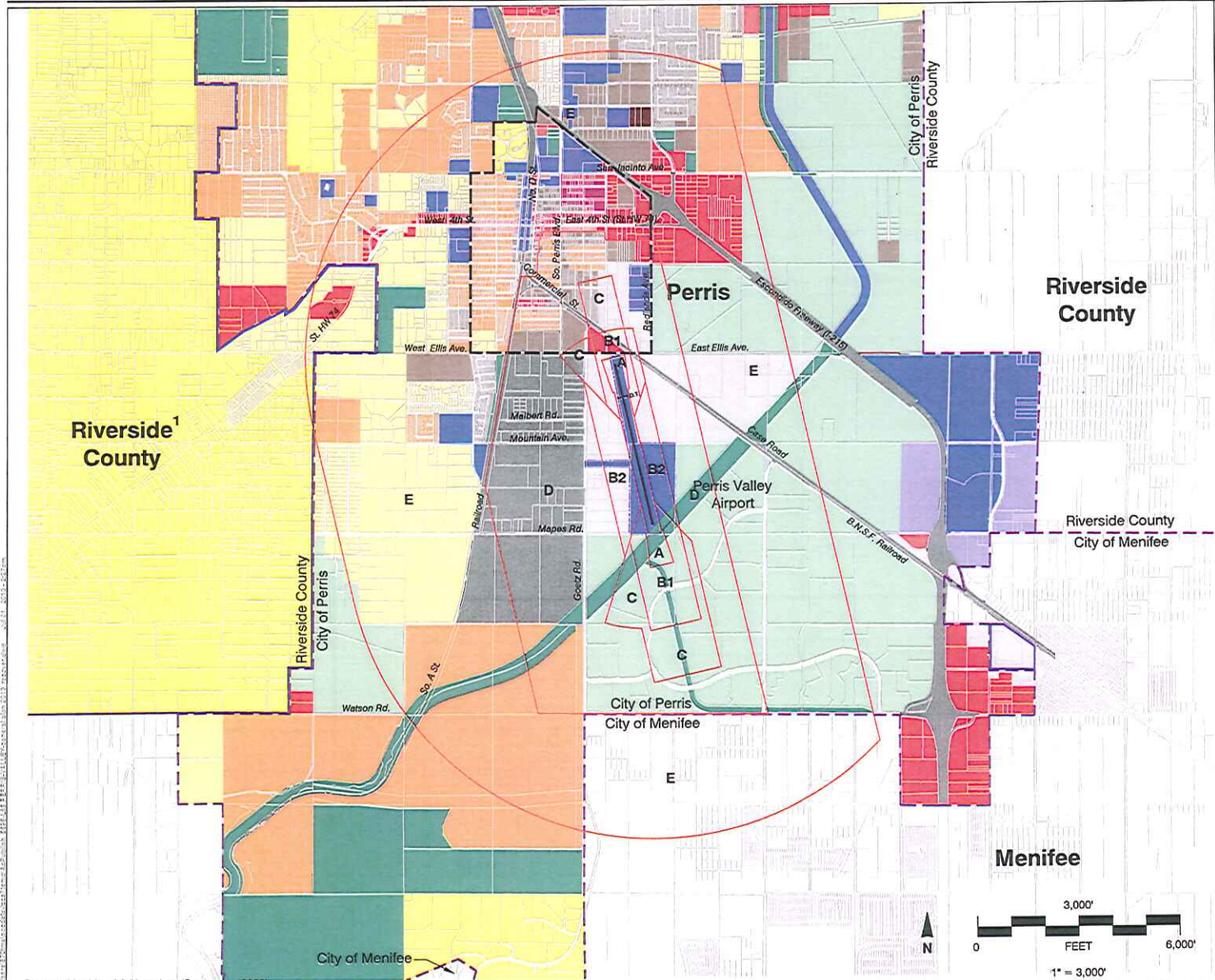
- ▶ *Riverside County General Plan*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Perris General Plan*
 - › Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- ▶ *City of Perris Zoning Codes*
 - › No FAR Part 77 height limit zoning
- ▶ *City of Menifee*
 - › None yet established

Exhibit PV-7

Airport Environs Information

Perris Valley Airport

This page intentionally blank



- Legend**
- Boundary Lines**
- - - City Limit Line
 - - - City of Perris Sphere of Influence¹
 - - - Downtown Specific Plan
 - - - Airport Property Line
 - Runway
 - Compatibility Zones
- City of Perris Land Use Designations²**
- Single Family Residential, 20,000 sq. ft. Lot
 - Single Family Residential, 10,000 sq. ft. Lot
 - Single Family Residential, 8,400 sq. ft. Lot
 - Single Family Residential, 7,200 sq. ft. Lot
 - Single Family Residential, 6,000 sq. ft. Lot
 - Multiple Family Residential, 14 dwelling units per acre
 - Multiple Family Residential, 22 dwelling units per acre
 - Neighborhood Commercial/Urban Residential
 - Neighborhood Commercial
 - Community Commercial
 - Professional Office
 - Business Park
 - Light Industrial
 - General Industrial
 - Specific Plan
 - Parks/Recreational/Open Space
 - Public/Semi-Public Facilities/Utilities

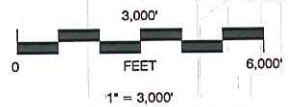
¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. - (Source: City of Perris General Plan, 2005)

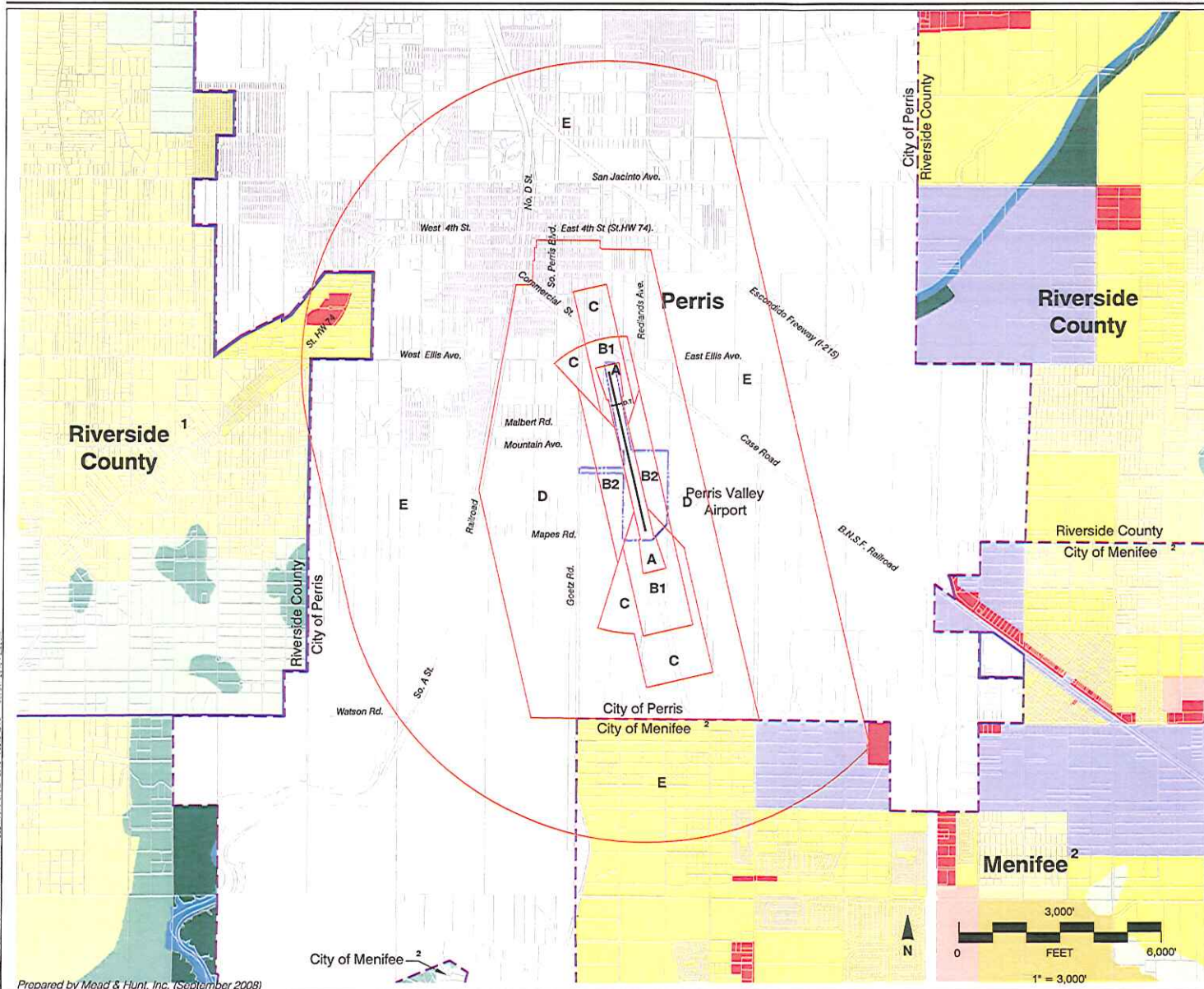
²Source: ?

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 West County Airports Background Data
 (July 2010 Draft)

Exhibit PV-8

General Plan Land Use Designations
City of Perris
 Perris Valley Airport





Legend

Boundary Lines

- - - City Limit Line
- - - City of Perris Sphere of Influence ¹
- - - Airport Property Line
- Runway
- Compatibility Zones

County of Riverside Land Use Designations ²

- Rural Residential
- Rural Mountainous
- Rural Desert
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Light Industrial
- High Industrial
- Business Park
- Public Facilities
- Community Center
- Indian Lands
- Freeway
- City
- Conservation
- Conservation Habitat
- Open Space Rural
- Recreation
- Water
- Mineral Resources
- Agriculture

¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

² Border shown for the future City of Menifee, California. Incorporated: October 1, 2008. No General Plan or Zoning Ordinance was adopted at the time this map was created. The land use is as designated by Riverside County.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (July 2010 Draft)

SOURCE: COUNTY OF RIVERSIDE, CALIFORNIA, AIRPORT LAND USE COMMISSION, 2008. PREPARED BY MOAD & HUNT, INC., SEPTEMBER 2008.

**CORRESPONDENCE REGARDING PROPOSED PLAN AND NEGATIVE
DECLARATION (RECEIVED AS OF NOVEMBER 30, 2010)**

Guerin, John

From: Sandy Hesnard [sandy_hesnard@dot.ca.gov]
Sent: Wednesday, November 24, 2010 12:28 PM
To: Guerin, John
Cc: Ron Bolyard; Terry Barrie
Subject: Fw: Perris Valley Airport Land Use Compatibility Plan

Thank you for the opportunity to review the Negative Declaration. It appears to adequately address the Division's areas of expertise and we have no further comments at this time.

Sandy Hesnard
Aviation Environmental Specialist
California Department of Transportation (Caltrans) Division of Aeronautics (MS 40) PO Box
942874 Sacramento, CA 94274-0001

(916) 654-5314 fax (916) 653-9531
Email: sandy.hesnard@dot.ca.gov
Website: www.dot.ca.gov/aeronautics

----- Forwarded by Sandy Hesnard/HQ/Caltrans/CAGov on 11/24/2010 12:13 PM

Sandy
Hesnard/HQ/Caltrans/CAGov

11/19/2010 08:45
AM

To
"Guerin, John" <JGUERIN@rctlma.org>
cc
'Ron Bolyard'
<ron_bolyard@dot.ca.gov>

Subject
RE: Perris Valley Airport Land Use
Compatibility Plan(Document link:
Sandy Hesnard)

Yes, we received it. Terry Barrie and Ron are reviewing it now.

Sandy Hesnard
Aviation Environmental Specialist
California Department of Transportation (Caltrans) Division of Aeronautics (MS 40) PO Box
942874 Sacramento, CA 94274-0001

(916) 654-5314 fax (916) 653-9531
Email: sandy.hesnard@dot.ca.gov
Website: www.dot.ca.gov/aeronautics

"Guerin, John"
<JGUERIN@rctlma.org>

11/18/2010 04:54
PM

To
'Ron Bolyard'
<ron_bolyard@dot.ca.gov>, 'Sandy
Hesnard' <sandy_hesnard@dot.ca.gov>
cc

Subject
RE: Perris Valley Airport Land Use
Compatibility Plan

Please advise as to whether you received a copy of the Draft Perris Valley Airport Land Use Compatibility Plan Initial Study and Negative Declaration. The environmental document is in its 30-day review period through the State Clearinghouse. SCH # is 2010111003.



Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Arnold Schwarzenegger
Governor

November 22, 2010

Mr. John J.G. Guerin
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, California 92501

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE 2010 AIRPORT LAND USE COMPATIBILITY PLAN FOR PERRIS VALLEY AIRPORT PROJECT (SCH# 2010111003), RIVERSIDE COUNTY

Dear Mr. Guerin:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Initial Study (IS) and purposed draft Mitigated Negative Declaration (MND) for the above-mentioned project. The following project description is stated in your document: "The proposed project is the Riverside County Airport Land Use Commission's ("Commission") adoption of a Compatibility Plan for Perris Valley Airport. The proposed Compatibility Plan would designate new boundaries for the Airport Influence Area ("AIA"). The Compatibility Plan establishes policies for determining consistency of future, proposed development projects within the Perris Valley Airport AIA with the objectives set forth in the State Aeronautics. Perris Valley Airport is a privately-owned, public-use airport located easterly of Goetz Road and southerly of Ellis Avenue and Case Road in the City of Perris. The Airport consists of approximately 100 acres, and has a single runway that is 5,100 feet in length and 50 feet in width. Most of the area immediately adjacent to the Airport is vacant. The Airport is a specialized facility catering predominantly to skydivers and ultra-light aircraft enthusiasts".

Based on the review of the submitted document DTSC has the following comments:

- 1) The MND should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The MND should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the

document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the MND.

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also

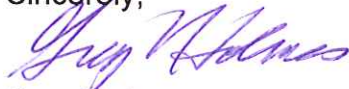
Mr. John J.G. Guerin
November 22, 2010
Page 4

obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 10) Also, in future CEQA documents, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3063

LAW OFFICES
GILCHRIST & RUTTER
PROFESSIONAL CORPORATION

WILSHIRE PALISADES BUILDING
1299 OCEAN AVENUE, SUITE 900
SANTA MONICA, CALIFORNIA 90401-1000

TELEPHONE (310) 393-4000
FACSIMILE (310) 394-4700
E-MAIL: mburton@gilchristutter.com

November 23, 2010

VIA FEDEX

Mr. John J. G. Guerin
Principal Planner
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Re: Objections to the Negative Declaration for the Perris Valley Airport Land Use Compatibility Plan

Dear Mr. Guerin:

This office represents the Ranch at Green Valley, LLC, the owner and developer of the Green Valley development project, which is governed by the Green Valley Specific Plan, part of the City of Perris General Plan. We are writing to object to the Initial Study and Negative Declaration: Airport Land Use Compatibility Plan for Perris Valley Airport (the “**Negative Declaration**”) on the basis that it discloses significant unmitigated impacts on its face and fails to analyze critical environmental impacts in a manner required by the California Environmental Quality Act (Public Resources Code Sections 21000 et seq., “**CEQA**”). We call on the Riverside County Airport Land Use Commission (the “**Commission**”) to reject the Negative Declaration and prepare a full Environmental Impact Report (an “**EIR**”) to analyze the Airport Land Use Compatibility Plan for Perris Valley Airport (the “**Compatibility Plan**” or the “**proposed project**”).

I. CEQA REQUIRES AN ENVIRONMENTAL IMPACT REPORT FOR THE COMPATIBILITY PLAN

A. A full EIR must be prepared when there is a fair argument a project will have a significant environmental impact

There is a strong presumption built into CEQA in favor of requiring the preparation of an EIR, as evidenced by the “fair argument” standard which applies when an agency decides whether an EIR or a negative declaration is necessary. (*No Oil, Inc. v. City of Los Angeles*, 13 Cal.3d 68, 84 (1974); *see also Quail Botanical Gardens Found, Inc. v. City of Encinitas*, 29 Cal.App.4th 1597, 1602 (1980); *Friends of “B.” Street v. City of Hayward*, 106 Cal.App.3d 988, 1002 (1980).) The “fair argument” standard sets “a low threshold requirement for preparation of an EIR.” (*No Oil*, 13 Cal.3d at 84; *see also Pocket Protectors v. City of Sacramento*, 124

Mr. John J.G. Guerin
November 23, 2010
Page 2

Cal.App.4th 903, 928 (2004); *Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296, 310 (1988).) An environmental impact report should be prepared “whenever the action arguably will have an adverse environmental impact.” (*No Oil*, 13 Cal.3d at 84 (citation omitted).) Here, the fair argument standard applies and mandates the preparation of an EIR for the proposed project.

Section 15064(f)(1) of the California Code of Regulations, title 14 (“CEQA Guidelines”) provides:

[I]f a lead agency is presented with a **fair argument** that a project may have a significant effect on the environment, the lead agency **shall** prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect. (CEQA Guidelines § 15064(f)(1) (emphasis added).)¹

The word “may” connotes a “reasonable possibility.” (*No Oil*, 13 Cal.3d at 83 n16; *see also Sundstrom*, 202 Cal.App.3d at 309.) “Significant effect upon the environment” is defined as “a substantial or potentially substantial adverse change in the environment.” (Pub. Res. Code § 21068; CEQA Guidelines § 15382.) Accordingly, an EIR is required where there is a “fair argument” that the project has a “reasonable possibility” of resulting in “a substantial or potentially substantial adverse change in the environment.” (*Id.*)

B. A deficient negative declaration will itself require a full EIR

An EIR will also be required when the agency’s decision to adopt a negative declaration is based on a deficient factual analysis of the project’s potential impacts. (*Sundstrom*, 202 Cal.App.3d at 311; *City of Redlands v. County of San Bernardino*, 96 Cal.App.4th 398, 408 (2002).) As the court noted in *Sundstrom*, “If the local agency has failed to study an area of possible environmental impact, a fair argument may be based on the limited facts in the record. Deficiencies in the record may actually enlarge the scope of fair argument by lending a logical plausibility to a wider range of inferences.” (*Sundstrom*, 202 Cal.App.3d at 311.) “The agency should not be allowed to hide behind its own failure to gather relevant data.” (*Id.*; *see also City of Redlands*, 96 Cal.App.4th at 408.) Rejection of claims of possible significant impact cannot be “predicated on lack of the very information which would be provided by an EIR.” (*California Unions for Reliable Energy v. Mojave Desert Air Quality Management Dist.*, 178 Cal.App.4th 1225, 1241 (2009).)

Accordingly, a negative declaration may be set aside not only where a fair argument for significant impacts has been affirmatively asserted, but also if there is no substantial evidence in the record supporting the agency’s conclusion of no significant impact in any area or if an

¹ Although not statutes, “courts should afford great weight” to the CEQA Guidelines. (*Laurel Heights Improvement Assn v. Regents of University of California*, 47 Cal. 3d 376, 391 n2 (1988).)

Mr. John J.G. Guerin
November 23, 2010
Page 3

agency has failed to study an area of possible environmental impact altogether. (*Sundstrom*, 202 Cal.App.3d at 311; *see also Mejia v. City of Los Angeles*, 130 Cal.App.4th 322, 342 (2005) (finding a fair argument for significant traffic impacts where there were both personal observations of traffic conditions by residents and absence of careful consideration of traffic issues by agency); *County Sanitation Dist. No. 2 v. County of Kern*, 127 Cal.App.4th 1544, 1597 (2005) (holding failure of agency to analyze issue enlarged the scope of the fair argument).)

Additionally, a negative declaration may be set aside if there is substantial evidence in the record that the conditions attached to its adoption are insufficient to mitigate project impacts. (*Citizens for Responsible & Open Gov't v. City of Grand Terrace*, 160 Cal.App.4th 1323, 1340-41 (2008).)

Here, not only does the Negative Declaration contain a deficient analysis of impacts, but the analysis actually discloses unequivocally that the proposed project will have significant unmitigated impacts on the environment.

The Negative Declaration applies two broad themes which are repeated throughout the Compatibility Plan: first, that the proposed project will result in potentially significant impacts; and second, that those impacts are uncertain and speculative and in any event will be analyzed at a later date by project-specific environmental review. This reasoning is completely flawed and contrary to the analysis required by CEQA.

II. THE PROPOSED PROJECT WILL HAVE POTENTIALLY SIGNIFICANT IMPACTS

The Negative Declaration could not be more clear: the Compatibility Plan *will* have potentially significant impacts:

[B]y restricting development in the Airport's environs, there is the potential for increased pressure for growth and development in areas outside the [Airport Influence Area]. These indirect impacts could result in the construction of additional residential and non-residential development in the surrounding environment. This development, if it occurs, *may result in traffic and associated air quality and noise impacts. Such development also could impact sensitive visual, biological, cultural, paleontological, historic, and other resources.*

(Page 9) (Emphasis added)

The Compatibility Plan *will* conflict with existing General Plan land use designations: "*there are inconsistencies between existing General Plan land use designations and the allowable intensities provided under the Compatibility Plan.*" (Page 38) (Emphasis added)

Mr. John J.G. Guerin
November 23, 2010
Page 4

These inconsistencies *will* result in potential non-residential displacement of between 16.51 percent and 18.05 percent. (Page 46) These inconsistencies *will* result, unbelievably, in a total of 1,793 potentially displaced residential units, of which two-thirds (1,297) are located within the boundaries of the Green Valley Specific Plan (Page 56), for which final residential tract maps have already been recorded, which maps lie squarely within the Compatibility Plan's proposed no-build zones.

The potential disruption – in traffic, air quality, noise, demand on police and fire services and utilities, increased need for schools, and so on – from so much displacement in such a small area is incomprehensible.

Yet, the Negative Declaration concludes that these potentially devastating impacts, which it discloses point-blank and for which it proposes no mitigation, are somehow not potentially significant.

A. **The Negative Declaration improperly dismisses all potentially significant impacts as “speculative” and improperly defers analysis for future environmental documents**

The Negative Declaration explains that any future displaced development “would be dependent on what the affected land use jurisdictions (the City of Perris [among others]...) would permit.” (Page 9) The document further explains that displacement “necessarily depends on a multitude of factors, including, but not limited to, the rate, timing, location, and extent of development, economic and market conditions, the nature and type of the project or projects, and the contemplated project-level impacts on the environment.” (Page 10) Accordingly, the document concludes that “the Commission is unable to accurately forecast the actual effects such future shifts in population/development, if they do occur, will have on the physical environment.” Any attempt to make such forecast “is both impracticable, speculative, and potentially misleading at this time.” (Page 10)

Elsewhere, the Negative Declaration indicates that “any potential indirect effect that may arise is uncertain from a timing and location standpoint...” and therefore speculative. (Pages 16, 20-21, 23, 24, 27, 28, and so on.)

To the extent further analysis is required, the Negative Declaration concludes that “any project-specific impacts necessarily would be considered in later environmental documents prepared in compliance with CEQA.” (Page 9)

Mr. John J.G. Guerin
November 23, 2010
Page 5

1. **Impacts arising from displaced development are, by law, not speculative**

The Negative Declaration's analysis repeats an argument soundly rejected by the California Supreme Court. In *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007), 41 Cal.4th 372, the Solano County Airport Land Use Commission argued that displaced development "is inherently too speculative to be considered a reasonably foreseeable effect of an airport land use compatibility plan." (41 Cal.4th at 382.) The Supreme Court disagreed forcefully: "nothing inherent in the notion of displaced development places such development, when it can reasonably be anticipated, categorically outside the concern of CEQA." (41 Cal.4th at 383.)

2. **Impacts from the Compatibility Plan are not only not speculative, but certain to occur**

In fact, there is nothing uncertain or speculative about the Compatibility Plan's displacement of development. The only reason the Commission considers it speculative is because in the Negative Declaration, it pretends it doesn't know what the surrounding jurisdictions will do in response to the Compatibility Plan. Yet, in *Muzzy Ranch*, the Supreme Court made clear what will happen to the land use plans of the surrounding jurisdictions:

[A]n airport land use compatibility plan can operate like a multijurisdictional general plan to trump the land use planning authority that affected jurisdictions might otherwise exercise through general and specific plans or zoning.

(41 Cal.4th at 384-385) (Emphasis added)

While the Commission ignores what surrounding cities are likely to do in response to the Compatibility Plan, the Commission clearly does know what it wants them to do. There is no secret that the Commission *intends* to impose the Compatibility Plan on the surrounding jurisdictions, including the City of Perris. Once the Compatibility Plan is adopted, the State Aeronautics Act gives the City of Perris only 180 days to make one of only two choices: either amend its general and specific plans to be consistent with the Compatibility Plan, or overrule the Compatibility Plan by a two-thirds vote. Public Utilities Code Section 21676.5(a) and 21676. So, unless the Compatibility Plan is overruled by a surrounding jurisdiction – in which case it becomes moot in any event as to that jurisdiction – the Commission knows full well exactly where it intends for the displacement to occur, and can quantify and mitigate the impacts, because the Compatibility Plan dictates where the displacement will occur.

The Negative Declaration effectively admits the certainty of the impacts from displacement, concluding that the significant Green Valley residential displacement "could be eliminated in its entirety by redesigning the [Green Valley] Specific Plan" to be consistent with

Mr. John J.G. Guerin
November 23, 2010
Page 6

the Compatibility Plan. (Page 57) This circular reasoning takes disingenuity to a new level, arguing that the Green Valley displacement will be eliminated in its entirety by, essentially, rewriting the General Plan to eliminate the displacement in its entirety.

3. **Analysis and mitigation of impacts cannot be impermissibly deferred to a later date**

Moreover, this deficient reasoning completely ignores the fact that the wholesale revisions to the City of Perris General and Specific Plans required to become consistent with the Compatibility Plan will, themselves, require an EIR.

But, unless the Commission prepares an EIR now, which fully quantifies and attempts to mitigate all impacts arising from the Compatibility Plan, the City of Perris and the surrounding jurisdictions will not have sufficient information to decide whether to become consistent with or overrule the Compatibility Plan in the first place.

The Commission cannot simply defer its analysis of impacts and mitigation until after surrounding jurisdictions have conducted the environmental review which it fails to do. Mitigation measures which defer analysis and mitigation undermine the entire intent of the environmental review process, which must take into account the cumulative and reasonably foreseeable effects of a project before its approval. *Oro Fine Gold Mining Corp. v. County of El Dorado*, 225 Cal.App.3d 872, 884 (1990). Review cannot be done on a piecemeal basis after the fact as “[t]here cannot be meaningful scrutiny of a mitigated negative declaration when the mitigation measures are not set forth at the time of project approval.” (Id. at 884.) The same applies even more so for a negative declaration which fails to propose any mitigation at all.

The Negative Declaration doesn’t just cover up or minimize the impacts that will result from displaced development, but instead boldly admits the impacts will occur. The displaced development, however, will result in traffic, air quality, and noise impacts and will impact sensitive visual, biological, cultural, paleontological, historic, and other resources. A full-blown EIR is required to identify these impact, to assess these impacts, and to mitigate them.

B. **The Additional Compatibility Policies will themselves generate impacts and require analysis**

As if it weren’t bad enough that the Compatibility Plan will result in significant unmitigated environmental impacts, the Negative Declaration makes it worse by proposing “Additional Compatibility Policies.” The Negative Declaration carefully avoids calling these policies “mitigation measures” – because it has concluded there are no significant impacts to mitigate – but it is just as well. Far from mitigating impacts, the proposed Additional Compatibility Policies, listed at the end of the Negative Declaration (pages 70 to 73), will themselves generate significant impacts and must be analyzed by an EIR.

Mr. John J.G. Guerin
November 23, 2010
Page 7

For example:

Additional Compatibility Policies 2.1, 2.3, and 2.4 would allow revised residential densities in portions of Compatibility Zones C and D, increase the allowable average intensity of certain portions of Compatibility Zone B1 by 60%, and increase allowable intensity in Compatibility Zone D by 50%. Such increased intensities will certainly have growth-inducing impacts, and will greatly impact traffic circulation, including increased traffic on various affected thoroughfares, and public transportation corridors, as well as increase demand for police and fire services, public schools, and utility services. Air quality will also be impacted from additional traffic counts.

Additional Compatibility Policy 2.2 would waive open area requirements within portions of Airport Compatibility Zones C and D. Potentially significant impacts include an obvious loss of open area, and aesthetic impacts.

Additional Compatibility Policy 2.5 would revise how intensity is calculated, eliminating a 50 percent reduction in floor area used in other contexts, resulting in improperly calculated intensity readings. This change will result in underemphasizing intensity by at least 50 percent.

Additional Compatibility Policy 2.6 provides “increased buyer awareness measures” as so-called “mitigation” for allowing increased density. These measures are designed to inform buyers in certain Compatibility Zones of increased noise and other impacts from aviation easements and flight patterns. These measures are not “mitigation” by any means, but pure liability management. Merely pointing out environmental impacts is no mitigation, but a cynical ploy to defend against later lawsuits that the Commission clearly anticipates. True mitigation would obviate the need for such disclosures, through proper land use regulations and adequate sound-proof and vibration-resistant construction standards.

Additional Compatibility Policy 2.7 would allow certain outdoor amphitheaters which would otherwise be prohibited as a highly noise-sensitive outdoor nonresidential uses. No rationale is given for this revision, which will obviously result in greater noise impacts.

III. CONCLUSION – AN EIR IS REQUIRED FOR THE COMPATIBILITY PLAN

Accordingly, the Negative Declaration admits the Compatibility Plan will have significant environmental impacts, yet incredulously dismisses these impacts as speculative and uncertain, even though the Compatibility Plan will operate to trump the land use plans of the surrounding jurisdictions. And even the “Additional Compatibility Policies”, ostensibly meant to mitigate the unadmitted impacts, will have their own impacts.

Mr. John J.G. Guerin
November 23, 2010
Page 8

CEQA requires a full-blown EIR to disclose the full extent of impacts and range of mitigation measures required. The citizens and decision makers of the surrounding jurisdictions, who will be impacted for decades to come, deserve no less.

Very truly yours,

GILCHRIST & RUTTER
Professional Corporation

A handwritten signature in black ink, appearing to read "Martin N. Burton", is written over a horizontal line.

Martin N. Burton
Of the Firm

MNB:rlp
225269_2.DOC/112210
4718.002

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR THE
2010 AIRPORT LAND USE COMPATIBILITY PLAN FOR PERRIS VALLEY AIRPORT**

The Riverside County Airport Land Use Commission ("Commission") intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act ("CEQA," Pub. Resources Code, §21000 *et seq.*), for the proposed Airport Land Use Compatibility Plan for Perris Valley Airport ("Compatibility Plan").

Project Description and Location: The proposed project is the Commission's adoption of a Compatibility Plan, which includes an Airport Influence Area ("AIA") with new boundaries, for Perris Valley Airport. The proposed Compatibility Plan is designed to regulate future land uses in the Perris Valley Airport AIA. The new AIA includes the geographic area in which noise, safety, airspace protection, and/or overflight concerns may significantly affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly, the Compatibility Plan includes policies for determining whether a proposed development project, which lies within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of Perris Valley Airport while simultaneously protecting the public's health, safety, and welfare. (See Pub. Util. Code, §§21670-21679.5.) The proposed Compatibility Plan includes Additional Compatibility Policies, recommended by the Commission's Perris Valley Airport subcommittee and described in the Initial Study and Negative Declaration, that are tailored specifically to the Airport's land use environs and lessen the effects of the Plan on densities and intensities of future development proposals, minimize displacement of future residential units and the need for changes to the City of Perris General Plan, and provide for the envisioned development of Downtown Perris.

Perris Valley Airport is a privately-owned, public-use airport located easterly of Goetz Road and southerly of Ellis Avenue and Case Road in the City of Perris. The proposed boundaries of the AIA would include properties in the City of Perris, City of Menifee, and unincorporated Riverside County; however, most of the affected properties are located in the City of Perris.

Document Availability: Copies of the proposed Negative Declaration and supporting Initial Study, the proposed Compatibility Plan, and two of the documents referenced therein (the Riverside County Airport Land Use Compatibility Plan, adopted in 2004, and the California Airport Land Use Planning Handbook, published in 2002), are available for public inspection and review upon request to John J. G. Guerin, Principal Planner, at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, 92501, Monday through Thursday (except Thursday, November 11 and Thursday, November 25), between the hours of 8:30 a.m. and 5:30 p.m. Copies of the proposed Negative Declaration and Initial Study, and the proposed Compatibility Plan, also are available for review on the Commission's website at www.rcaluc.org. These documents and the documents referenced therein are also available for public inspection and review at the City of Perris Development Services Department, Planning Division, located at 135 North D Street, Perris, California 92570.

Public Review Period: The Commission will receive public comments on the proposed Negative Declaration and Initial Study for a 30-day period, beginning Wednesday, November 3, 2010, and concluding Thursday, December 2, 2010, at 6:00 p.m. Written comments must be submitted to John J. G. Guerin, Principal Planner, Riverside County Airport Land Use Commission, Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, 92501, or by fax to (951) 955-5177.

Public Hearing: The Commission will hold a public hearing to consider the Negative Declaration, Initial Study, and the proposed Compatibility Plan for Perris Valley Airport on December 9, 2010, at 9:00 a.m., at the Riverside County Administrative Center, Board Room (First Floor), 4080 Lemon Street, Riverside, California 92501.

No action or proceeding may be brought under CEQA to challenge the Commission's adoption of the proposed Negative Declaration, or its approval of the proposed Compatibility Plan, unless the alleged grounds for noncompliance were presented to the Commission either orally or in writing by any person during the public comment period or prior to issuance of the Notice of Determination.

For additional information or if you have any questions, please call John Guerin at (951) 955-0982 or e-mail to jguerin@rctlma.org.

California Home

Thursday, November 18, 2010

[OPR Home](#) > [CEQAnet Home](#) > [CEQAnet Query](#) > [Search Results](#) > [Document Description](#)

2010 Airport Land Use Compatibility Plan for Perris Valley Airport

SCH Number: 2010111003**Document Type:** Neg - Negative Declaration**Project Lead Agency:** Riverside County Airport Land Use Commission

Project Description

The proposed project is the Commission's adoption of a Compatibility Plan, which includes an Airport Influence Area ("AIA") with new boundaries, for Perris Valley Airport. The proposed Compatibility Plan is designed to regulate future land uses in the Perris Valley Airport AIA. The new AIA includes the geographic area which noise, safety, airspace protection, and/or over flight concerns may significantly affect land uses or necessitate restrictions of those uses, as determined by the Commission. Accordingly, the Compatibility Plan includes policies for determining whether a proposed development project, which lies within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of Perris Valley Airport while simultaneously protecting the public's health, safety, and welfare.

Contact Information

Primary Contact:

John J.G. Guerin
Riverside County Airport Land Use Commission
(951) 955-0982
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Project Location

County: Riverside
City: Riverside
Region:
Cross Streets: Goetz Road, Ellis Avenue, Case Road
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-215, SR 74
Airports: Perris Valley Airport
Railways: BNSF/RCTC Perris, Valley Lane
Waterways: San Jacinto River
Schools: Perris Elementary, Perris Union HS Districts
Land Use: Present land use/zoning/general plan designation vary.

Development Type

Other

Local Action

Other Action

Project Issues

Growth Inducing, Landuse, Cumulative Effects, Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Forest Land/Fire Hazard, Other Issues, Minerals, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Septic System, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Wetland/Riparian

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Game, Region 6; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Air Resources Board, Airport Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Date Received: 11/1/2010 **Start of Review:** 11/1/2010 **End of Review:** 11/30/2010

[CEQAnet HOME](#) | [NEW SEARCH](#)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 4.1** Director's Approvals. As authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper has approved two non-legislative cases determined to be consistent with an Airport Land Use Compatibility Plan. Staff is attaching copies, for your Commission's information.

Y:\ALUC\ALUC Administrative Items\Admin. 2010\ADmin Item 12-09-10.doc