COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: February 11, 2021

CASE NUMBER: ZAP1092PS20 – AM Wind Repower, LLC (Representative: Brookfield Renewable Partners)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: WCS00071R10 (WECS Permit), VAR200001 (Variance) [BLM Case No. CACA55718 Amendment to Existing Right-of-Way Grants)

MAJOR ISSUES: **None**

RECOMMENDATION: Staff recommends that the proposed WECS Permit and Variance, and Amendment to Existing Right-of-Way Grants be found CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: The applicant proposes a project within the jurisdiction of the County of Riverside, Alta Mesa Wind Project, to decommission and remove 159 existing commercial wind turbines (wind energy conversion systems, abbreviated as "WECS") and install 7 new wind turbines with a maximum height of 499 feet above ground level on 548 acres (25 acres net development footprint) located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower, as well as including associated equipment such as existing on-site substation, temporary construction yard, access roads, and existing 220kV transmission line. The applicant also proposes a variance to eliminate building setbacks along the western and norther property lines.

The applicant also proposes another project within the jurisdiction of the Bureau of Land Management, Mesa Wind Project, to decommission and remove 460 existing commercial wind turbines and install 8 new wind turbines with a maximum height of 499 feet above ground level on 1,285 acres (30 acres net development footprint), located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower. The Mesa Wind Project is directly north and west of the proposed Alta Mesa Wind Project. The Bureau of Land Management has already approved this project under Case No. CACA55718 (Amendment to Existing Right-of-Way Grants).

Wind turbine heights are measured at top of blade in the "twelve o'clock position".

PROJECT LOCATION: The project is located northerly of Interstate 10, and westerly of State Route 62. The project site is not located within an existing Airport Influence Area, as it lies approximately 10 miles northwesterly of the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport and 9 miles easterly of the easterly terminus of the

runway at Banning Municipal Airport, but the project comes before the Airport Land Use Commission because of its inclusion of structures exceeding 200 feet in height.

BACKGROUND: 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 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 Code of Federal Regulations Title 14, Chapter 1, Part 77, Paragraph 77.9.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to guide the Airport Land Use Commission in evaluating such facilities. As such, the determination by the FAA OES (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC's decision regarding such facilities.

On November 24, 2020, the FAA OES issued Determinations of No Hazard to Air Navigation letters for Aeronautical Study Nos. 2020-WTW-8064-OE and 2020-WTW-8065-OE, and 2020-WTW-8067-OE thru 2020-WTW-8071-OE, for the proposed 7 wind turbines for the Alta Mesa Wind Project (County Jurisdiction). The studies revealed that the proposed turbine structures does not exceed obstruction standards and would not be a hazard to air navigation provided that obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 13 (Turbines) and 15. The FAA OES also issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study Number 2020-WTW-8072-OE for the meteorological tower at the Alta Mesa Wind Project, and the study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided that obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, paint/red lights – Chapters 3 (Marked), 4, 5 (Red), & 15.

Also, on November 24, 2020, the FAA OES issued Determinations of No Hazard to Air Navigation letters for Aeronautical Study Nos. 2020-WTW-8054-OE thru 2020-WTW-8061-OE, for the proposed 8 wind turbines for the Mesa Wind Project (Bureau Land Management jurisdiction). The studies revealed that the proposed turbine structures does not exceed obstruction standards and would not be a hazard to air navigation provided that obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 13 (Turbines) and 15. The FAA OES also issued a Determination of No Hazard to Air Navigation letter for Aeronautical Study Number 2020-WTW-8063-OE for the meteorological tower at the Mesa Wind Project, and the study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided that obstruction marking and lighting with paint and red lights is required in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, paint/ red lights – Chapters 3 (Marked), 4, 5 (Red), & 15.

Variance: The applicant proposes to eliminate the setbacks along the western and northern lot lines as required by Zoning Ordinance Section 348.4931. The proposed variance will not have any impact to the Compatibility Plan criteria.

CONDITIONS:

1. The proposed wind turbines ("WECS") shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. 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.

3. 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.

4. The combined height of each WECS and its foundation shall not exceed 499 feet above ground level (AGL).

5. This project has been evaluated by Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) for seven (7) wind turbines and one (1) meteorological tower for the Alta Mesa Wind Project, and eight (8) wind turbines and one (1) meteorological tower for the Mesa Wind Project. Any increase in number, height, or change in location of the turbines or meteorological tower, or any proposal for new structures taller than 200 feet from ground level, will require subsequent submittal to, and review by, the ALUC and FAA.

6. The Federal Aviation Administration has conducted aeronautical studies of each proposed wind turbines (Aeronautical Study Nos. 2020-WTW-8064-OE and 2020-WTW-8065-OE, and 2020-WTW-8067-OE thru 2020-WTW-8071-OE for the Alta Mesa Wind Project, and 2020-WTW-8054-OE thru 2020-WTW-8061-OE for the Mesa Wind Project) and has specified that each of these structures shall be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 13 (Turbines) and 15, unless superseded by subsequent FAA determination(s) in writing.

7. The Federal Aviation Administration has conducted aeronautical studies for the proposed meteorological towers (Aeronautical Study No. 2020-WTW-8072-OE for the Alta Mesa Wind Project, and 2020-WTW-8063-OE for the Mesa Wind Project) and has specified that the structure shall be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, paint/red lights - Chapters 3 (Marked), 4, 5 (Red) and 15, unless superseded by subsequent FAA determination(s) in writing.

8. In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture

that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of a least one light at each level. The use of NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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

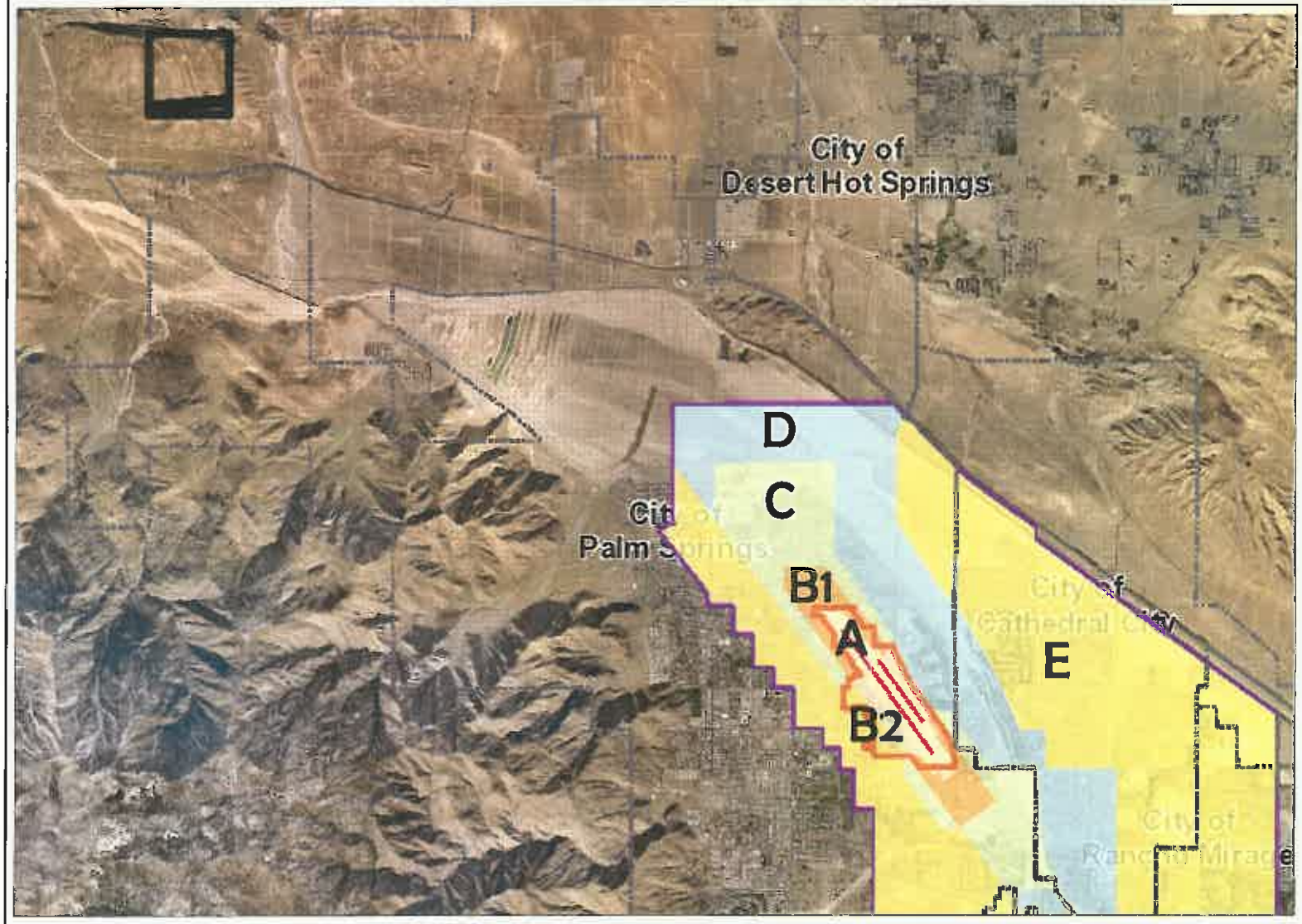
10. The maximum top point elevations specified in the Federal Aviation Administration Aeronautical Studies shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not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

11. Temporary construction equipment used during actual construction of the structures shall not exceed 499 feet in height and a maximum elevation (above mean sea level) not to exceed the elevations specified in the Federal Aviation Administration Aeronautical Studies (and 263 feet in height for the meteorological towers), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

13. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to the people on the ground.

Map My County Map



Legend

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

0 12,037 24,075 Feet

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

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Notes

Map My County Map

Legend

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

RCIT

0 12,037 24,075 Feet

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Notes

Map My County Map

Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
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  - C2-EXC6

RCIT

0 6,019 12,037 Feet

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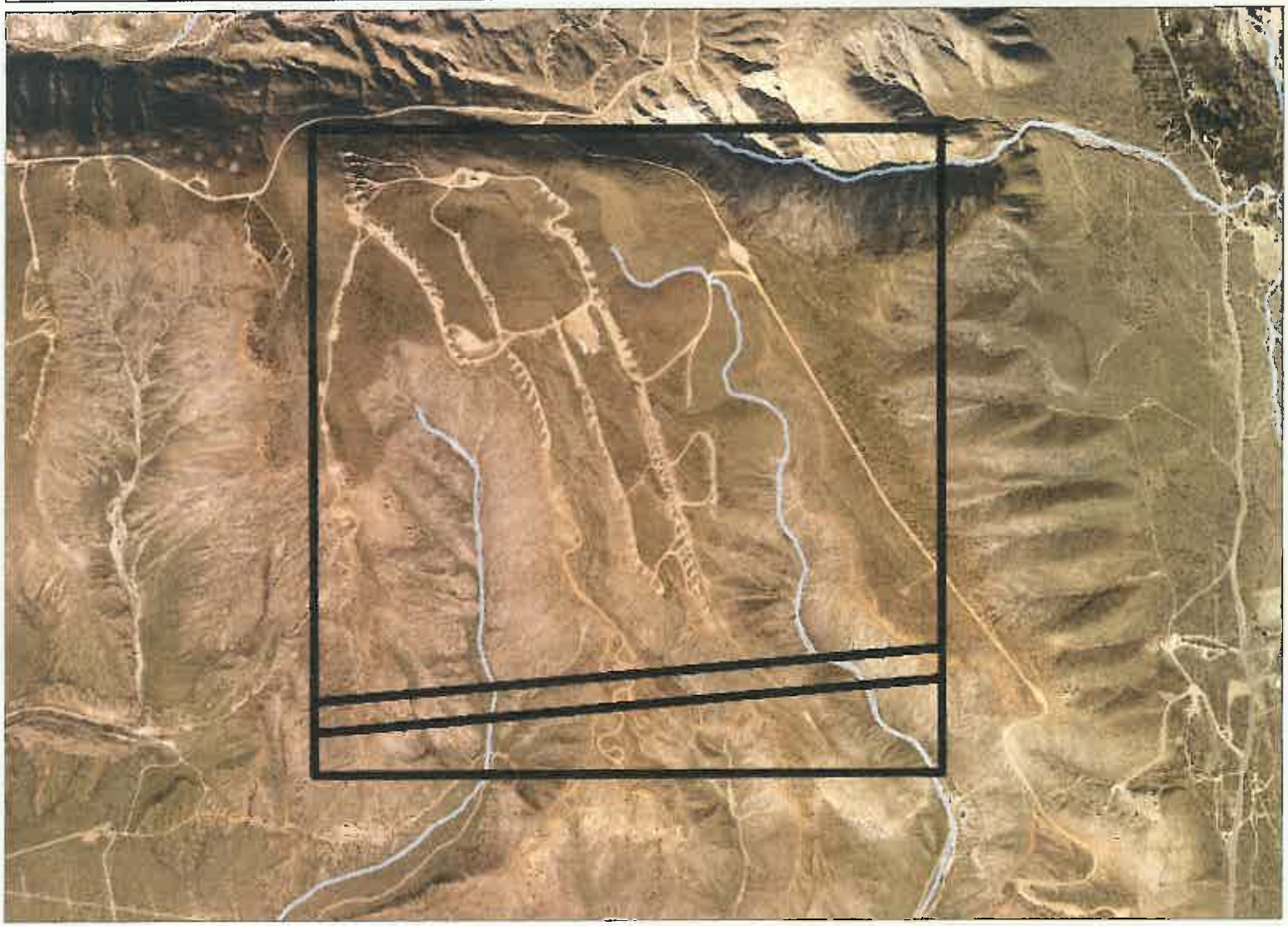
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

Notes

0 1,539 3,079 Feet

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3.0 Project Description

The project involves two existing wind energy sites (Mesa Wind site and Alta Mesa Wind site). The following identifies the project activities within each site, which are shown on Figures 1 (Vicinity Map) and 2 (Site Map) at the end if this document and provided electronically in the application package. The overall project (which includes both sites) was divided into two separate projects because they include two different jurisdictions: U.S. Bureau of Land Management (BLM) administered lands and Unincorporated Riverside County lands. Details of each project include:

- **Mesa Wind Project**: Within the Mesa Wind Project boundary shown in Figure 2 (Site Map), the project would first remove 460 existing turbines (none with lights) that have a maximum blade tip height of 165 feet. Once the old turbines are removed, the project would construct nine (9) new turbines (each with a maximum blade tip height of 499 feet). The locations of the proposed new turbines are shown on Figure 2. This entire project boundary is under the jurisdiction of BLM. As discussed below, the BLM has approved this portion of the project. Turbine M-3 no longer a part

- **Alta Mesa Wind Project:** Within the Alta Mesa Wind Project boundary shown in Figure 2 (Site Map), the project would first remove 159 existing (none with lights) that all range between 110-150 feet in height. Once the old turbines are removed, the project would construct eight (8) new turbines (each with a maximum blade tip height of 499 feet) and one new meteorological tower (263 feet tall). The locations of the proposed new turbines and meteorological tower are shown on Figure 2. This entire project boundary is under the jurisdiction of Riverside County. As discussed below, Riverside County is currently reviewing the project under CEQA. Turbine AM-13 no longer a part

3.1.1 Project Status

- **Mesa Wind Project**: This BLM has completed environmental review under NEPA and approved this portion of the project on September 30, 2020.
  - All BLM environmental review (NEPA) documents are available at the following weblink: https://eplanning.blm.gov/eplanning-ui/project/1504648/510.
  - The notice of BLM's decision approving this project can be viewed at the following weblink: https://www.blm.gov/press-release/blm-approves-mesa-wind-repower-project-near-palm-springs.

- **Alta Mesa Wind Project:** The WECS Application was filed with Riverside County on November 14, 2019 and the draft CEQA document is expected to be published in December 2020 or January 2021. No decision on the project has been made by Riverside County. The Riverside County Planning Department staff contact is provided in the ALUC application form.

4.0 FAA OE/AAA Review

Each of the proposed project components (17 proposed new wind turbines and 2 MET towers) were submitted to the FAA OE/AAA for review. The FAA completed their review and provided recommendations on November 24, 2020. The FAA determined the project would not be a hazard to air navigation provided each turbine and MET tower were painted white with synchronized red flashing top lights.

The FAA determinations are provided electronically with this application package.

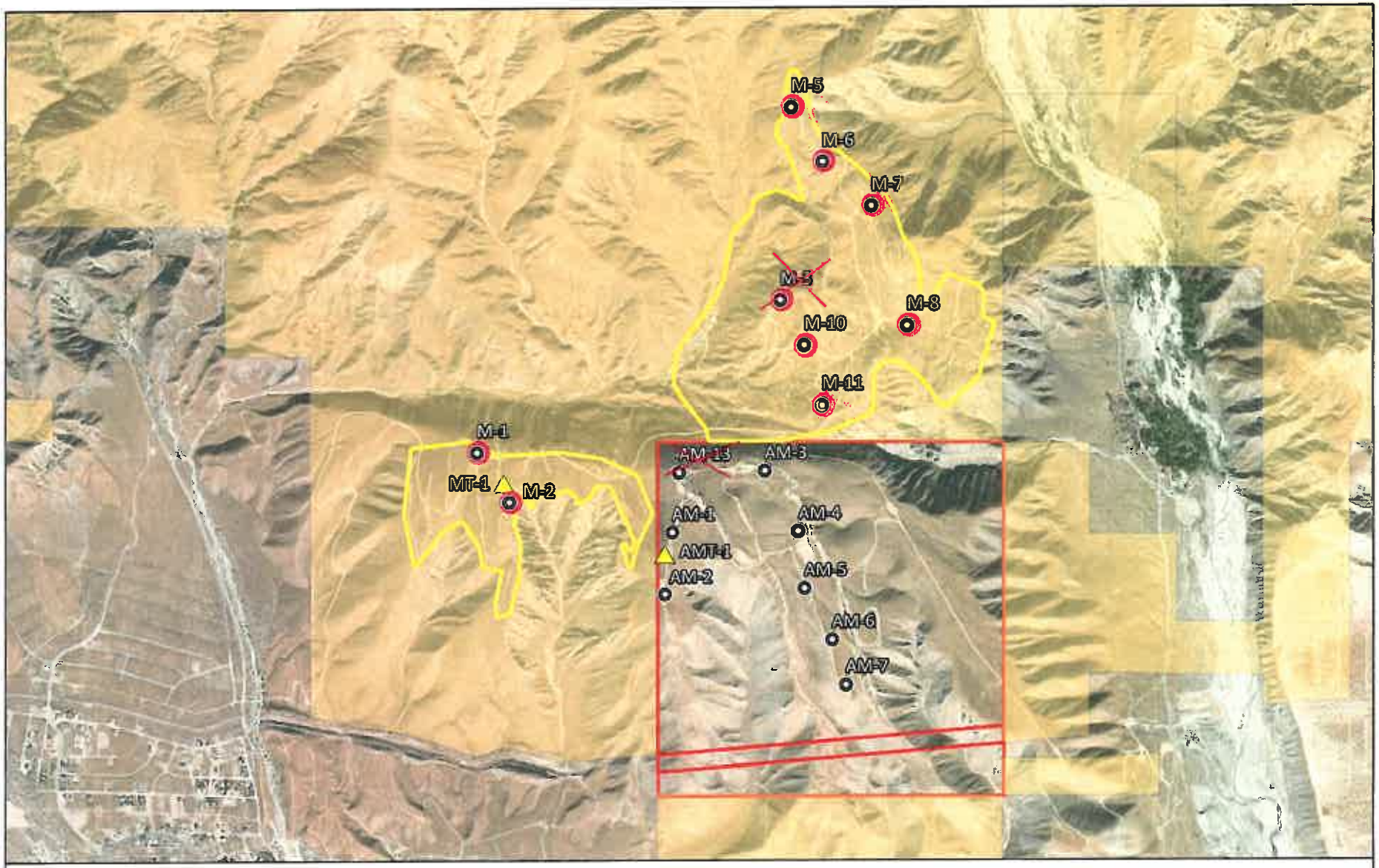


Figure 2

Mesa & Alta Mesa
Proposed Wind Turbine Generation
Site Map

0 1.5 3 Miles

- Airports
- Proposed Turbine
- Mesa Wind Existing ROW
- Alta Mesa Parcel Boundary

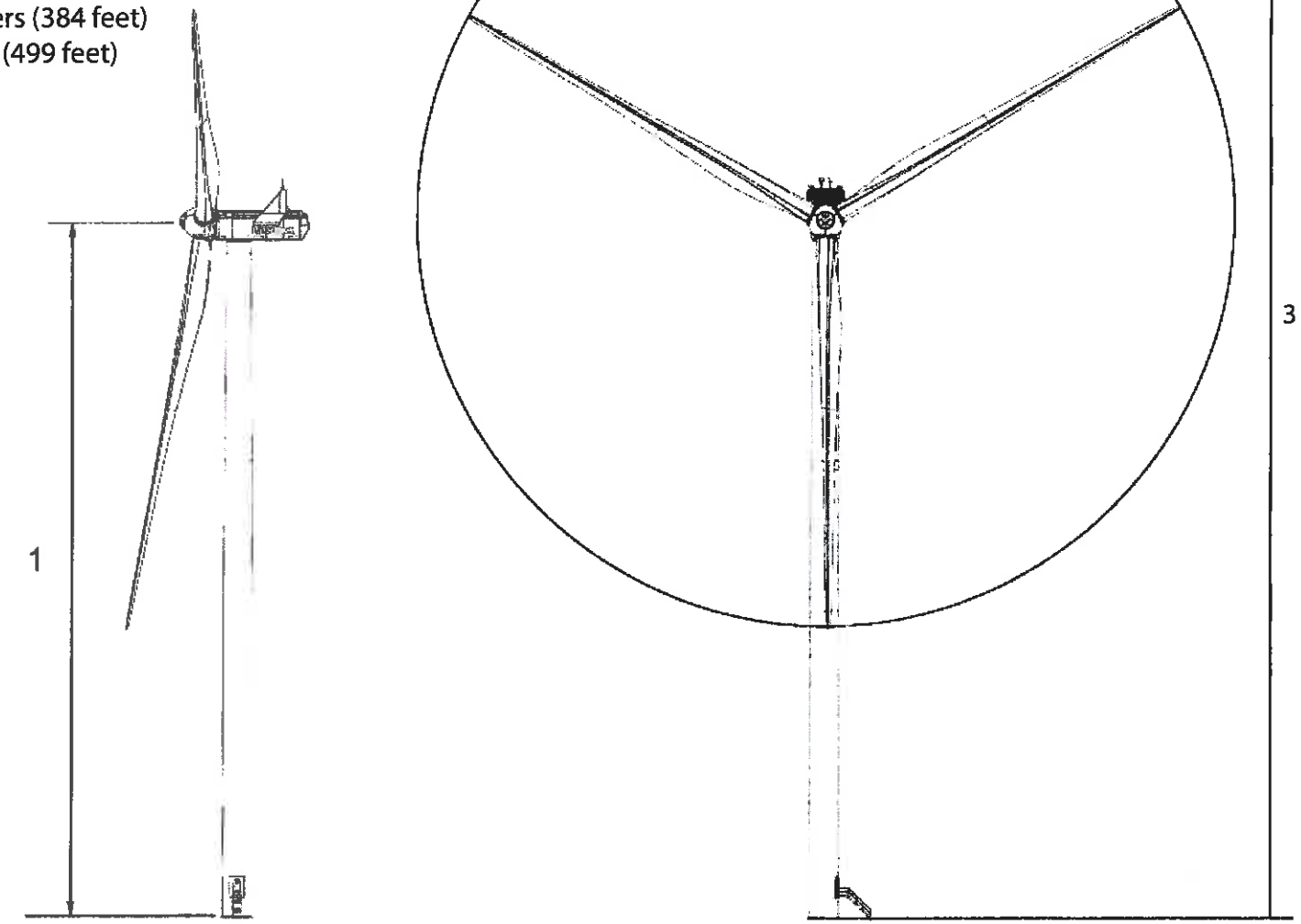
Figure 1

Mesa & Alta Mesa
Proposed Wind Turbine Generation
Vicinity Map

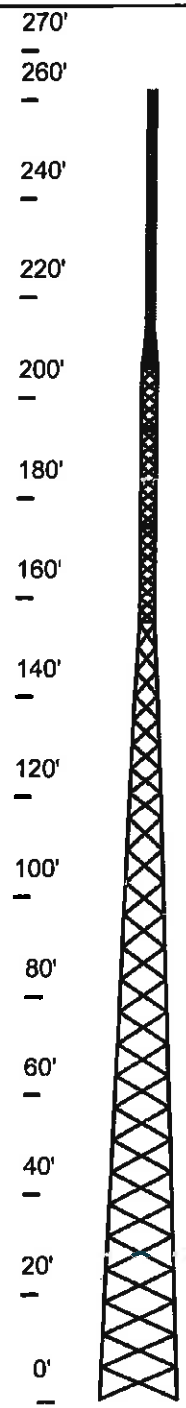
Vestas®

V117-4.2 MW

1. Hub Height: 91.5 meters (300 feet)
2. Rotor Diameter: 117 meters (384 feet)
3. Total Height - 152 meters (499 feet)



Proposed Wind Turbine Height



Self-Supporting Tower Section Data

Section Number	Bottom Elevation (ft)	Top Elevation (ft)	Model	Bottom Face Width (ft)	Top Face Width (ft)	Number of Panels	Leg Size (in)	Diagonal Size (in)	Girt Size (in)	Mid-Horizontal Size (in)	Redundant Horizontal Size (in)	Redundant Diagonal Size (in)
14	260	280	NFZ	1.5	1.5	7	SR 1.5	SR 5/8	SR 5/8	SR 5/8		
13	240	260	NFZ	1.5	1.5	14	SR 1.5	SR 5/8	SR 5/8	SR 5/8		
12	220	240	NFZ	1.5	1.5	14	SR 2	SR 5/8	SR 5/8	SR 5/8		
11	200	220	NFK	3.0	1.5	8	SR 2	SR 3/4	SR 3/4	SR 3/4		
10	180	200	NFK	3.0	3.0	8	SR 2	SR 5/8	SR 3/4			
9	160	180	NFK	3.0	3.0	8	SR 2.5	SR 5/8	SR 3/4			
8	140	160	NSK	5.0	3.0	4	P5x.258	L1 3/4x1 3/4x1/8				
7	120	140	NSK	6.5	5.0	4	P5x.258	L1 3/4x1 3/4x1/8				
6	100	120	NSK	8.0	6.5	3	P5x.258	L1 3/4x1 3/4x1/8				
5	80	100	NSK	9.5	8.0	3	P5x.258	L1 3/4x1 3/4x1/8				
4	60	80	NSK	11.0	9.5	3	P5x.258	L2x2x1/8				
3	40	60	NSK	12.5	11.0	3	P5x.258	L2 1/2x2 1/2x3/16				
2	20	40	NSK	14.0	12.5	3	P8x.28	L2 1/2x2 1/2x3/16				
1	0	20	NSK	15.5	14.0	3	P8x.28	L2 1/2x2 1/2x3/16				

Tower Reactions

No Ice
Shear: 20.4 kips
Moment: 2412.31 ft-kips
Weight: 23.0 kips

With Ice
Shear: 4.0 kips
Moment: 521.43 ft-kips
Weight: 33.3 kips

Leg Reactions

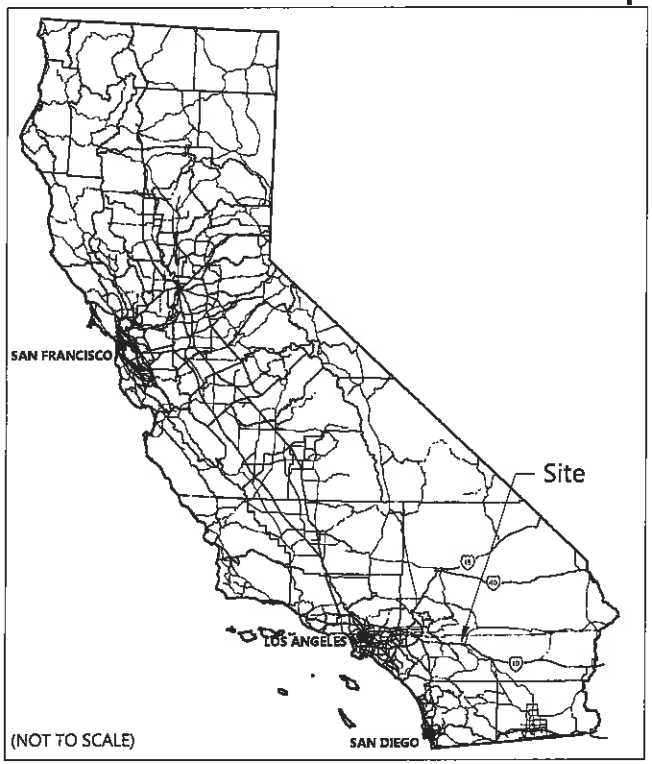
Compression: 187.4 kips
Uplift: -165.7 kips
Shear: 13.2 kips

Alta Mesa Wind Project

Riverside County, California

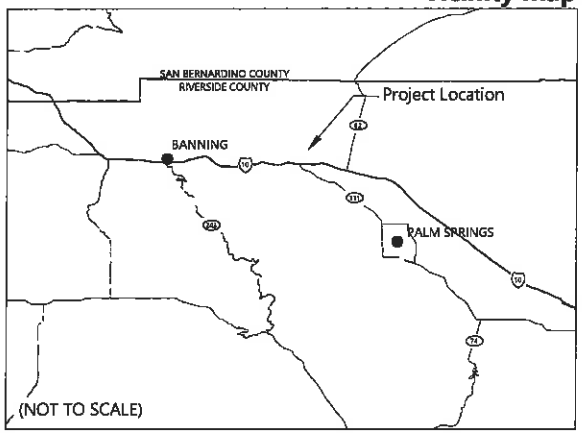
30% Civil Plans

State Map



DATA SET INFORMATION				
	BASE FILE	FILE NAME / NOTES	PROVIDER	DATE
1	AERIAL IMAGE	*	*	*
2	LAND CONTROL	PARCEL_ASSESSOR	BROOKFIELD	12/3/2019
3	ALTA SURVEY	54607_CALIFORNIA6_MESA_WINDS_2D/54607_CALIFORNIA6_MESA_WINDS_3D	BROOKFIELD	6/2/2020
4	TOPOGRAPHY	54607_CALIFORNIA6_MESA_WIND_EDITED_MASSPOINTS	BROOKFIELD RENEWABLE	5/27/2020
5	TURBINE ARRAY	ALTA MESA SG-3.4-132_L02_8 TURBINE LAYOUT/MESA SG3.4-132_L01	BROOKFIELD	4/21/2020
6	UNDERGROUND COLLECTION	*	*	*
7	GEN-TIE	*	*	*
8	STREAMS/WETLANDS	*	*	*
9	CULTURAL RESOURCES	*	*	*
10	FEMA INFO	*	*	*

Vicinity Map



Westwood

Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodpro.com
Western Professional Services, Inc.

PREPARED FOR:

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS:

#	DATE	COMMENT
1	06/22/2020	30% CIVIL PLANS

Alta Mesa Wind Project
Riverside County , CA

Cover

NOT FOR CONSTRUCTION

DATE: 06/22/2020

SHEET: 1 OF 12

Sheet List Table	
Sheet Number	Sheet Title
1	Cover
2	Sheet List and Turbine Coordinates
3	Overall
4	Delivery Flow Plan and Autoturn Exhibits
5	Construction Details
6	Construction Details
7	Construction Details
8	Site Plan 1
9	Site Plan 2
10	Site Plan T-1 T-2 T-13
11	Site Plan T-1 T-2 T-3 T-4 T-5 T-13
12	Site Plan T-1 T-2 T-4 T-5 T-6 T-7

TURBINE COORDINATES

	Turbine ID	Easting	Northing	Longitude	Latitude	Existing Elevation	Proposed Elevation
Alta Mesa	T-1	6435312.44	2287227.83	W116° 38' 58.74"	N033° 56' 36.92"	2793.10	2780.65
	T-2A	6435206.58	2286285.32	W116° 40' 00.96"	N033° 56' 27.59"	2757.90	2757.20
	T-3A	6436726.23	2286158.07	W116° 39' 43.01"	N033° 56' 46.18"	2723.71	2724.72
	T-4A	6437235.43	2287240.78	W116° 39' 36.92"	N033° 56' 37.12"	2648.90	2649.36
	T-5	6437329.52	2286375.82	W116° 39' 35.76"	N033° 56' 28.57"	2636.28	2637.00
	T-6A	6437748.78	2285592.32	W116° 39' 30.75"	N033° 56' 20.84"	2556.07	2552.50
	T-7A	6437961.83	2284910.90	W116° 39' 28.20"	N033° 56' 14.10"	2487.47	2482.50
	T-13A	6435420.03	2288133.48	W116° 39' 58.51"	N033° 56' 45.88"	2761.14	2751.99

Westwood

Phone: (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax: (952) 937-5822 Minnetonka, MN 55343
Toll Free: (866) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

PREPARED FOR

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS:		
#	DATE	COMMENT
1	06/22/2020	80% CIVIL PLANS

Alta Mesa Wind Project

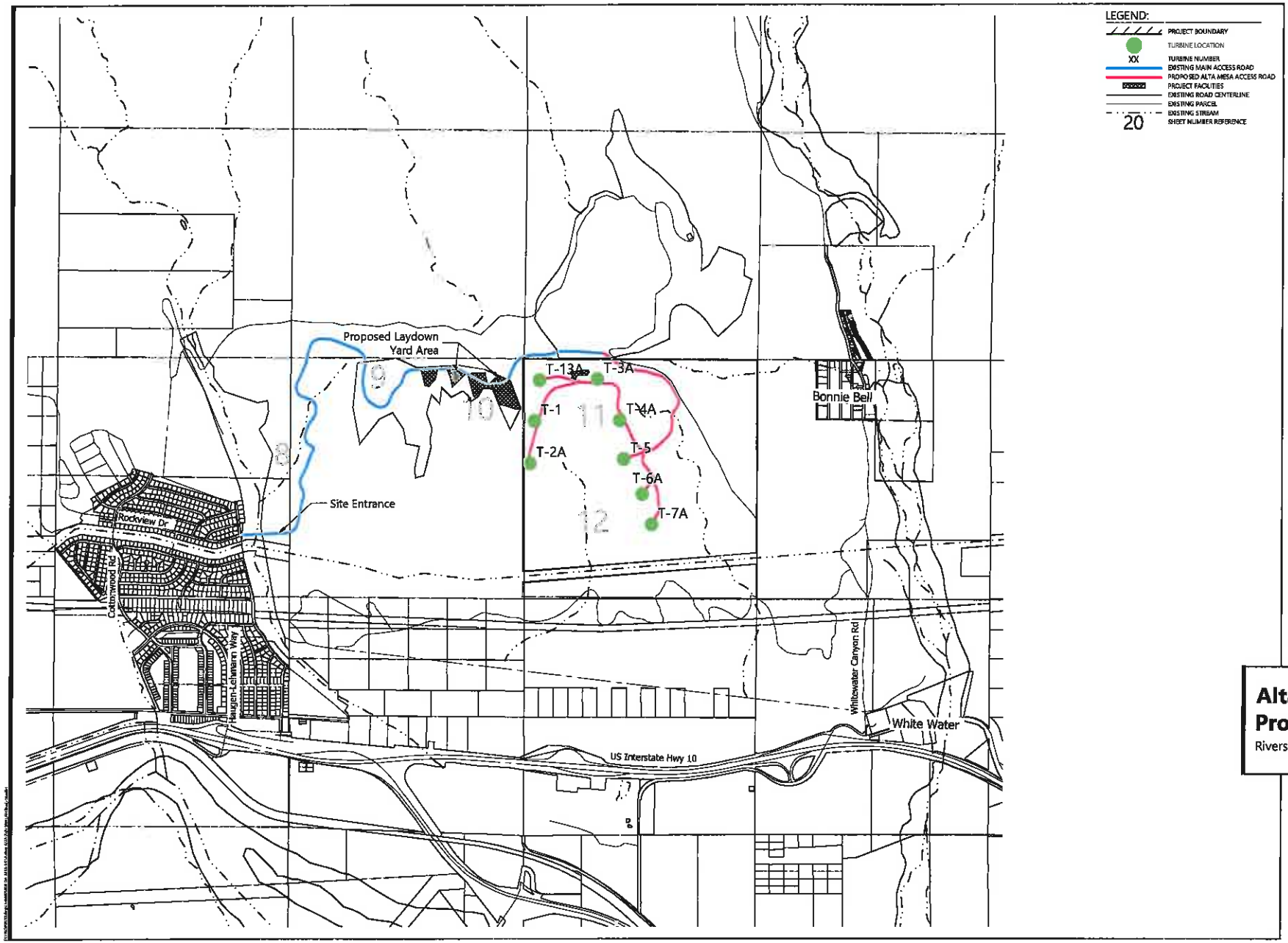
Riverside County , CA

Sheet List & Turbine Coordinates

NOT FOR CONSTRUCTION

DATE: 06/22/2020

SHEET: 2 OF 12



Westwood

Westwood Professional Services, Inc.

PREPARED FOR:

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

#	DATE	COMMENT
1	06/22/2020	30% CIVIL PLANS

Alta Mesa Wind Project

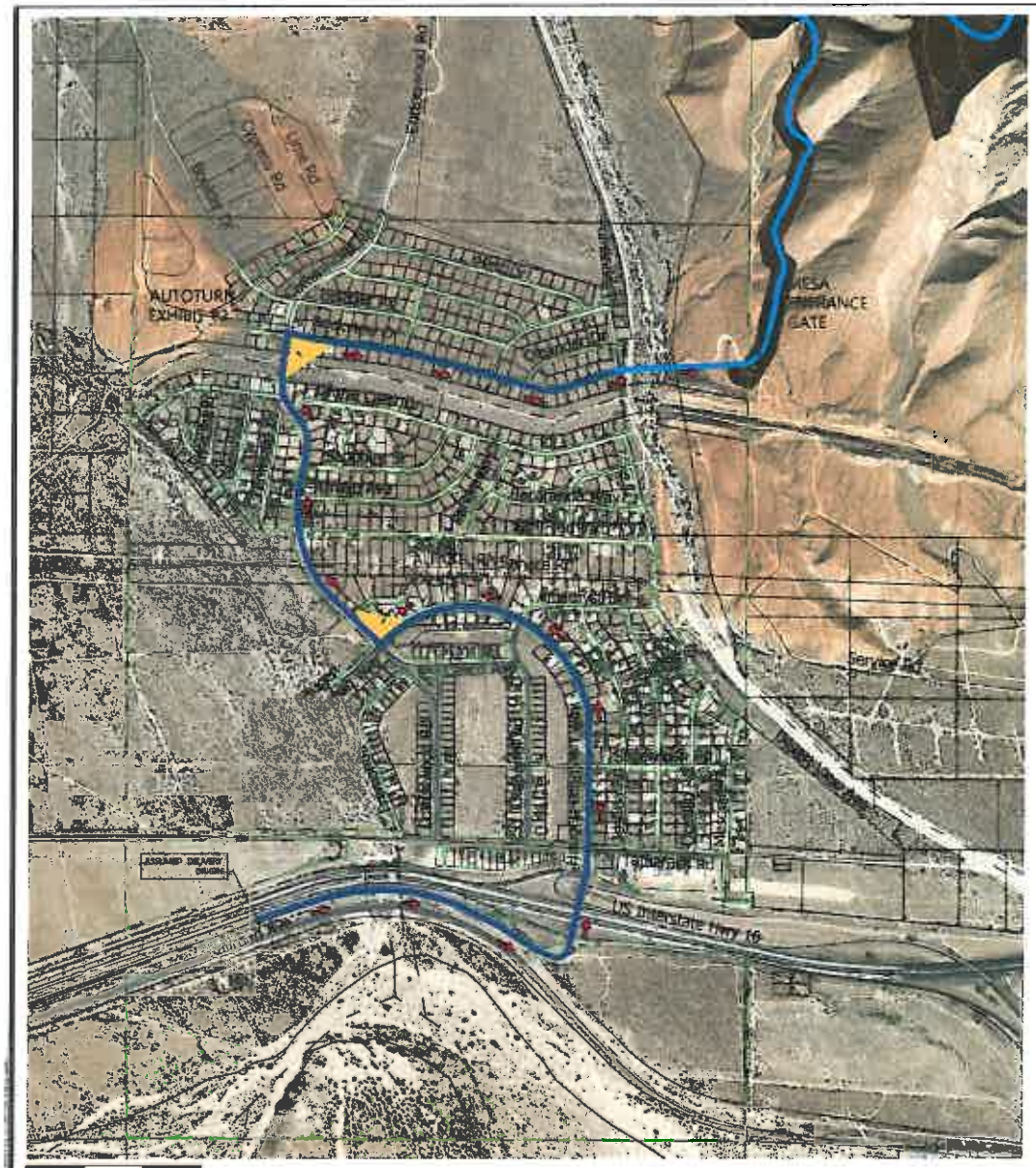
Riverside County , CA

Overall

NOT FOR CONSTRUCTION

DATE: 06/22/2020

SHEET: 3 OF 12



LEGEND

PROPOSED INTERSECTION IMPROVEMENT

*ASSUME DELIVERY TRAFFIC ARRIVES FROM THE WEST

AUTOTURN EXHIBIT #1

AUTOTURN EXHIBIT #2

Westwood

PREPARED FOR:

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

#	DATE	COMMENT
1	06/22/2020	30% CIVIL PLANS

Alta Mesa Wind Project

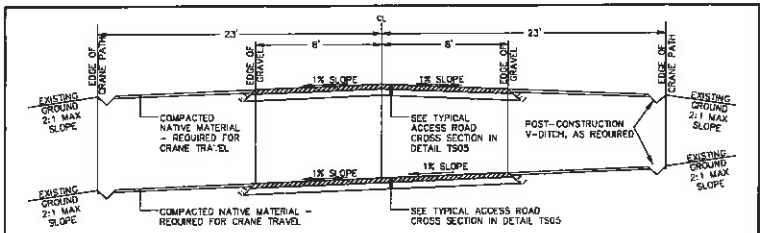
Riverside County , CA

Preliminary Delivery Flow Plan and Autoturn Exhibits

NOT FOR CONSTRUCTION

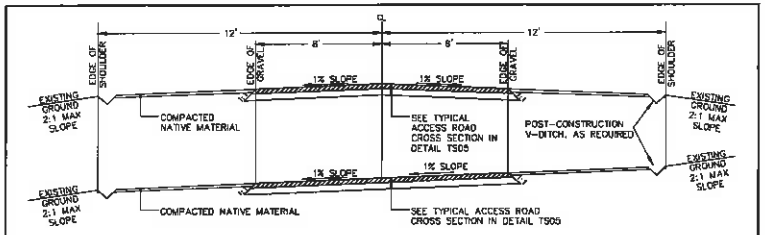
DATE 06/22/2020

SHEET 4 OF 12



NOTES:
1. CONTRACTOR SHALL CONSTRUCT CROSS-SLOPE ROAD SECTION WHERE ACCESS ROADS ARE CONSTRUCTED ON A SIDE SLOPE, AND WHERE OTHERWISE NOTED ON PLANS, TO ENSURE THAT ROADS AND SHOULDERS REMAIN WELL DRAINED AT ALL TIMES.
2. MAXIMUM CROSS SLOPE FOR CRANE TRAVEL IS 1.0%.
3. WHEN CRANE PATH IS NOT NEEDED, MATCH THE ACCESS ROAD DIRECTLY INTO EXISTING GROUND SURFACE.
4. ROADS TO GENERALLY FOLLOW EXISTING CONTOURS EXCEPT IF GRADES EXCEED TURBINE DELIVERY VEHICLE CAPABILITIES, IF THIS OCCURS GENERAL CONTRACTOR MAY PROVIDE ASSIST VEHICLE OR MODIFY GRADE

Westwood	TYPICAL TURBINE ACCESS ROAD	RD01



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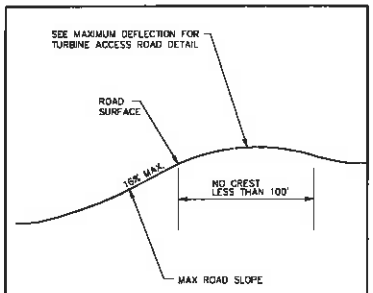
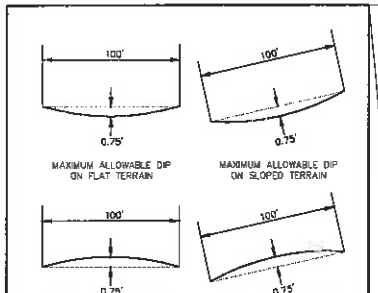
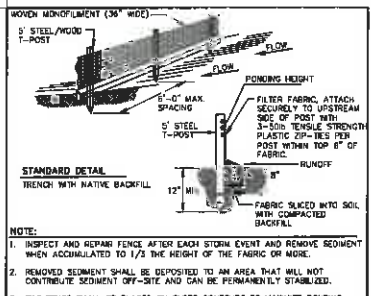
Westwood	TYPICAL SITE ACCESS ROAD	RD02



Westwood	MAXIMUM VERT. SLOPE FOR TURBINE ACCESS ROAD/CRANE TRAVEL PATH	RD03



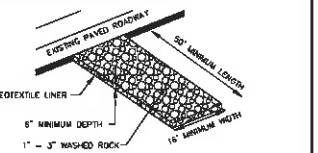
Westwood	MAXIMUM DEFLECTION FOR TURBINE ACCESS ROAD	RD04



NOTE:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN ACCUMULATED TO 1/3 THE HEIGHT OF THE FABRIC OR MORE.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. ALL ENDS OF THE SILT FENCE SHALL BE WRAPPED UPSLOPE SO THE ELEVATION OF THE BOTTOM OF FABRIC IS HIGHER THAN "PONDING HEIGHT"

Westwood	SILT FENCE	GD03

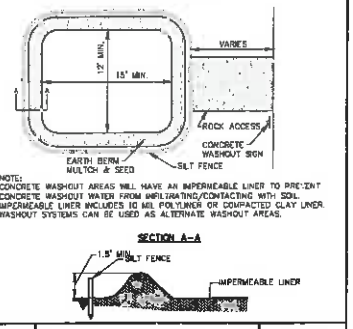
"ACCESS ROADS SHALL BE CONSTRUCTED FROM PUBLIC ROADS WHERE THE CONSTRUCTION DELIVERY TRAFFIC WILL TRAVEL ON THE CONSTRUCTED ACCESS ROAD. SEDIMENT TRACKING ONTO PUBLIC PAVED ROADS IS NOT ANTICIPATED. IF SEDIMENT TRACKING DOES OCCUR, THE SEDIMENT SHALL BE REMOVED AND A ROCK CONSTRUCTION ENTRANCE CONSTRUCTED"



NOTE:
ROCK CONSTRUCTION ENTRANCE SHOULD BE A MINIMUM THICKNESS OF 1.0' AND CONTAIN MAXIMUM SIDE SLOPES OF 4:1. ROCK ENTRANCE SHOULD BE INSPECTED AND MAINTAINED REGULARLY. ROCK ENTRANCE LENGTH MAY NEED TO BE EXTENDED IN CLAY SOILS.

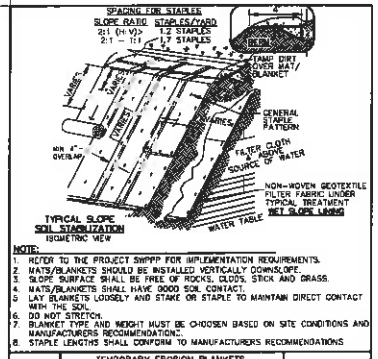
Westwood	ROCK CONSTRUCTION ENTRANCE	GD05

"AN APPROVED ALTERNATE MAY BE USED"



NOTE:
CONCRETE WASHOUT AREAS WILL HAVE AN IMPERMEABLE LINER TO PREVENT CONCRETE WASHOUT WATER FROM INFILTRATING/CONTACTING WITH SOIL. IMPERMEABLE LINER INCLUDES 10 MIL POLYLINER OR COMPACTED CLAY LINER. WASHOUT SYSTEMS CAN BE USED AS ALTERNATE WASHOUT AREAS.

Westwood	CONCRETE WASHOUT AREA	GD08



NOTE:
1. REFER TO THE PROJECT SWPPP FOR IMPLEMENTATION REQUIREMENTS.
2. MATS/BLANKETS SHOULD BE INSTALLED VERTICALLY DOWN SLOPE.
3. SLOPE SURFACE SHALL BE FREE OF ROCKS, CLODS, STICK AND GRASS.
4. MATS/BLANKETS SHALL HAVE GOOD SOIL CONTACT.
5. LAY BLANKETS LOOSELY AND STAKE OR STAPLE TO MAINTAIN DIRECT CONTACT WITH THE SOIL.
6. DO NOT STRETCH.
7. BLANKET TYPE AND WEIGHT MUST BE CHOSEN BASED ON SITE CONDITIONS AND MANUFACTURERS RECOMMENDATIONS.
8. STAPLE LENGTHS SHALL CONFORM TO MANUFACTURERS RECOMMENDATIONS

Westwood	TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR SLOPES	GD21

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PREPARED FOR

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS

#	DATE	COMMENT
1	06/22/2020	90% CIVIL PLANS

Alta Mesa Wind Project

Riverside County, CA

Construction Details

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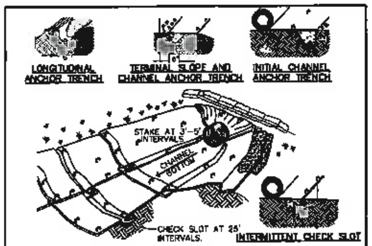
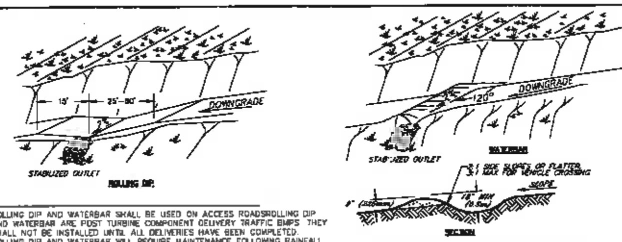
DATE: 06/22/2020

SHEET: 5 OF 12



NOTE:
1. REFER TO THE PROJECT SWPPP FOR IMPLEMENTATION REQUIREMENTS.
2. CHECK SLOTS TO BE CONSTRUCTED PER MANUFACTURERS SPECIFICATIONS.
3. STAKING OR STAPLING LAYOUT PER MANUFACTURERS SPECIFICATIONS.
4. MINIMUM OF 3.5 STAPLES/YARD.
5. BLANKET TYPE AND WEIGHT MUST BE CHOOSEN BASED ON SITE CONDITIONS AND MANUFACTURERS RECOMMENDATIONS.
6. STAPLE LENGTHS SHALL CONFORM TO MANUFACTURERS RECOMMENDATIONS.
7. EROSION CONTROL BLANKETS SHALL EXTEND TO THE EDGE OF THE DISTURBANCE LIMITS.

Westwood | TEMPORARY EROSION BLANKETS TURF REINFORCEMENT MATS FOR CHANNELS | GD22

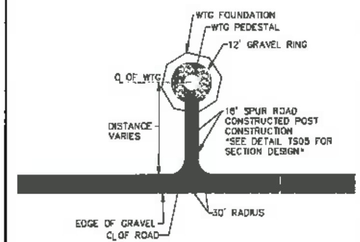


NOTE:
1. ROLLING DIP AND WATERBAR SHALL BE USED ON ACCESS ROADSROLLING DIP AND WATERBAR ARE POST TURBINE COMPONENT DELIVERY TRAFFIC BMPS. THEY SHALL NOT BE INSTALLED UNTIL ALL DELIVERIES HAVE BEEN COMPLETED.
2. ROLLING DIP AND WATERBAR WILL REQUIRE MAINTENANCE FOLLOWING RAINFALL EVENTS TO ENSURE FUNCTIONALITY. REMOVE SEDIMENT FROM THE FLOW AREA.
3. THE ROLLING DIP AND WATERBARS SHOULD BE BUILT AT AN ANGLE OF 45° TO 60° FROM THE CENTERLINE.
4. THE DIVERSION SHOULD HAVE A POSITIVE GRADE OF 2% MINIMUM
5. FOR ROLLING DIPS, THE HEIGHT FROM CHANNEL BOTTOM TO THE TOP OF THE SETTLED RIDGE SHALL BE 18 INCHES AND THE SIDE SLOPES OF THE RIDGE SHALL BE 2:1 OR FLATTER.
6. OUTLET: DIVERSIONS SHOULD HAVE STABLE OUTLETS, EITHER NATURAL OR MANMADE.
7. REFER TO TABLE 1 FOR SPACING RECOMMENDATIONS FOR SPECIFIC ACCESS ROAD SLOPES.

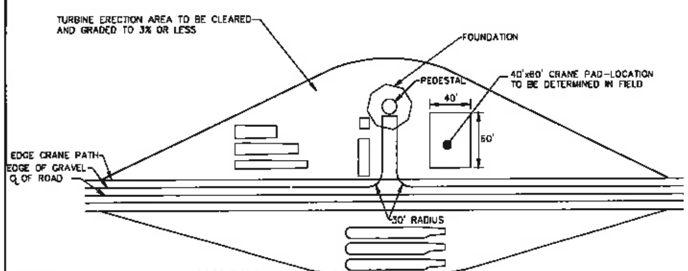
TABLE 1: ROLLING DIP AND WATERBAR SPACING RECOMMENDATIONS

SLOPE (%)	SPACING (FT)
<5	125
5-10	100
10-20	75

Westwood | ROLLING DIP AND WATERBAR | GD41

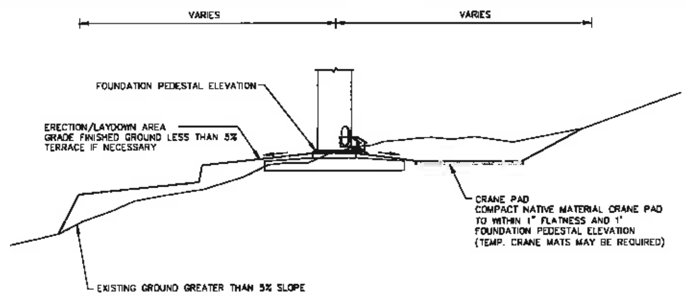


Westwood | TYPICAL SPUR AND MET TOWER ROAD | TS06

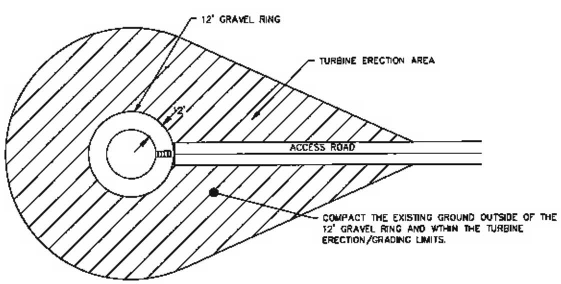


NOTE:
1. ACTUAL CRANE PAD LOCATION TO BE DETERMINED BY CONTRACTOR.
2. DISTANCE BETWEEN CENTER OF TURBINE AND EDGE OF GRAVEL ROAD VARIES BY TURBINE SITE.
3. CUSTOM PADS UTILIZED ON DIFFICULT TERRAIN MAY NOT MEET WTG MANUFACTURE SPECIFICATION.

Westwood | TYPICAL DRIVE-BY WTG SITE - PLAN VIEW | TS01



Westwood | TYPICAL WTG SITE, EXISTING GROUND GREATER THAN 5% - PROFILE VIEW | TS04



Westwood | TYPICAL DEAD-END TURBINE AREA | TS08

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Alta Mesa Wind Project

Riverside County, CA

Construction Details

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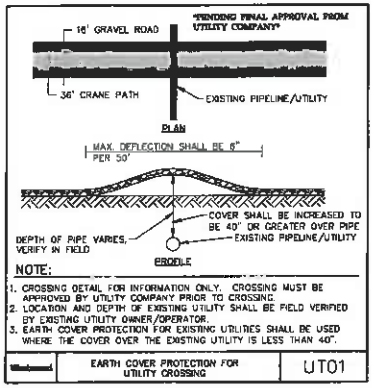
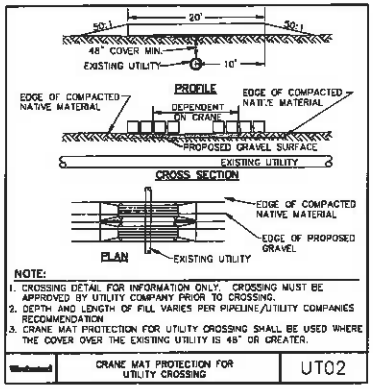
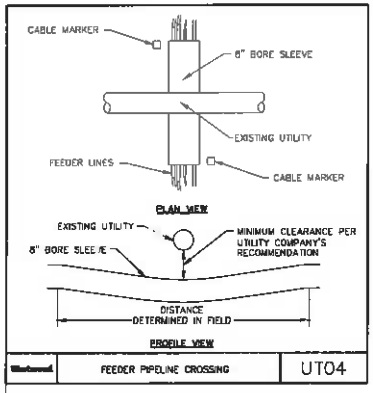
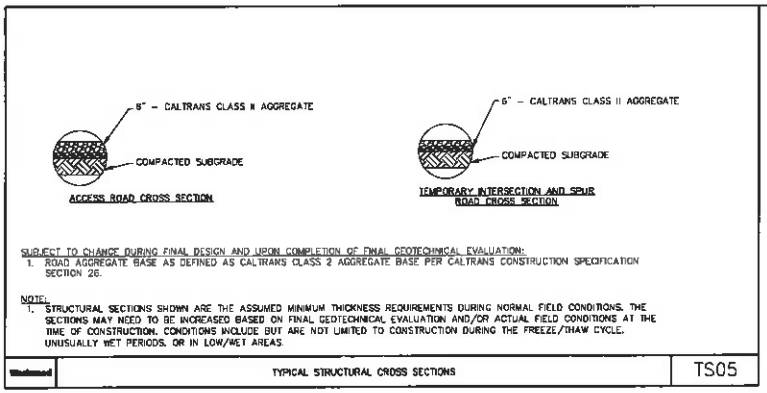
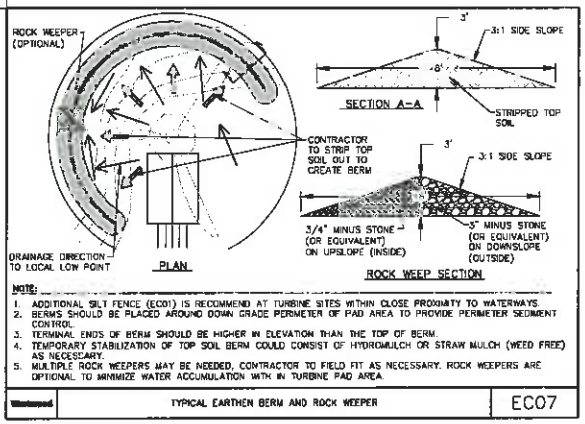
SHEET: 6 OF 12

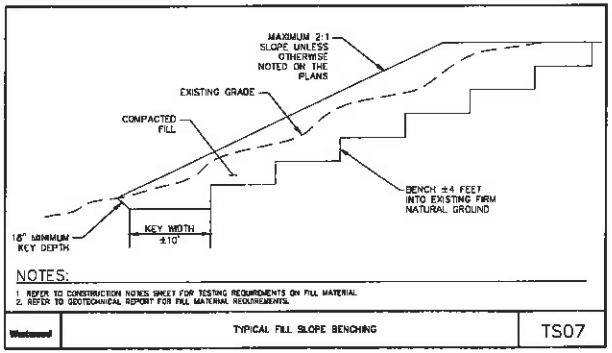












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Alta Mesa Wind Project
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Construction Details

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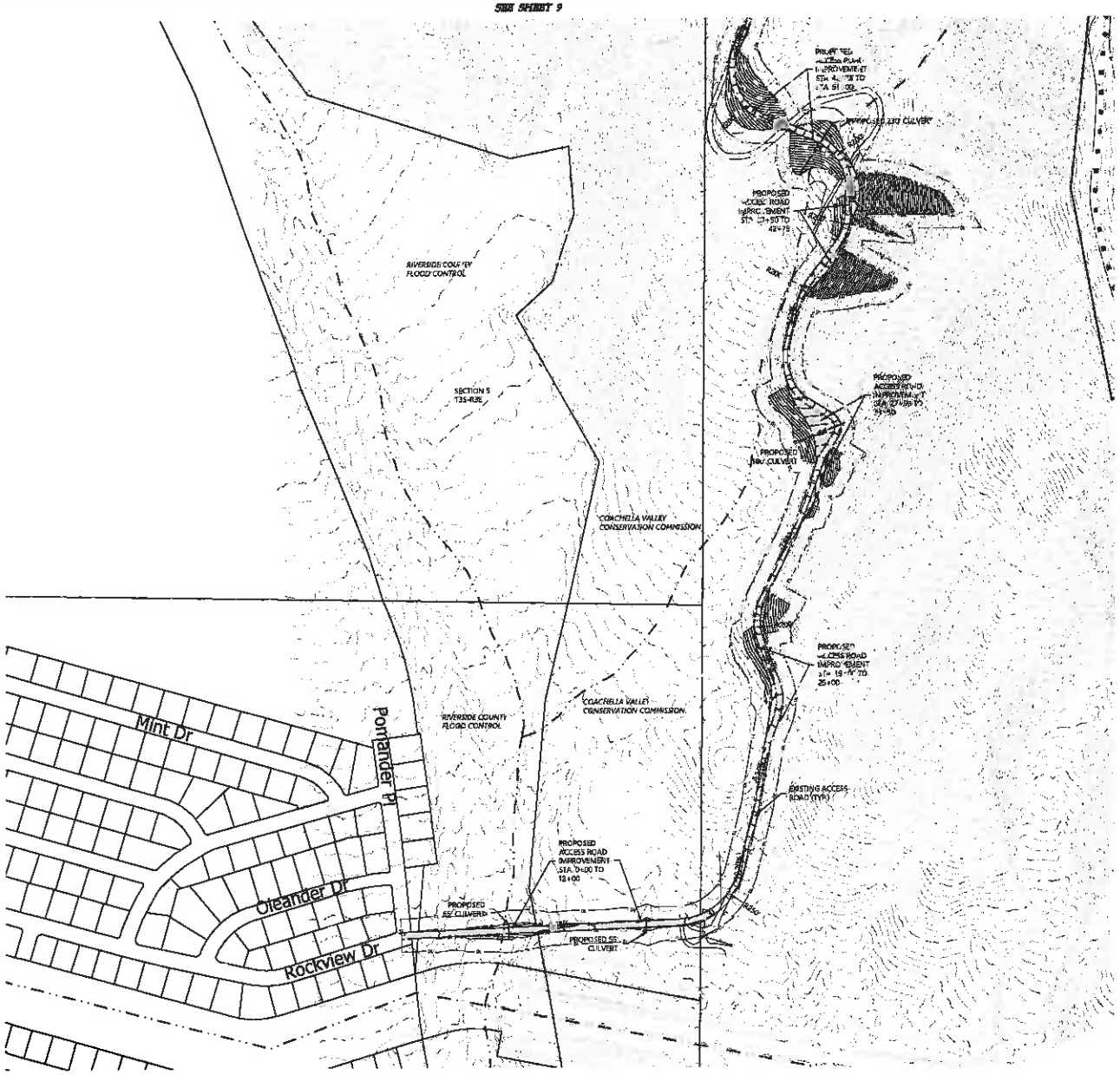
DATE: 06/22/2020

SHEET: 7 OF 12



LEGEND:

- T-# TURBINE LOCATION
- PROPOSED ACCESS ROAD
- PROPOSED TURBINE PAD EDGE
- PROPOSED GRADING LIMITS
- PROPOSED DISTURBANCE LIMITS
- PROPOSED CULVERT
- PROPOSED DITCH
- PROPOSED PROJECT FACILITIES
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- RIGHT-OF-WAY LINES
- PARCEL LINES
- PROPOSED INDEX CONTOUR
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- EX. INDEX CONTOUR
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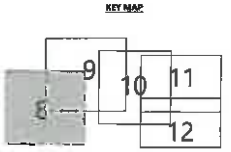
- EX. CONCRETE LINES
- EX. GRAVEL ROAD
- EX. FENCE
- EX. WIND TURBINE
- EX. OVERHEAD POWER POLE
- EX. STREAM CHANNEL

KEY MAP



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Site Plan 1

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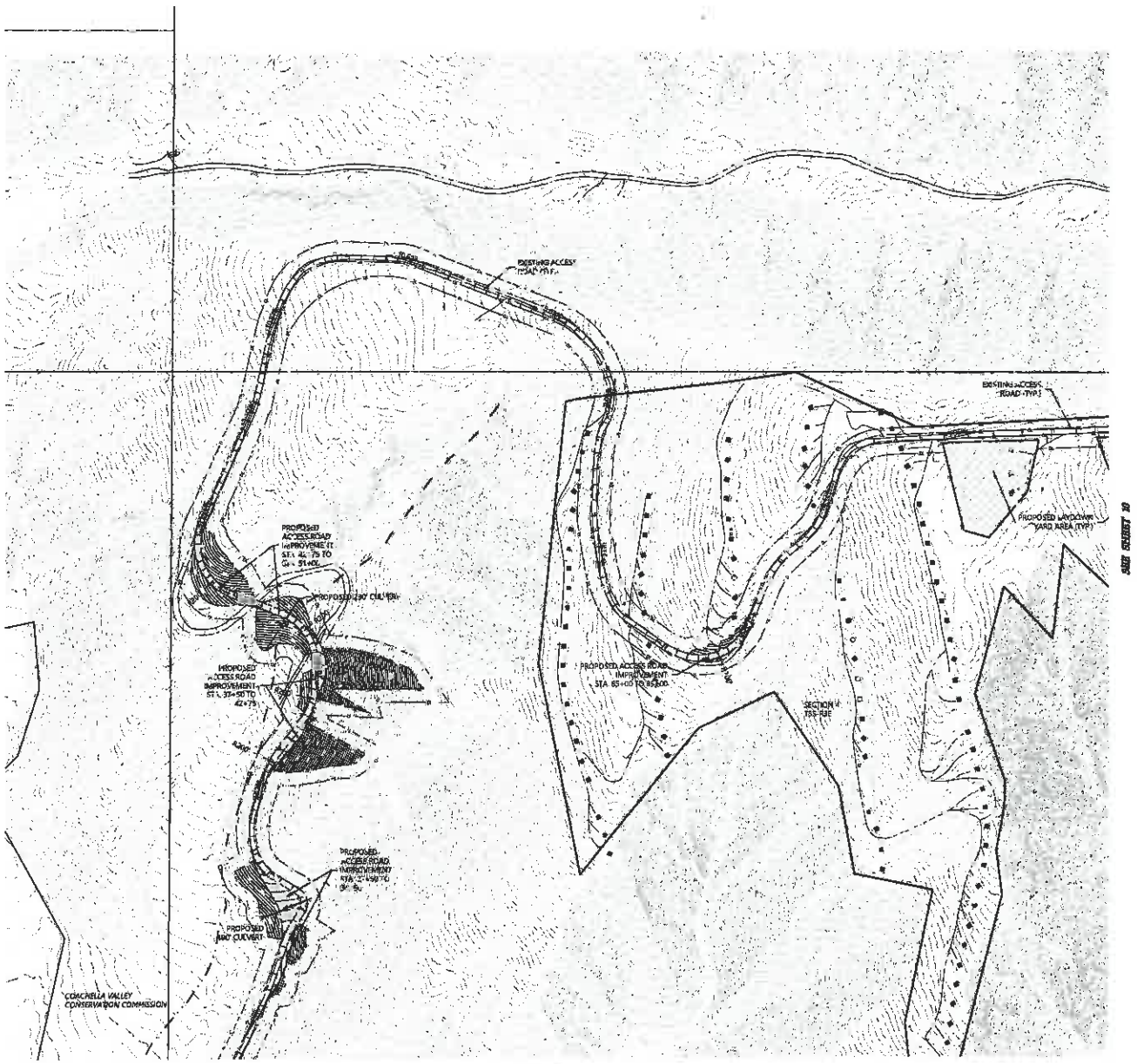
SHEET: 8 OF 12



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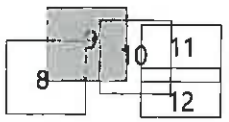

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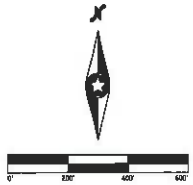

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Site Plan 2

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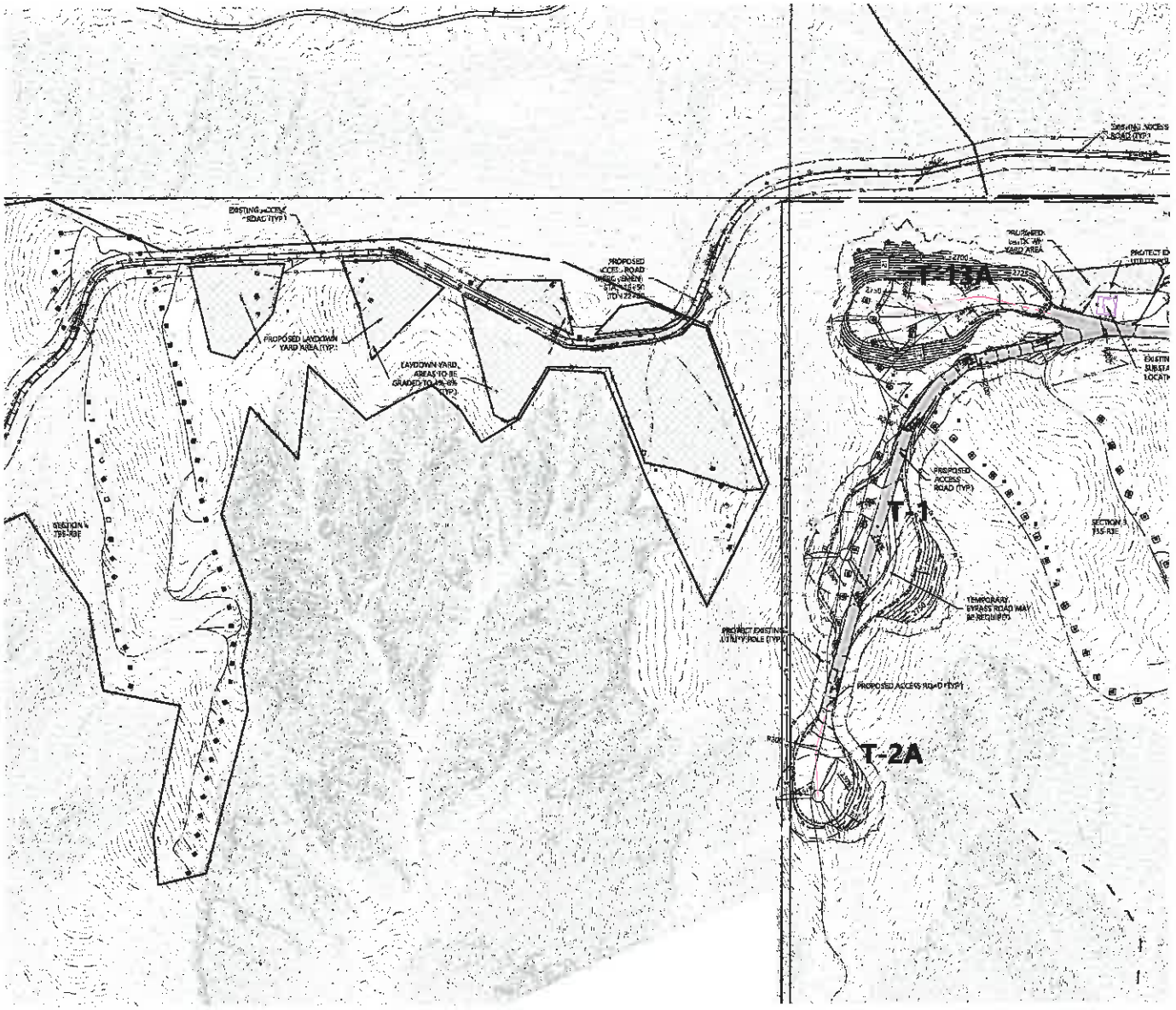
DATE: 06/22/2020

SHEET: 9 OF 12



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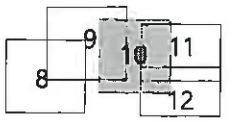

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N

0' 200' 400' 600'

Alta Mesa Wind Project

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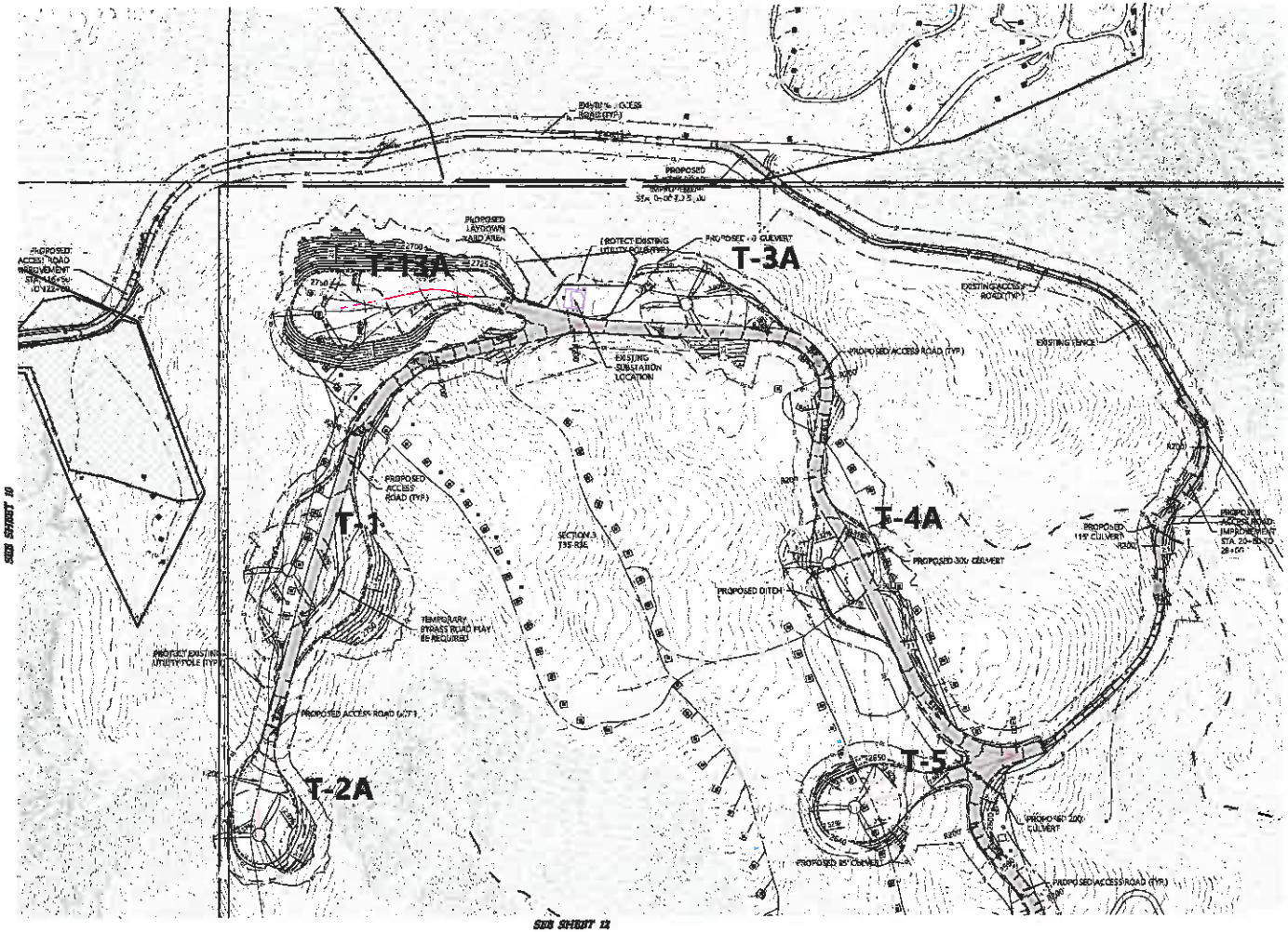
Site Plan T-1, T-2, T-13

NOT FOR CONSTRUCTION

DATE: 06/22/2020

SHEET: 10 OF 12



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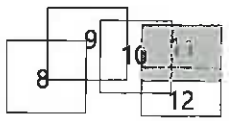

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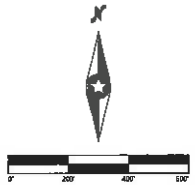

Alta Mesa Wind Project

Riverside County , CA

Site Plan T-1, T-2, T-3, T-4, T-5, T-13

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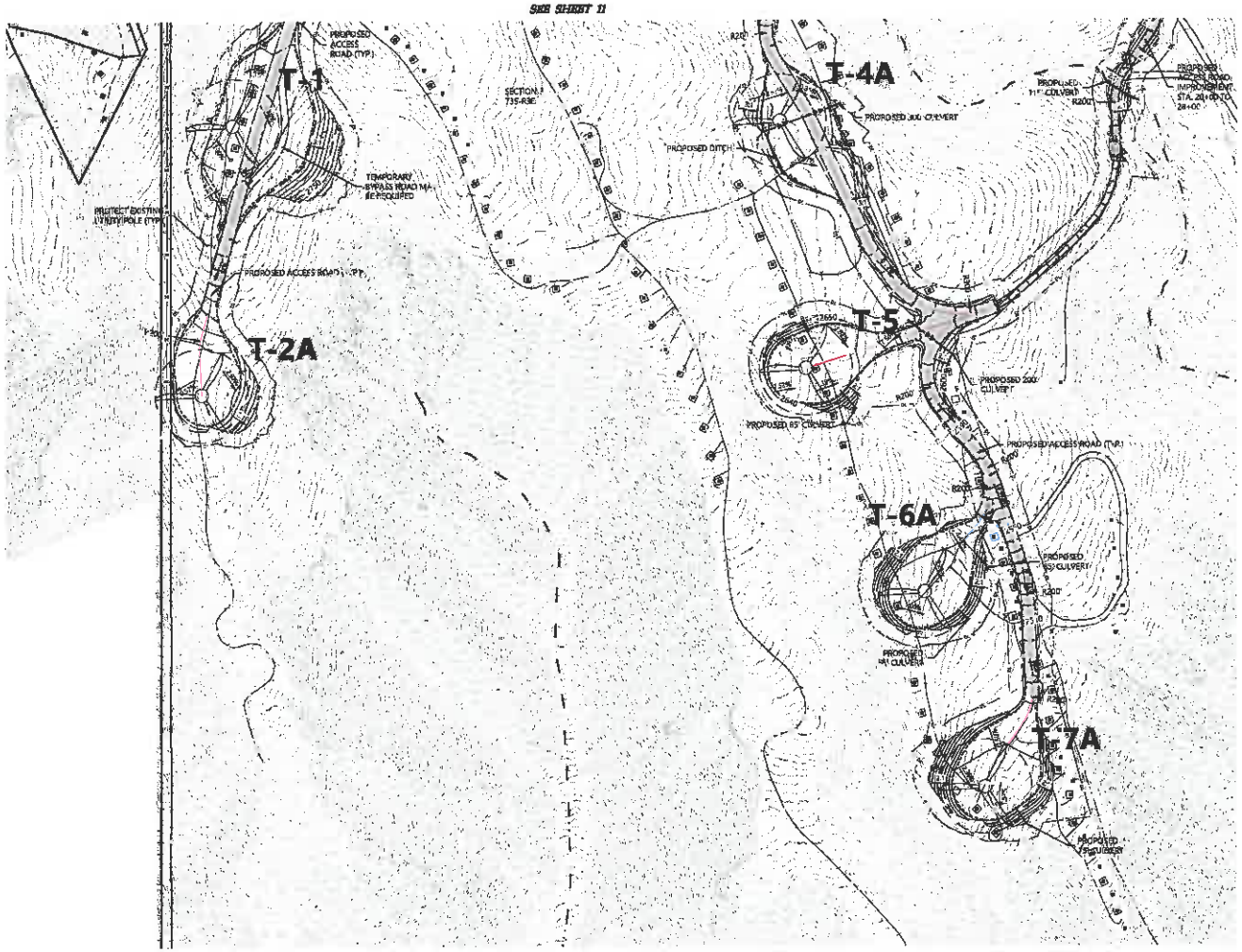
DATE: 06/22/2020

SHEET: 11 OF 12



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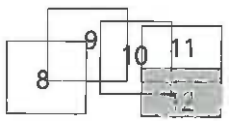
- EX. INTERVAL CONTOUR
- EX. CONCRETE LINES
- EX. GRAVEL ROAD
- EX. FENCE
- EX. WIND TURBINE
- EX. OVERHEAD POWER POLE
- EX. STREAM CHANNEL

KEY MAP



Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #200
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 www.westwoodps.com
Westwood Professional Services, Inc

PREPARED FOR

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS:

#	DATE	COMMENT
1	06/22/2020	30% CIVIL PLANS

N

0' 200' 400' 600'

Alta Mesa Wind Project

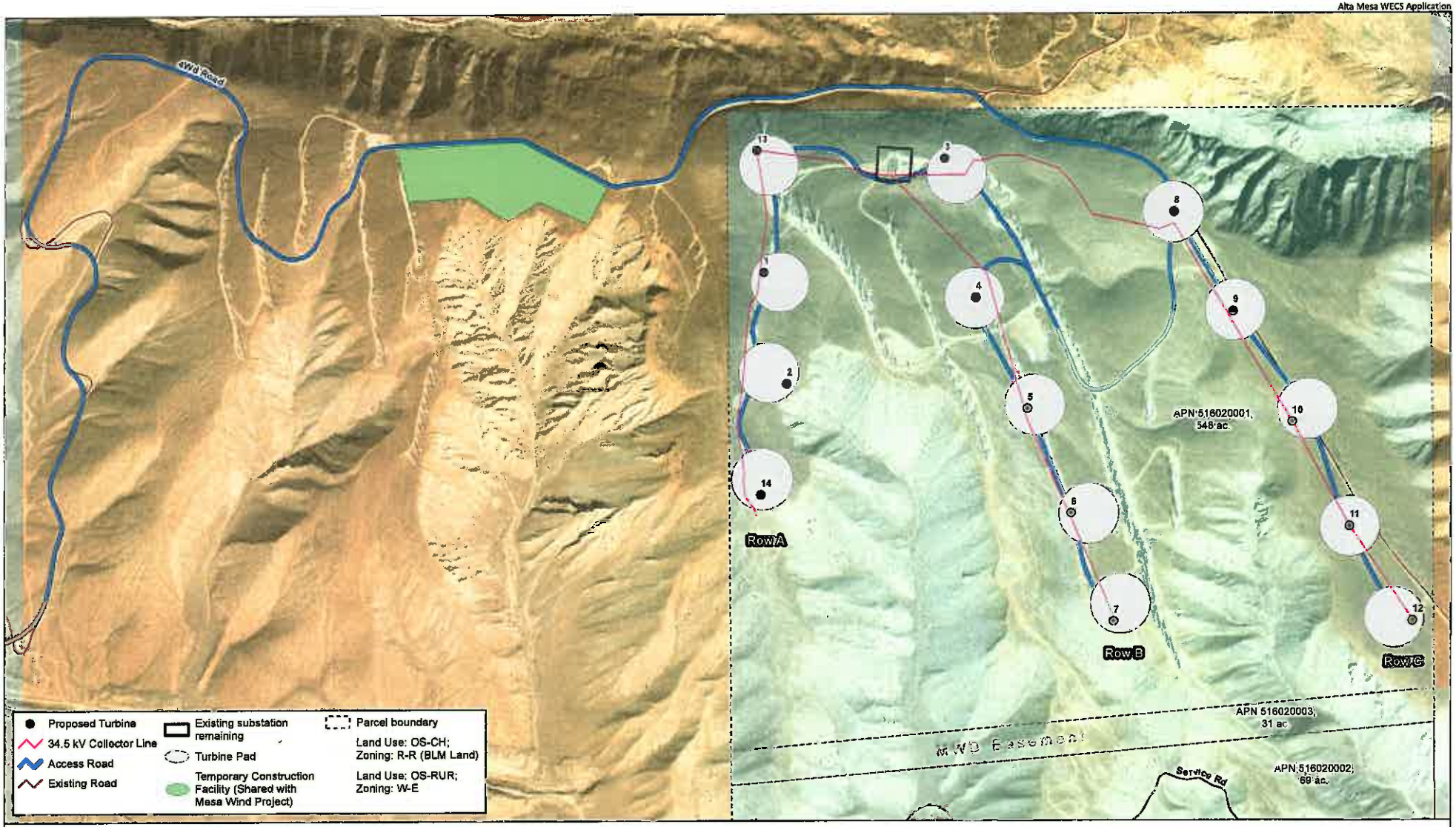
Riverside County , CA

Site Plan T-1, T-2, T-4, T-5, T-6, T-7

NOT FOR CONSTRUCTION

DATE: 06/22/2020

SHEET: 12 OF 12



N

0 0.09 0.18 Miles

Brookfield Renewable Energy
Jonathan Kirby
6703 Oak Creek Rd.
Mojave, CA 93501
213-955-9002
Jonathan.Kirby@brookfieldrenewable.com

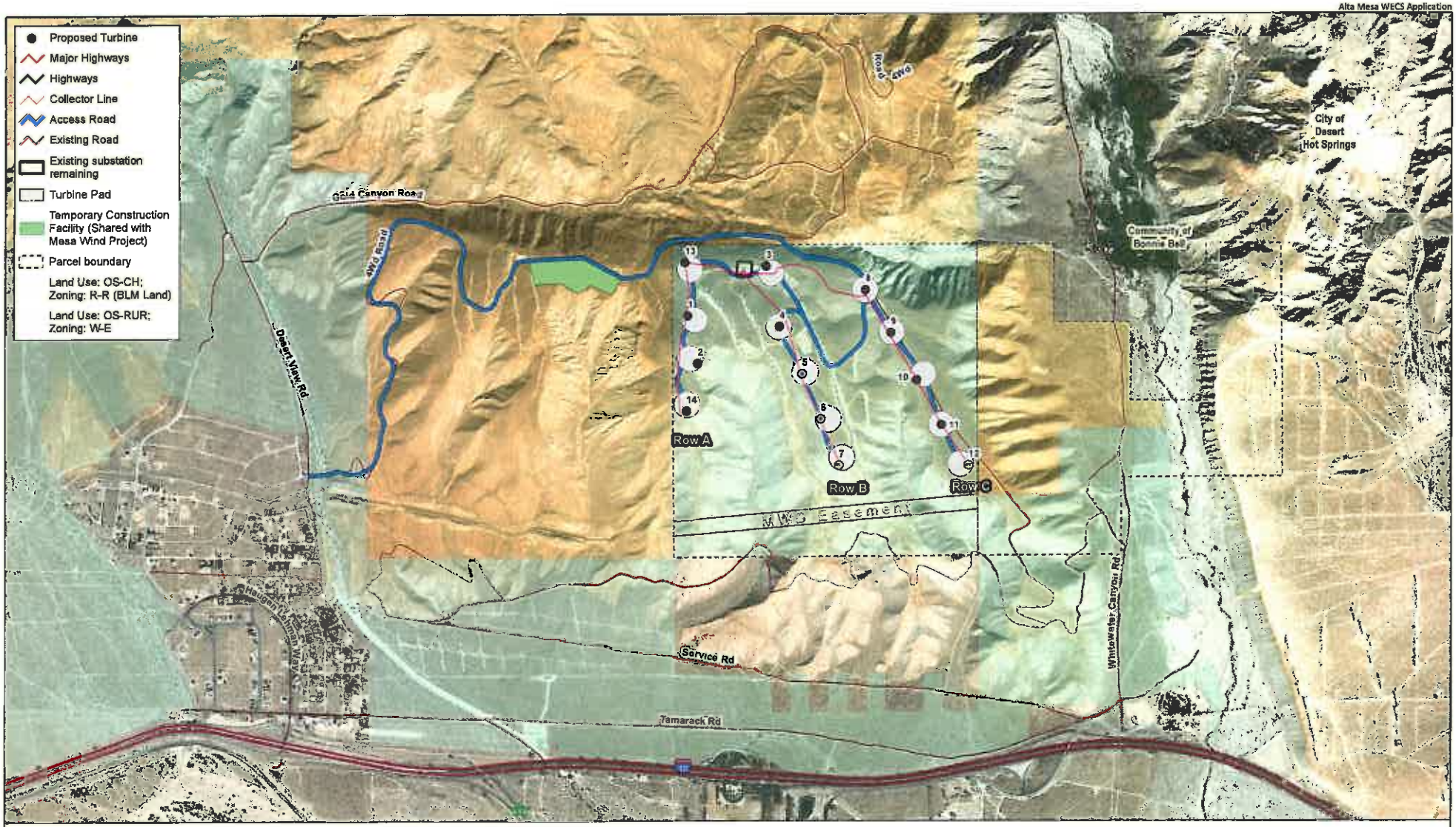
Alta Mesa 640, LLC
Mohammed Koya
4020 Sierra College Boulevard, #200
Rocklin, CA 95677
916-628-3064
mfkoya@hotmail.com

Exhibit Preparer:
Aspen Environmental Group
Emily Capello
415-696-5312
ecapello@aspeneg.com

Commercial WECS Exhibit 1a.

Site Plan

Prepared October 2019



N

0 0.2 0.4 Miles

Brookfield Renewable Energy
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Jonathan.Kirby@brookfieldrenewable.com

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mfkoya@hotmail.com

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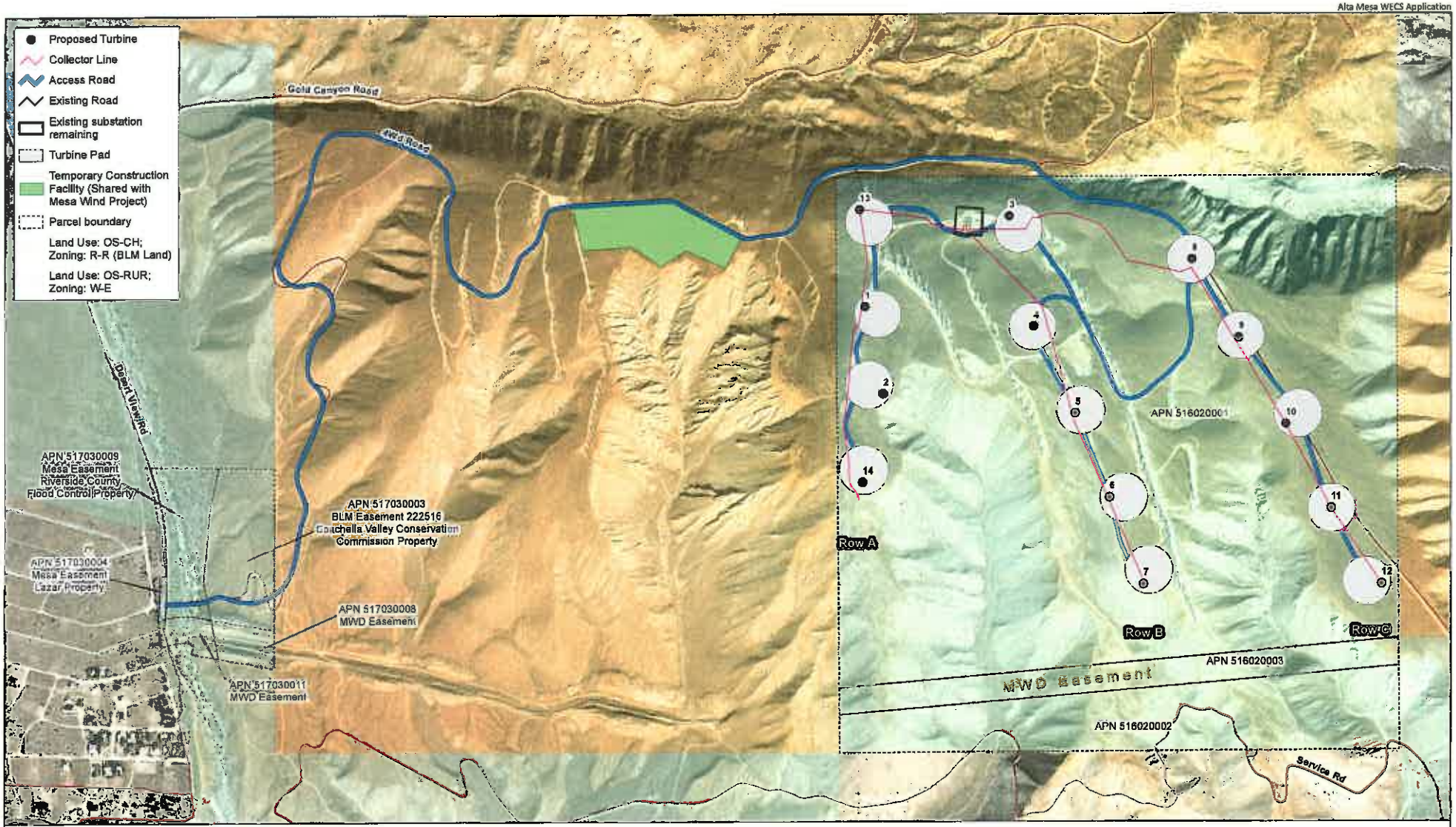
Commercial WECS Exhibit 1b.

Site Plan

Prepared October 2019



N

0 0.1 0.2 Miles

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Jonathan.Kirby@brookfieldrenewable.com

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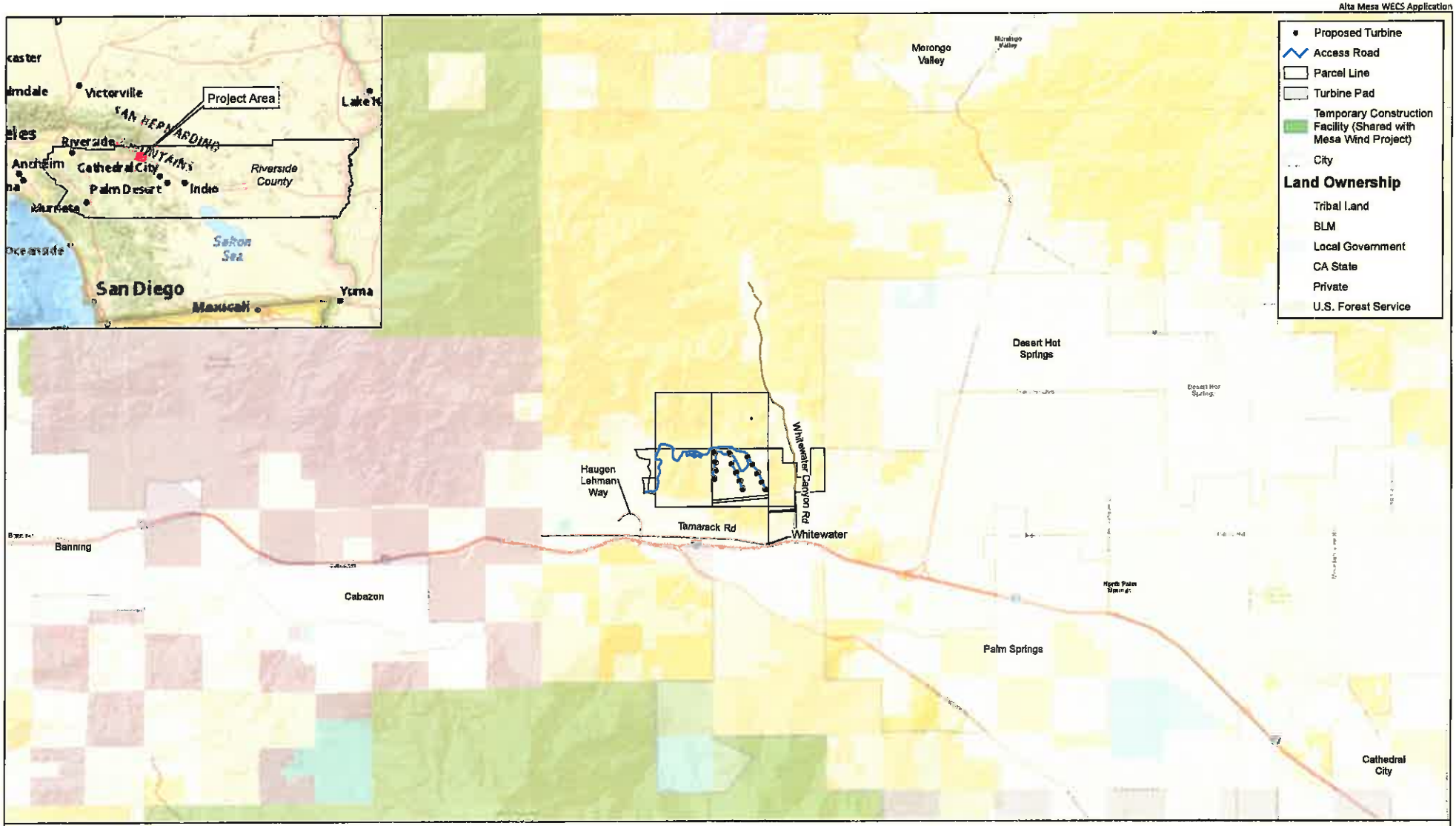
ecapello@aspeneg.com

Commercial WECS Exhibit 1c.

Access Road Easements

Prepared October 2019



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mfkoya@hotmail.com

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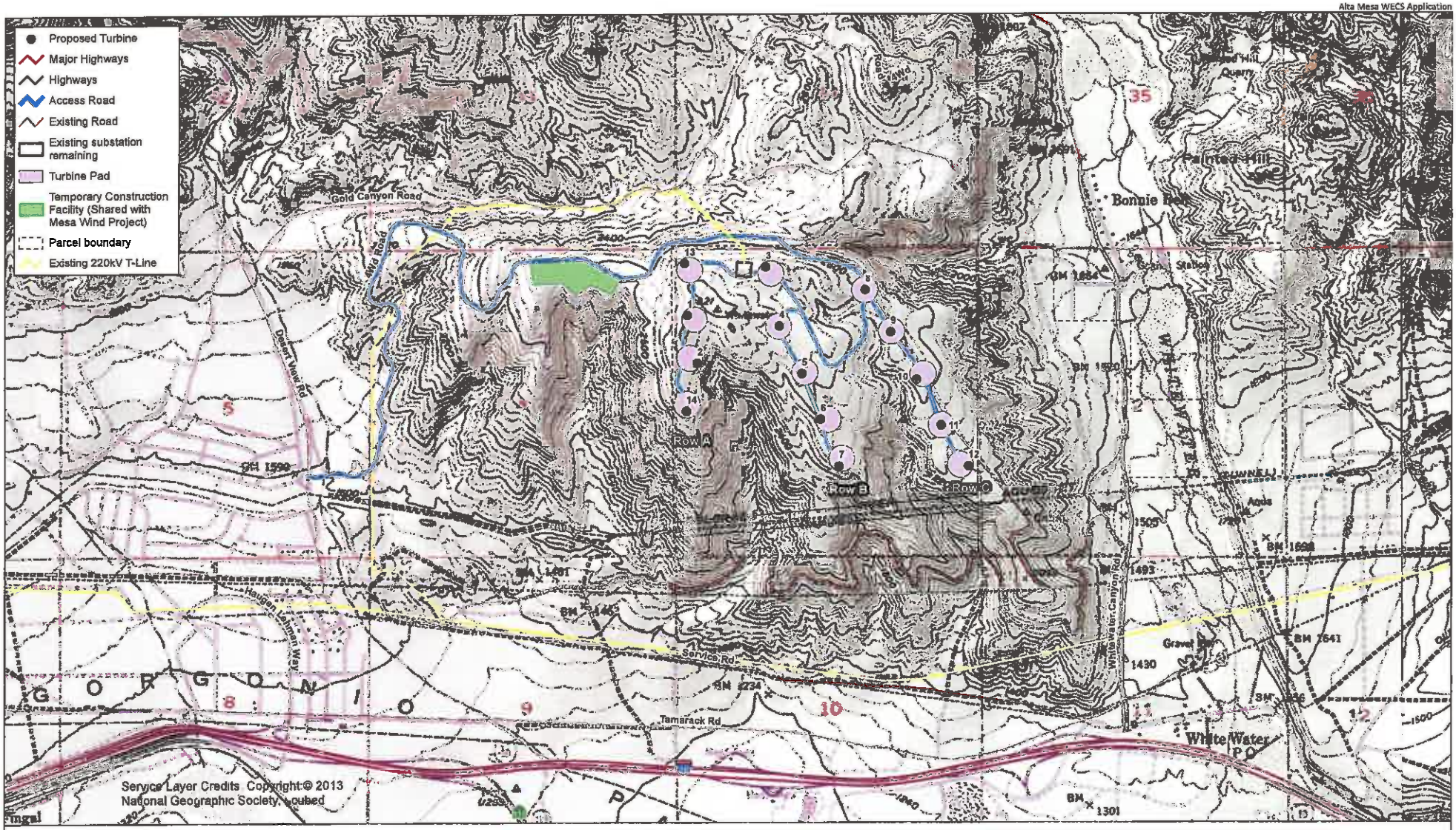
ecapello@aspeneg.com

Commercial WECS Exhibit 2.

Vicinity Map

Prepared October 2019



N

0 0.2 0.4 Miles

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213-955-9002
Jonathan.Kirby@brookfieldrenewable.com

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Exhibit Preparer:
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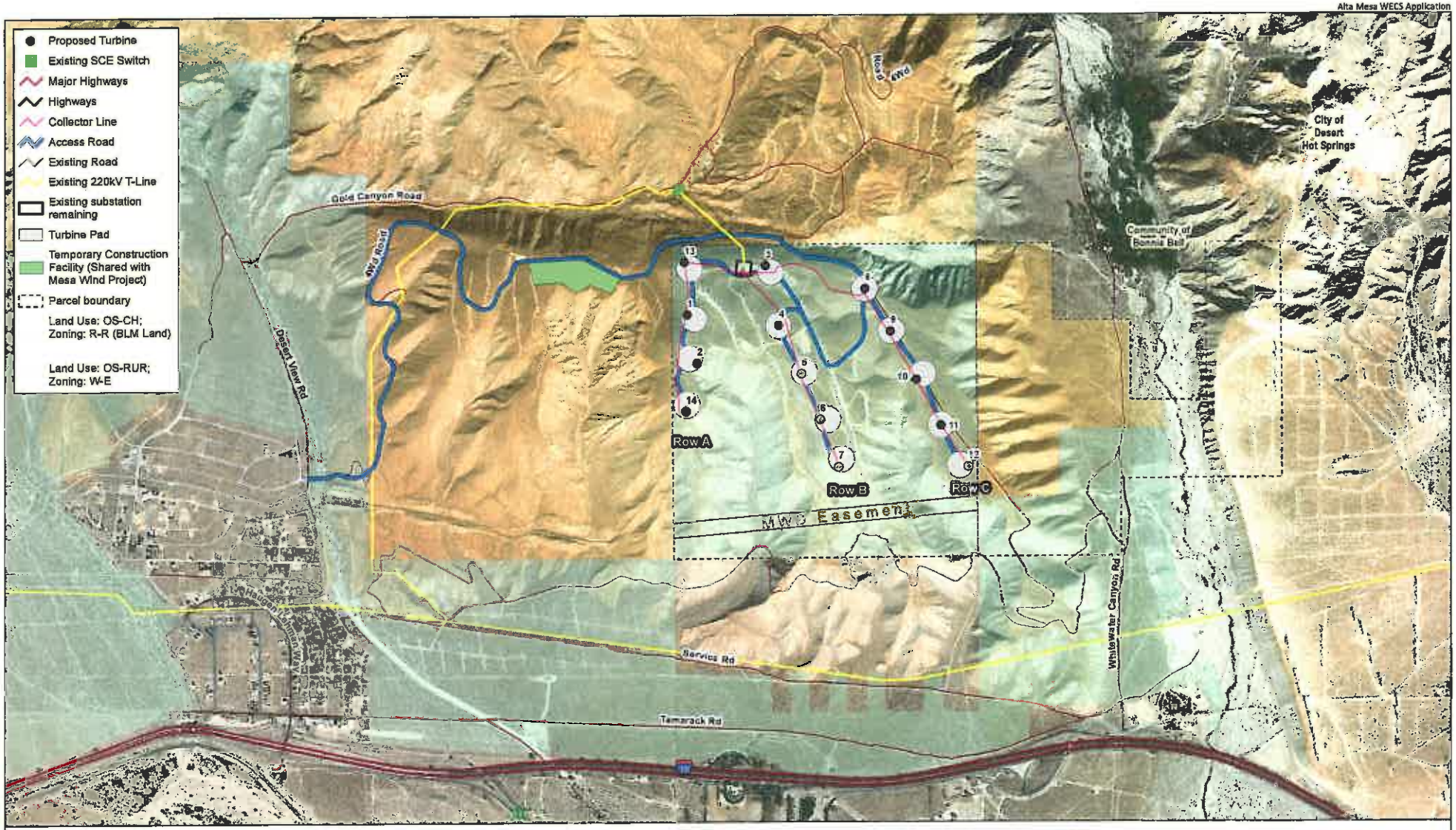
ecapello@aspeneg.com

Commercial WECS Exhibit 3.

Topography Map

Prepared October 2019



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Emily Capello
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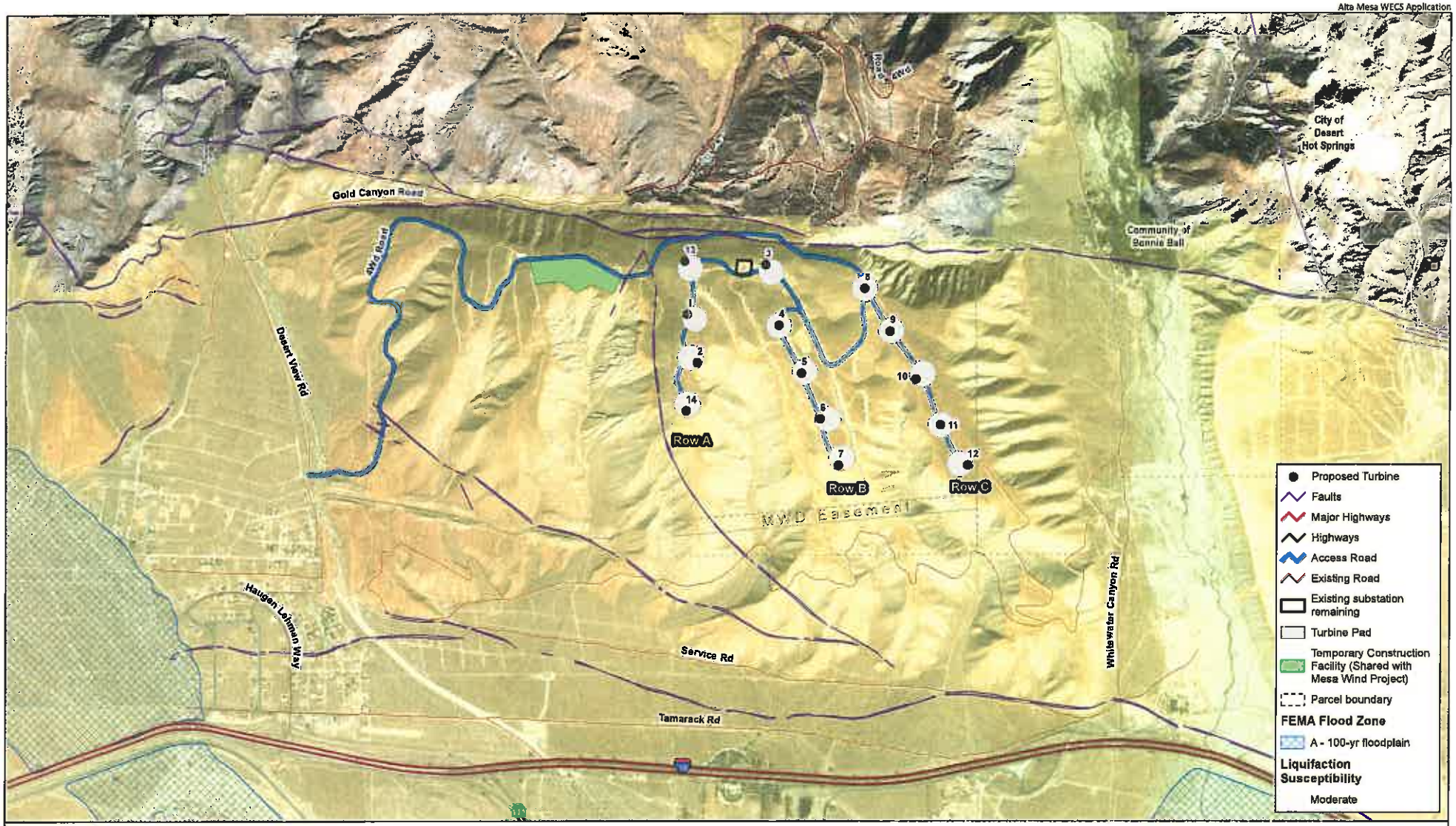
ecapello@aspeneg.com

Commercial WECS Exhibit 4.

Interconnection Lines

Prepared October 2019



N

0 0.2 0.4 Miles

Brookfield Renewable Energy
Jonathan Kirby
6703 Oak Creek Rd.
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213-955-9002
Jonathan.Kirby@brookfieldrenewable.com

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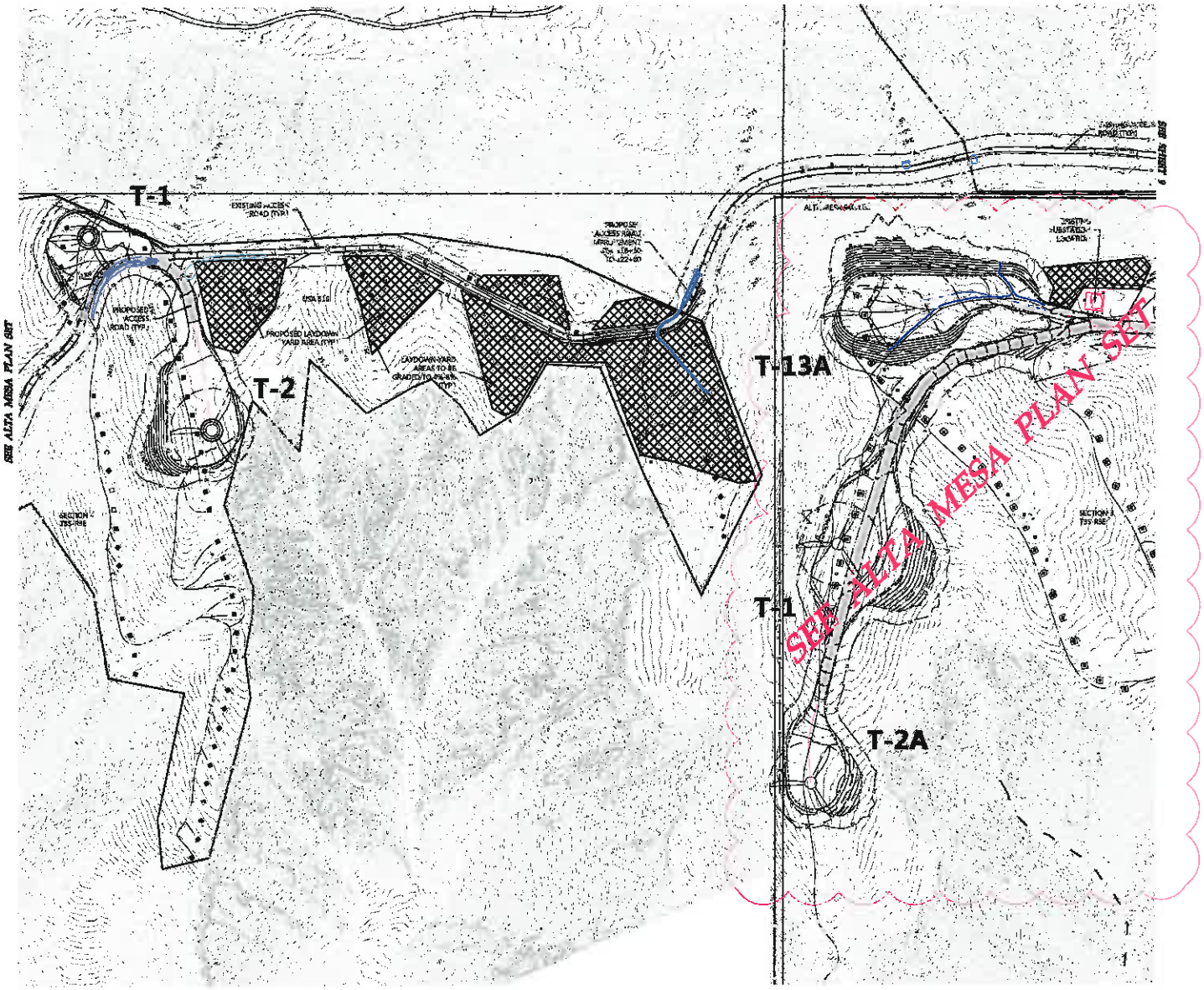
mfkoya@hotmail.com

Exhibit Preparer:
Aspen Environmental Group
Emily Capello
415-696-5312
ecapello@aspeneg.com

Commercial WECS Exhibit 5.

Faults and Floodzone

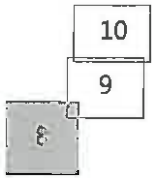
Prepared October 2019



LEGEND:

- TURBINE LOCATION
- PROPOSED ACCESS ROAD
- PROPOSED TURBINE PAD EDGE
- PROPOSED GRADING LIMITS
- PROPOSED DISTURBANCE LIMITS
- PROPOSED CULVERT
- PROPOSED DITCH
- PROPOSED PROJECT FACILITIES
- PARTICIPATING BOUNDARY
- RIGHT-OF-WAY LINES
- PARCEL LINES
- PROPOSED INDEX CONTOUR
- PROPOSED INTERVAL CONTOUR
- EX. INDEX CONTOUR
- EX. INTERVAL CONTOUR
- EX. CONCRETE LINES
- EX. GRAVEL ROAD
- EX. FENCE
- EX. WIND TURBINE
- EX. OVERHEAD POWER POLE
- EX. STREAM CHANNEL
- EX. WATER EDGE

KEY MAP



Westwood
Westwood Professional Services, Inc

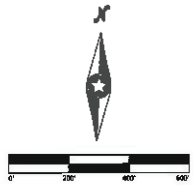
PREPARED FOR:

Brookfield

200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS:

#	DATE	COMMENT
1	10/23/2020	30% CIVIL PLANS



Mesa Wind Project

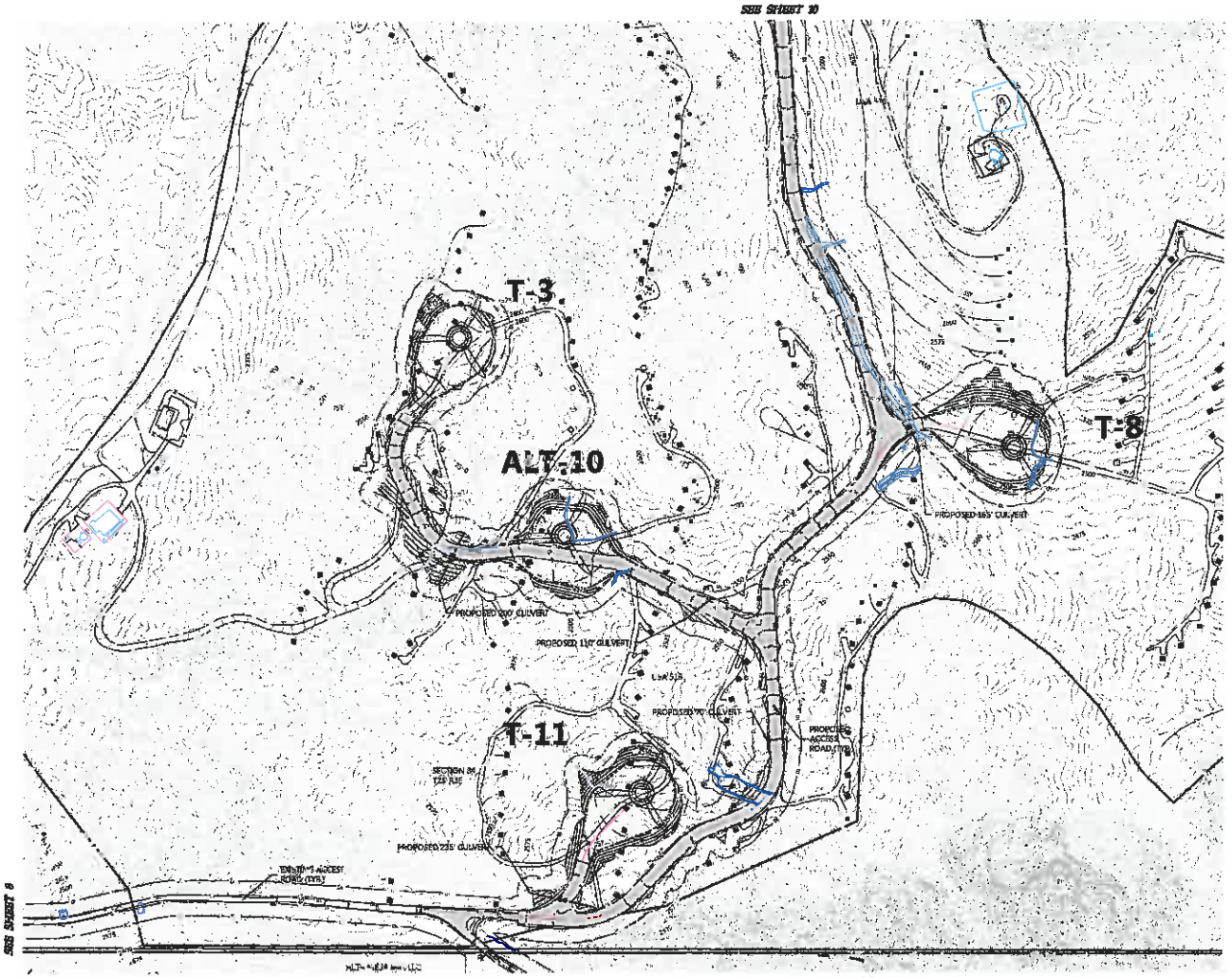
Riverside County , CA

Site Plan T-1, T-2, T-13

NOT FOR CONSTRUCTION

DATE: 10/23/2020

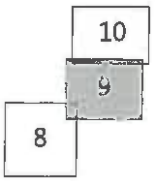
SHEET: 8 OF 10



LEGEND:

- T-8 TURBINE LOCATION
- PROPOSED ACCESS ROAD
- PROPOSED TURBINE PAD EDGE
- PROPOSED GRADING LIMITS
- PROPOSED DISTURBANCE LIMITS
- PROPOSED CULVERT
- PROPOSED DITCH
- PROPOSED PROJECT FACILITIES
- PARTICIPATING BOUNDARY
- RIGHT-OF-WAY LINES
- PARCEL LINES
- 900 PROPOSED INDEX CONTOUR
- PROPOSED INTERVAL CONTOUR
- 900 EX. INDEX CONTOUR
- EX. INTERVAL CONTOUR
- EX. CONCRETE LINES
- EX. GRAVEL ROAD
- EX. FENCE
- EX. WIND TURBINE
- EX. OVERHEAD POWER POLE
- EX. STREAM CHANNEL
- EX. WATER EDGE

KEY MAP



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Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PREPARED FOR:

Brookfield

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New York, NY 10281

REVISIONS

#	DATE	COMMENT
1	10/23/2020	30% CIVIL PLANS

N

0' 200' 400' 600'

Mesa Wind Project

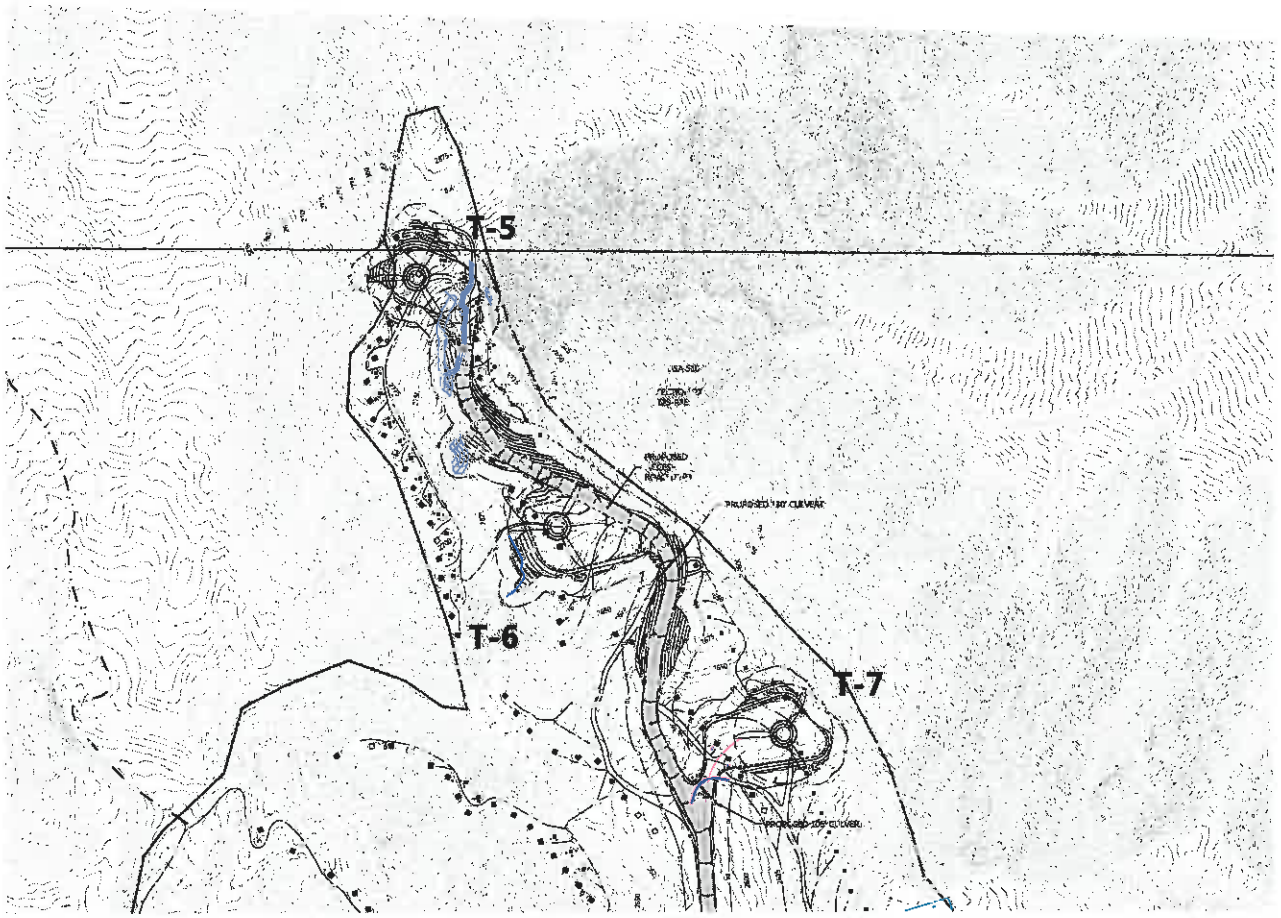
Riverside County , CA

Site Plan T-11 Alt-10 T-3 T-8

NOT FOR CONSTRUCTION

DATE: 10/23/2020

SHEET: 9 OF 10



LEGEND:

- T-# TURBINE LOCATION
- PROPOSED ACCESS ROAD
- PROPOSED TURBINE PAD EDGE
- PROPOSED GRADING LIMITS
- PROPOSED DISTURBANCE LIMITS
- PROPOSED CULVERT
- PROPOSED DITCH
- PROPOSED PROJECT FACILITIES
- PARTICIPATING BOUNDARY
- RIGHT-OF-WAY LINES
- PARCEL LINES
- PROPOSED INDEX CONTOUR
- PROPOSED INTERVAL CONTOUR
- EX. INDEX CONTOUR
- EX. INTERVAL CONTOUR
- EX. CONCRETE LINES
- EX. GRAVEL ROAD
- EX. FENCE
- EX. WIND TURBINE
- EX. OVERHEAD POWER POLE
- EX. STREAM CHANNEL
- EX. WATER EDGE

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Brookfield

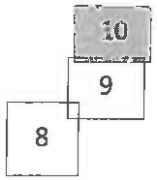
200 Liberty Street, 14th Floor
New York, NY 10281

REVISIONS		
#	DATE	COMMENT
1	10/23/2020	30% CIVIL PLANS

N

0 200 400 600

KEY MAP



Mesa Wind Project

Riverside County , CA

Site Plan 2

NOT FOR CONSTRUCTION

DATE: 10/23/2020

SHEET: 10 OF 10

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893**. The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan.

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Mr. Jay Olivas at (760) 863-7050.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please telephone Barbara Santos at (951) 955-5132.

PLACE OF HEARING: **Riverside County Administration Center**
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: **February 11, 2021**

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

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the Place of Hearing, as listed above. Public access to the meeting location will be allowed, but limited to comply with the Executive Order. Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org

CASE DESCRIPTION:

ZAP1092PS20 – AM Wind Repower, LLC (Representative: Brookfield Renewable Partners) – County of Riverside Case Nos. WCS00071R10 (WECS Permit), VAR200001 (Variance). The applicant proposes a project within the jurisdiction of the County of Riverside, Alta Mesa Wind Project, to decommission and remove 159 existing commercial wind turbines (wind energy conversion systems, abbreviated as "WECS") and install 7 new wind turbines with a maximum height of 499 feet above ground level on 548 gross acres (25 acres net development footprint) located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower, as well as including associated equipment such as existing on-site substation, temporary construction yard, access roads, and existing 220kV transmission line. The applicant also proposes a variance to eliminate building setbacks along the western and norther property lines.

The applicant also proposes another project within the jurisdiction of the Bureau of Land Management, Mesa Wind Project, to decommission and remove 460 existing commercial wind turbines and install 8 new wind turbines with a maximum height of 499 feet above ground level on 1,285 (30 acres net development footprint), located northerly of Interstate 10, and westerly of State Route 62, and install one new 263 foot tall meteorological tower. The Bureau of Land Management has already approved this project under Case No. CACA55718. (The Mesa Wind Project is directly north and west of the proposed Alta Mesa Wind Project) (Not located within an Airport Compatibility Zone).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1092PS20 DATE SUBMITTED: 12-10-20

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Brookfield Renewable Partners	Phone Number	(213) 212-0781
Mailing Address	Attn: Jonathan Kirby	Email	jonathan.Kirby@brookfieldrenewable.com
	6703 Oak Creek Road		
	Mojave, CA 93501		
Representative		Phone Number	
Mailing Address		Email	
Property Owner	APT WIND REPOWER, LLC Attn: Mohammed Koya	Phone Number	(209) 601-4898
Mailing Address	4020 Sierra College Boulevard #200	Email	mfkoya@hotmail.com
	Rocklin, CA 95677		

OUTSIDE AIA

P.S

LOCAL JURISDICTION AGENCY

Local Agency Name	Riverside County Planning Department	Phone Number	(760) 863-7050
Staff Contact	Jay Olivas	Email	jolivas@rivco.org
Mailing Address	77-588 El Duna Court, Suite H	Case Type	
	Palm Desert, CA 92211	☐ General Plan / Specific Plan Amendment	
		☐ Zoning Ordinance Amendment	
		☐ Subdivision Parcel Map / Tentative Tract	
Local Agency Project No	WCS 00071 R10 (WECS)	■ Use Permit	
	VAR 200001 (VARIANCE)	☐ Site Plan Review/Plot Plan	
		☐ Other	

PROJECT LOCATION

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

Street Address	Please see Attachment A.		
Assessor's Parcel No.	516020001; 516020002; 516020003	Gross Parcel Size	~914 Acres
Subdivision Name		Nearest Airport and distance from Airport	See Attachment A
Lot Number			

PROJECT DESCRIPTION

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 project sites currently contains 619 existing wind turbine generators (WTGs) and access roads.

Proposed Land Use (describe)	The project would remove all 619 existing WTGs and construct 17 new WTGs that are 499' in height (9 on BLM lands and 8 on Riverside County Lands).	
	The project would also build two meteorological towers, both 263' in height, one on BLM lands and one on Riverside County Lands.	
	Additional project details are provided in Attachment A. The locations of the proposed new WTGs are shown in Attachment A.	
	The site boundary where all existing WTGs will be removed is shown in Attachment A.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses	Hours of Operation	24 hours per day
(See Appendix C)	Number of People on Site N/A	Maximum Number
	Method of Calculation	Turbine maintenance only. Facility would not be manned.
Height Data	Site Elevation (above mean sea level)	See Attachment A ft.
	Height of buildings or structures (from the ground)	Each new WTGs will be 499', each Met tower would be 263 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	See Attachment A

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

C. **SUBMISSION PACKAGE:**

1. . . . . Completed ALUC Application Form
1. . . . . ALUC fee payment
1. . . . . Plans Package (24x36 folded) (site plans, floor plans, building elevations, grading plans, subdivision maps)
1. . . . . Plans Package (8.5x11) (site plans, floor plans, building elevations, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
1. . . . . CD with digital files of the plans (pdf)
1. . . . . Vicinity Map (8.5x11)
1. . . . . Detailed project description
1. . . . . Local jurisdiction project transmittal
3. . . . . Gummed address labels for applicant/representative/property owner/local jurisdiction planner
3. . . . . Gummed address labels of all surrounding property owners within a 300 foot radius of the project site. **(Only required if the project is scheduled for a public hearing Commission meeting)**

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals.

A. During the period of December 16, 2020, through January 15, 2021, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed two non-legislative case within Zone C and one non-legislative case within Zone D of the Jacqueline Cochran Regional Airport Influence Area.

ZAP1052TH20 (Jacqueline Cochran Regional Airport Zone D) pertains to County of Riverside Case No. BRS2002397 (Building Permit), a proposal to construct a 809 square foot rooftop solar panel system on a proposed single family residence located at 61198 Goodwood Drive within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60. The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or above 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 4,170 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -95.8 feet above mean sea level. The site's elevation is -144 feet AMSL and the proposed building height (with rooftop solar panels) is 31 feet, resulting in a top point elevation of -113 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

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

The project proposes 809 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 186 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 1,717 minutes of "green" level glare, lasting up to 10 minutes a day between March and October from 6:00 p.m. to 7:00 p.m. (pacific daylight time). Overall, less than one percent of annual daylight time

would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

ALUC Director Simon Housman issued a determination of consistency for this project on December 17, 2020.

****

ZAP1053TH20 (Jacqueline Cochran Regional Airport Zone C) pertains to County of Riverside Case No. BRS2002663 (Building Permit), a proposal to construct a 650 square foot rooftop solar panel system on a proposed single family residence located at 61197 Goodwood Drive within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 4,220 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -95.3 feet above mean sea level. The site's elevation is -146 feet AMSL and the proposed building height (with rooftop solar panels) is 34 feet, resulting in a top point elevation of -112 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

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

The project proposes 650 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 168 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach indicates that the panels would result in low potential for temporary after-image ("green" level glare),

totaling annually 1,679 minutes of "green" level glare, lasting up to 12 minutes a day between March and October from 5:30 p.m. to 7:00 p.m. (pacific daylight time). Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

ALUC Director Simon Housman issued a determination of consistency for this project on December 17, 2020.

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ZAP1054TH20 (Jacqueline Cochran Regional Airport Zone C) pertains to County of Riverside Case No. BRS2002448 (Building Permit), a proposal to construct a 500 square foot rooftop solar panel system on a proposed single family residence located at 86804 Rogers Way within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60. The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,250 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -85 feet above mean sea level. The site's elevation is -147.5 feet AMSL and the proposed building height (with rooftop solar panels) is 36 feet, resulting in a top point elevation of -111.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

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

The project proposes 500 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 270 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that no glare would occur within the 2 mile approach to runways 17-35 and 12-30.

Evaluation of the approach indicates that the panels would result in zero potential for temporary after-image ("green" level glare). Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced (i.e. no glare) would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

ALUC Director Simon Housman issued a determination of consistency for this project on December 17, 2020.

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by ALUC Director Simon Housman or his designee.

5.3 Video Presentation on Remotely Pilot Aircraft
Presentation by ALUC Director Simon Housman or his designee.

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

December 17, 2020

Mr. Rendell Klaarenbeek, Deputy Director
Riverside County Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.:	ZAP1052TH20
Related File No.:	BRS2002397 (Building Permit)
APN:	759-280-009, 759-280-010

Dear Mr. Klaarenbeek:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2002397 (Building Permit), a proposal to construct a 809 square foot rooftop solar panel system on a proposed single family residence located at 61198 Goodwood Drive within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60.

The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or above 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 4,170 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -95.8 feet above mean sea level. The site's elevation is -144 feet AMSL and the proposed building height (with rooftop solar panels) is 31 feet, resulting in a top point elevation of -113 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2

miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 809 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 186 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 1,717 minutes of "green" level glare, lasting up to 10 minutes a day between March and October from 6:00 p.m. to 7:00 p.m. (pacific daylight time). Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

   (a) Any use or activity 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 or activity 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 or activity 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 or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 7.0 degrees and orientation of 186 degrees. Solar panels shall be limited to a total of 809 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman

Simon A. Housman, ALUC Director

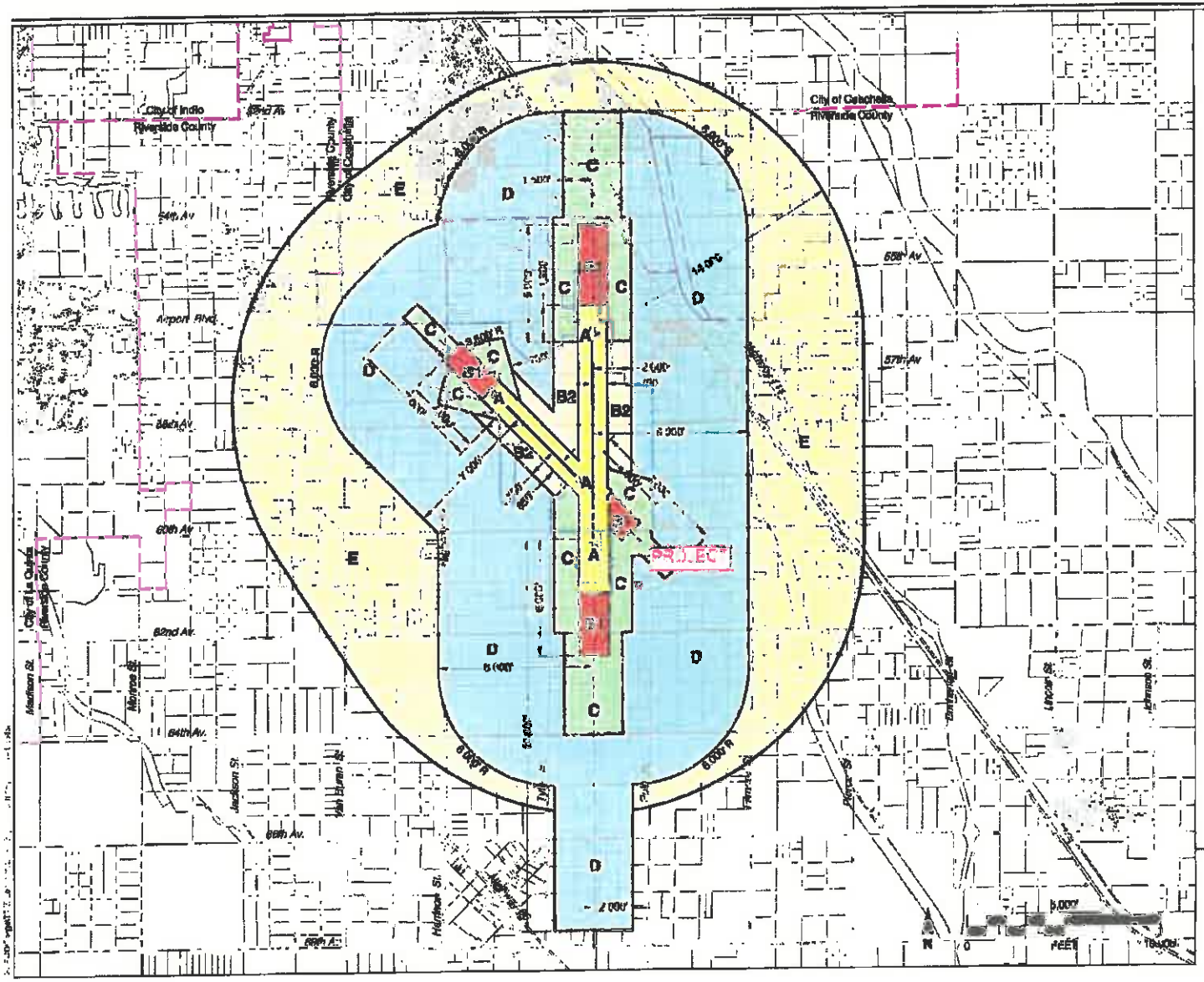
Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
Yellow Horse LLC (property owner)
Michael Maldonado, Interim County Airports Manager
ALUC Case File

Y:\AIRPORT CASE FILES\JCRA\ZAP1052TH20\ZAP1052TH20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

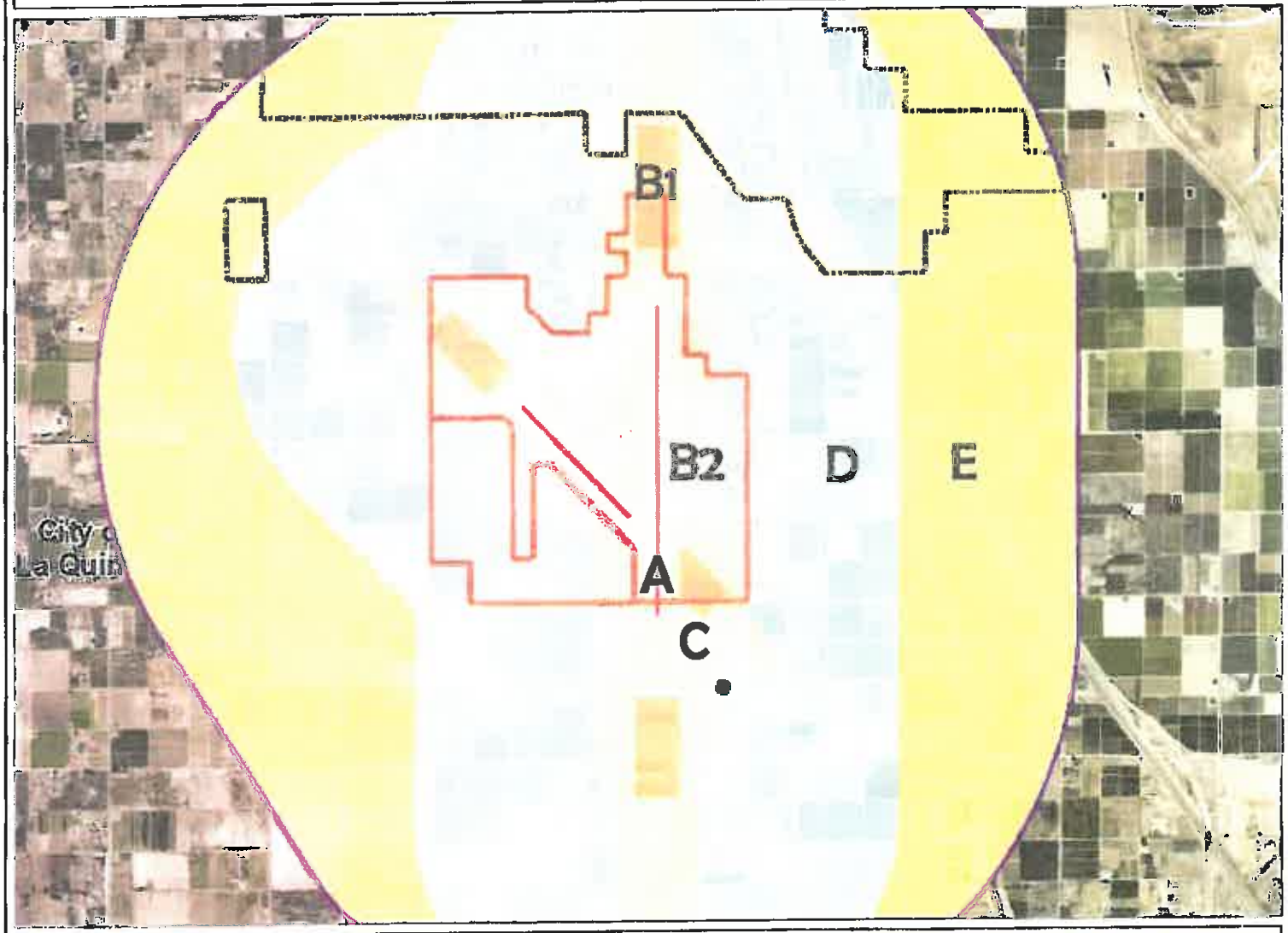
(Adopted June 2005)

Map JC-1

Compatibility Map

Jacqueline Cochran Regional Airport

Map My County Map



Legend

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

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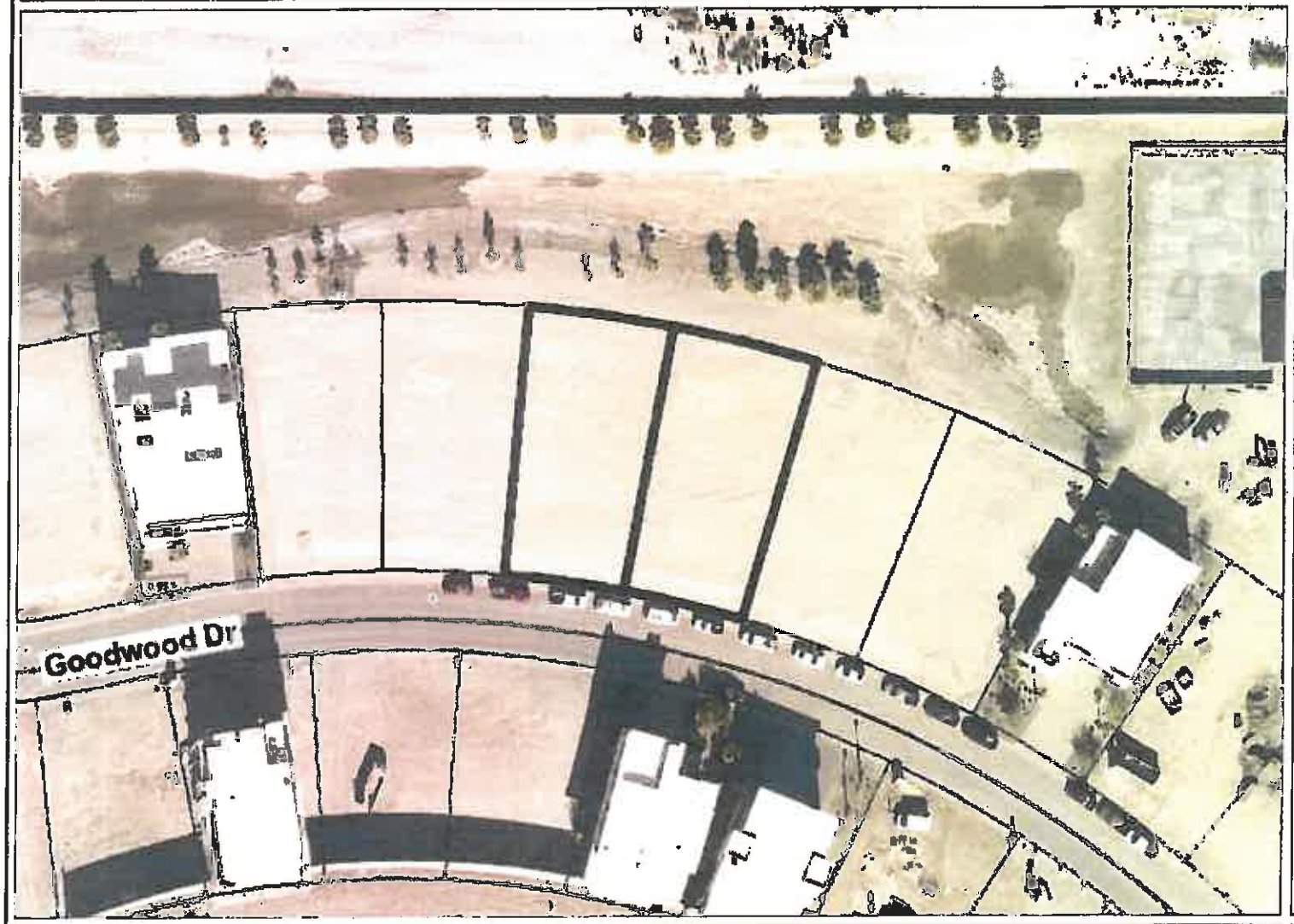
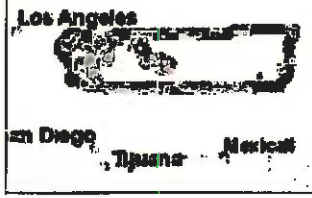
Notes

Map My County Map





Legend

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

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

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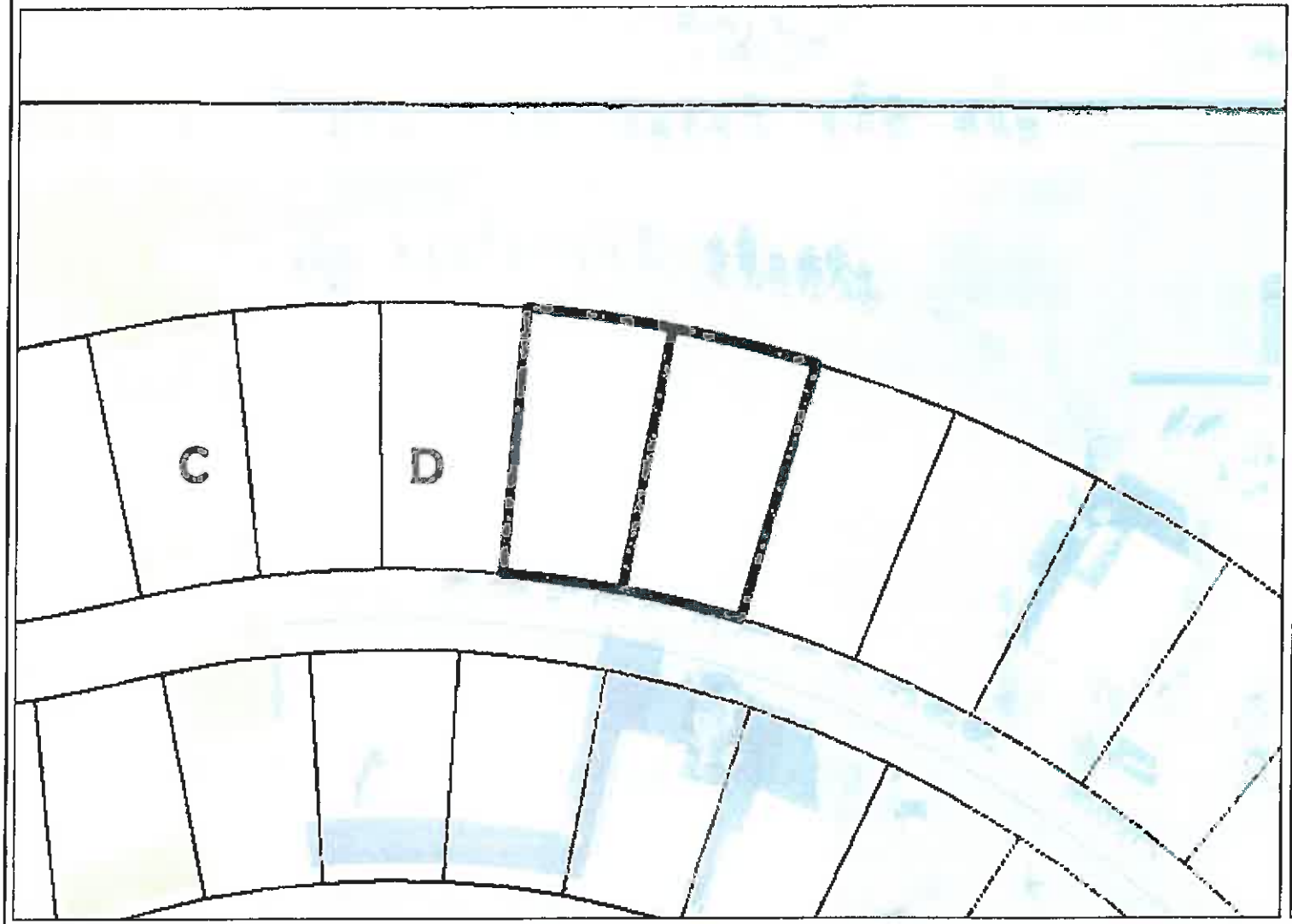
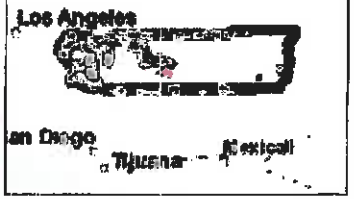
Map My County Map





Legend

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

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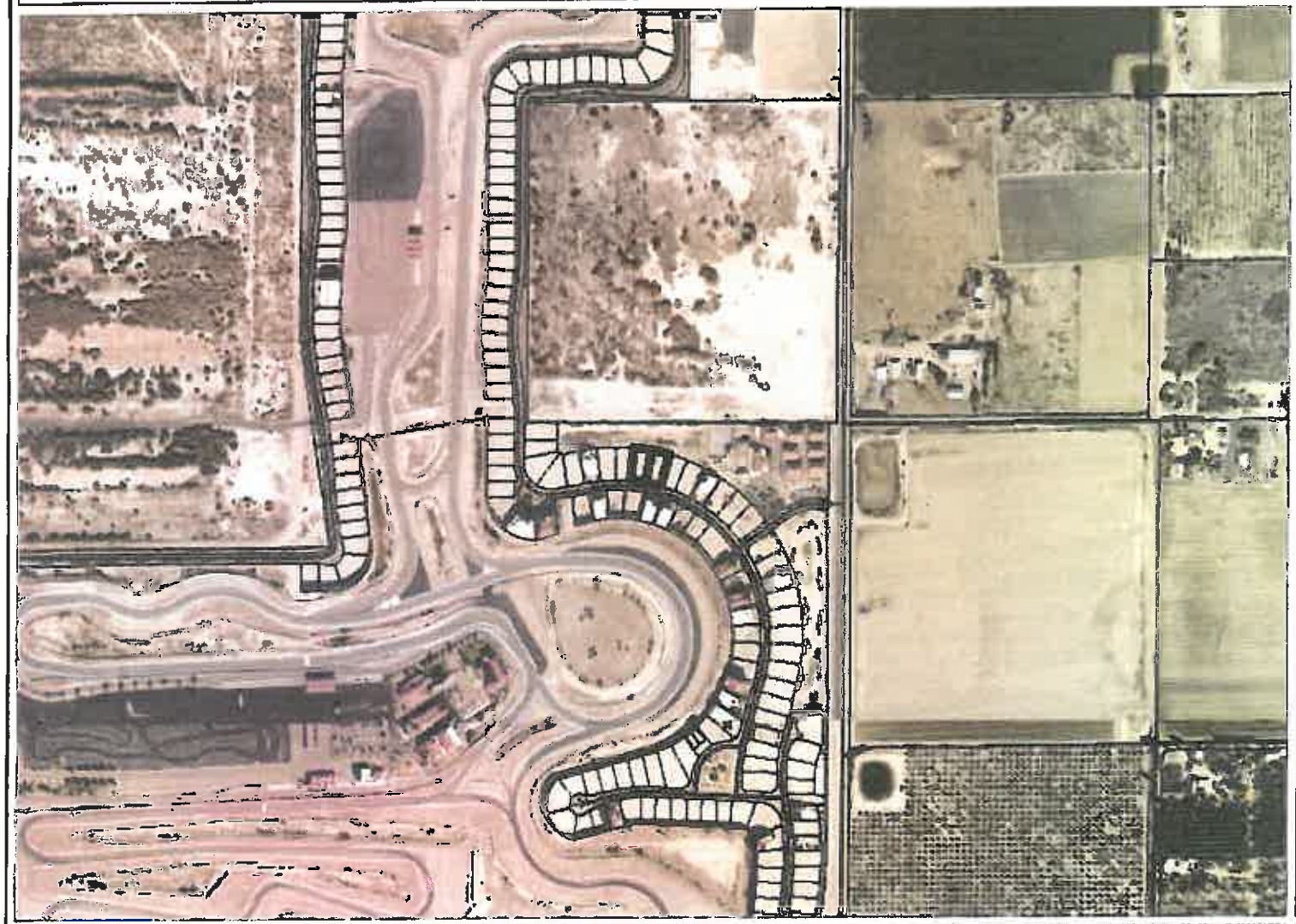
Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

Notes

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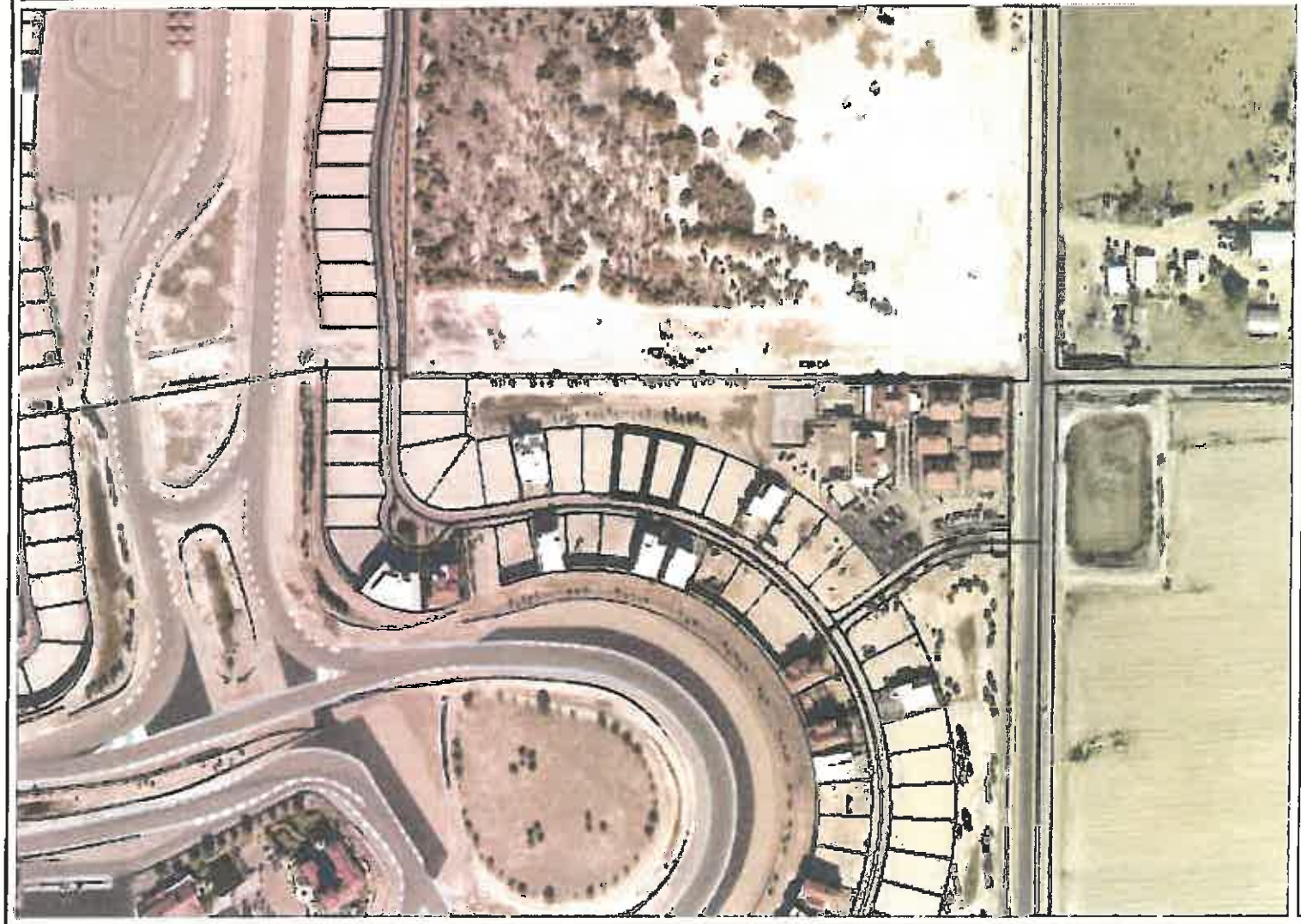
Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

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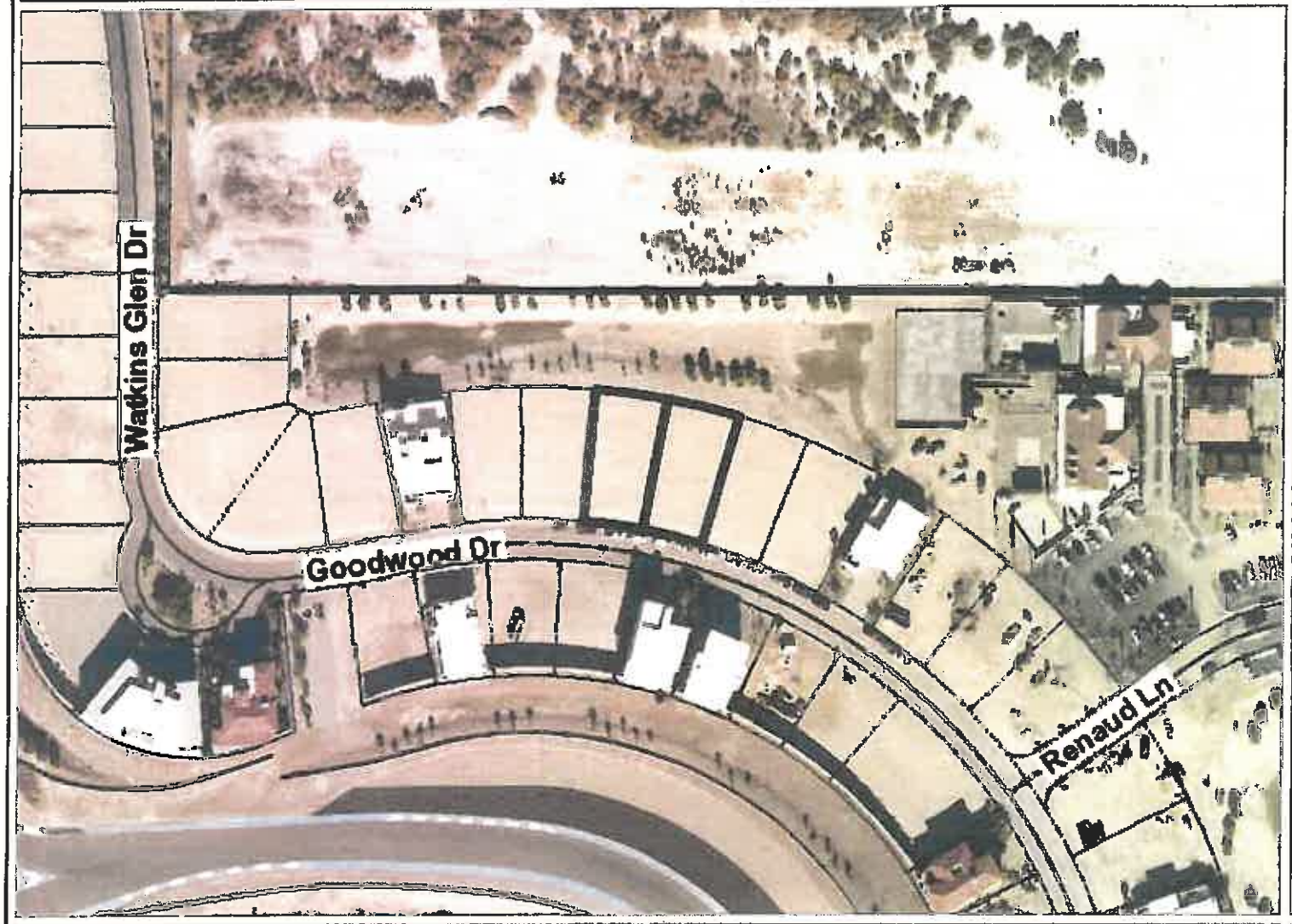
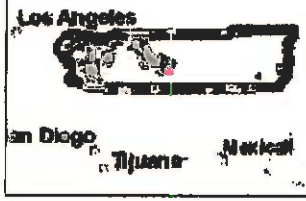
Map My County Map





Legend

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

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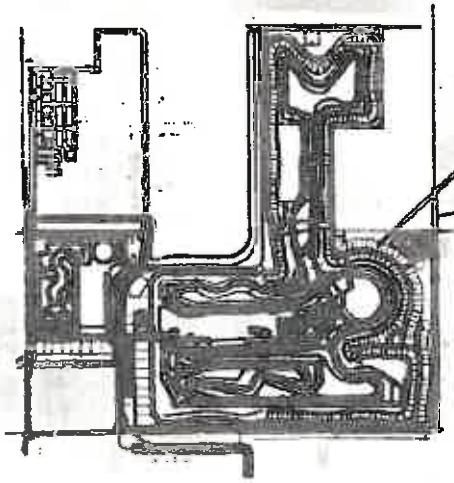
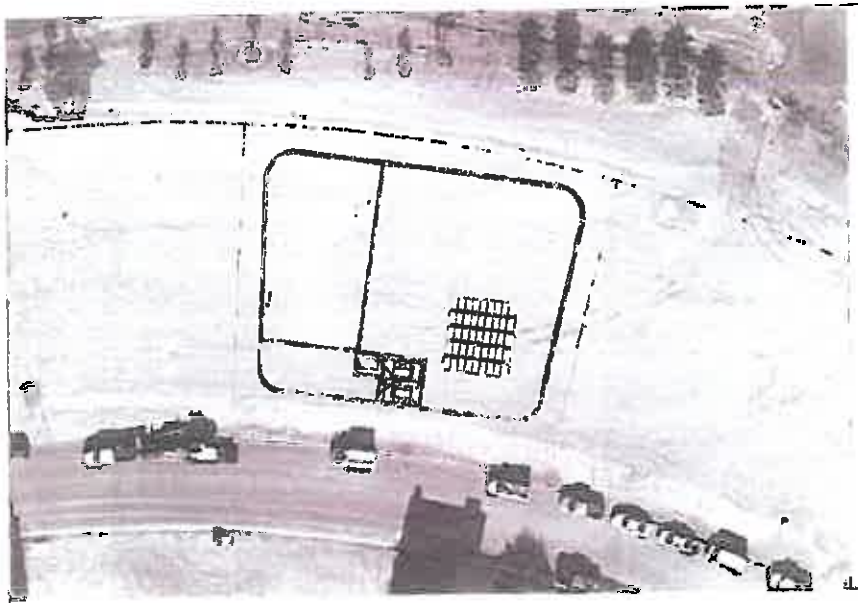
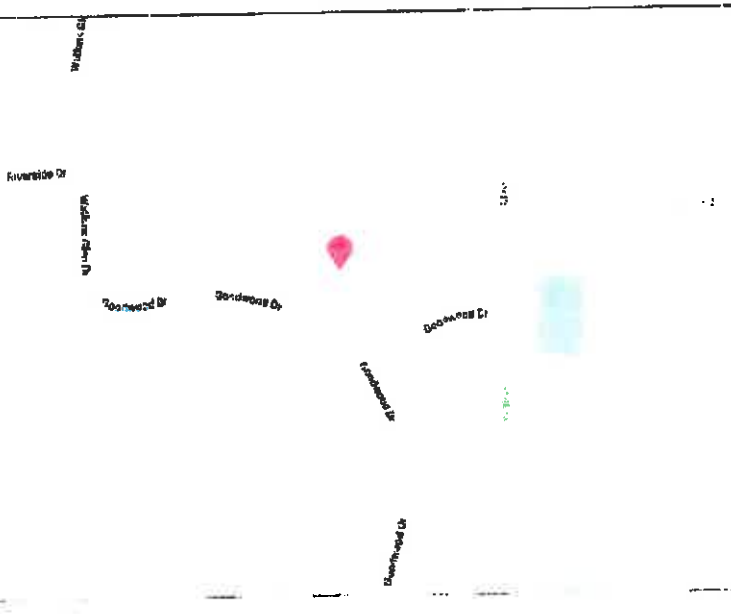
Notes

JACQUELINE
COCHRAN
AIRPORT



1 SITE PLAN
SCALE: 1" = 1500'





GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR ITS PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 7° FACING AN AZIMUTH OF 186° CONSISTING OF (45) REC 320 WATT MODULES (14.4 Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:

MODULE AND INVERTERS
UNIRAC CERTIFICATION

Revisions:	Date:

Michael Range Michael Range
760.322.4433 Lic. No. 940350

INTEGRATOR:
910 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940350
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

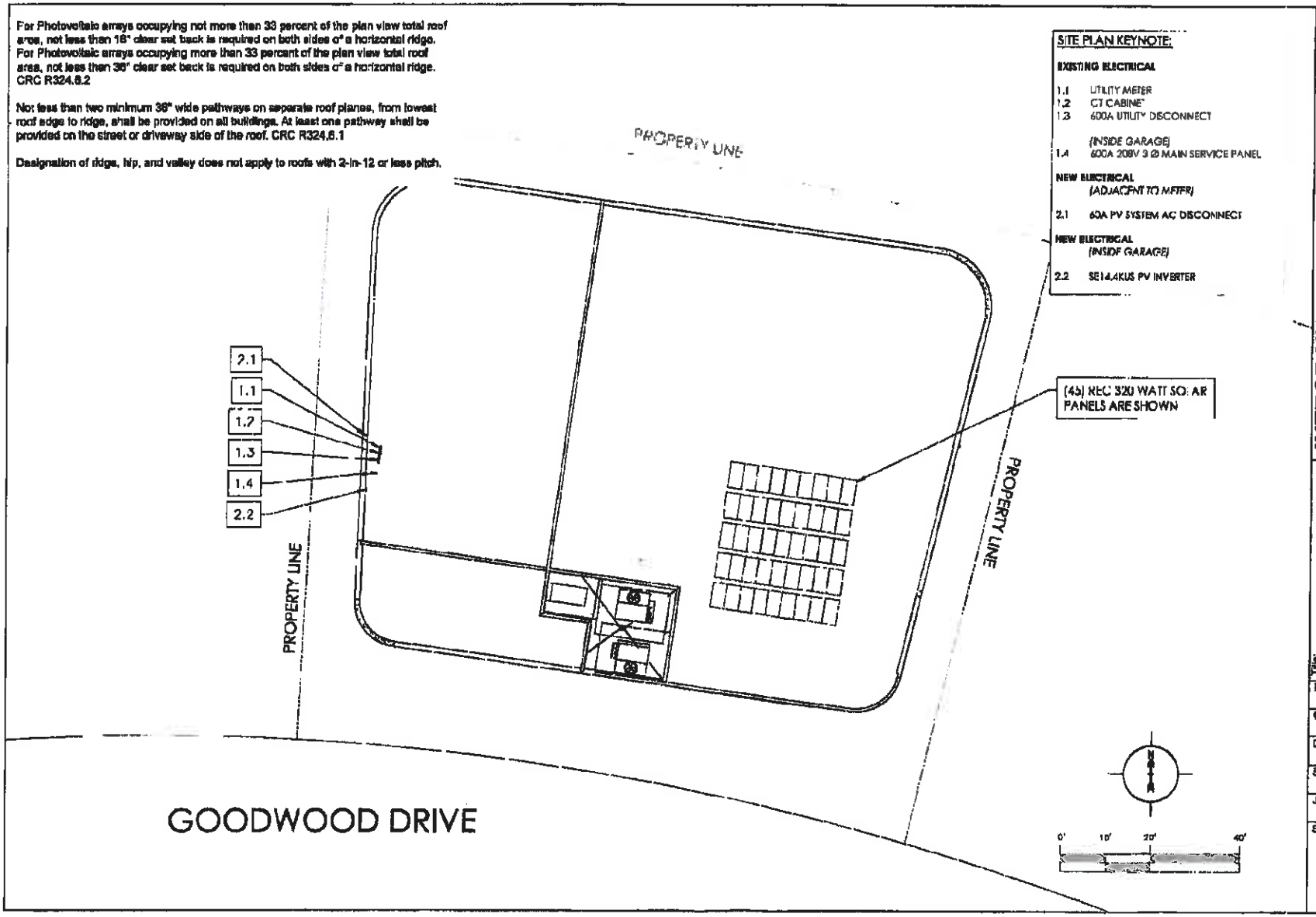
Title: Cue Residence COVER SHEET
61198 Goodwood Dr
Thermal, CA 92274

Drawn by: MJR
Checked by: SF
Date: 9/29/2020
Scale: NTS
Job Number: 20269
Sheet Number: PV-0.0
Sheet

For Photovoltaic arrays occupying not more than 33 percent of the plan view total roof area, not less than 18" clear set back is required on both sides of a horizontal ridge. For Photovoltaic arrays occupying more than 33 percent of the plan view total roof area, not less than 36" clear set back is required on both sides of a horizontal ridge. CRC R324.6.2

Not less than two minimum 36" wide pathways on separate roof planes, from lowest roof edge to ridge, shall be provided on all buildings. At least one pathway shall be provided on the street or driveway side of the roof. CRC R324.6.1

Designation of ridge, hip, and valley does not apply to roofs with 2-in-12 or less pitch.



SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

1.1 UTILITY METER
1.2 CT CABINET
1.3 600A UTILITY DISCONNECT

(INSIDE GARAGE)
1.4 600A 208V 3 Ø MAIN SERVICE PANEL

NEW ELECTRICAL
(ADJACENT TO METER)
2.1 60A PV SYSTEM AC DISCONNECT

NEW ELECTRICAL
(INSIDE GARAGE)
2.2 SE14.4KUS PV INVERTER

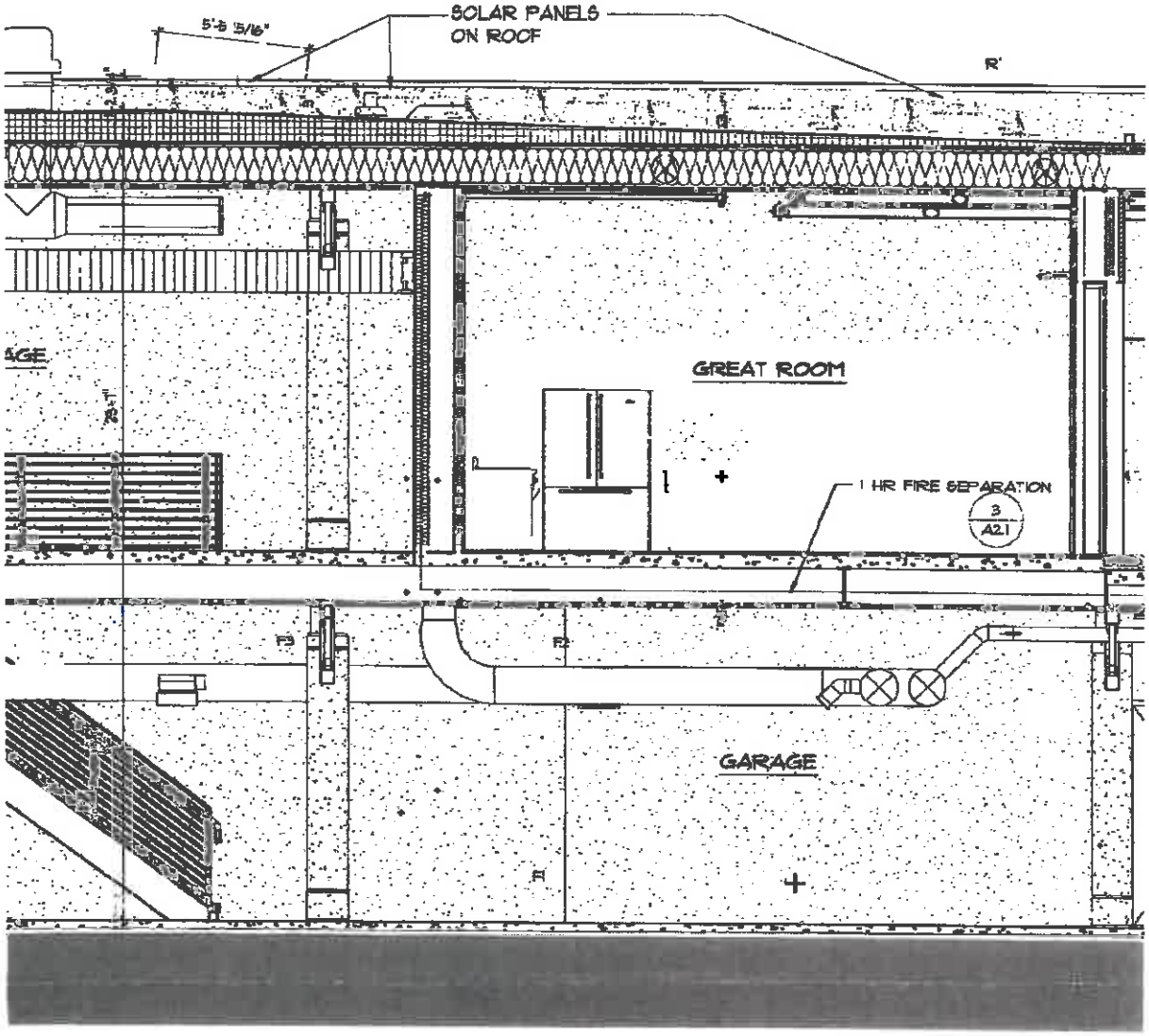
Revisions:	Date:

Michael Hango Michael Hango
760.902.4423 Lic. No. 940660
INTEGRATOR:
810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940660
Info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
Cue Residence
SITE PLAN
61198 Goodwood Dr
Thermal, CA 92274

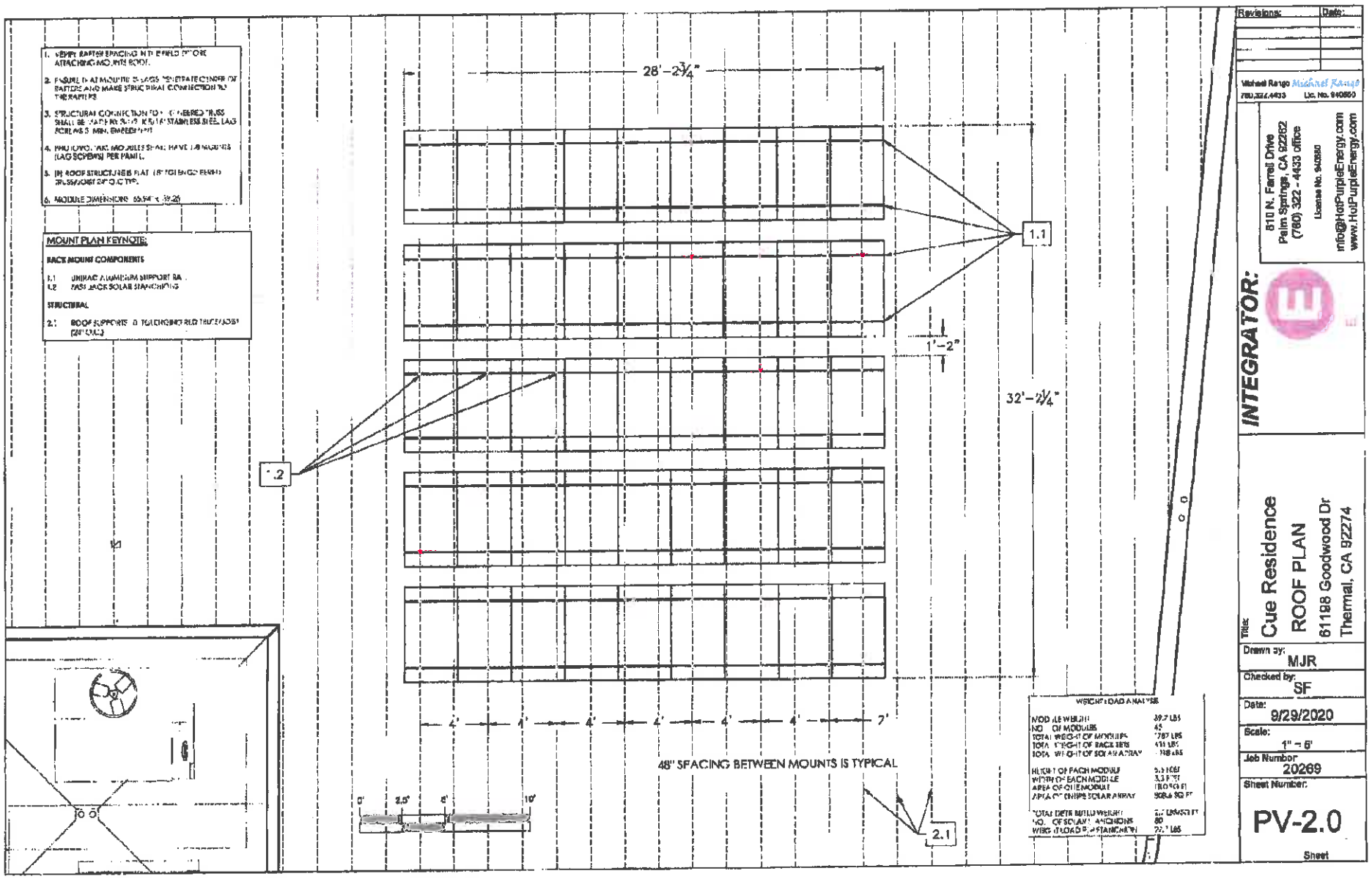
Drawn by:	MJR
Checked by:	SF
Date:	9/29/2020
Scale:	1" = 20'
Job Number:	20269
Sheet Number:	PV-1.0

Sheet



1 PARTIAL BUILDING SECTION

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


1. VERIFY RAFTER SPACING IN THE FIELD PRIOR TO ATTACHING MOUNTS TO ROOF.
2. FASTEN L-FOOT MOUNTS TO LAG SCREWS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS
3. STRUCTURAL CONNECTION TO EXISTING TRUSS SHALL BE (4) 5/16" X 4" (MIN.) STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT
4. PHOTOVOLTAIC MODULES SHALL HAVE (4) MOUNTS (LAG SCREWS) PER PANEL.
5. (N) ROOF STRUCTURES FLAT (5" TO 12" SLOPE) FRAMED TRUSS/JOIST 24" O.C. TYP.
6. MODULE DIMENSIONS 65.98" X 39.25"
MOUNT PLAN KEYNOTE:
RACK MOUNT COMPONENTS
1.1 UNIRAC ALUMINUM SUPPORT RAIL
1.2 ZASS JACK SOLAR STANCHIONS
STRUCTURAL
2.1 ROOF SUPPORTS @ EXISTING RED TRUSS/JOIST (24" O.C.)
28'-2¾"
32'-2¾"
1'-2"
1.1
1.2
2.1
4' 4' 4' 4' 4' 4' 7'
48" SPACING BETWEEN MOUNTS IS TYPICAL
0' 2.5' 5' 10'
WEIGHT LOAD ANALYSIS
MODULE WEIGHT 39.7 LBS
NO. OF MODULES 45
TOTAL WEIGHT OF MODULES 1787 LBS
TOTAL WEIGHT OF RACK SETS 431 LBS
TOTAL WEIGHT OF SOLAR ARRAY 2218 LBS
HEIGHT OF EACH MODULE 5.3 FEET
WIDTH OF EACH MODULE 3.3 FEET
AREA OF ONE MODULE 17.6 SQ FT
AREA OF ENTIRE SOLAR ARRAY 958.6 SQ FT
TOTAL DEAD WEIGHT 2.31 LBS/SQ FT
NO. OF SOLAR STANCHIONS 90
WEIGHT LOAD PER STANCHION 24.7 LBS
Revisions: Date:
Michael Range Michael Range
760.333.4433 Lic. No. 940850
INTEGRATOR:
610 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940850
info@HotPurpleEnergy.com
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Title:
Cue Residence
ROOF PLAN
61188 Goodwood Dr
Thermal, CA 92274
Drawn by: MJR
Checked by: SF
Date: 9/29/2020
Scale: 1" = 6'
Job Number: 20269
Sheet Number:
PV-2.0
Sheet

FORGESOLAR GLARE ANALYSIS

Project: Riverside Co Residential
Four rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **All 4 homes-temp-0**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 21:15 on 15 Dec, 2020.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

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

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 47169.8001

PV Array(s)

Name: 61197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 86804 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 270.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 8.0°
Orientation: 165.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

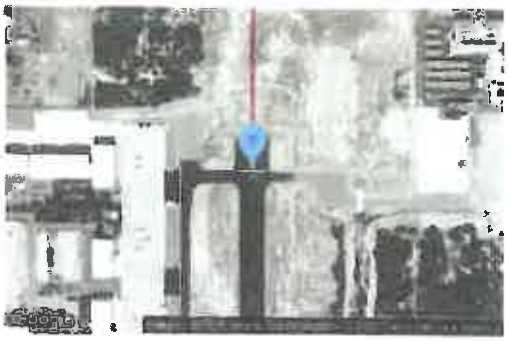
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601668	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

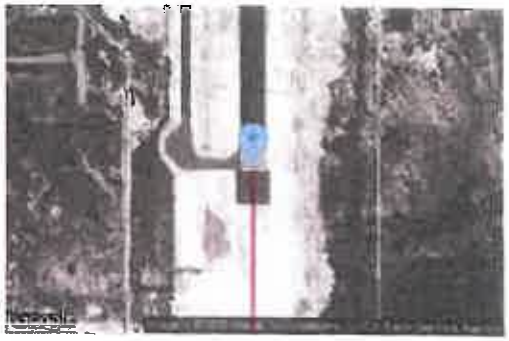


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
61197 Goodwood	7.0	168.0	1,679	0	-
61198 Goodwood	7.0	186.0	1,717	0	-
86804 Rogers Way	7.0	270.0	0	0	-
86814 Newton Way	8.0	165.0	762	0	-

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	4158	0
Rwy 35	0	0

Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1679	0
Rwy 35	0	0

Flight Path: Rwy 12

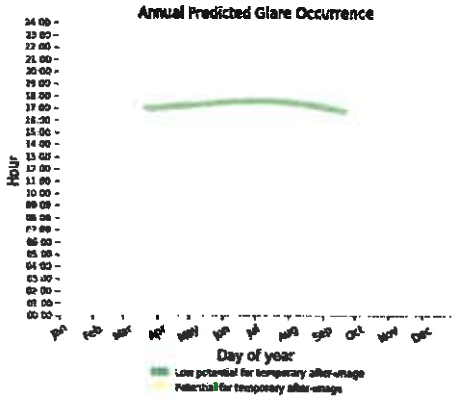
0 minutes of yellow glare
0 minutes of green glare

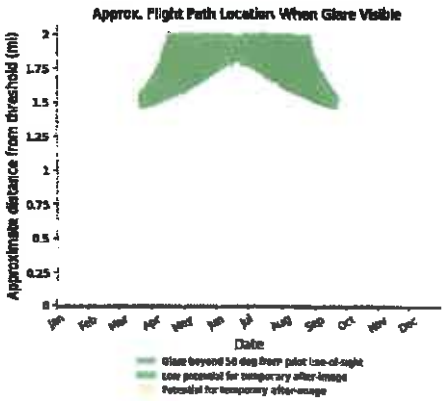
Flight Path: Rwy 17

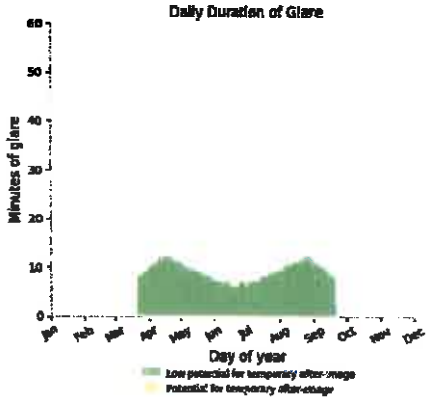
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1679 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1717	0
Rwy 35	0	0

Flight Path: Rwy 12

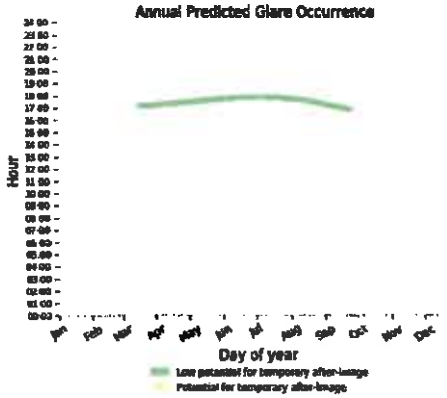
0 minutes of yellow glare
0 minutes of green glare

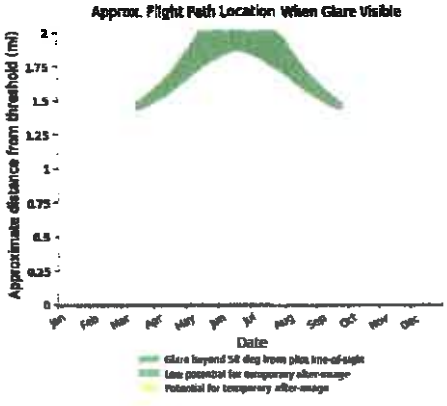
Flight Path: Rwy 17

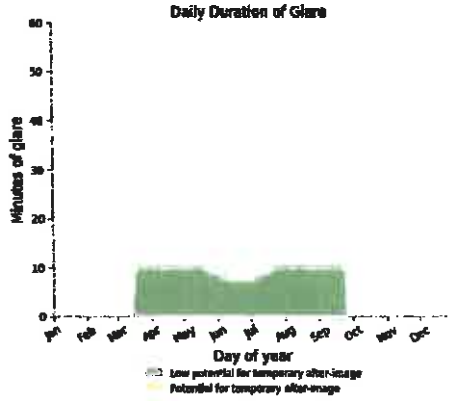
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1717 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	762	0
Rwy 35	0	0

Flight Path: Rwy 12

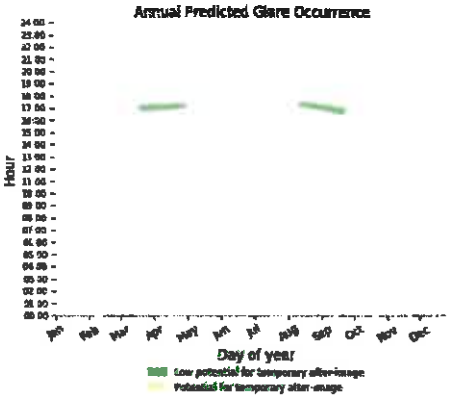
0 minutes of yellow glare
0 minutes of green glare

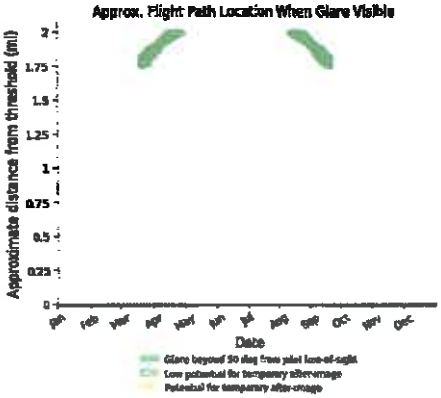
Flight Path: Rwy 17

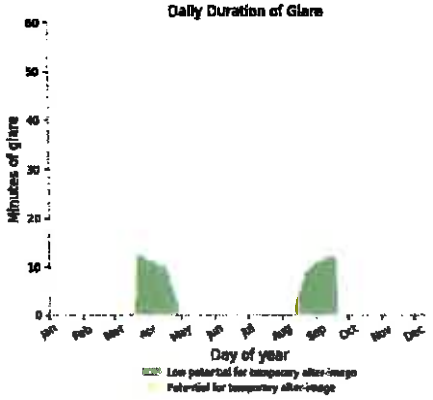
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
762 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

PAGE BREAK

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

December 17, 2020

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

www.rcaluc.org

Mr. Rendell Klaarenbeek, Deputy Director
Riverside County Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.:	ZAP1053TH20
Related File No.:	BRS2002663 (Building Permit)
APN:	759-230-019

Dear Mr. Klaarenbeek:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2002663(Building Permit), a proposal to construct a 650 square foot rooftop solar panel system on a proposed single family residence located at 61197 Goodwood Drive within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 4,220 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -95.3 feet above mean sea level. The site's elevation is -146 feet AMSL and the proposed building height (with rooftop solar panels) is 34 feet, resulting in a top point elevation of -112 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended

standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 650 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 168 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 1,679 minutes of "green" level glare, lasting up to 12 minutes a day between March and October from 5:30 p.m. to 7:00 p.m. (pacific daylight time). Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

   (a) Any use or activity 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 or activity 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 or activity 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 or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 7.0 degrees and orientation of 168 degrees. Solar panels shall be limited to a total of 650 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman

Simon A. Housman, ALUC Director

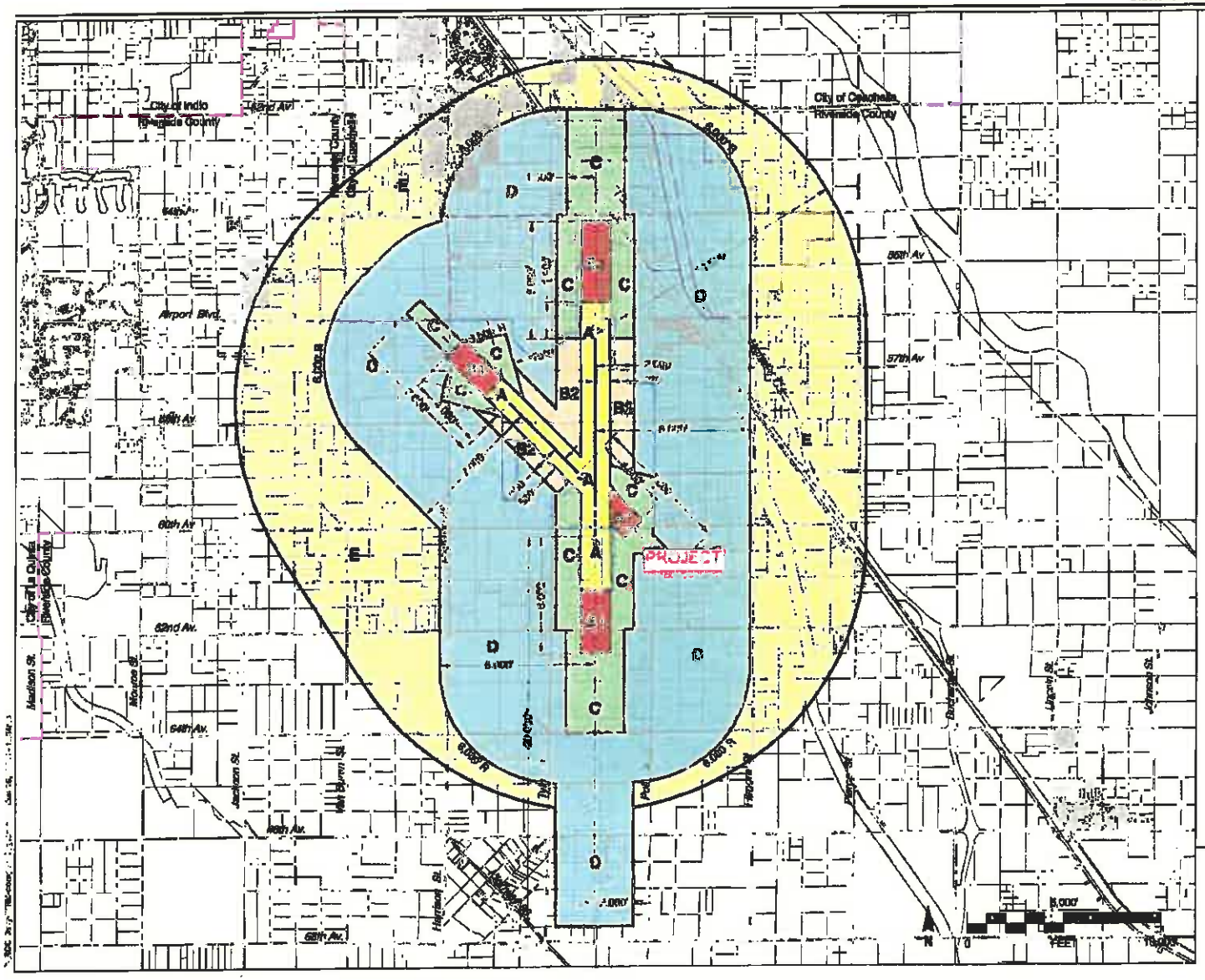
Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
JTM Land Co. (property owner)
Michael Maldonado, Interim County Airports Manager
ALUC Case File

Y:\AIRPORT CASE FILES\ICRA\ZAP1053TH20\ZAP1053TH20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

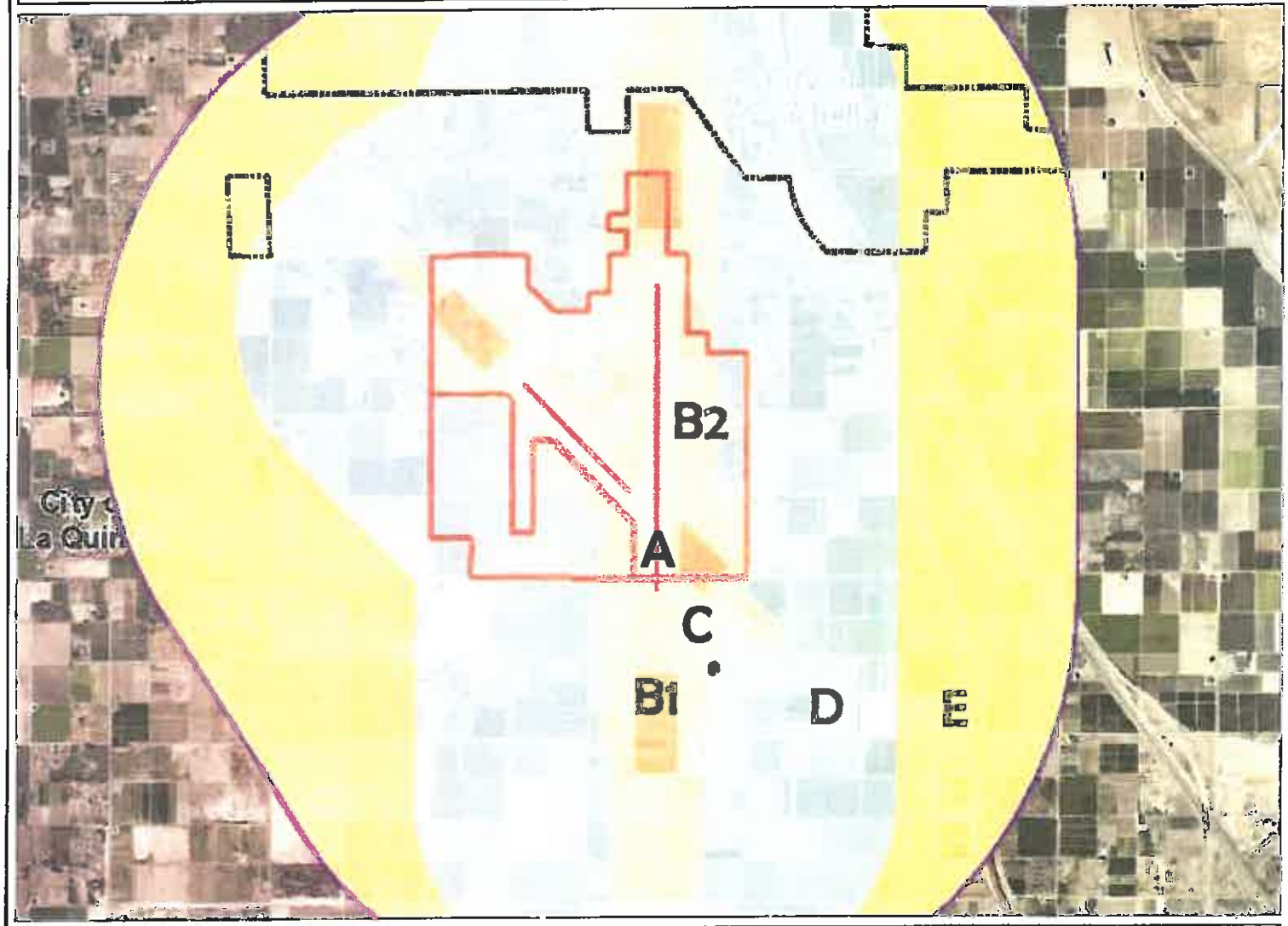
(Adopted June 2005)

Map JC-1

Compatibility Map

Jacqueline Cochran Regional Airport

Map My County Map



Legend

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

0 6,019 12,037 Feet

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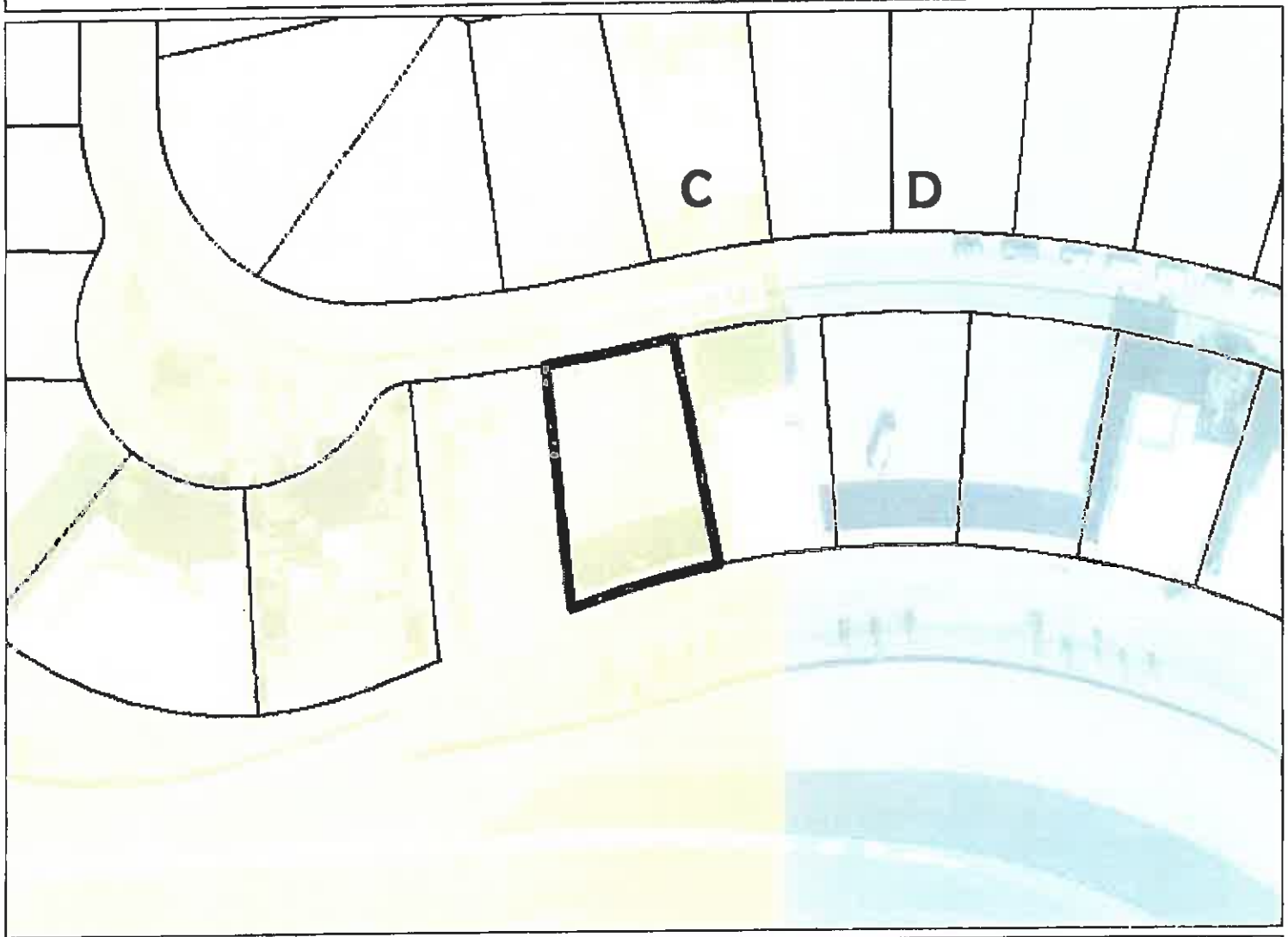
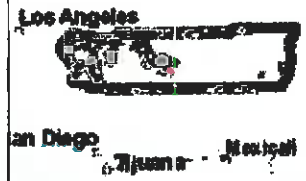
Notes

Map My County Map





Legend

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

0 94 188 Feet

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Notes

Map My County Map

Legend

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

Notes

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0 94 188 Feet

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Map My County Map

Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 752 1,505 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

Notes

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0 376 752 Feet

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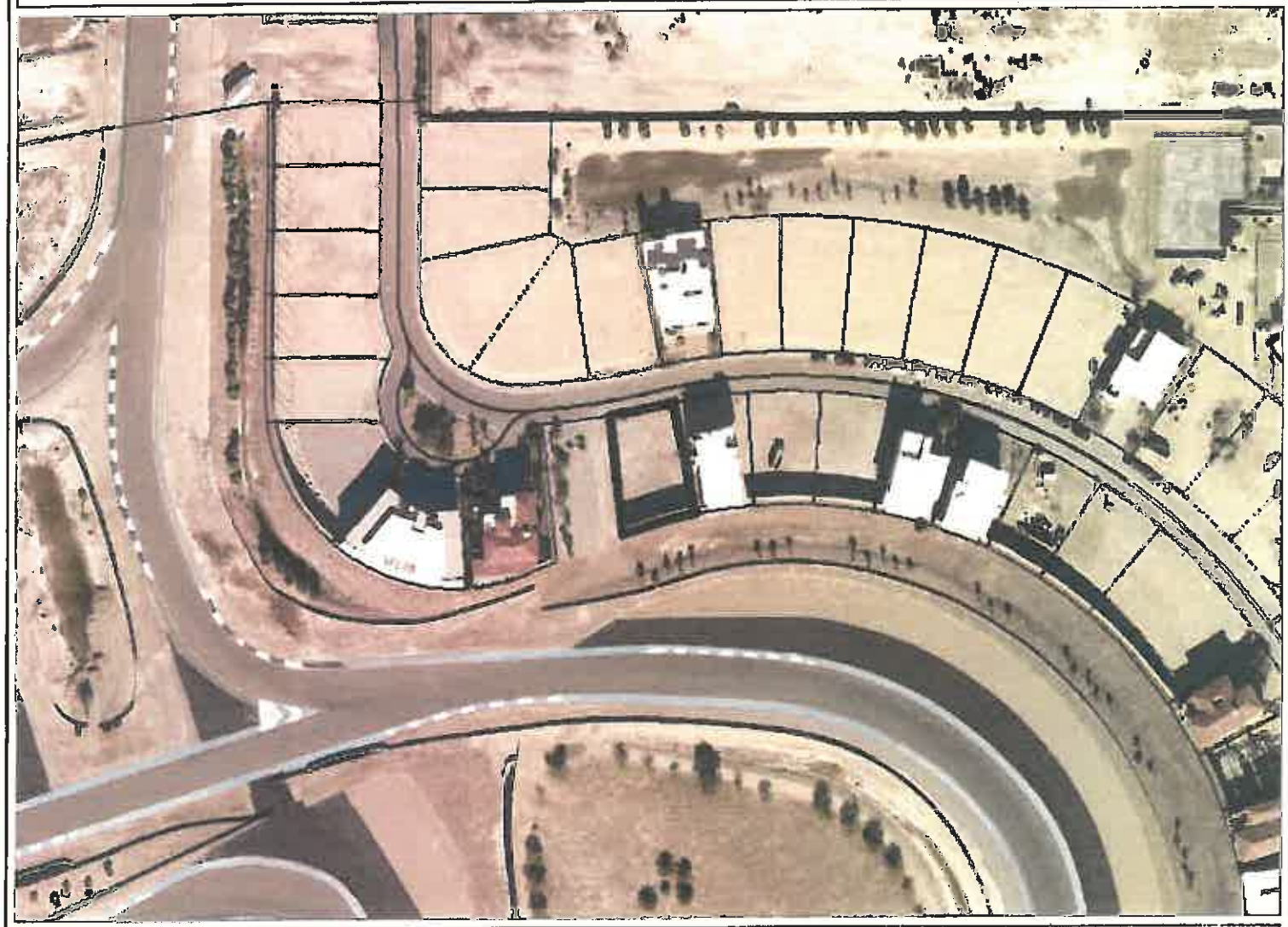
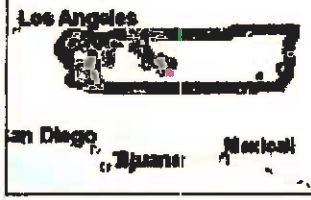
Map My County Map





Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 188 376 Feet

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

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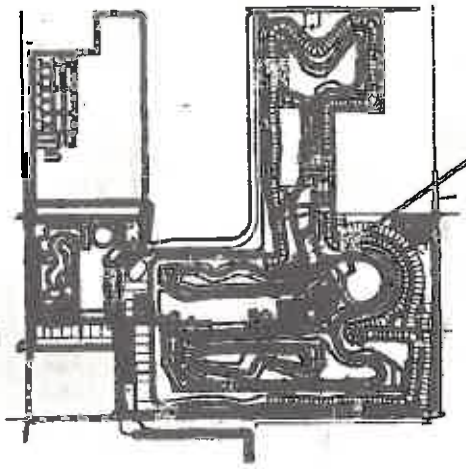
Notes

JACQUELINE
COCHRAN
AIRPORT

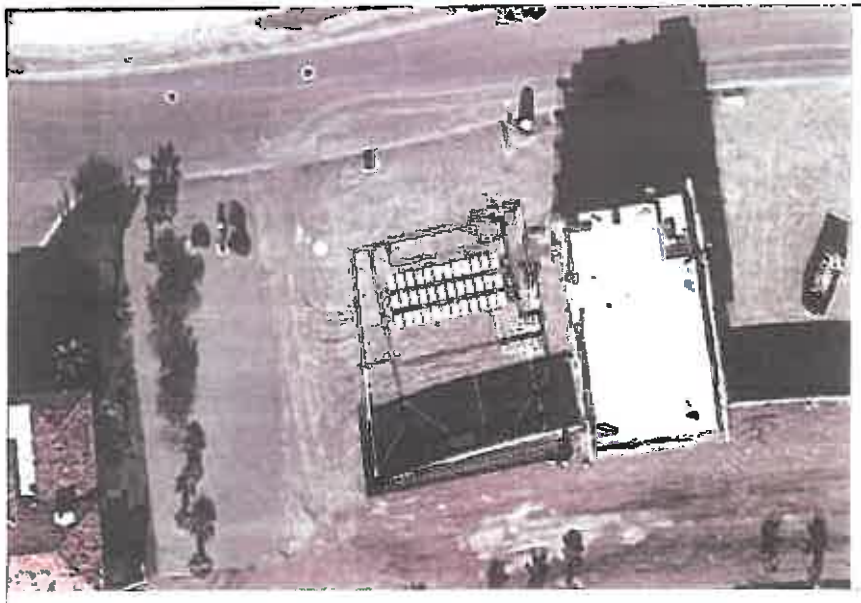


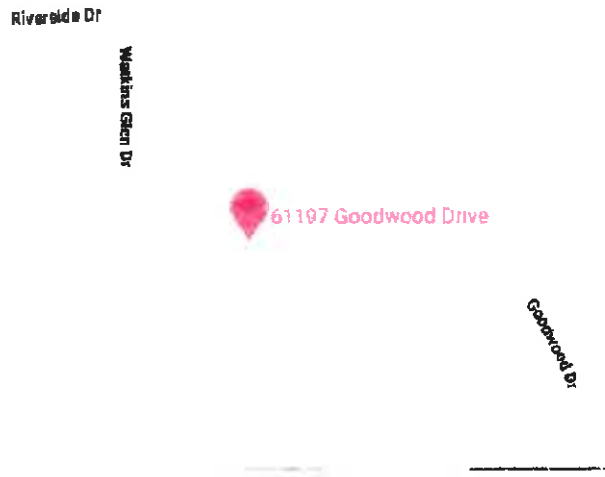
0 150 1500
FEET

PLAN NORT–

N

1 SITE PLAN
SCALE: 1" = 1,500'





Revision #:	Date:

Michael Rangu Michael Rangu
760.322.4133 Lic. No. 940580

INTEGRATOR:

810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940580
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR IT'S PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILTED @ 7° FACING AN AZIMUTH OF 168° CONSISTING OF (36) REC 320 WATT MODULES (11.52Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

SPECIFICATION SHEETS:
MODULE AND INVERTERS
UNIRAC CERTIFICATION

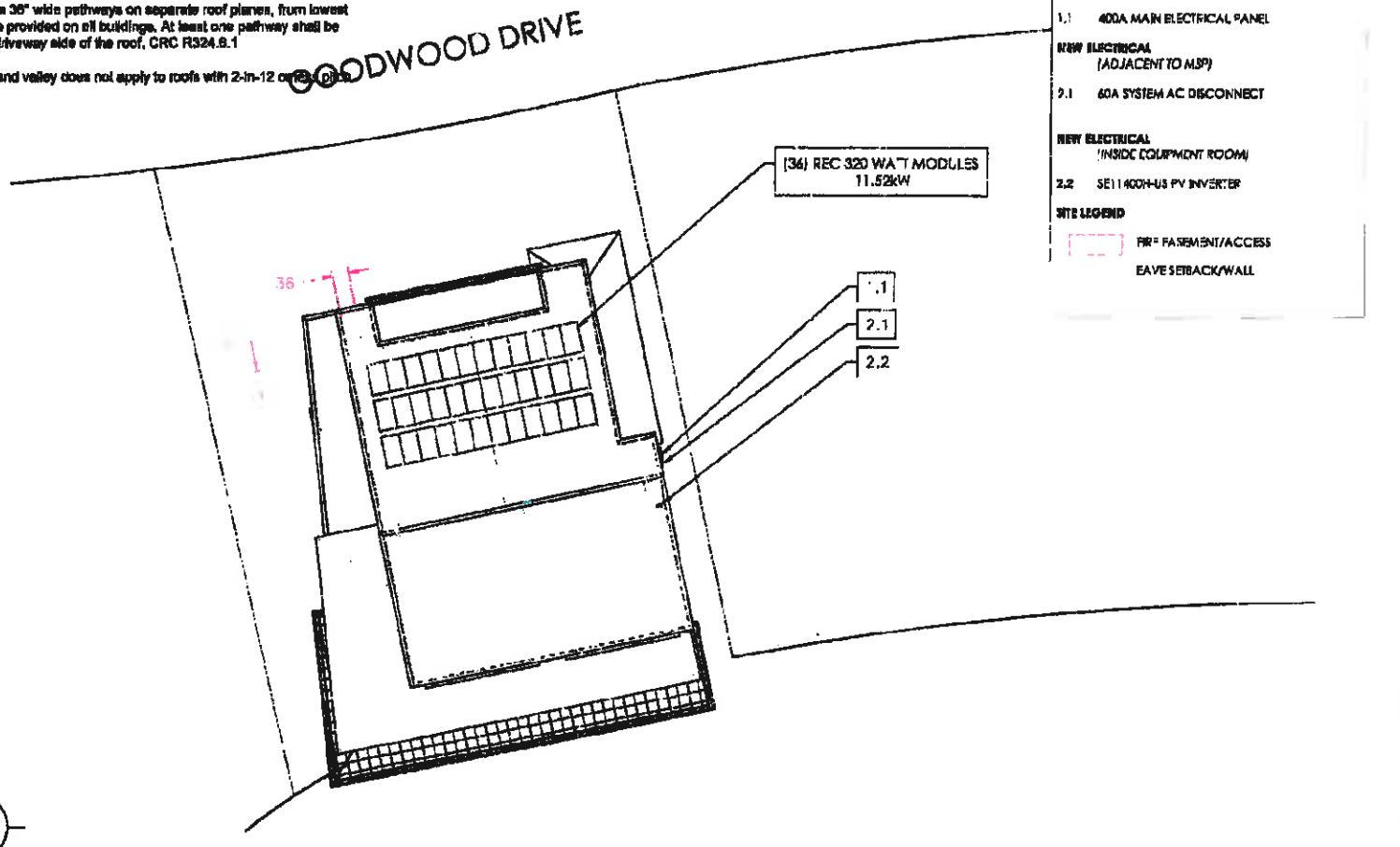
Title: LOT 82 COVER SHEET
61197 Goodwood Drive
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 10-02-20
Scale: NTS
Job Number: 20291
Sheet Number: PV-0.0
Sheet

For Photovoltaic arrays occupying not more than 33 percent of the plan view total roof area, not less than 18" clear set back is required on both sides of a horizontal ridge. For Photovoltaic arrays occupying more than 33 percent of the plan view total roof area, not less than 36" clear set back is required on both sides of a horizontal ridge. CRC R324.6.2

Not less than two minimum 36" wide pathways on separate roof planes, from lowest roof edge to ridge, shall be provided on all buildings. At least one pathway shall be provided on the street or driveway side of the roof. CRC R324.6.1

Designation of ridge, hip, and valley does not apply to roofs with 2-in-12 or less pitch.



SITE PLAN KEYNOTE

EXISTING ELECTRICAL

1.1 400A MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 60A SYSTEM AC DISCONNECT

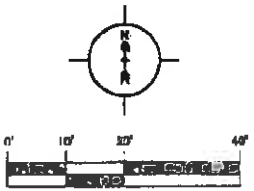
NEW ELECTRICAL
(INSIDE EQUIPMENT ROOM)

2.2 SE11400H-US PV INVERTER

SITE LEGEND

PIE = EASEMENT/ACCESS

EAVE SETBACK/WALL



Revisions:	Date:

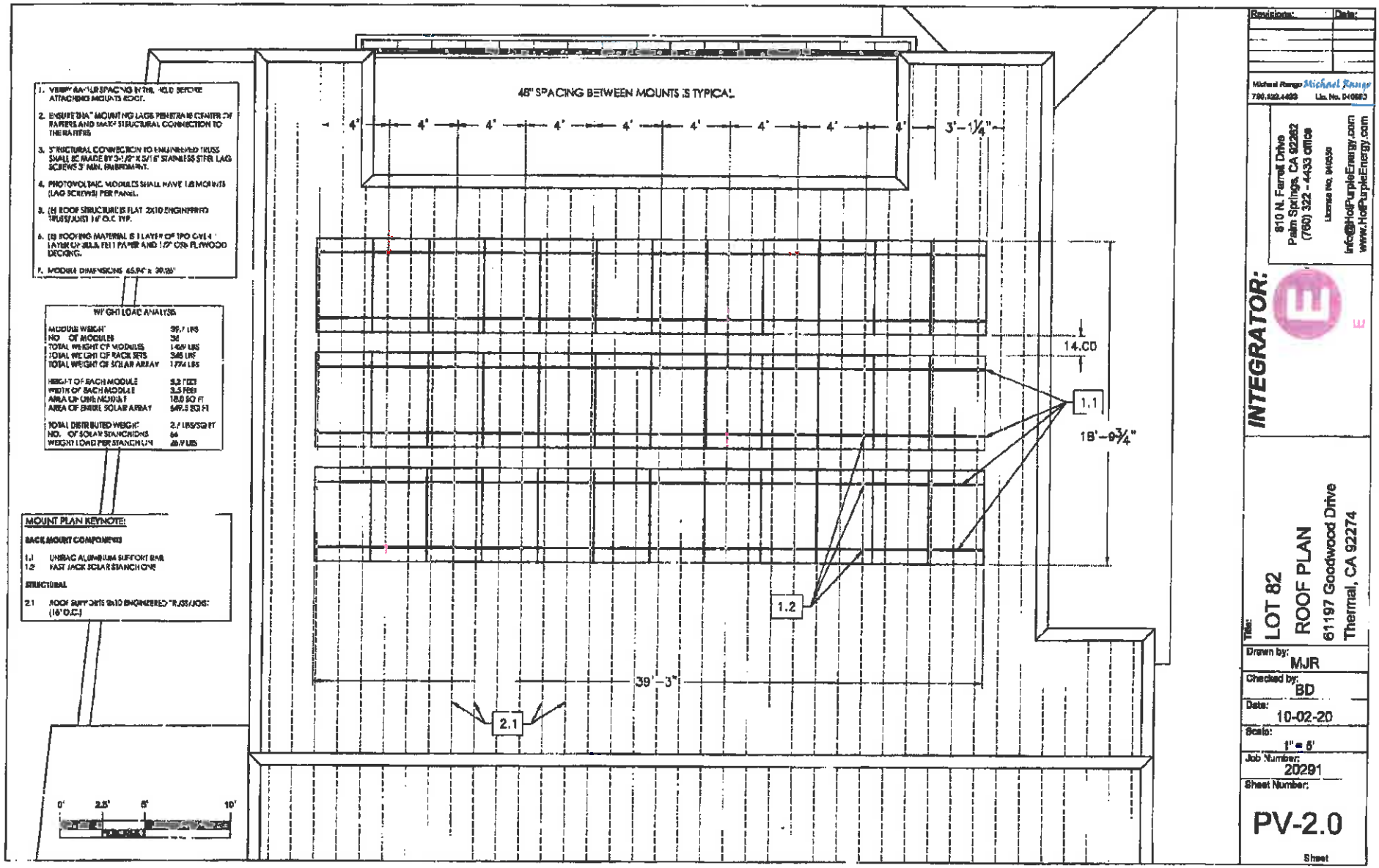
Michael Range 760.332.4453 Lic. No. 940360

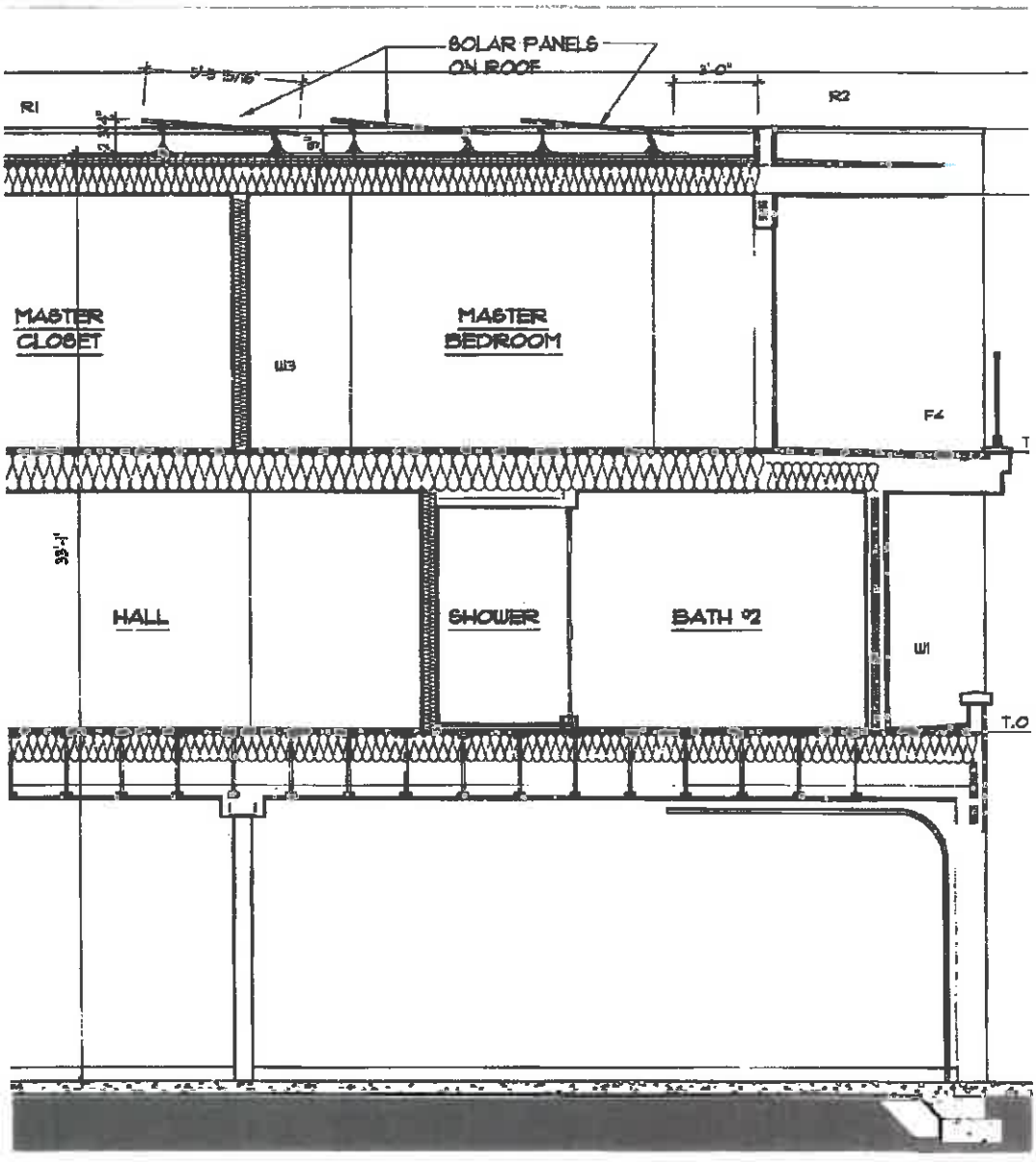
INTEGRATOR:

810 N. Farrell Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940360
Info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

Title:
LOT 82
SITE PLAN
61197 Goodwood Drive
Thermal, CA 92274

Drawn by: MJR
Checked by: BD
Date: 10-02-20
Scale: 1" = 15'
Job Number: 20291
Sheet Number: PV-1.0
Sheet


1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE EVEN MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 5/16" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. PHOTOVOLTAIC MODULES SHALL HAVE 1.2B MOUNTS (LAG SCREWS) PER PANEL.
5. (E) ROOF STRUCTURE IS FLAT 2X10 ENGINEERED TRUSS/JOIST 16" O.C. TYP.
6. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
7. MODULE DIMENSIONS 65.94" x 39.05"
WEIGHT LOAD ANALYSIS
MODULE WEIGHT 39.7 LBS
NO OF MODULES 36
TOTAL WEIGHT OF MODULES 1429 LBS
TOTAL WEIGHT OF RACK SETS 345 LBS
TOTAL WEIGHT OF SOLAR ARRAY 1774 LBS
HEIGHT OF EACH MODULE 5.2 FEET
WIDTH OF EACH MODULE 3.3 FEET
AREA OF ONE MODULE 18.0 SQ FT
AREA OF ENTIRE SOLAR ARRAY 649.8 SQ FT
TOTAL DISTRIBUTED WEIGHT 2.7 LBS/SQ FT
NO. OF SOLAR STANCHIONS 66
WEIGHT LOAD PER STANCHION 26.9 LBS
MOUNT PLAN KEYNOTE:
RACK MOUNT COMPONENTS
1.1 UNIRAC ALUMINUM SUPPORT RAIL
1.2 FAST JACK SOLAR STANCHION
STRUCTURAL
2.1 ROOF SUPPORTS 2x10 ENGINEERED TRUSS/JOIST (16" O.C.)
48" SPACING BETWEEN MOUNTS IS TYPICAL
4' 4' 4' 4' 4' 4' 4' 4' 4' 3'-1¼"
14.00
18'-9¾"
39'-3"
1.1
1.2
2.1
0' 2.5' 5' 10'
Revisions: Date:
Michael Range Michael Range
760.102.4493 Lic. No. 940650
INTEGRATOR:
810 N. Ferrell Drive
Palm Springs, CA 92262
(760) 322-4433 office
License No. 940650
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com
Title: LOT 82 ROOF PLAN
61197 Goodwood Drive
Thermal, CA 92274
Drawn by: MJR
Checked by: BD
Date: 10-02-20
Scale: 1" = 5'
Job Number: 20291
Sheet Number: PV-2.0
Sheet



1 PARTIAL BUILDING SECTION

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

THERMAL MOTORSPORTS - LOT 82

FORGESOLAR GLARE ANALYSIS

Project: Riverside Co Residential
Four rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **All 4 homes-temp-0**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 21:15 on 15 Dec, 2020.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

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

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 47169.8001

PV Array(s)

Name: 61197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 86804 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 270.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599018	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150008	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 8.0°
Orientation: 185.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

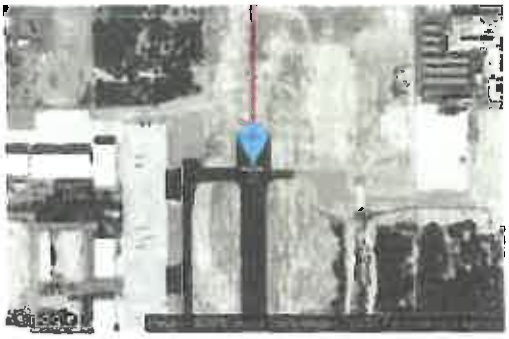
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150148	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

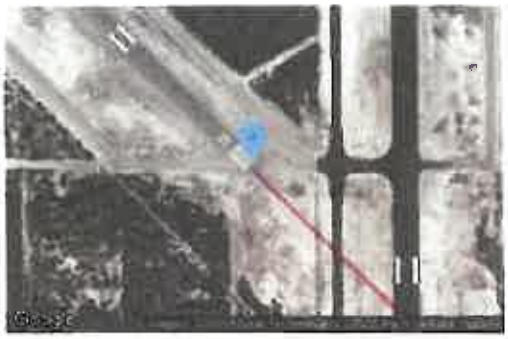
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
61197 Goodwood	7.0	166.0	1,679	0	
61196 Goodwood	7.0	166.0	1,717	0	
86804 Rogers Way	7.0	270.0	0	0	
86814 Newton Way	8.0	165.0	762	0	

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	4158	0
Rwy 35	0	0

Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1679	0
Rwy 35	0	0

Flight Path: Rwy 12

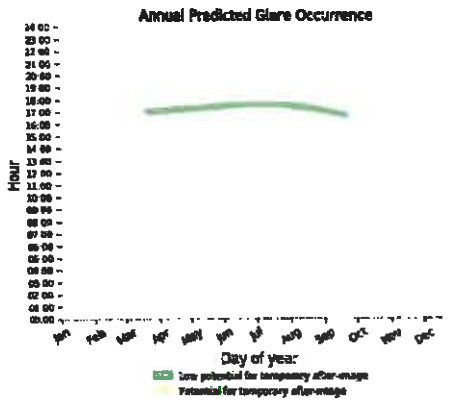
0 minutes of yellow glare
0 minutes of green glare

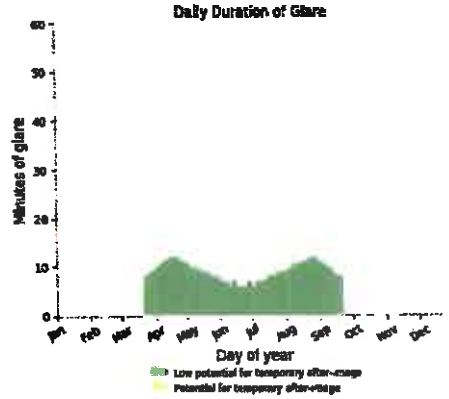
Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1679 minutes of green glare





Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1717	0
Rwy 35	0	0

Flight Path: Rwy 12

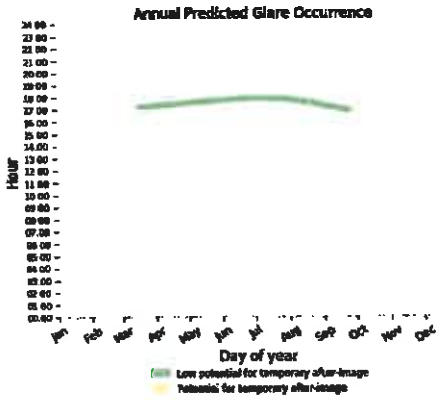
0 minutes of yellow glare
0 minutes of green glare

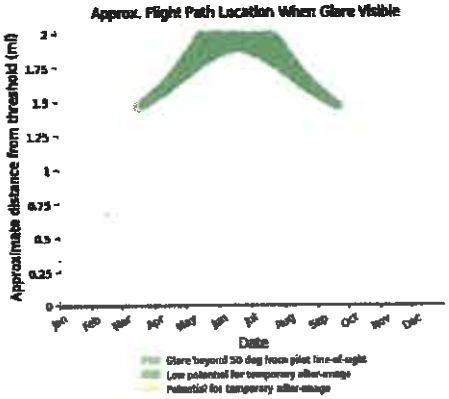
Flight Path: Rwy 17

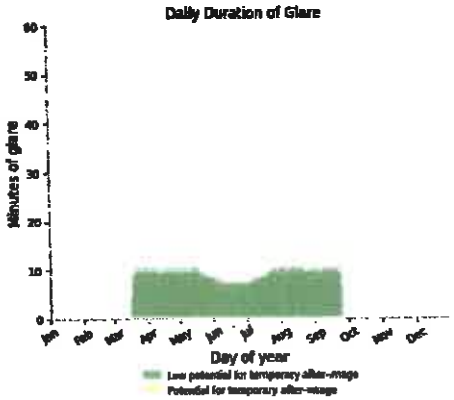
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1717 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	762	0
Rwy 35	0	0

Flight Path: Rwy 12

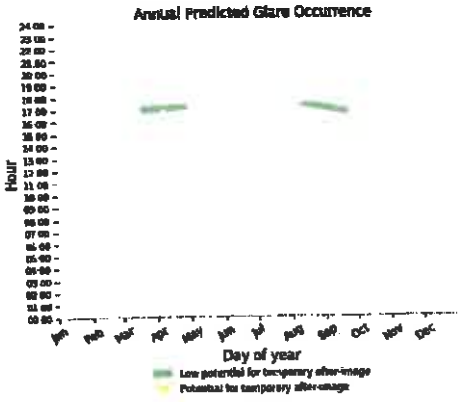
0 minutes of yellow glare
0 minutes of green glare

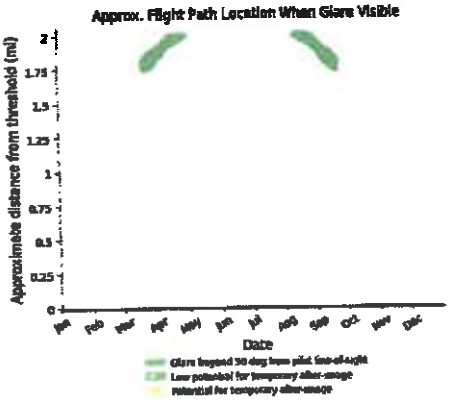
Flight Path: Rwy 17

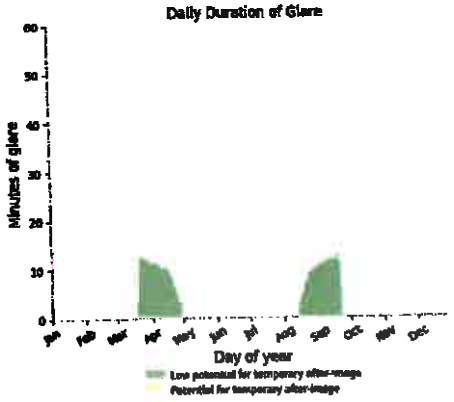
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
762 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

PAGE BREAK

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

December 17, 2020

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

www.rcaluc.org

Mr. Rendell Klaarenbeek, Deputy Director
Riverside County Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.:	ZAP1054TH20
Related File No.:	BRS2002448 (Building Permit)
APN:	759-210-001

Dear Mr. Klaarenbeek:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Riverside County Building and Safety Case No. BRS2002448 (Building Permit), a proposal to construct a 500 square foot rooftop solar panel system on a proposed single family residence located at 86804 Rogers Way within the Thermal Motorclub, located northerly of 62nd Avenue, westerly of Polk Street, easterly of Tyler Street, and southerly of Avenue 60.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone C of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to a maximum of 0.2 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,250 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding -85 feet above mean sea level. The site's elevation is -147.5 feet AMSL and the proposed building height (with rooftop solar panels) is 36 feet, resulting in a top point elevation of -111.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended

standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 500 square feet of solar panels on a single family residence rooftop with a fixed tilt of 7 degrees with no rotation, and an orientation of 270 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower.

The analysis concluded that no glare would occur within the 2 mile approach to runways 17-35 and 12-30. Evaluation of the approach indicates that the panels would result in zero potential for temporary after-image ("green" level glare). Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced (i.e. no glare) would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

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

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:

   (a) Any use or activity 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 or activity 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 or activity 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 or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 7.0 degrees and orientation of 270 degrees. Solar panels shall be limited to a total of 500 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman

Simon A. Housman, ALUC Director

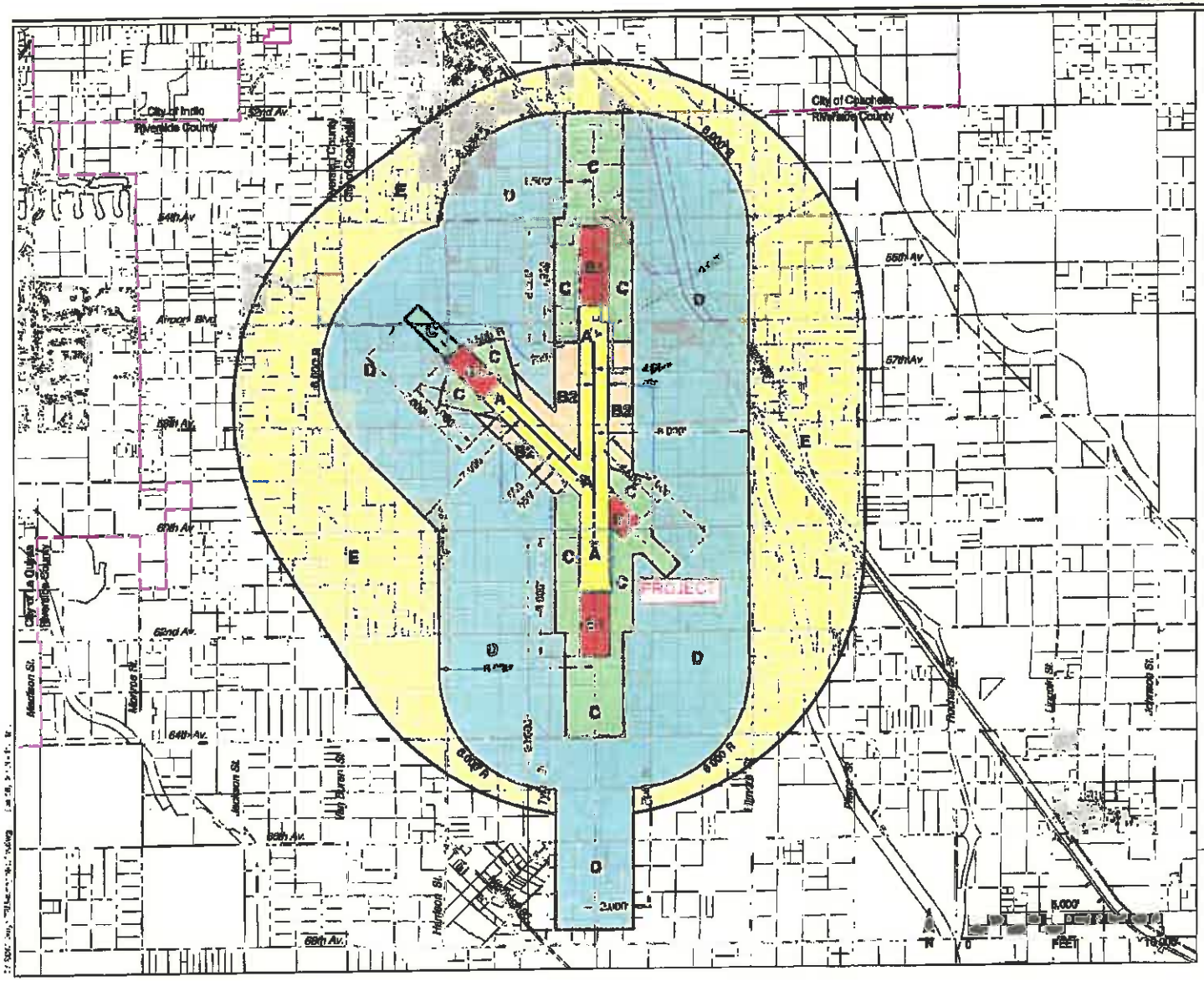
Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
Matt and Kristin Brown (property owner)
Michael Maldonado, Interim County Airports Manager
ALUC Case File

Y:\AIRPORT CASE FILES\JCRA\ZAP1054TH20\ZAP1054TH20.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



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

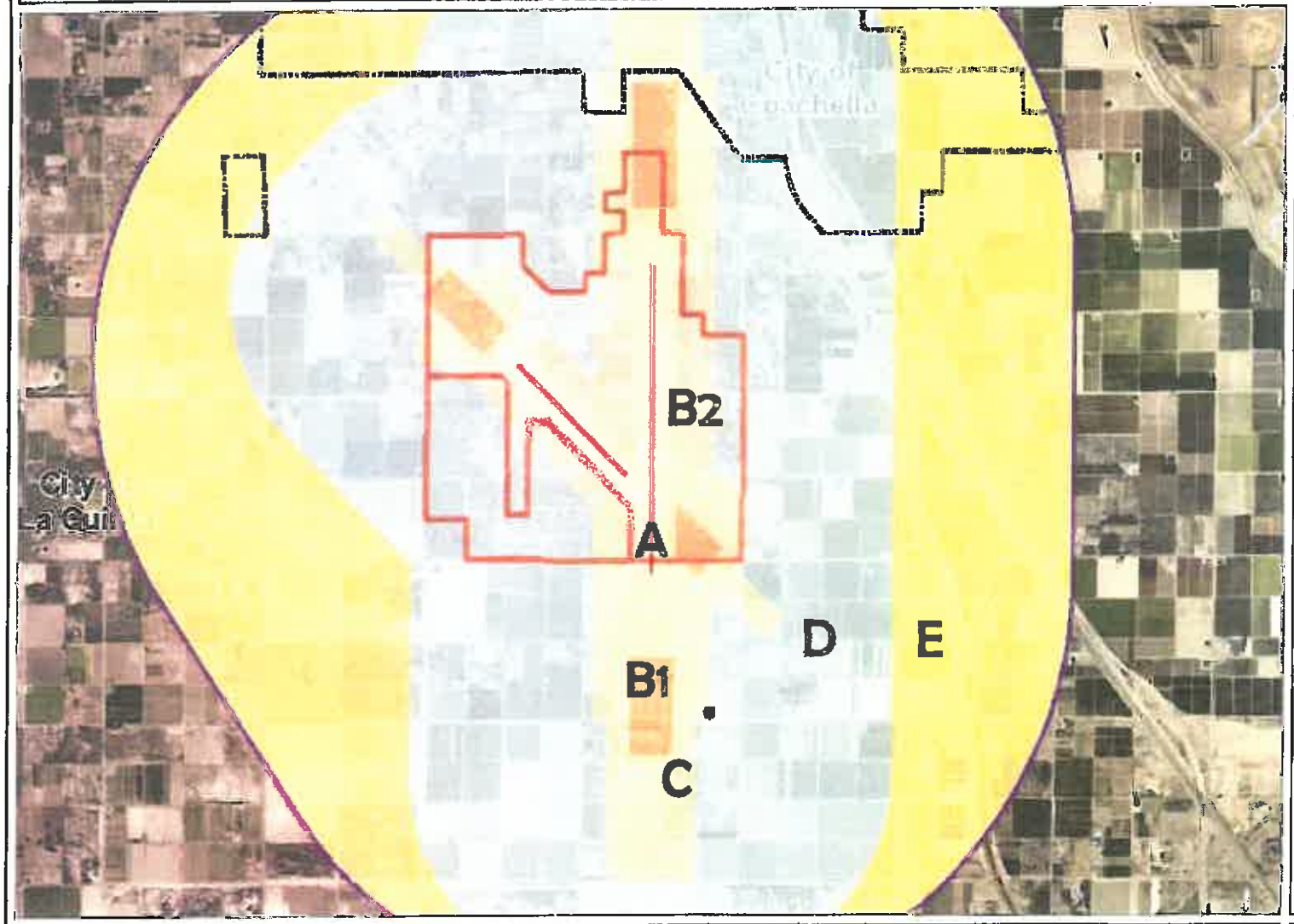
(Adopted June 2005)

Map JC-1

Compatibility Map

Jacqueline Cochran Regional Airport

Map My County Map



Legend

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

RCIT

0 6, 12,037 Feet

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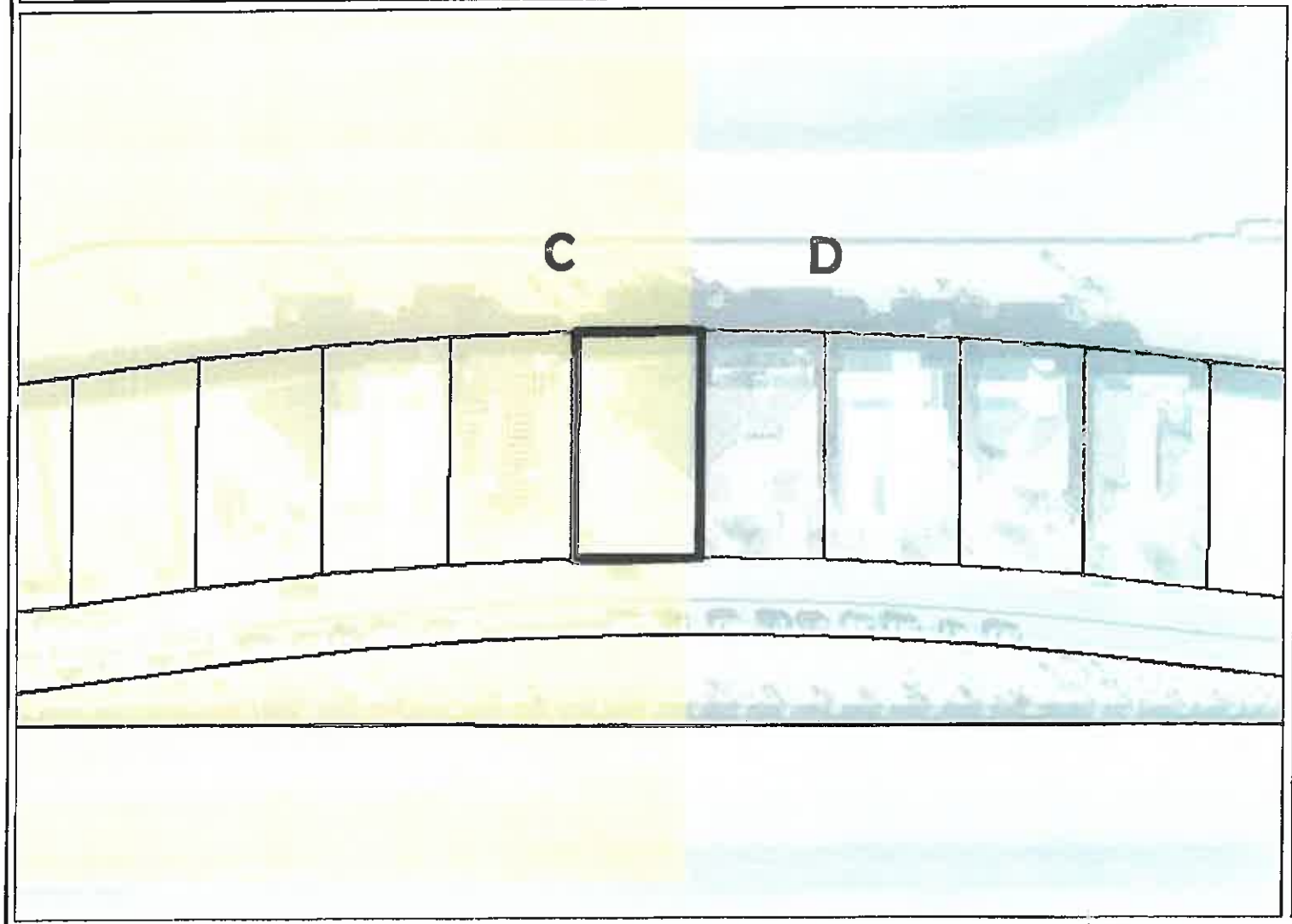
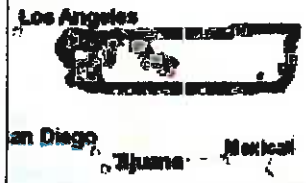
Notes

Map My County Map





Legend

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

0 94 188 Feet

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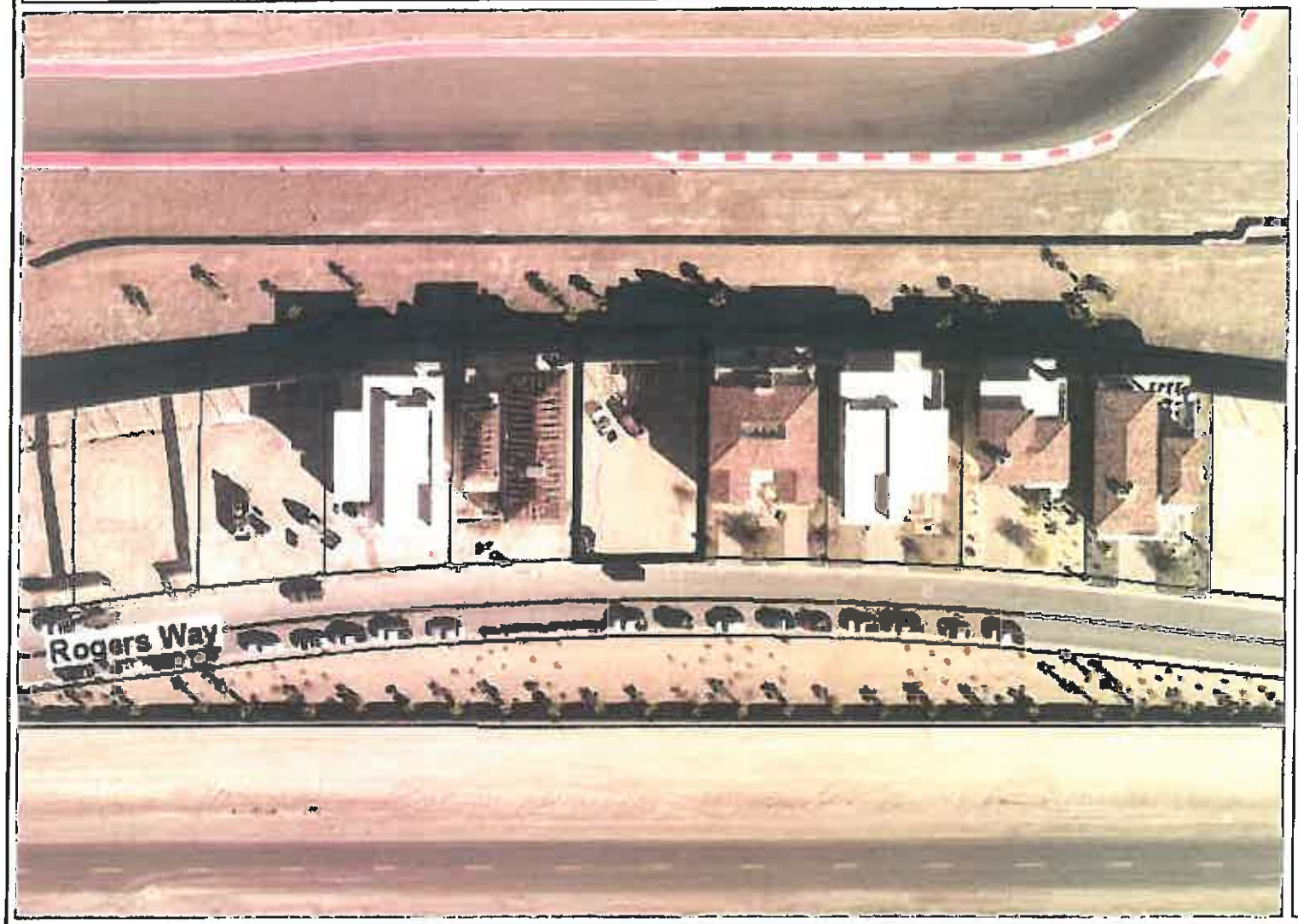
Notes

Map My County Map



Legend

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

0 94 188 Feet

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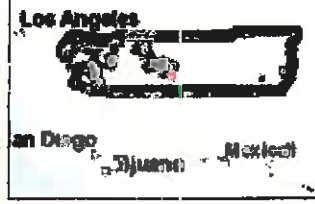
Notes

Map My County Map



Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 752 1,505 Feet

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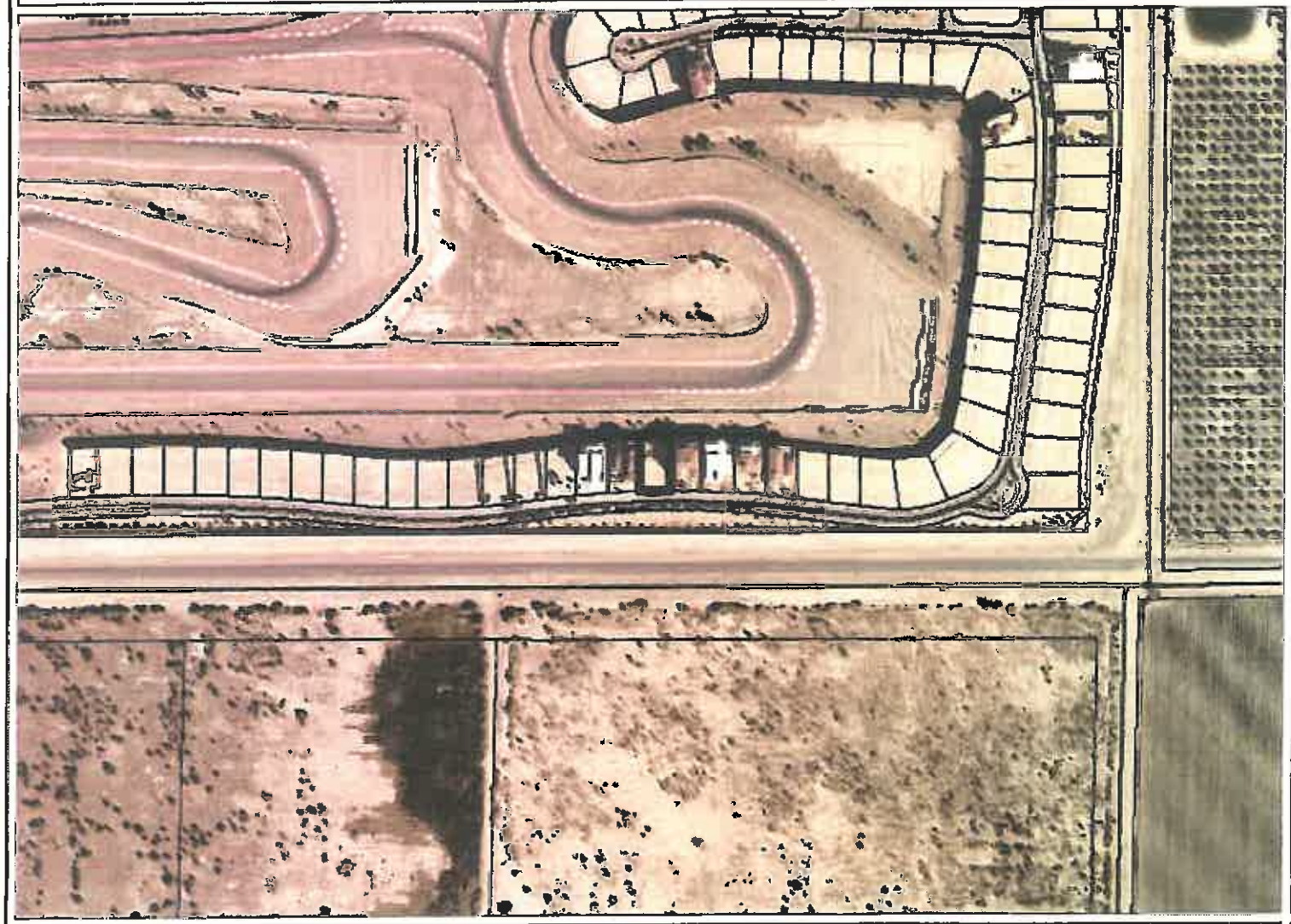

Legend

- Parcels
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

Notes

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0 376 752 Feet

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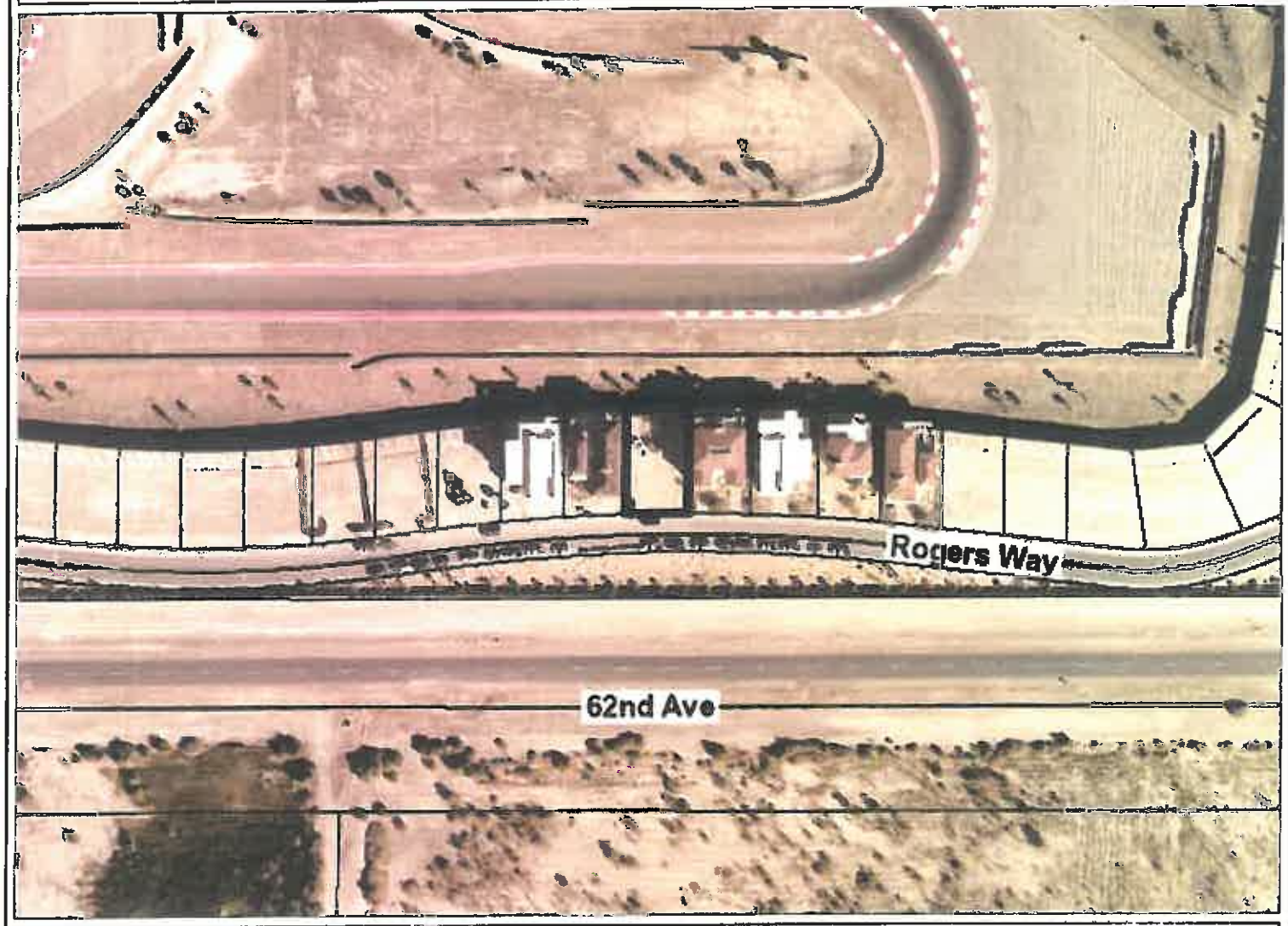
Map My County Map



Legend

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

Notes

0 188 376 Feet

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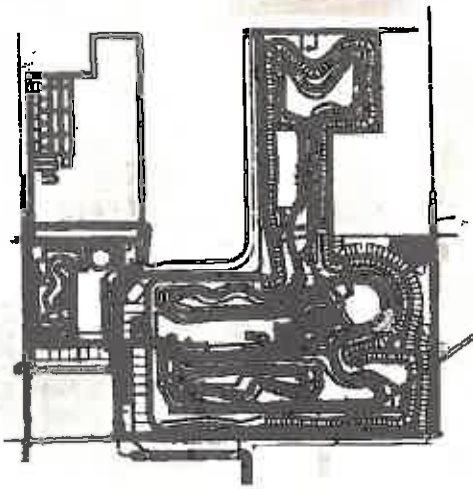
JACQUELINE COCHRAN AIRPORT



THERMAL MOTORSPORTS

LOT 19.

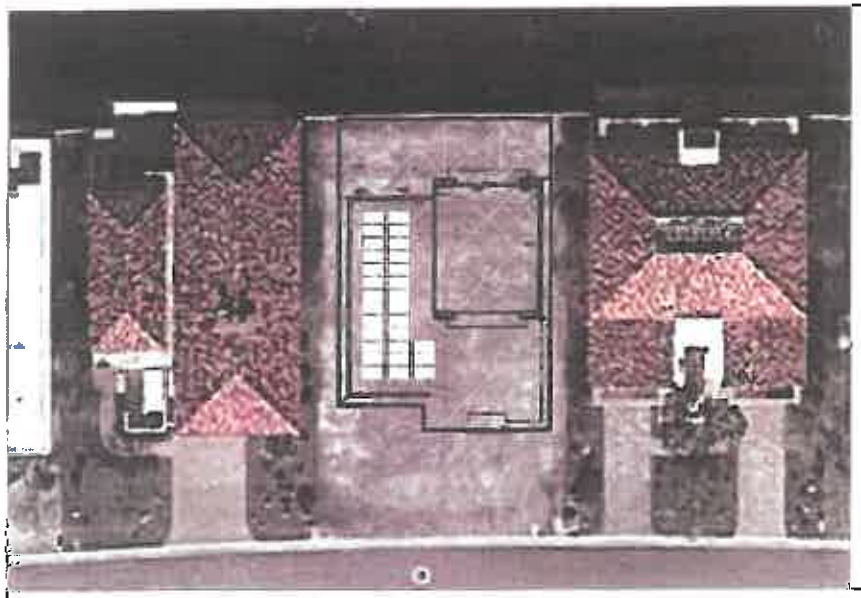
0 150 1500 FEET

PLAN NORTH

N

1 SITE PLAN

SCALE: 1" = 1,500'



GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR ITS PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 7° FACING AN AZIMUTH OF 270° CONSISTING OF (29) REC 325 WATT MODULES (8.73Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
SITE PLAN	PV-1.0
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:
MODULE AND INVERTERS
UNIRAC CERTIFICATION

Revisions:	Date:

Michael Range Michael Range
760.322.4433 Lic. No. 949550

INTEGRATOR:

810 N. Farrel Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 949550
Info@HotPurpleEnergy.com
www.HotPurpleEnergy.com

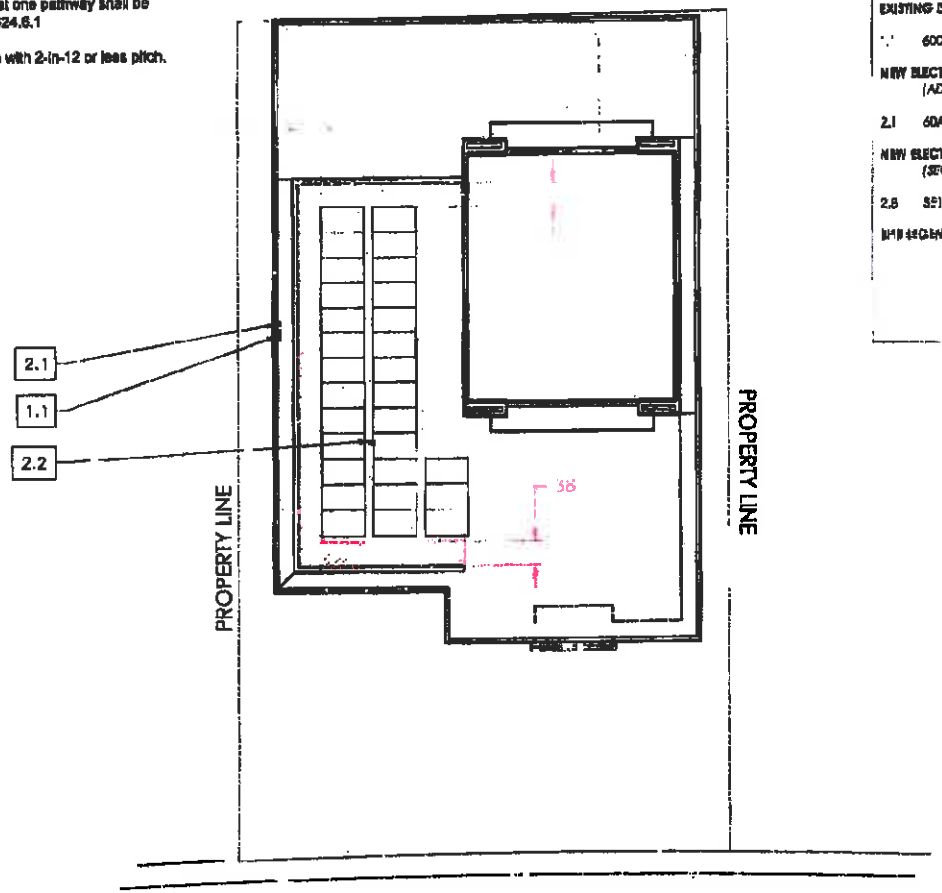
Title: Brown Residence COVER SHEET 86804 Rogers Way Thermal, CA 92274

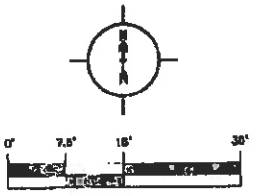
Drawn by: SF
Checked by: MJR
Date: 9/24/2020
Scale: NTS
Job Number: 20279
Sheet Number: PV-0.0
Sheet

taic arrays occupying not more than 33 percent of the plan view total roof
s than 18" clear set back is required on both sides of a horizontal ridge.
taic arrays occupying more than 33 percent of the plan view total roof
s than 36" clear set back is required on both sides of a horizontal ridge.
.2

two minimum 36" wide pathways on separate roof planes, from lowest
ridge, shall be provided on all buildings. At least one pathway shall be
he street or driveway side of the roof. CRC R324.6.1

of ridge, hip, and valley does not apply to roofs with 2-in-12 or less pitch.





ROGERS WAY

SITE PLAN KEYNOTE

EXISTING ELECTRICAL

1.1 60CA MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 60A SYSTEM AC DISCONNECT

NEW ELECTRICAL
(SECOND FLOOR WATER CLOSET)

2.2 SE10000H-US PV INVERTER

LEGEND

FIRE EASEMENT/ACCESS

EAVE SETBACK/WALL

Revisions:	Date:

Michael Rango Michael Rango
760.322.4133 Lic. No. 943556

INTEGRATOR:

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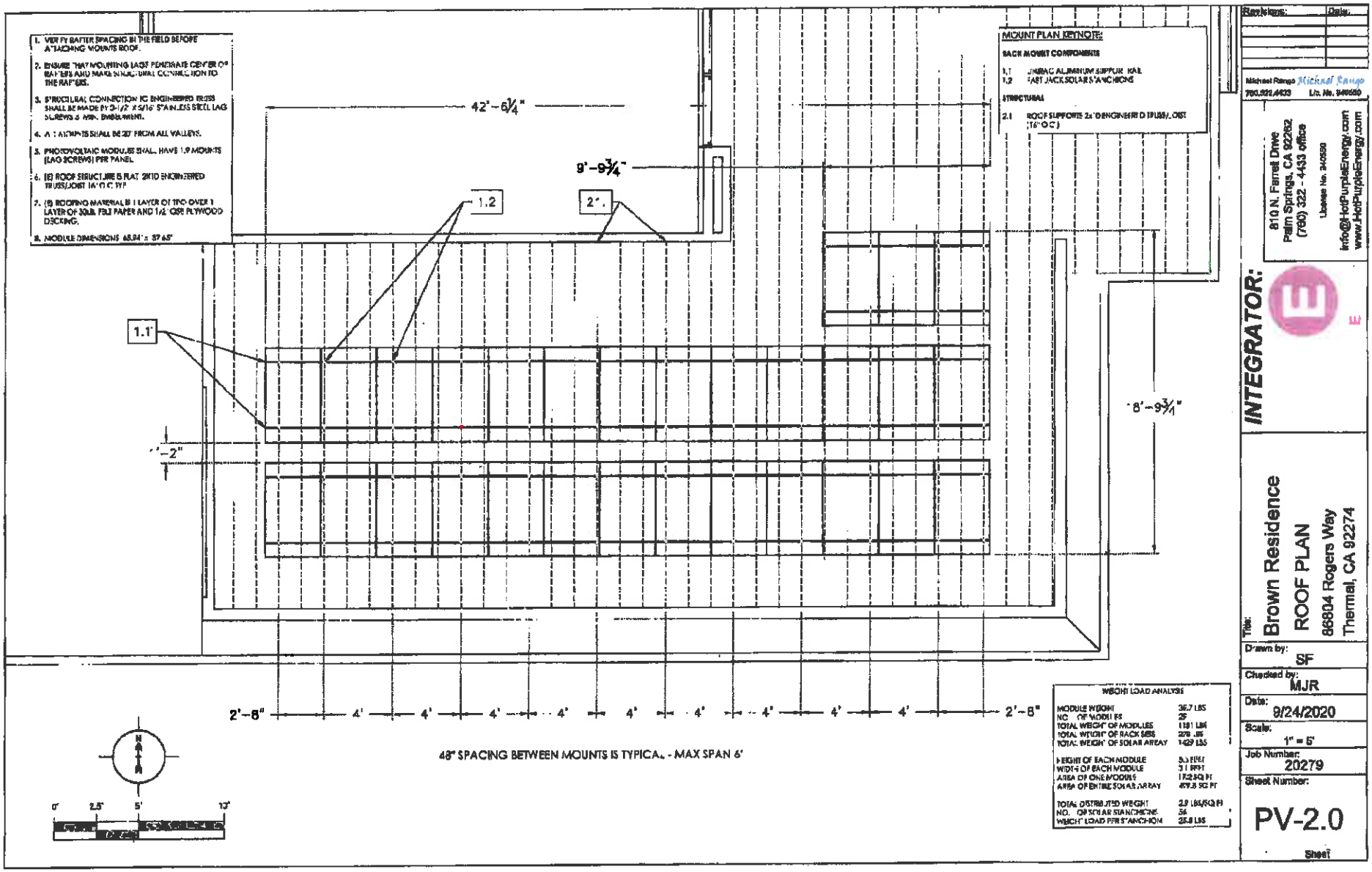
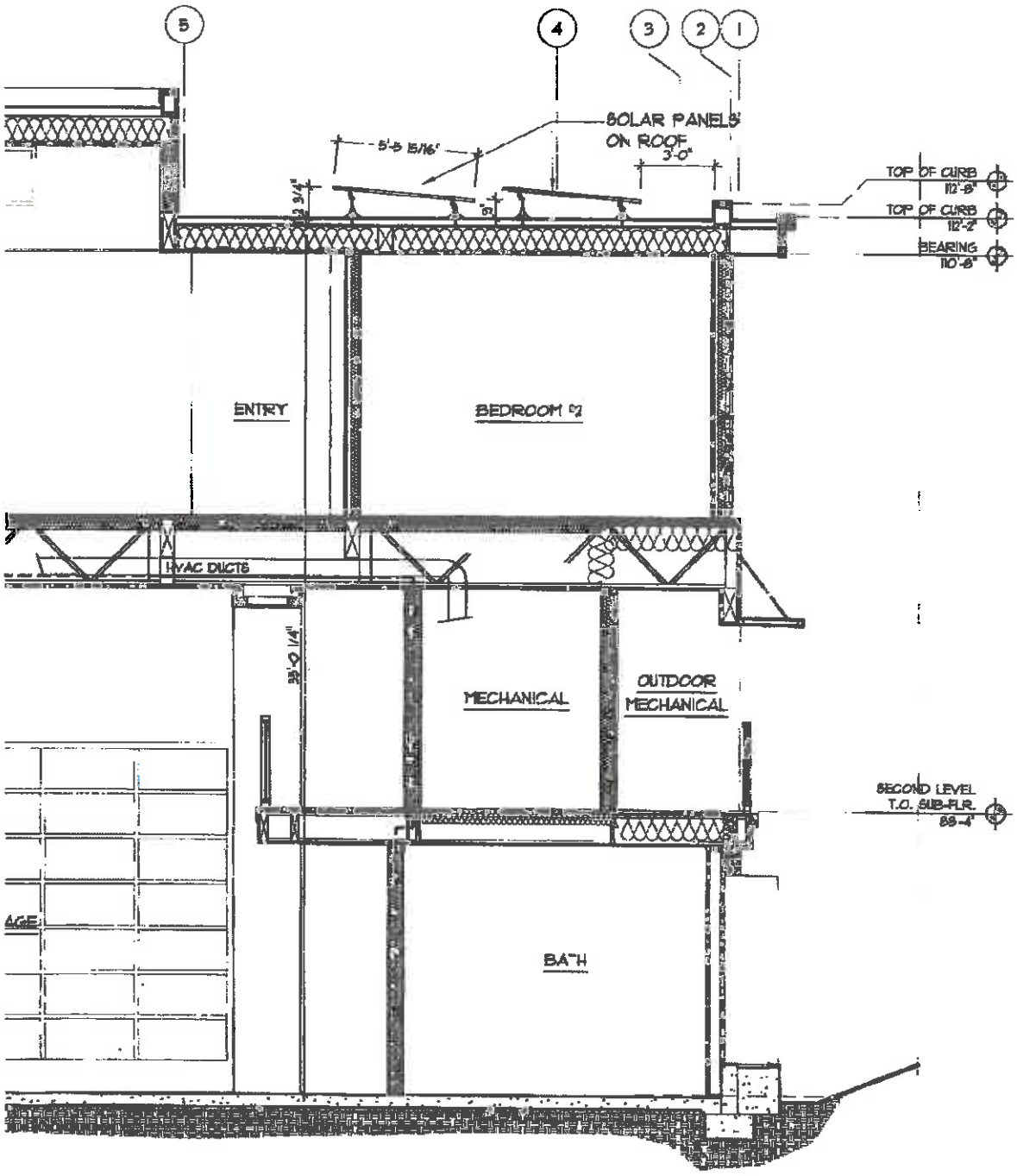
Title: Brown Residence
SITE PLAN
86804 Rogers Way
Thermal, CA 92274

Drawn by: SF
Checked by: MJR
Date: 9/24/2020
Scale: 1" = 15'
Job Number: 20279
Sheet Number: PV-1.0
Sheet


1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 2-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3 MIN. EMBEDMENT.
4. A.T.I. ATTACHMENTS SHALL BE 20" FROM ALL VALLEYS.
5. PHOTOVOLTAIC MODULES SHALL HAVE 1.9 MOUNTS (LAG SCREWS) PER PANEL
6. (E) ROOF STRUCTURE IS FLAT 2X10 ENGINEERED TRUSS/JOIST 16" O.C. TYP
7. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
8. MODULE DIMENSIONS 65.94" x 39.65"
MOUNT PLAN KEYNOTE:
RACK MOUNT COMPONENTS
1.1 UNIRAC ALUMINUM SUPPLIER RAIL
1.2 FAST JACK SOLAR STANCHIONS
STRUCTURAL
2.1 ROOF SUPPORTS 2x10 ENGINEERED TRUSS/JOIST (16" O.C.)
42'-6 1/4"
9'-9 3/4"
1.2
2'
1.1
8'-9 3/4"
2'-2"
2'-8"
4'
4'
4'
4'
4'
4'
4'
4'
4'
2'-8"
48" SPACING BETWEEN MOUNTS IS TYPICAL - MAX SPAN 6'
WEIGHT LOAD ANALYSIS
MODULE WEIGHT 39.7 LBS
NO. OF MODULES 29
TOTAL WEIGHT OF MODULES 1151 LBS
TOTAL WEIGHT OF RACK SYS 278 LBS
TOTAL WEIGH OF SOLAR ARRAY 1429 LBS
HEIGHT OF EACH MODULE 5.5 FEET
WIDTH OF EACH MODULE 3.1 FEET
AREA OF ONE MODULE 17.2 SQ FT
AREA OF ENTIRE SOLAR ARRAY 499.8 SQ FT
TOTAL DISTRIBUTED WEIGHT 2.9 LBS/SQ FT
NO. OF SOLAR STANCHIONS 56
WEIGHT LOAD PER STANCHION 25.8 LBS
0' 2.5' 5' 10'
Reviewers: Date:
Michael Ramos Michael Ramos
760.922.4433 Lic. No. 940580
INTEGRATOR:
810 N. Farrel Drive
Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940580
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com
Title: Brown Residence ROOF PLAN
86804 Rogers Way
Thermal, CA 92274
Drawn by: SF
Checked by: MJR
Date: 9/24/2020
Scale: 1" = 5'
Job Number: 20279
Sheet Number: PV-2.0
Sheet



1 PARTIAL BUILDING SECTION

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

FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**
Four rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **All 4 homes-temp-0**
Analysis conducted by Dave Belote (dave@darestrategies.com) at 21:15 on 15 Dec, 2020.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

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

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	N/A	No ATCT receptors designated

Default glare analysis parameters and observer eye characteristics (for reference only):

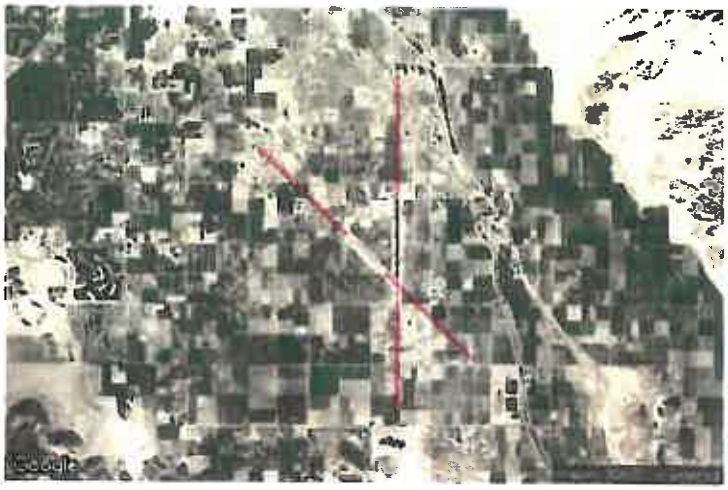
- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 47169.8001



PV Array(s)

Name: 81197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604571	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150086	-145.49	33.98	-111.51
3	33.604840	-116.150073	-144.68	33.98	-110.70
4	33.604817	-116.150217	-146.81	33.98	-112.83

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.59	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 86804 Rogers Way
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 270.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 6.0°
Orientation: 165.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

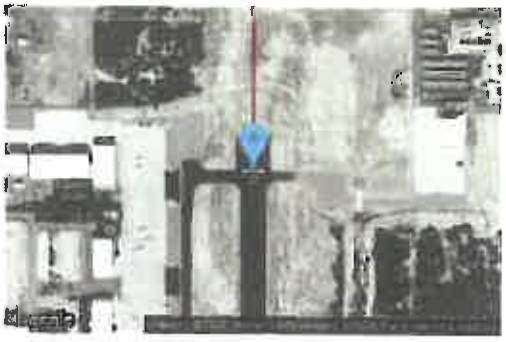
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-148.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

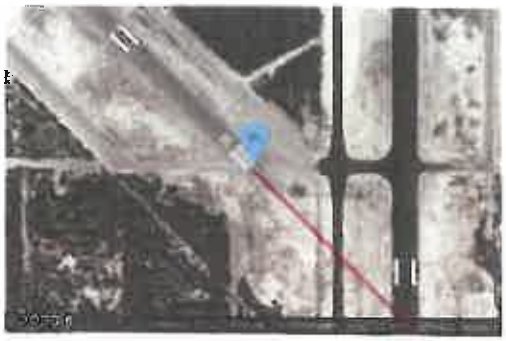
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650828	-116.195587	-80.78	566.30	485.52

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



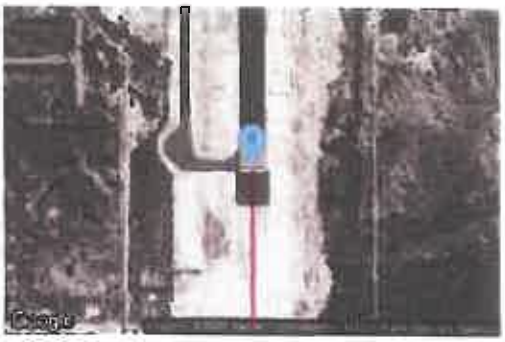
Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.158425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.158288	-91.22	579.35	488.12

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.158431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.158552	-158.01	620.40	464.39

GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
61197 Goodwood	7.0	168.0	1,679	0	
61198 Goodwood	7.0	186.0	1,717	0	
86804 Rogers Way	7.0	270.0	0	0	
86814 Newton Way	8.0	165.0	762	0	

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	4158	0
Rwy 35	0	0

Results for: 61197 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1679	0
Rwy 35	0	0

Flight Path: Rwy 12

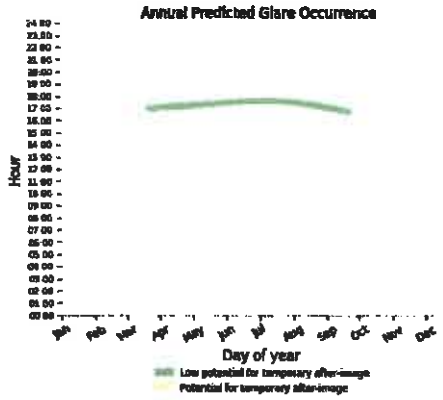
0 minutes of yellow glare
0 minutes of green glare

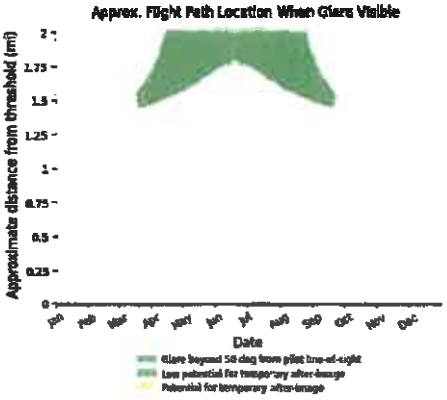
Flight Path: Rwy 17

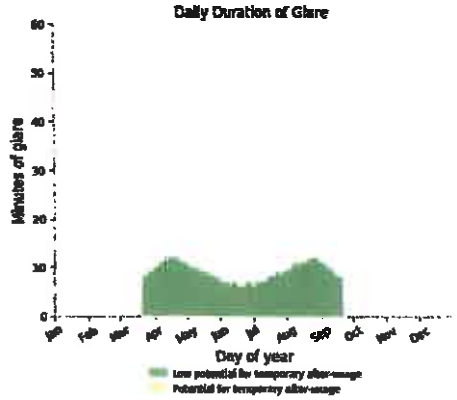
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1679 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 61198 Goodwood

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	1717	0
Rwy 35	0	0

Flight Path: Rwy 12

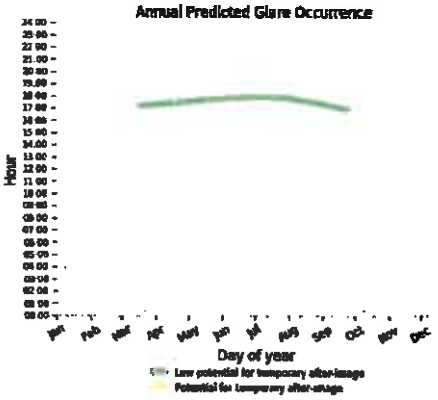
0 minutes of yellow glare
0 minutes of green glare

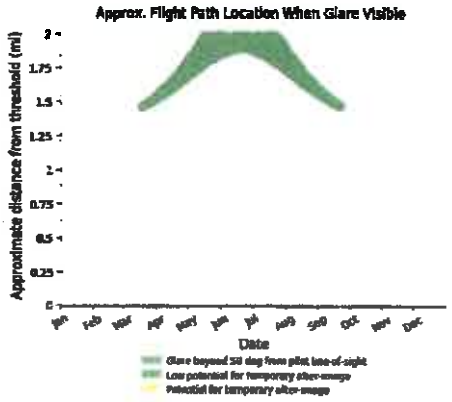
Flight Path: Rwy 17

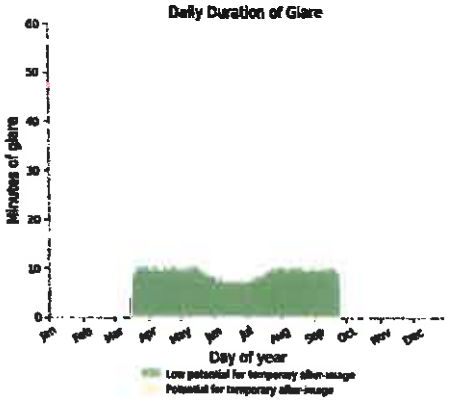
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
1717 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86804 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 17

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Results for: 86814 Newton Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	762	0
Rwy 35	0	0

Flight Path: Rwy 12

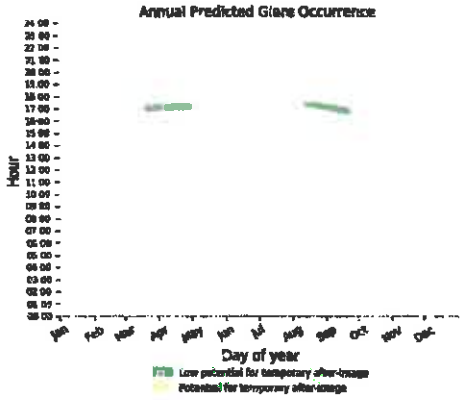
0 minutes of yellow glare
0 minutes of green glare

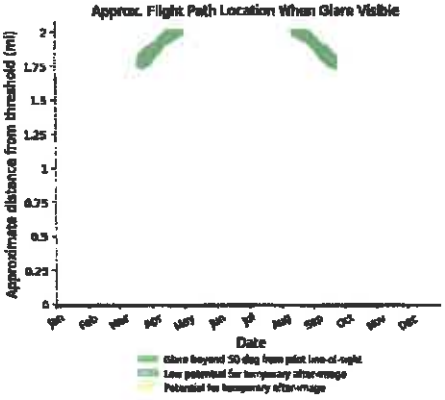
Flight Path: Rwy 17

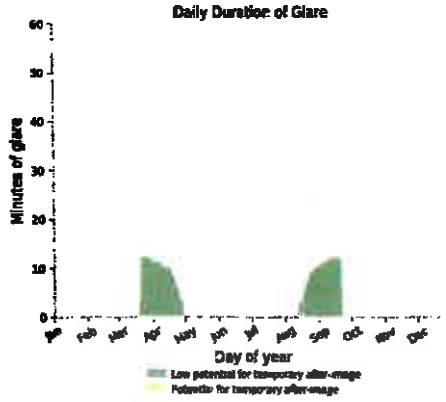
0 minutes of yellow glare
0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare
762 minutes of green glare







Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

AIRPORT LAND USE COMMISSION MEETING
MINUTES
JANUARY 14, 2021

DRAFT

1-21-21

COMMISSIONERS PRESENT LIVE: Arthur Butler, Richard Stewart

COMMISSIONERS PRESENT REMOTELY: Russell Betts, Steve Manos, John Lyon, Steven Stewart
COMMISSIONERS ABSENT: Gary Youmans

2.0 PUBLIC HEARING: CONTINUED ITEMS

NONE

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Youmans**

Motion: Richard Stewart
Second: Steven Stewart

ZAP1440MA20 – CDRE Holdings 17, LLC (Representative: MIG, Inc.) – City of Moreno Valley Case Nos. PEN20-0118 (General Plan Amendment), PEN20-0119 (Change of Zone), PEN20-0121 (Plot Plan), PEN20-0120 (Tentative Parcel Map). A proposal to construct two industrial warehouse buildings with mezzanines totaling 396,275 square feet on 17.65 acres located southerly of Alessandro Boulevard, westerly of Graham Street, northerly of Brodiaea Avenue, and easterly of Frederick Street. The applicant also proposes amending the site's General Plan land use designation from Commercial (C) to Business Park/Light Industrial (BP), and changing its zoning from Community Commercial (CC) to Light Industrial (LI). The applicant also proposes a tentative parcel map to subdivide the site (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.2 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Youmans**

Motion: Steven Stewart
Second: Art Butler

ZAP1091PS20 – Mountain View Power Partners, LLC (Representative: Dudek) – County of Riverside Case Nos. CZ2000032 (Change of Zone), WCS200003 (WECS Permit). A proposal to decommission and remove 93 existing commercial wind turbines (wind energy conversion systems, abbreviated as "WECS") and install 16 new commercial wind turbines with a maximum height of 492 feet above ground level on 1,255 acres, as well decommission 3 existing meteorological towers and install 1 new 328 foot tall meteorological tower, turbine pad, safety features, transformers, electrical collection system, access roads, temporary laydown and parking, located southerly of Interstate 10, easterly of Whitewater Cutoff/Tipton Road, westerly of Indian Canyon Drive, and northerly of State Highway 111. The applicant also proposes to change the zoning of 281 acres located in the southwest portion of the project from Rural Residential Zone (R-R) to Wind Energy Resource Zone (W-E) (Not located within an Airport Compatibility Zone). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

3.3 Staff report recommended: **INCONSISTENT**

Staff recommended at hearing: **INCONSISTENT**

ALUC Commission Action: **INCONSISTENT** and include a separate letter from the Commission stating its opposition to the project. **(Vote 5-0; Recuse: Lyon; Absent: Youmans)**

Motion: Steven Stewart
Second: Steve Manos

ZAP1035FL20 – Old Plantation Investors, L.P. (Representative: Cirus Development Co. Inc,) – City of Jurupa Valley Case No. MA19216 [CZ20013, CUP19005] (Change of Zone, Conditional Use Permit). A proposal to add nine (9) new mobile home (spaces) to the existing 223-space (total 232 spaces) "Old Plantation" mobile home park on a combined total acreage of 27.72 acres over two parcels, located at 3825 Crestmore Road, southerly of Mission Boulevard, both westerly and easterly of Crestmore Road, and northerly of Capary Road. The applicant also proposes changing the zoning of the site from Planned Residential (R-4) and General Commercial (C-1/C-P) to Mobile Home Subdivisions and Mobile Home Parks Zone (R-T). (A similar proposal to add nine (9) new mobile home spaces to the existing 223-space mobile home park at this site was found inconsistent by the ALUC on September 11, 2008) (Airport Compatibility Zones B1 and C of the Flabob Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals – Information only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, ALUC Director, updated the Commission that the Request for Proposal (RFP) evaluation committee has reviewed four responses to the consulting contract and has selected Matrix Design Group Inc. as the consultant. The contract is currently circulating between the County and the Matrix Design Group Inc. The final form of the contract will be submitted to the Riverside County, Board of Supervisors for approval. During the same timeframe the various jurisdictions have been obtaining resolutions of their City Councils joining and committing to the March Compatible Use Study (CUS) and we are gathering their financial contributions and records of their personnel contributions at this time. We anticipate the first meeting of the policy committee and the working group in the next 30 days.

5.3 Standardizing Conditions of Approval

Daniel Zerda, ALUC staff informed the Commission that over the past several months staff has reviewed the previous ALUC Conditions of Approval for both March and non-March projects. The intent was to standardize the conditions and place them in a document to serve as a resource for both current and future planners. The standardized conditions are now placed on the ALUC Y drive to serve as that resource.

5.4 Correspondence from the March Air Reserve Base - Information only

Simon Housman, ALUC Director commented that after receiving a correspondence letter from the Air Force, staff reached out to the applicant to obtain a consent from the applicant to take this matter off calendar pending the applicant resolving the issues with the Air Force. At this time this application is not pending with ALUC, we may or may not see this project again.

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6.0 **APPROVAL OF MINUTES**

Commissioner Steven Stewart motioned to approve the December 10, 2020 minutes. Seconded by Commissioner Lyon. Vote 6-0; Absent: Youmans

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

None

8.0 **COMMISSIONER'S COMMENTS**

Russell Betts, Chair commented regarding ALUC stipend form submittals for those Commissioners attending by Zoom meeting. Barbara Santos, ALUC Secretary replied that she will approve the stipend forms for those Commissioners attending by Zoom so there is no need to mail in the form. Commissioner Betts suggested an interesting video to watch on the Blancolirio YouTube channel of a pilot who managed to land a plane in an emergency situation.

9.0 **ADJOURNMENT**

Russell Betts, Chair adjourned the meeting at 10:22 a.m.

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