
ATTACHMENT A: RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION DEVELOPMENT REVIEW

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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



May 9, 2012

CHAIR
Simon Housman
Rancho Mirage

George Hanson, Engineering Manager
Energy Delivery Division
City of Riverside Public Utilities Department
3901 Orange Street
Riverside CA 92501

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

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Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

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Moreno Valley

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1052RI11
Related File No.: PSP 11-0027 "RTRP 69 kV" (Environmental Impact Report)
APN: Primarily in Public Rights-of-Way

Dear Mr. Hanson:

On April 12, 2012, the Riverside County Airport Land Use Commission (ALUC) determined (by a 4-1 vote) that the proposal to establish 69kV transmission lines within the Riverside Municipal Airport Influence Area, **as revised to place all portions within Airport Compatibility Zone A underground, is CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan (RMALUCP), subject to the following conditions:

STAFF

Director
Ed Cooper

Russell Brady
John Guerin
Barbara Santos

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

www.rcaluc.org

CONDITIONS:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator or FAA-approved obstruction lighting.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
3. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take

Airport Land Use Commission

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all measures necessary to eliminate such interference.

The following conditions apply to all 159 pole locations within the Airport Influence Area:

4. Prior to final inspection and within five (5) days after construction reaches its greatest height, Riverside Public Utilities or its designated representative shall submit Form 7460-2, Notice of Actual Construction or Alteration, to the Federal Aviation Administration in accordance with the requirements of the Determination of No Hazard to Air Navigation issued for that structure. The requirement for submittal is also applicable in the event the project is abandoned.
5. The specific coordinates, height, top point elevation, power, and frequencies of the proposed pole structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
6. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the proposed structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
7. Temporary construction equipment exceeding 15 feet in height shall not be erected or stored within the boundaries of Airport Compatibility Zone A. Riverside Public Utilities shall utilize all feasible means to minimize storage of equipment not exceeding 15 feet in height within the boundaries of Airport Compatibility Zone A.
8. The maximum height of the proposed structure, including all mounted appliances and obstruction or aviation safety lighting (if any), shall not exceed the height above ground level specified for that structure in column 3 (labeled "AGL") of Table 1052-A, and the maximum elevation at the top of structure shall not exceed the elevation above mean sea level specified for that structure in column 4 (labeled "AMSL") of Table 1052-A, a copy of which is attached hereto and incorporated herein by this reference.

The following additional conditions apply to the pole locations identified as E5, E6, E7, E8, E9, E10, F4, F5, F6, F7, F8, F9, F10, and F11, generally located along Wilderness Avenue, northerly of Jurupa Avenue:

9. The structure shall be marked/lighted in accordance with FAA Advisory Circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red), & 12.
10. In addition to complying with the requirements of Condition No. 4 above, Riverside Public Utilities or its designated representative shall submit Form 7460-2, Notice of Actual Construction or Alteration, to the Federal Aviation Administration (FAA) at least 10 days prior to the start of construction, so as to provide for the addition of a note (by FAA officials) to the "Take-off Minimums and (Obstacle) Departure Procedures" in the U.S. Terminal Procedures publication.
11. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Airport Land Use Commission
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The following additional condition applies to the remaining pole locations within the Airport Influence Area:

12. The Federal Aviation Administration has conducted aeronautical studies of this proposal and has determined that neither marking nor lighting of the proposed pole structures (other than RPU Structure ID Numbers E5 through E10 and F4 through F11 as specified above) is necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.

If you have any questions, please contact John Guerin, Airport Land Use Commission Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

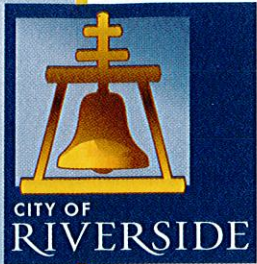
Attachment: Table 1052-A

NOTE: Due to the large number of pole locations included in this project, this determination of consistency packet does not include copies of each Determination of No Hazard to Air Navigation issued for this project, as is our normal procedure. However, Table 1052-A, which is attached, identifies the FAA Aeronautical Study Number applicable to each identified RPU Structure ID. The Determinations of No Hazard to Air Navigation may be viewed at the following website: www.oaana.faa.gov.

cc: ALUC Staff
Lyle Hill, Riverside Public Utilities
Diane Jenkins, City of Riverside Planning Department
Philip Crimmins, Aviation Environmental Specialist, CALTRANS Division of Aeronautics
Riverside Municipal Airport – Attn.: Mark Ripley, Airport Manager
Robert Eppers, California Pilots Association

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3.4



Public Utilities Department
Energy Delivery Division

April 4, 2012

Mr. John Guerin
c/o TLMA / ALUC – 14th Floor
4080 Lemon Street
Riverside, CA 92501-3609

RE: Case Number: ZAP1052RI11 – City of Riverside Public Utilities

Dear Mr. Guerin:

This letter replaces my letter to you dated March 21, 2012. On July 14, 2011 the Riverside Transmission Reliability 69 kV (RTRP69) Project was presented by Riverside Public utilities (RPU) to the Riverside County Airport Land Use Commission (ALUC) for review and comment. The primary comment received from commission members during the hearing was that new above-ground structures in Compatibility Zones A and B1, not relating to the enhancement of aviation, were of concern. As a result, RPU has revised the Project. The previously-planned overhead portion on Doolittle, between Jurupa Avenue and Morris Street in Zones A and B1 will now be constructed underground using underground cable (see attached Figure 1). Note that one planned power-pole structure at the intersection of Jurupa and Wilderness Avenues (RPU Structure ID "F11", Figure 2), will be in Zone B1. It will be in line with existing, similar power-pole structures, also on the south side of Jurupa Avenue, the closest being about 350 feet to the west. The existing structures are also located in Zone B1 and are equipped with aviation lighting.

Since the July hearing, RPU has also submitted the RTRP69 Project to the Federal Aviation Administration (FAA) for review. Determinations on all 217 structures have been received and are summarized as follows:

- All 217 structures were determined to be no hazard to air navigation
- 14 of the 217 structures were recommended for aviation lighting

The 14 structures, along Wilderness Avenue and at the intersection of Wilderness and Jurupa Avenues, will be equipped with aviation lighting, including Structure F11 mentioned above (see Figure 2).

With the above actions, we believe we have complied with all requirements of ALUC and the FAA. Therefore, we request a re-hearing of the RTRP69 Project at the April 12 meeting and a finding of consistency.

If you have any questions with our request or the attached, please contact Lyle Hill at 951-961-7735.

Regards,

George Hahson
Engineering Manager

Attachments:
Figures 1 & 2
Listing of Structures by Compatibility Zone
FAA Determinations for Zones A, B1, B2 and C

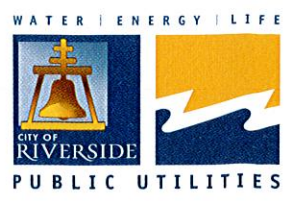


TABLE 1052-A
(Amended April 3, 2012)

3.4

RIVERSIDE TRANSMISSION RELIABILITY PROJECT (RTRP)						
FEDERAL AVIATION ADMINISTRATION						
FAA AERONAUTICAL STUDY RESULTS						
RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
F11	2011-AWP-6095-OE	78	856	"No Hazard"	Yes	B1
A35	2011-AWP-5907-OE	68	807	"No Hazard"	No	B2
A36	2011-AWP-5908-OE	64	805	"No Hazard"	No	B2
A37	2011-AWP-5909-OE	68	809	"No Hazard"	No	B2
A38	2011-AWP-5910-OE	68	809	"No Hazard"	No	B2
A1	2011-AWP-5884-OE	68	804	"No Hazard"	No	C
A2	2011-AWP-5885-OE	68	801	"No Hazard"	No	C
A5	2011-AWP-5888-OE	73	824	"No Hazard"	No	C
A6	2011-AWP-5889-OE	73	826	"No Hazard"	No	C
A7	2011-AWP-5890-OE	78	833	"No Hazard"	No	C
A8	2011-AWP-5891-OE	88	843	"No Hazard"	No	C
A9	2011-AWP-5892-OE	77	831	"No Hazard"	No	C
A10	2011-AWP-5893-OE	77	830	"No Hazard"	No	C
A11	2011-AWP-5894-OE	77	829	"No Hazard"	No	C
A12	2011-AWP-5895-OE	77	828	"No Hazard"	No	C
A13	2011-AWP-5896-OE	77	828	"No Hazard"	No	C
A14	2011-AWP-5897-OE	77	826	"No Hazard"	No	C
A15	2011-AWP-5898-OE	77	826	"No Hazard"	No	C
A16	2011-AWP-5899-OE	77	824	"No Hazard"	No	C
A17	2011-AWP-5900-OE	77	818	"No Hazard"	No	C
A18	2011-AWP-5901-OE	83	817	"No Hazard"	No	C
A-RT-022	2011-AWP-6100-OE	83	828	"No Hazard"	No	C
A30	2011-AWP-5902-OE	63	804	"No Hazard"	No	C
A31	2011-AWP-5903-OE	59	799	"No Hazard"	No	C
A32	2011-AWP-5904-OE	59	798	"No Hazard"	No	C
A33	2011-AWP-5905-OE	64	801	"No Hazard"	No	C
A34	2011-AWP-5906-OE	64	801	"No Hazard"	No	C
E3	2011-AWP-6076-OE	68	849	"No Hazard"	No	C
E4	2011-AWP-6077-OE	68	847	"No Hazard"	No	C
E5	2011-AWP-6078-OE	68	847	"No Hazard"	Yes	C
E6	2011-AWP-6079-OE	73	853	"No Hazard"	Yes	C
E7	2011-AWP-6080-OE	73	854	"No Hazard"	Yes	C
E8	2011-AWP-6081-OE	73	854	"No Hazard"	Yes	C
E9	2011-AWP-6082-OE	73	852	"No Hazard"	Yes	C
E10	2011-AWP-6083-OE	83	862	"No Hazard"	Yes	C
F3	2011-AWP-6087-OE	73	856	"No Hazard"	No	C
F4	2011-AWP-6088-OE	73	855	"No Hazard"	Yes	C
F5	2011-AWP-6089-OE	73	852	"No Hazard"	Yes	C
F6	2011-AWP-6090-OE	73	851	"No Hazard"	Yes	C
F7	2011-AWP-6091-OE	68	849	"No Hazard"	Yes	C

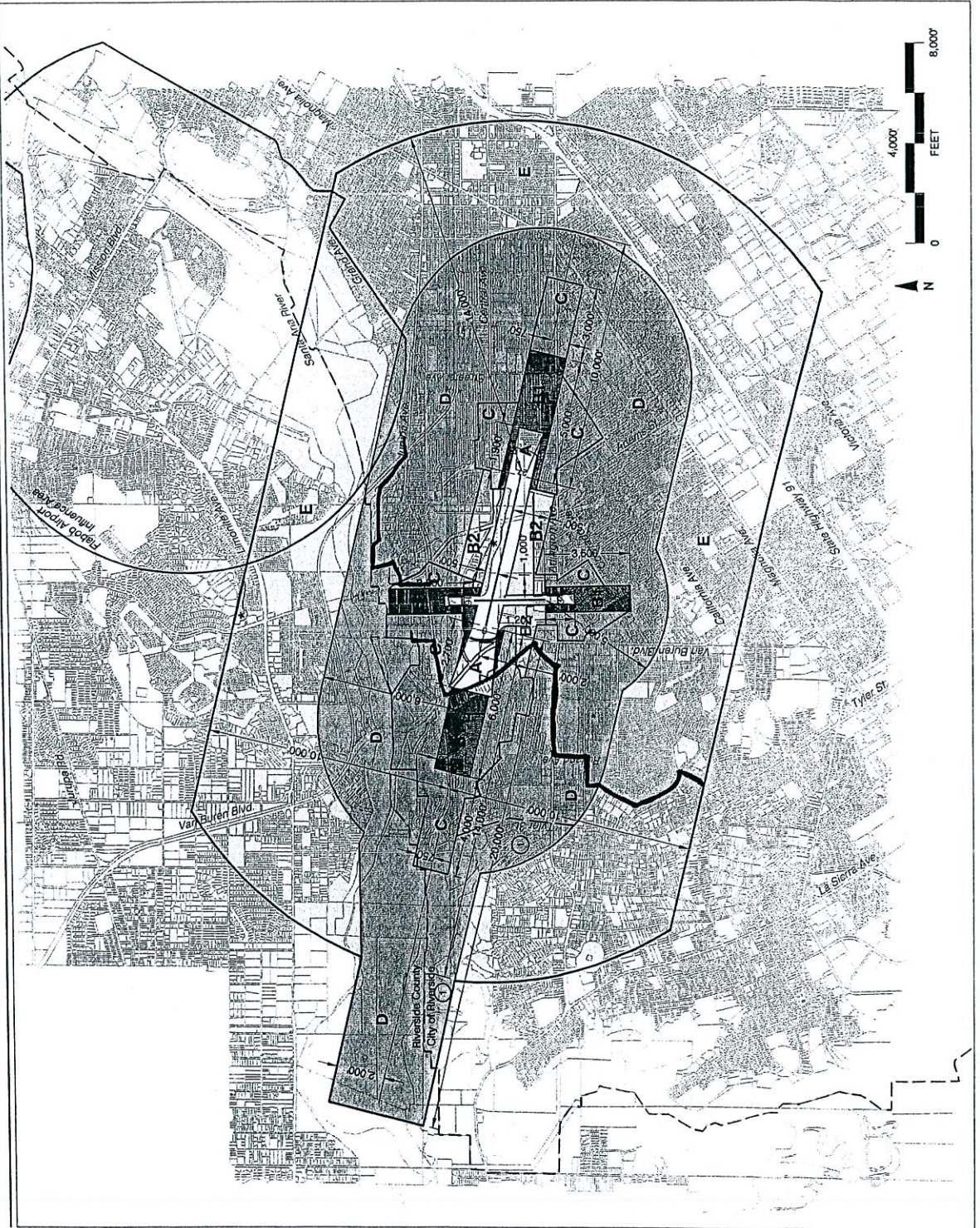
RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
F8	2011-AWP-6092-OE	68	849	"No Hazard"	Yes	C
F9	2011-AWP-6093-OE	68	850	"No Hazard"	Yes	C
F10	2011-AWP-6094-OE	68	847	"No Hazard"	Yes	C
A3	2011-AWP-5886-OE	73	806	"No Hazard"	No	D
A4	2011-AWP-5887-OE	77	820	"No Hazard"	No	D
A39	2011-AWP-5911-OE	63	804	"No Hazard"	No	D
A40	2011-AWP-5912-OE	68	805	"No Hazard"	No	D
A41	2011-AWP-5913-OE	68	803	"No Hazard"	No	D
A42	2011-AWP-5914-OE	73	808	"No Hazard"	No	D
A43	2011-AWP-5915-OE	68	805	"No Hazard"	No	D
A44	2011-AWP-5916-OE	78	815	"No Hazard"	No	D
A45	2011-AWP-5917-OE	77	814	"No Hazard"	No	D
A46	2011-AWP-5918-OE	77	812	"No Hazard"	No	D
A47	2011-AWP-5919-OE	77	812	"No Hazard"	No	D
A48	2011-AWP-5920-OE	77	812	"No Hazard"	No	D
A49	2011-AWP-5921-OE	77	814	"No Hazard"	No	D
A50	2011-AWP-5922-OE	77	814	"No Hazard"	No	D
A51	2011-AWP-5923-OE	77	814	"No Hazard"	No	D
A52	2011-AWP-5924-OE	77	814	"No Hazard"	No	D
A53	2011-AWP-5925-OE	77	814	"No Hazard"	No	D
A54	2011-AWP-5926-OE	77	816	"No Hazard"	No	D
A55	2011-AWP-5927-OE	77	816	"No Hazard"	No	D
A56	2011-AWP-5928-OE	77	816	"No Hazard"	No	D
A57	2011-AWP-5929-OE	77	818	"No Hazard"	No	D
A58	2011-AWP-5930-OE	77	818	"No Hazard"	No	D
A59	2011-AWP-5931-OE	77	820	"No Hazard"	No	D
A60	2011-AWP-5932-OE	77	822	"No Hazard"	No	D
A61	2011-AWP-5933-OE	77	822	"No Hazard"	No	D
A62	2011-AWP-5934-OE	77	823	"No Hazard"	No	D
A63	2011-AWP-5935-OE	77	825	"No Hazard"	No	D
A64	2011-AWP-5936-OE	78	827	"No Hazard"	No	D
A65	2011-AWP-5937-OE	73	823	"No Hazard"	No	D
A66	2011-AWP-5938-OE	73	823	"No Hazard"	No	D
A67	2011-AWP-5939-OE	73	824	"No Hazard"	No	D
A68	2011-AWP-5940-OE	73	824	"No Hazard"	No	D
A69	2011-AWP-5941-OE	73	824	"No Hazard"	No	D
A70	2011-AWP-5942-OE	73	824	"No Hazard"	No	D
A71	2011-AWP-5943-OE	73	824	"No Hazard"	No	D
A72	2011-AWP-5944-OE	77	827	"No Hazard"	No	D
A73	2011-AWP-5945-OE	73	822	"No Hazard"	No	D
A74	2011-AWP-5946-OE	77	828	"No Hazard"	No	D
A75	2011-AWP-5947-OE	77	832	"No Hazard"	No	D
A76	2011-AWP-5948-OE	77	835	"No Hazard"	No	D
A77	2011-AWP-5949-OE	73	835	"No Hazard"	No	D

RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
A78	2011-AWP-5950-OE	77	839	"No Hazard"	No	D
A79	2011-AWP-5951-OE	77	841	"No Hazard"	No	D
A80	2011-AWP-5952-OE	77	842	"No Hazard"	No	D
D-S/S	2011-AWP-6039-OE	36	823	"No Hazard"	No	D
D1	2011-AWP-6040-OE	63	850	"No Hazard"	No	D
D2	2011-AWP-6041-OE	63	852	"No Hazard"	No	D
D3	2012-AWP-745-OE	63	861	"No Hazard"	No	D
D4	2011-AWP-6043-OE	64	857	"No Hazard"	No	D
D5	2011-AWP-6044-OE	78	840	"No Hazard"	No	D
D6	2011-AWP-6045-OE	73	836	"No Hazard"	No	D
D7	2011-AWP-6046-OE	78	838	"No Hazard"	No	D
D8	2011-AWP-6047-OE	78	839	"No Hazard"	No	D
D9	2011-AWP-6048-OE	63	832	"No Hazard"	No	D
D10	2011-AWP-6049-OE	73	860	"No Hazard"	No	D
D11	2011-AWP-6050-OE	68	855	"No Hazard"	No	D
D12	2011-AWP-6051-OE	73	859	"No Hazard"	No	D
D13	2011-AWP-6052-OE	73	857	"No Hazard"	No	D
D14	2011-AWP-6053-OE	73	855	"No Hazard"	No	D
D15	2011-AWP-6054-OE	73	854	"No Hazard"	No	D
D16	2011-AWP-6055-OE	73	854	"No Hazard"	No	D
D17	2011-AWP-6056-OE	73	852	"No Hazard"	No	D
D18	2011-AWP-6057-OE	77	856	"No Hazard"	No	D
D19	2011-AWP-6058-OE	88	868	"No Hazard"	No	D
D20	2011-AWP-6059-OE	88	871	"No Hazard"	No	D
D21	2011-AWP-6060-OE	88	871	"No Hazard"	No	D
D22	2011-AWP-6061-OE	83	868	"No Hazard"	No	D
D23	2011-AWP-6062-OE	73	857	"No Hazard"	No	D
D24	2011-AWP-6063-OE	68	849	"No Hazard"	No	D
D25	2011-AWP-6064-OE	64	843	"No Hazard"	No	D
D26	2011-AWP-6065-OE	64	843	"No Hazard"	No	D
D27	2011-AWP-6066-OE	68	848	"No Hazard"	No	D
D28	2011-AWP-6067-OE	68	847	"No Hazard"	No	D
D29	2011-AWP-6068-OE	73	847	"No Hazard"	No	D
D30	2011-AWP-6069-OE	73	853	"No Hazard"	No	D
D31	2011-AWP-6070-OE	73	855	"No Hazard"	No	D
D32	2011-AWP-6071-OE	83	854	"No Hazard"	No	D
D33	2011-AWP-6072-OE	73	840	"No Hazard"	No	D
E-S/S	2011-AWP-6073-OE	37	823	"No Hazard"	No	D
E1	2011-AWP-6074-OE	63	849	"No Hazard"	No	D
E2	2011-AWP-6075-OE	68	851	"No Hazard"	No	D
F-S/S	2011-AWP-6084-OE	37	823	"No Hazard"	No	D
F1	2011-AWP-6085-OE	63	849	"No Hazard"	No	D
F2	2011-AWP-6086-OE	73	856	"No Hazard"	No	D
G1	2011-AWP-6096-OE	93	875	"No Hazard"	No	D

RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
G2	2011-AWP-6097-OE	83	862	"No Hazard"	No	D
G3	2011-AWP-6098-OE	83	862	"No Hazard"	No	D
G4	2011-AWP-6099-OE	78	856	"No Hazard"	No	D
A81	2011-AWP-5953-OE	93	859	"No Hazard"	No	E
A82	2011-AWP-5954-OE	77	845	"No Hazard"	No	E
A83	2011-AWP-5955-OE	77	851	"No Hazard"	No	E
A84	2011-AWP-5956-OE	77	856	"No Hazard"	No	E
A85	2011-AWP-5957-OE	77	860	"No Hazard"	No	E
A86	2011-AWP-5958-OE	77	861	"No Hazard"	No	E
A87	2011-AWP-5959-OE	77	864	"No Hazard"	No	E
A88	2011-AWP-5960-OE	77	864	"No Hazard"	No	E
A89	2011-AWP-5961-OE	77	864	"No Hazard"	No	E
A90	2011-AWP-5962-OE	93	882	"No Hazard"	No	E
A91	2011-AWP-5963-OE	82	873	"No Hazard"	No	E
A92	2011-AWP-5964-OE	77	878	"No Hazard"	No	E
A93	2011-AWP-5965-OE	77	878	"No Hazard"	No	E
A94	2011-AWP-5966-OE	77	878	"No Hazard"	No	E
A95	2011-AWP-5967-OE	77	872	"No Hazard"	No	E
A96	2011-AWP-5968-OE	77	866	"No Hazard"	No	E
A97	2011-AWP-5969-OE	73	868	"No Hazard"	No	E
A98	2011-AWP-5970-OE	77	878	"No Hazard"	No	E
A99	2011-AWP-5971-OE	77	876	"No Hazard"	No	E
A100	2011-AWP-5972-OE	77	867	"No Hazard"	No	E
A101	2011-AWP-5973-OE	88	873	"No Hazard"	No	E
A102	2011-AWP-5974-OE	77	865	"No Hazard"	No	E
A103	2011-AWP-5975-OE	78	866	"No Hazard"	No	E
A104	2011-AWP-5976-OE	73	865	"No Hazard"	No	E
A105	2011-AWP-5977-OE	73	867	"No Hazard"	No	E
A106	2011-AWP-5978-OE	73	862	"No Hazard"	No	E
A107	2011-AWP-5979-OE	78	861	"No Hazard"	No	E
A108	2011-AWP-5980-OE	73	855	"No Hazard"	No	E
A109	2011-AWP-5981-OE	73	859	"No Hazard"	No	N/A
A110	2011-AWP-5982-OE	73	866	"No Hazard"	No	N/A
A111	2011-AWP-5983-OE	73	866	"No Hazard"	No	N/A
A112	2011-AWP-5984-OE	73	857	"No Hazard"	No	N/A
C25	2011-AWP-5985-OE	73	813	"No Hazard"	No	N/A
C26	2011-AWP-5986-OE	78	818	"No Hazard"	No	N/A
C27	2011-AWP-5987-OE	73	816	"No Hazard"	No	N/A
C28	2011-AWP-5988-OE	73	816	"No Hazard"	No	N/A
C29	2011-AWP-5989-OE	73	817	"No Hazard"	No	N/A
C30	2011-AWP-5990-OE	73	819	"No Hazard"	No	N/A
C31	2011-AWP-5991-OE	73	819	"No Hazard"	No	N/A
C32	2011-AWP-5992-OE	64	809	"No Hazard"	No	N/A
C33	2011-AWP-5993-OE	64	809	"No Hazard"	No	N/A

RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
C34	2011-AWP-5994-OE	64	808	"No Hazard"	No	N/A
C35	2011-AWP-5995-OE	59	804	"No Hazard"	No	N/A
C36	2011-AWP-5996-OE	68	815	"No Hazard"	No	N/A
C37	2011-AWP-5997-OE	68	817	"No Hazard"	No	N/A
C38	2011-AWP-5998-OE	68	817	"No Hazard"	No	N/A
C39	2011-AWP-5999-OE	68	817	"No Hazard"	No	N/A
C40	2011-AWP-6000-OE	68	818	"No Hazard"	No	N/A
C41	2011-AWP-6001-OE	73	826	"No Hazard"	No	N/A
C42	2011-AWP-6002-OE	94	850	"No Hazard"	No	N/A
C44	2011-AWP-6003-OE	88	853	"No Hazard"	No	N/A
C45	2011-AWP-6004-OE	77	845	"No Hazard"	No	N/A
C46	2011-AWP-6005-OE	77	848	"No Hazard"	No	N/A
C47	2011-AWP-6006-OE	77	850	"No Hazard"	No	N/A
C48	2011-AWP-6007-OE	77	852	"No Hazard"	No	N/A
C49	2011-AWP-6008-OE	77	854	"No Hazard"	No	N/A
C50	2011-AWP-6009-OE	77	854	"No Hazard"	No	N/A
C51	2011-AWP-6010-OE	77	853	"No Hazard"	No	N/A
C52	2011-AWP-6011-OE	77	855	"No Hazard"	No	N/A
C53	2011-AWP-6012-OE	77	857	"No Hazard"	No	N/A
C54	2011-AWP-6013-OE	77	858	"No Hazard"	No	N/A
C55	2011-AWP-6014-OE	77	860	"No Hazard"	No	N/A
C56	2011-AWP-6015-OE	77	861	"No Hazard"	No	N/A
C57	2011-AWP-6016-OE	77	864	"No Hazard"	No	N/A
C58	2011-AWP-6017-OE	77	864	"No Hazard"	No	N/A
C59	2011-AWP-6018-OE	77	866	"No Hazard"	No	N/A
C60	2011-AWP-6019-OE	77	868	"No Hazard"	No	N/A
C61	2011-AWP-6020-OE	77	870	"No Hazard"	No	N/A
C62	2011-AWP-6021-OE	77	872	"No Hazard"	No	N/A
C63	2011-AWP-6022-OE	77	874	"No Hazard"	No	N/A
C64	2011-AWP-6023-OE	77	876	"No Hazard"	No	N/A
C65	2011-AWP-6024-OE	77	878	"No Hazard"	No	N/A
C66	2011-AWP-6025-OE	77	881	"No Hazard"	No	N/A
C67	2011-AWP-6026-OE	77	883	"No Hazard"	No	N/A
C68	2011-AWP-6027-OE	73	880	"No Hazard"	No	N/A
C69	2011-AWP-6028-OE	73	882	"No Hazard"	No	N/A
C70	2011-AWP-6029-OE	73	890	"No Hazard"	No	N/A
C71	2011-AWP-6030-OE	73	892	"No Hazard"	No	N/A
C72	2011-AWP-6031-OE	73	895	"No Hazard"	No	N/A
C73	2011-AWP-6032-OE	77	903	"No Hazard"	No	N/A
C74	2011-AWP-6033-OE	82	909	"No Hazard"	No	N/A
C75	2011-AWP-6034-OE	83	911	"No Hazard"	No	N/A
C76	2011-AWP-6035-OE	83	912	"No Hazard"	No	N/A
C77	2011-AWP-6036-OE	83	917	"No Hazard"	No	N/A
C78	2011-AWP-6037-OE	86	920	"No Hazard"	No	N/A

RPU Structure ID	FAA Case Number	AGL	AMSL	FAA Determination	Lighting Required?	Compatibility Zone
C79	2011-AWP-6038-OE	83	917	"No Hazard"	No	N/A



Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Height Review Overlay Zone

- Boundary Lines**
- Airport Property Line
 - City Limits

Note
 Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

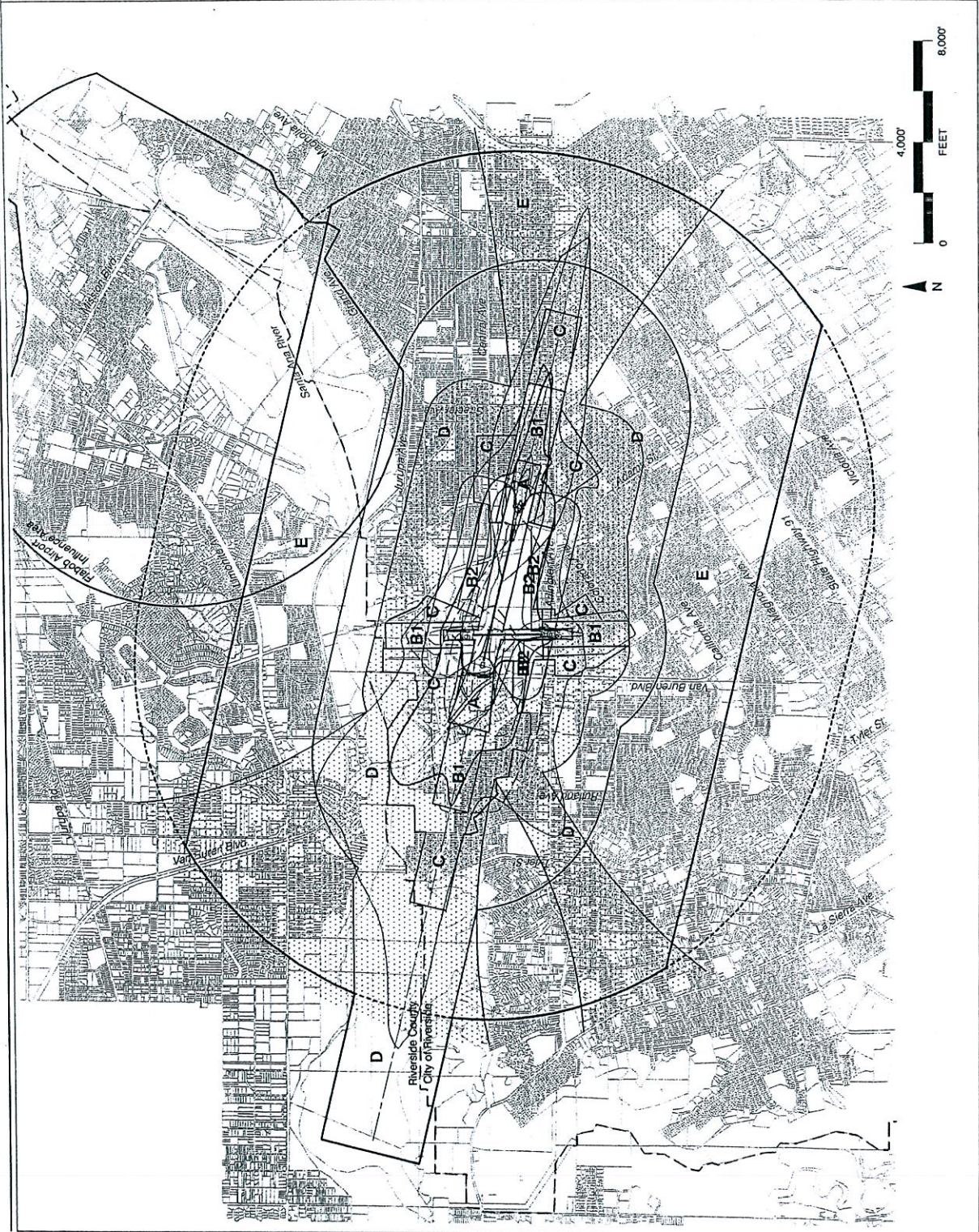
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

*Proposed
 Transmission
 Line*

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted March 2005)

Map RI-1

Compatibility Map
 Riverside Municipal Airport



Legend

Compatibility Zones
 Airport Influence Area Boundary
 Zone A
 Zone B1
 Zone B2
 Zone C
 Zone D
 Zone E

Noise and Overflight Compatibility Factors
 65 dB CNEL
 60 dB CNEL
 55 dB CNEL
 Ultimate

General Traffic Pattern Envelope
 (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors
 Aircraft Departure Accident Risk Intensity Contours*
 (Shown Only for Takeoffs to the West and North)
 Aircraft Approach Accident Risk Intensity Contours*
 (Shown Only for Landings from the East and South)

----- FAR Part 77 Conical Surface Limits
 --- FAR Part 77 Terrain Penetration

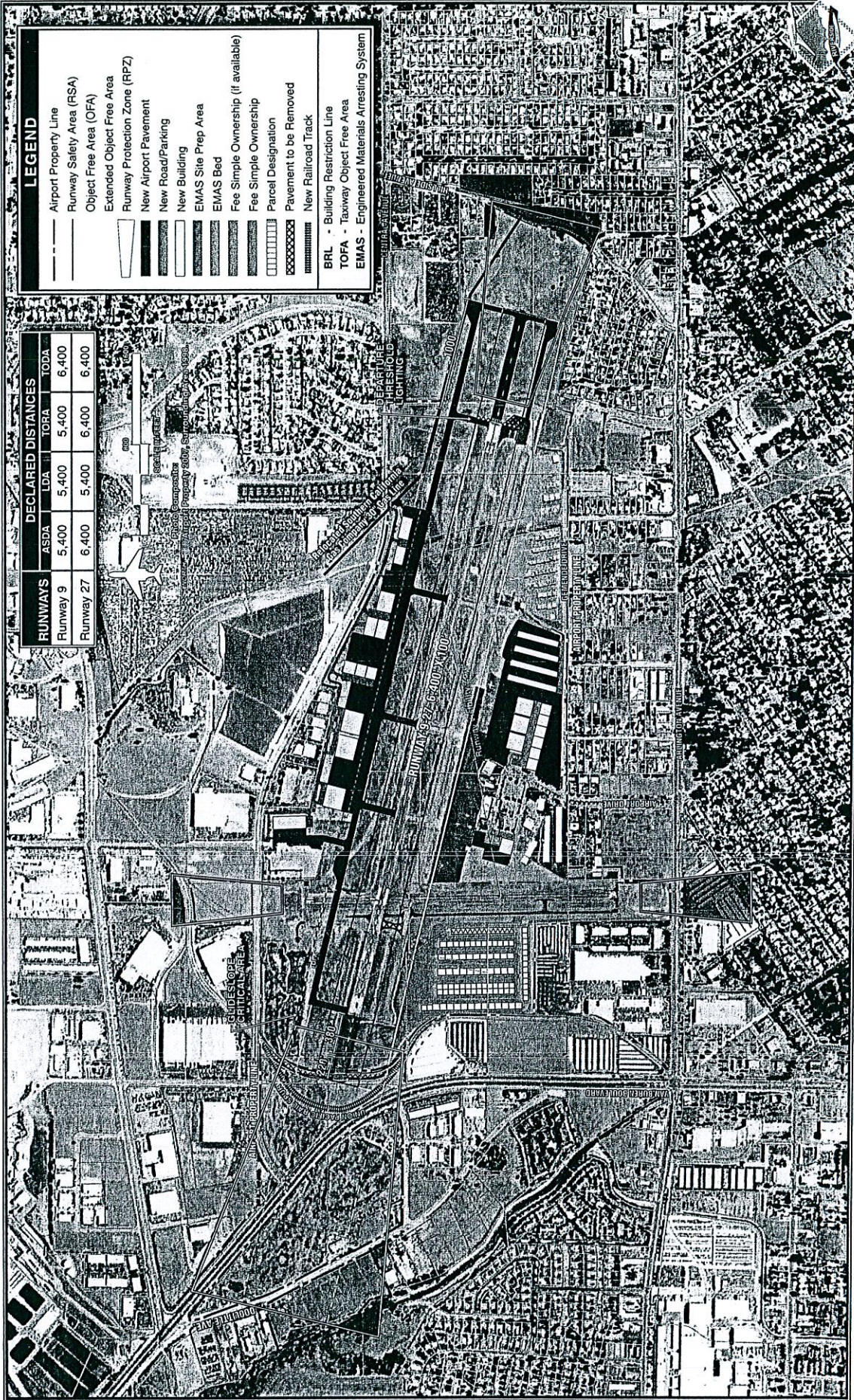
Boundary Lines
 --- Airport Property Line
 --- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 West County Airports Background Data
 (March 2005)

Exhibit RI-7
Compatibility Factors Map
 Riverside Municipal Airport



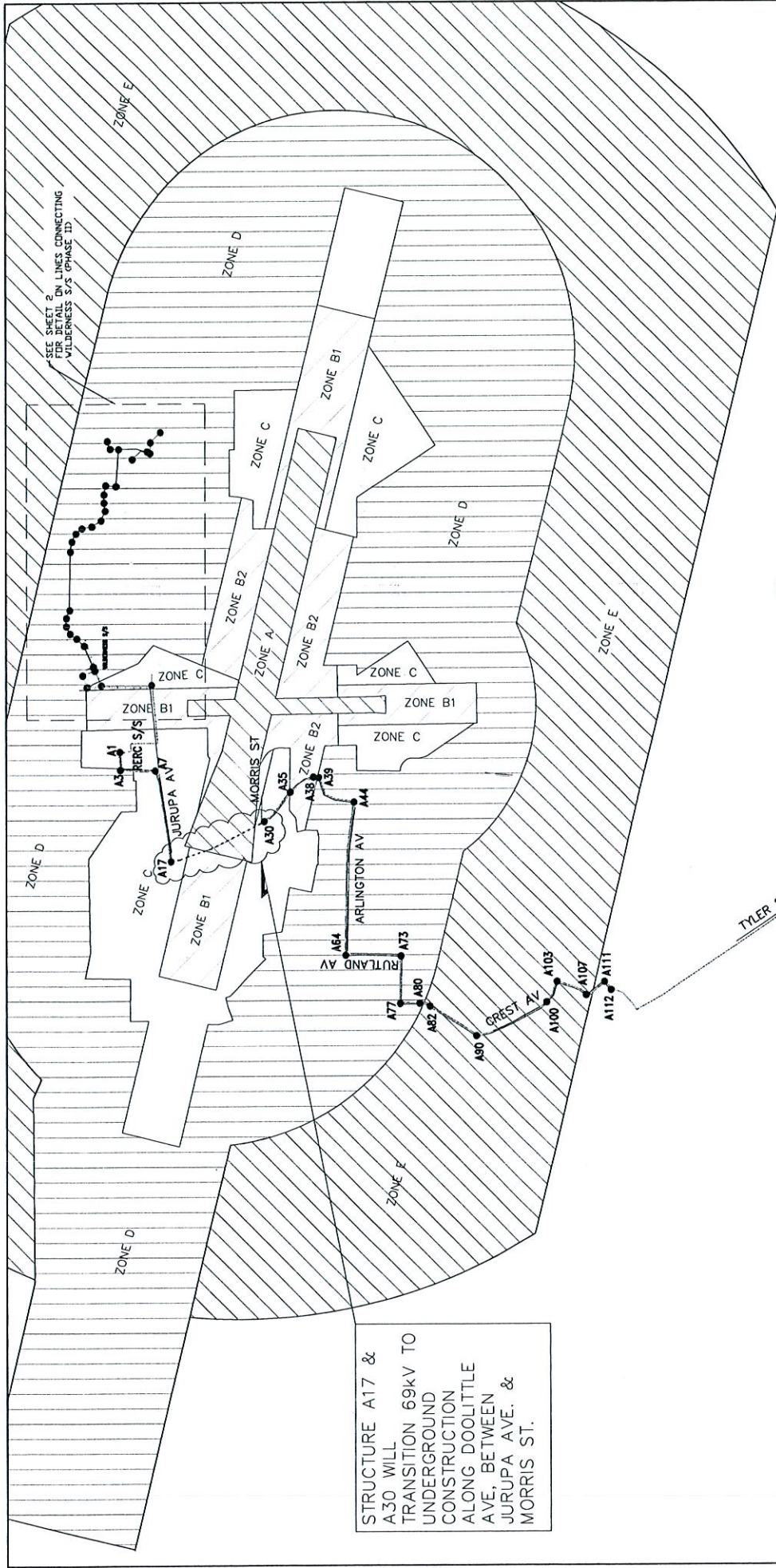


LEGEND

- Airport Property Line
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Extended Object Free Area
- Runway Protection Zone (RPZ)
- New Airport Pavement
- New Road/Parking
- New Building
- EMAS Site Prep Area
- EMAS Bed
- Fee Simple Ownership (if available)
- Fee Simple Ownership
- Parcel Designation
- Pavement to be Removed
- New Railroad Track
- BRL - Building Restriction Line
- TOFA - Taxiway Object Free Area
- EMAS - Engineered Materials Arresting System

RUNWAYS	DECLARED DISTANCES		
	ASDA	LDA	TORA
Runway 9	5,400	5,400	5,400
Runway 27	6,400	5,400	6,400

Exhibit 5A
 RECOMMENDED
 MASTER PLAN CONCEPT



SEE SHEET 2 FOR DETAIL ON LINES CONNECTING WILDERNESS S/S (PHASE 1D).

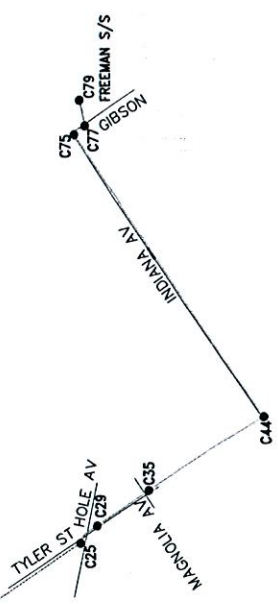
STRUCTURE A17 & A30 WILL TRANSITION 69KV TO UNDERGROUND CONSTRUCTION ALONG DOOLITTLE AVE, BETWEEN JURUPA AVE. & MORRIS ST.

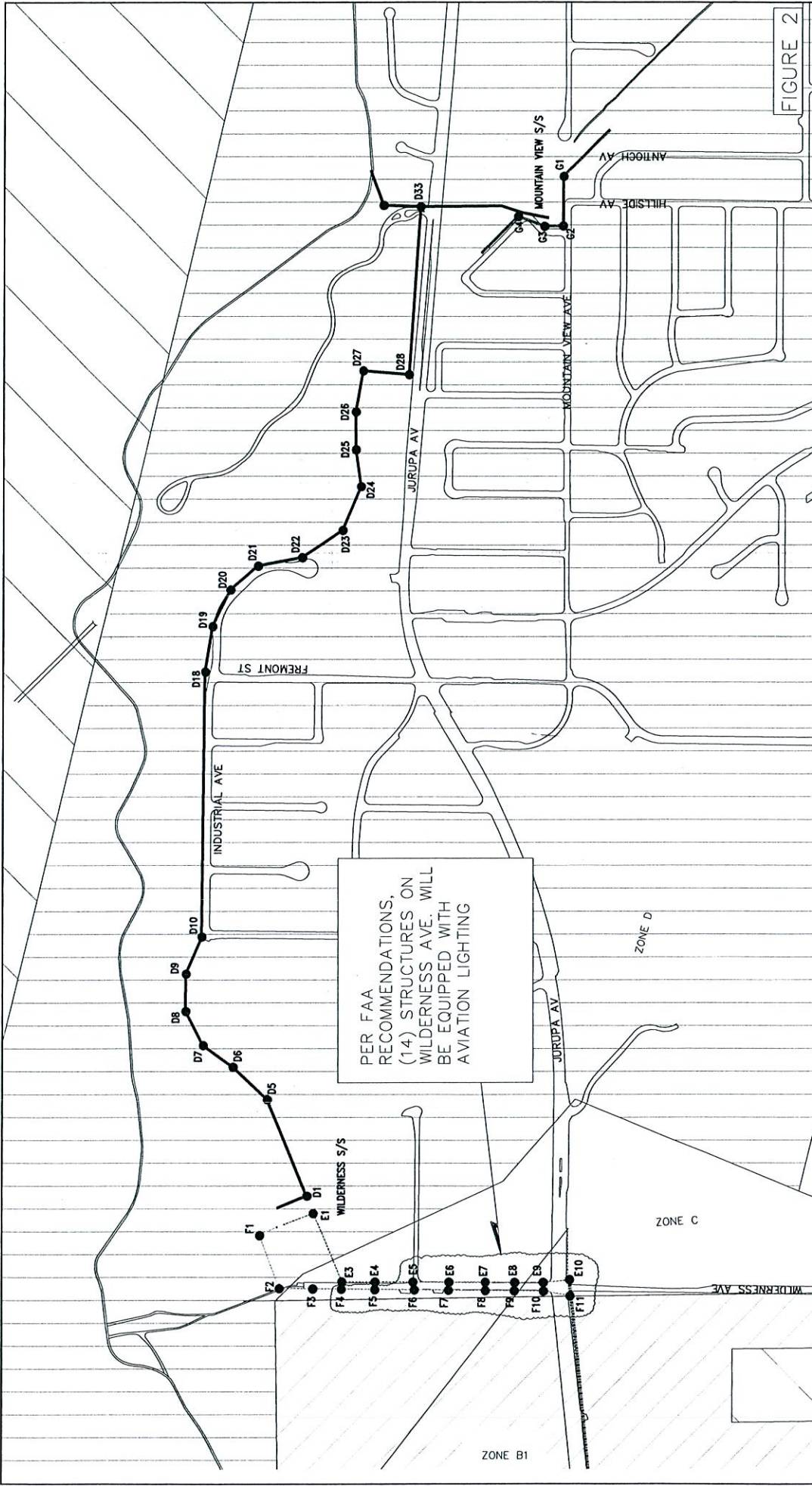
FIGURE 1

RIVERSIDE PUBLIC UTILITY - 88 W RTRP
 RTRP PHASE 1 & B
FAA NOTIFICATION ZONES

SCALE 1" = 100'	DESIGN DATE	CITY OF RIVERSIDE	CONSTRUCTION NO. F	DATE	PROJECT
SHEET 9/26/71	PROJECT ASB	DEPARTMENT OF PUBLIC UTILITIES	NO. 1	5/77	P2-1
DATE 9/26/71	APPROVED				
DATE 5/77	APPROVED				
DATE 5/77	APPROVED				
DATE 5/77	APPROVED				
DATE 5/77	APPROVED				

NO.	REVISION	DATE	BY	REASON
1	ISSUED FOR PERMITS			
2	ISSUED FOR PERMITS			
3	ISSUED FOR PERMITS			
4	ISSUED FOR PERMITS			
5	ISSUED FOR PERMITS			





PER FAA RECOMMENDATIONS,
 (14) STRUCTURES ON
 WILDERNESS AVE. WILL
 BE EQUIPPED WITH
 AVIATION LIGHTING

FIGURE 2

FAA NOTIFICATION ZONES
 CITY OF RIVERSIDE
 DEPARTMENT OF PUBLIC UTILITIES

SCALE: 1" = 100'	DATE: 5/18/11	DESIGNER: JAS
PROJECT NO: 1000	DATE: 5/18/11	PROJECT: 1000
PROJECT: 1000	DATE: 5/18/11	PROJECT: 1000
PROJECT: 1000	DATE: 5/18/11	PROJECT: 1000
PROJECT: 1000	DATE: 5/18/11	PROJECT: 1000

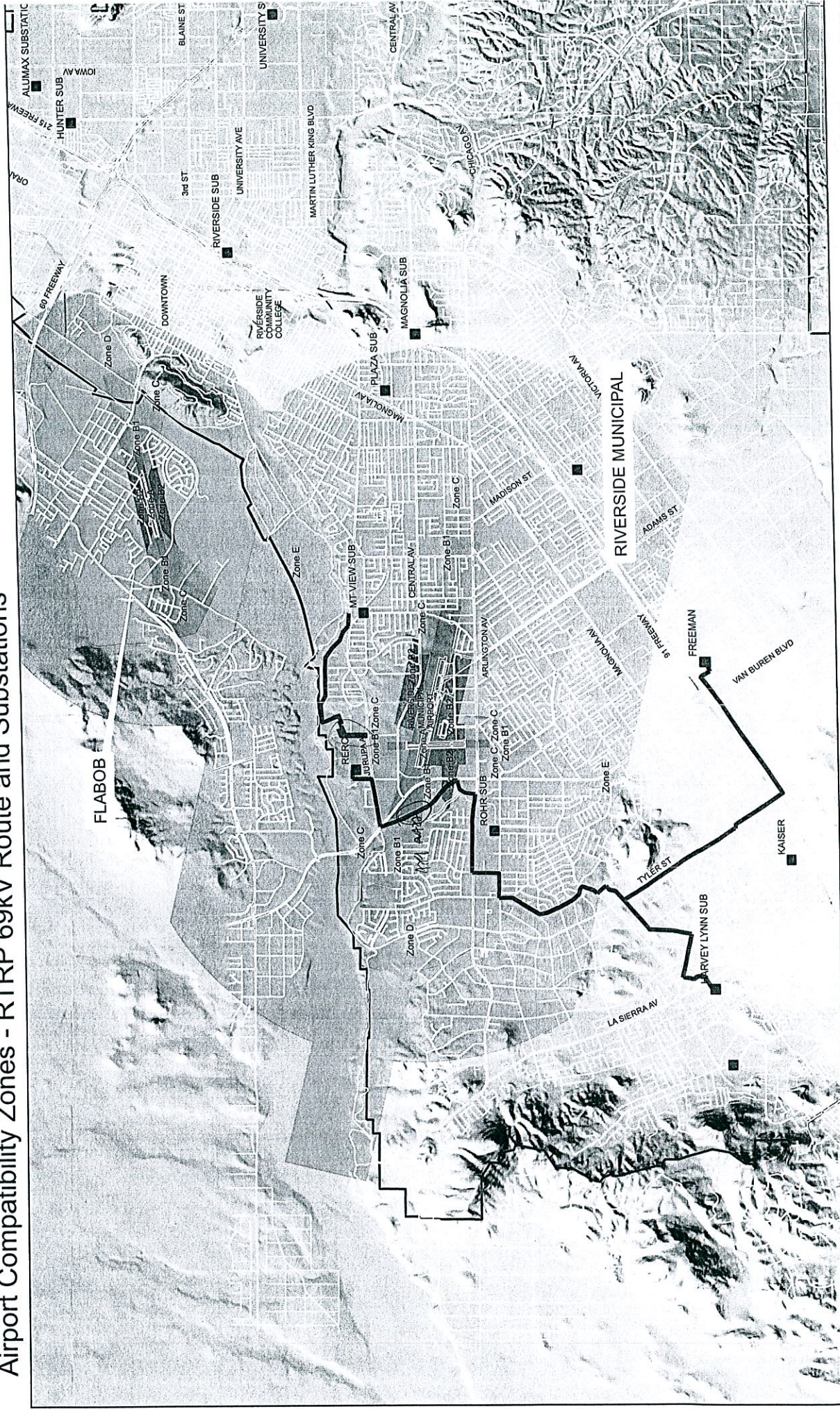
NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10

ZONE B1

ZONE C

ZONE D

Airport Compatibility Zones - RTRP 69kV Route and Substations



2.3.2 RPU 69 KV SUBTRANSMISSION LINES

The following paragraphs describe several new 69 kV subtransmission lines that are proposed as part of the RTRP and would need to be constructed between 69 kV substations, or between 69 kV substations and other existing 69 kV subtransmission lines within the City. In some instances, the subtransmission lines constructed would create “electrical circuits” that are not part of the construction of the Proposed Project, but would be involved in the Proposed Project’s operation. This occurs when new subtransmission lines interconnect or “loop into” existing subtransmission lines. The electrical circuits that would be created by the construction of each subtransmission line are also described below. Refer to Figure 2.3-4 for specific locations of the 69 kV subtransmission lines and Figure 1.4-3 in Chapter 1 for new electrical circuits created by the proposed 69 kV subtransmission lines.

New 69 kV subtransmission lines associated with the Proposed Project are proposed in three discrete areas of RPU’s subtransmission system and are described in the following three general descriptions below. Depending on presence and type of existing facilities in each of these Proposed Project areas and electrical system design requirements, the new construction would consist of one of the three following configurations: 1) two new subtransmission lines on new poles; or 2) one new subtransmission line on new poles; or 3) one new subtransmission line adjacent to an existing subtransmission line on existing or newly replaced poles. For ease of discussion and clarity, these proposed types of construction are described by specific segments and are shown on Figure 2.3-4.

1. Wilderness – Jurupa Avenue
 - Segment A: One (1) double-circuit 69 kV subtransmission line along west side of Wilderness Ave.
 - Segment B: One (1) double-circuit 69 kV subtransmission line along east side of Wilderness Ave.
2. Riverside Energy Resource Center (RERC) – Harvey Lynn/Freeman
 - Segment A: One (1) double-circuit 69 kV subtransmission line from RERC Substation to intersection of Tyler St. and Mull Ave.
 - Segment B: One (1) single-circuit from intersection of Tyler St. and Mull Ave. to Harvey Lynn Substation
 - Segment C: One (1) single-circuit from intersection of Tyler St. and Mull Ave. to Freeman Substation
3. Wilderness – Mountain View
 - One (1) double circuit 69 kV subtransmission line between Wilderness Substation and the vicinity of Mountain View Substation

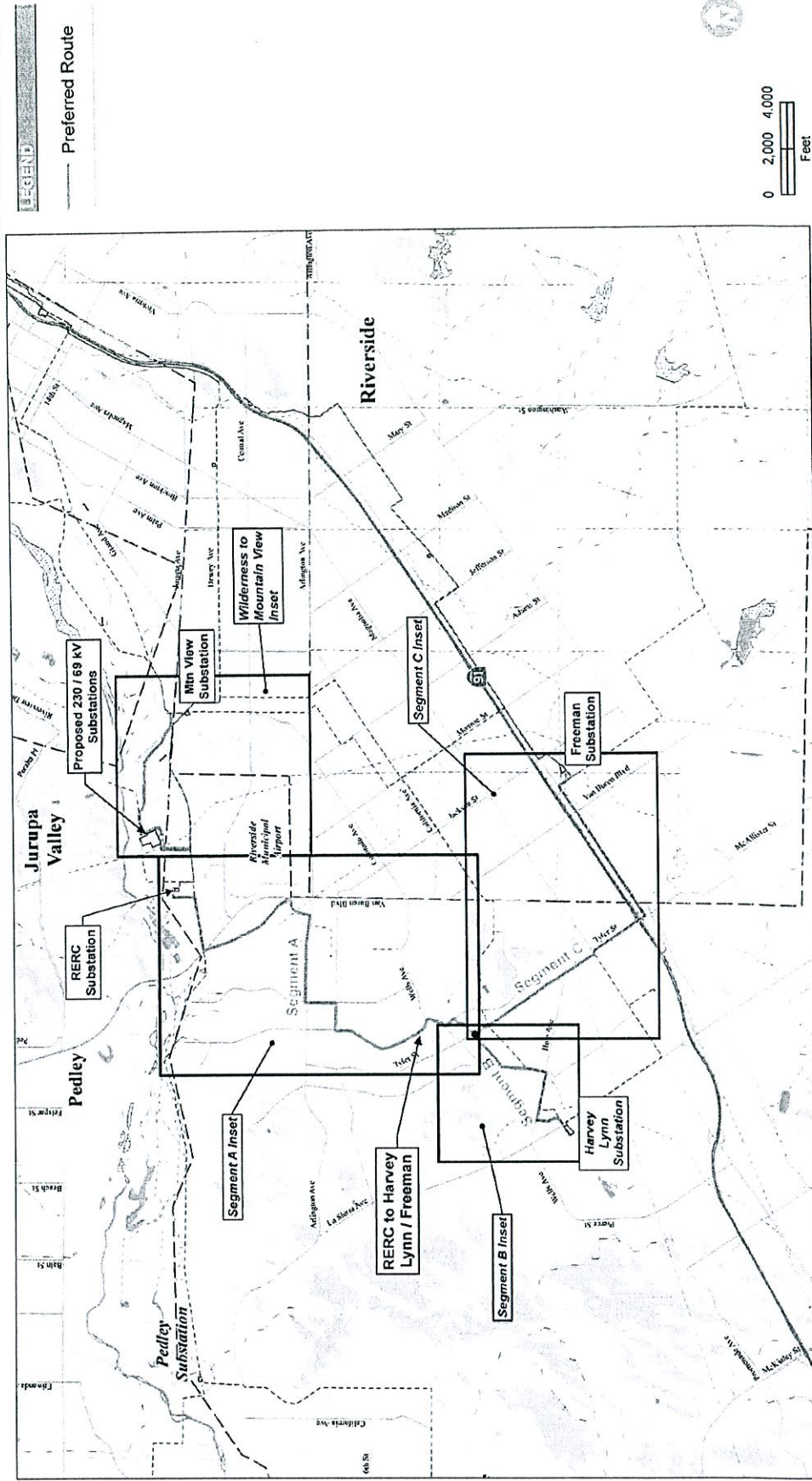
Each of these discrete 69 kV Proposed Project areas is further defined below.

Wilderness – Jurupa Avenue

Segments A and B

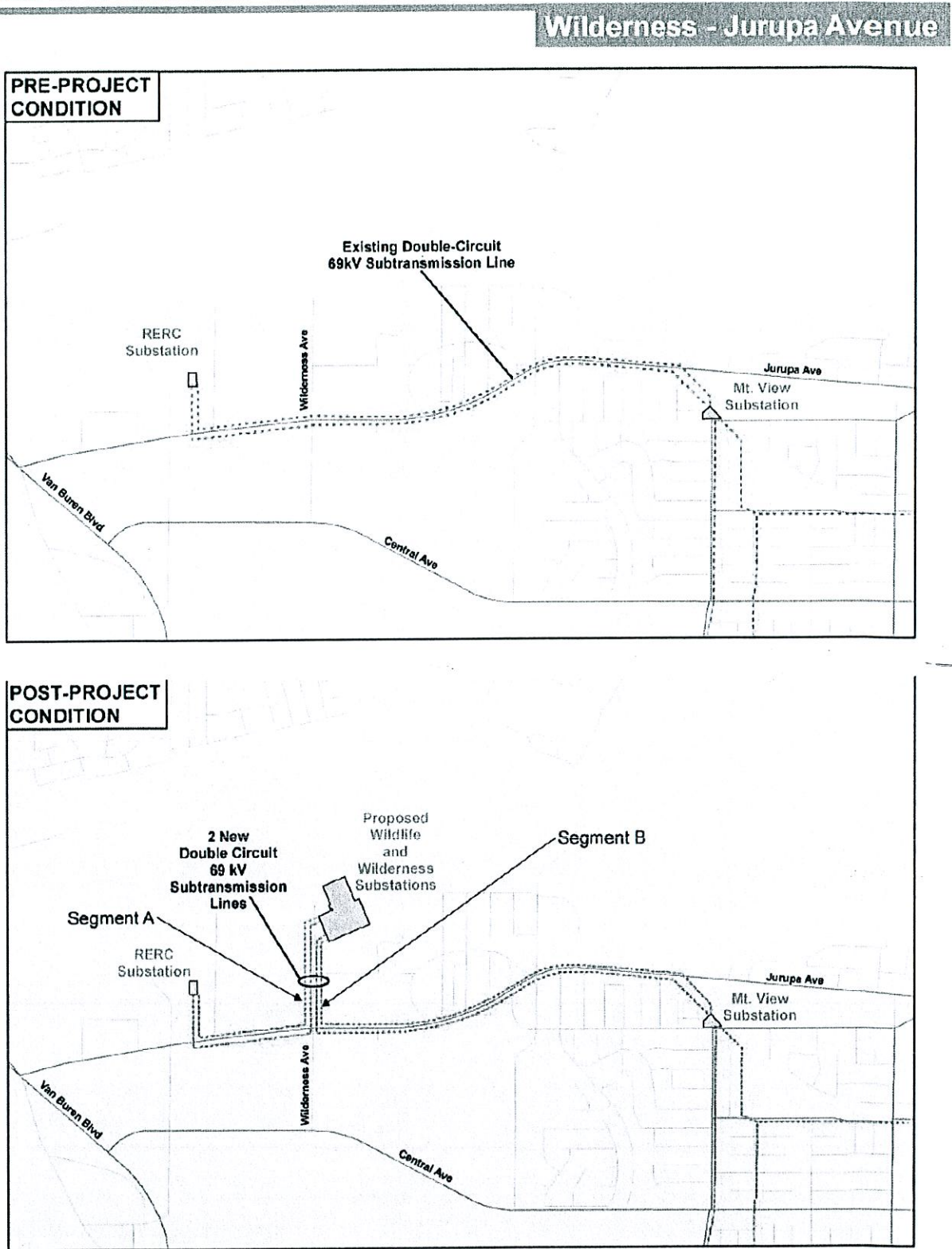
Segments A and B of the Wilderness to Jurupa Ave. subtransmission lines are proposed to consist of a double-circuit 69 kV subtransmission line constructed from the proposed Wilderness Substation to the existing double-circuit 69 kV subtransmission line located along Jurupa Ave. and originating from RERC Substation. The double-circuit lines would exit Wilderness Substation to the south and would be constructed along both sides of Wilderness Ave. within public ROWs. Segment A would be located on the west side of Wilderness Ave. to Jurupa Ave. and Segment B would be located on the east side of Wilderness Ave. to Jurupa Ave. Both lines would then interconnect to the existing 69 kV double-circuit line (refer to Figure 2.3-5). Total length of Segment A would be 1,647 feet, and Segment B 1,588 feet.

FIGURE 2.3-4. RERC - HARVEY LYNN/FREEMAN



RIVERSIDE TRANSMISSION RELIABILITY PROJECT

FIGURE 2.3-5. WILDERNESS – JURUPA AVENUE

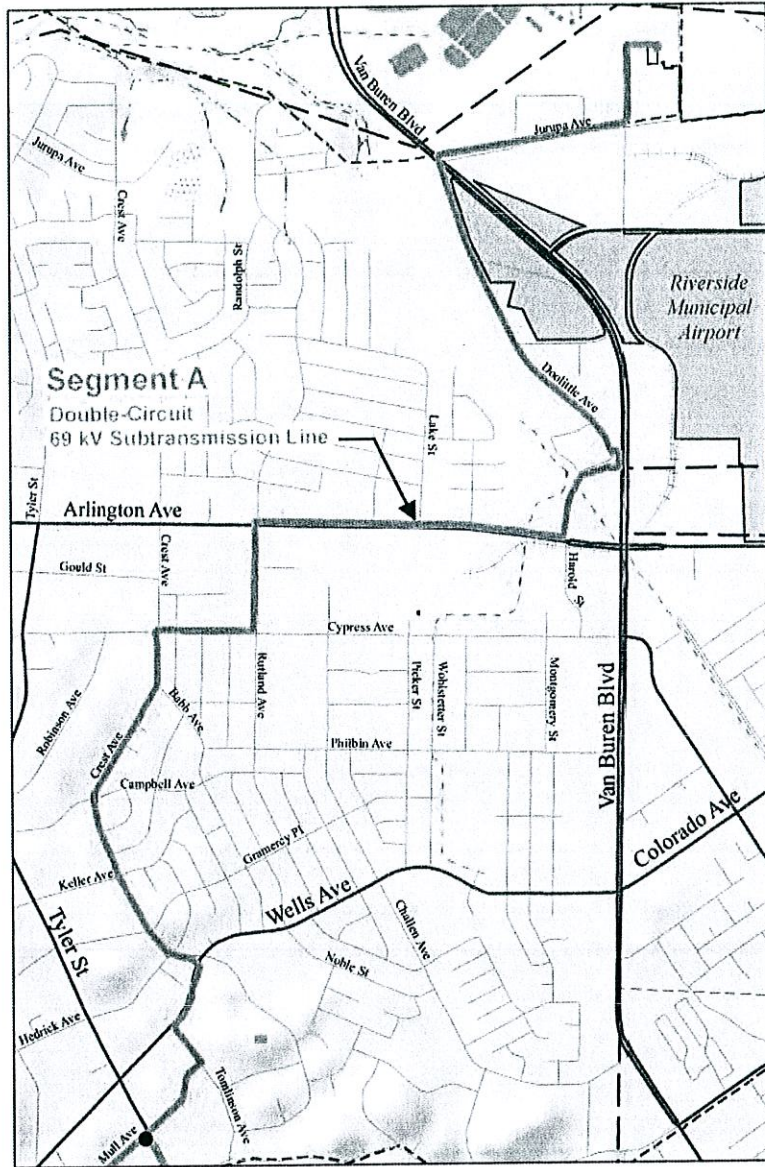


RIVERSIDE TRANSMISSION RELIABILITY PROJECT

RERC – Harvey Lynn/Freeman

Subtransmission lines would be needed as part of the Proposed Project to connect the RERC Substation to both Harvey Lynn and Freeman Substations. Those proposed subtransmission lines would be single-circuit connections between the substations but would be constructed utilizing both double-circuit and single-circuit poles. The descriptions of these subtransmission lines are described below within Segments A, B, and C, and are shown on Figures 2.3-6a through 2.3-6c.

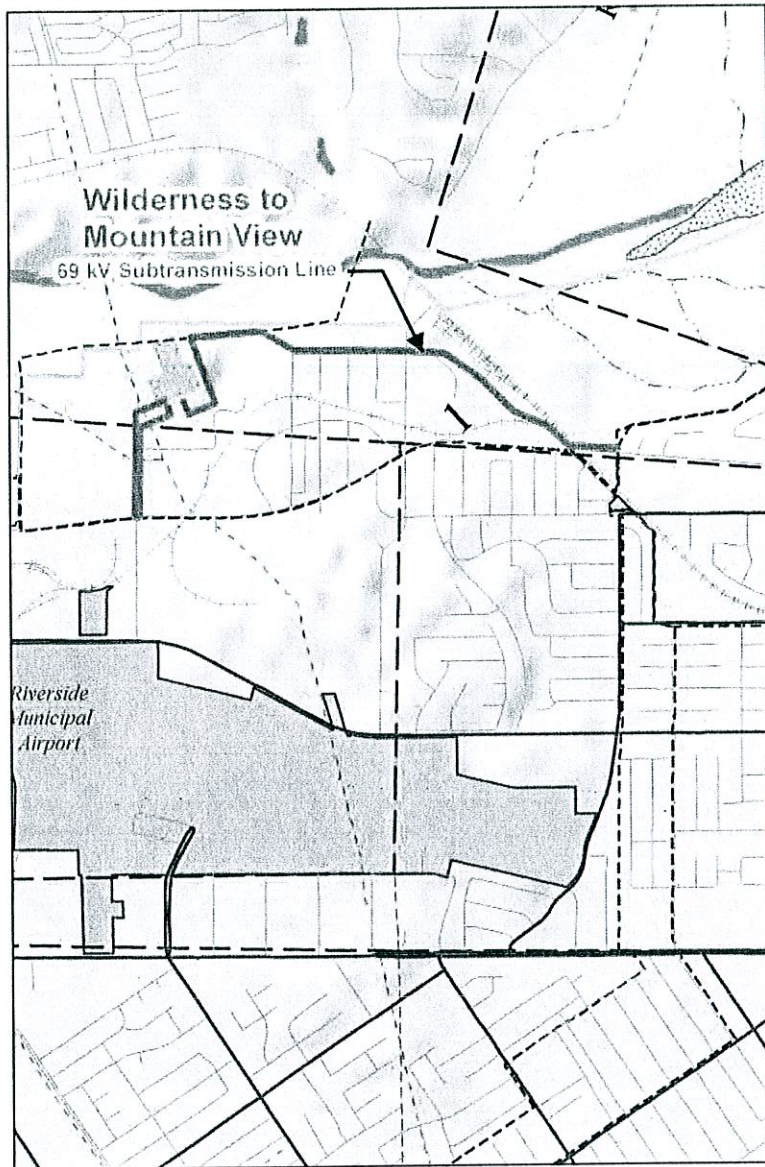
FIGURE 2.3-6A. RERC – HARVEY LYNN/FREEMAN SEGMENT A



Segment A

Proposed Segment A of the RERC to Harvey Lynn/Freeman sub-transmission line would be constructed with double-circuit 69 kV poles that would carry both the RERC – Harvey Lynn and RERC – Freeman 69 kV subtransmission lines. From RERC Substation, Segment A would cross over the southern perimeter of the Riverside Water Quality Control Plant and then proceed south on Acorn Ave. and west on Jurupa Ave. At the intersection of Jurupa Ave. and Van Buren Blvd., Segment A would continue south along Doolittle Ave. and then Van Buren Blvd. to Arlington Ave., where it would head west for approximately one mile. At the intersection of Arlington Ave. and Rutland Ave., Segment A would turn south and then west on Cypress Ave. to Crest Ave. continuing south along Crest Ave. At the intersection of Crest and Wells Avenues, the line would follow Wells to the intersection of Wells Ave. and Tomlinson Ave., following

Tomlinson for a short distance before turning southwest onto Mull Ave. and continuing to the intersection with Tyler St. At this intersection, Segment A ends by “splitting” the circuits into two separate single-circuit subtransmission lines (Segments B and C as described below). The total length of the RERC-Harvey Lynn/Freeman Segment A would be 4.4 miles.

Wilderness – Mountain View**FIGURE 2.3-6D. WILDERNESS –MOUNTAIN VIEW**

One double-circuit 69 kV subtransmission line is proposed for construction from the proposed Wilderness Substation to an existing 69 kV line adjacent to Mountain View Substation. The new double-circuit line would exit Wilderness Substation and parallel the Santa Ana River eastward for approximately 1,000 feet, and then travel along Industrial Avenue to the west side of the Union Pacific railroad corridor and near Martha McLean Anza Narrows Park. The line would then head southeast, parallel to but outside of the railroad ROW, and then east parallel to Jurupa Ave., to the connection point with the existing 69 kV subtransmission line near Mountain View Substation (refer to Figure 2.3-6d). This new 69 kV subtransmission line would have a length of 1.4 miles.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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TTY 711

*Flex your power!
Be energy efficient!*

September 30, 2011

Mr. George Hanson
City of Riverside Public Utilities
3901 Orange Street
Riverside, CA 92522

Dear Mr. Hanson:

Re: Draft Environmental Impact Report for the Riverside Transmission Reliability Project;
SCH# 2007011113

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The Riverside Transmission Reliability Project (RTRP) proposal is for the construction and operation of new 230kV electrical transmission lines, 69kV subtransmission lines and two new substations. The project also includes improvements and upgrades to the existing electricity transmission system that, in addition to the new system components, will add transmission capacity to the City of Riverside Public Utility electrical system. Sections of the preferred routes of both the new 230kV transmission line and the new 69kV subtransmission line will be located in the Riverside Municipal Airport influence area and land use compatibility zones.

The Environmental Analysis in the Draft Environmental Impact Report (DEIR) concluded that this project proposal is subject to an airport land use compatibility review by the Riverside Airport Land Use Commission (ALUC). The DEIR also identifies significant unavoidable impacts in the proposed project for which there are no mitigation measures proposed. The unavoidable impacts are due to the location of transmission line support structures that exceed the height restrictions in various compatibility zones in the Riverside County Airport Land Use Compatibility Plan.

If the ALUC determines that the proposed project is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and Caltrans a copy of the proposed decision and findings. Caltrans reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to the overrule. Also, pursuant to the California Public Utilities Code (PUC) Section 21670 et seq., findings should show evidence that the local agency is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports

Mr. George Hanson
September 30, 2011
Page 2

to the extent that these areas are not already devoted to incompatible uses.”

As part of Federal Aviation Administration (FAA) grant assurances, if an airport sponsor receives federal funds for an airport, it is required that use of land adjacent to or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations.

Additionally, PUC Section 21658 prohibits public utilities from constructing poles, towers, transmission lines and substations to a height which obstructs air navigation in accordance with Federal Aviation Regulations Part 77 (FAR Part 77) unless the FAA has determined they do not constitute a hazard to air navigation. PUC Section 21659 prohibits structural hazards near airports.

FAA Advisory Circular 150/5370-2E “Operational Safety on Airports During Construction” should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes, etc.) to the airport imaginary surfaces. This advisory circular is available at <http://www.faa.gov>. The FAA requires the filing of a Notice of Proposed Construction or Alteration (Form 7460-1) for certain project-specific activities in accordance with FAR Part 77 “Objects Affecting Navigable Airspace.” Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

The project should also be coordinated with airport staff to ensure that it will be compatible with future as well as existing airport operations.

The protection of airports from incompatible land use encroachment is vital to California’s economic future. Riverside Municipal Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Any calculation of the feasibility of project alternatives must include any projected economic losses to the airport if the unavoidable impacts decrease the airport’s capabilities, efficiencies or operations. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 8 office concerning surface transportation issues. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,

Original Signed by

PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Riverside County ALUC, Riverside Municipal Airport