SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

REVIEWED BY EXECUTIVE OFFICE
DATE Jennifer Sargent
Departmental Concurrence

FROM: TLMA - Planning Department

SUBMITTAL DATE:
November 16, 2010

SUBJECT: PLOT PLAN NO. 24616 – FAST TRACK AUTHORIZATION NO. 2010-06 –Mitigated Negative Declaration – Applicant: US Solar Holdings, LLC – Engineer: The Holt Group - Fourth Supervisorial District - Chuckwalla Zoning Area – Palo Verde Valley Area Plan: Community Development: Public Facilities (CD: PF) (.60 FAR) – 829 Gross Acres – Zoning: Manufacturing Heavy Zone (M-H)

Location: The site is located northeast of the community of Mesa Verde in the Palo Verde Valley Area Plan in Eastern Riverside County. Specifically, the project is proposed on previously disturbed land located on the northeast corner of the Blythe Airport, north of Interstate 10, south of 9th Avenue, and northwest of Riverside Drive and Butch Avenue.

Description: The applicant proposes to construct a 100 megawatt Photovoltaic (PV) Solar Power Plant on 640 acres of an 829 acre lease area in five (5) twenty (20) megawatt phases inclusive of: a single axis tracking system organized in 874 x 168-foot and 874 x 370-foot power blocks with a maximum height of ten feet; a perimeter 24-foot interior access road and 25-foot interior drive aisles for emergency access and maintenance purposes; a combination of inverters and transformers on concrete pads covered by three sided open shade covers within each power block; an 8-foot high chain link fence with three strand barbed-wire around the project perimeter boundary; a temporary construction area which includes a 12' X 60' portable construction trailer, five parking spaces and portable toilets on the southeast corner of the site; and, a temporary staging area in the center of proposed Phase II on an existing concrete pad. (See attached Board of Supervisor's Staff Report for a full project description.)

Carolyn Syms Luna

Initials:
RJ:rj
D.M.

Carolyn Syms Luna
Planning Director

CONTINUED ON ATTACHED PAGE

Dep't Recomm.: ☒ Policy ☐ Consent
Per Exec. Ofc.: ☐ Policy ☐ Consent

Prev. Agn. Ref. | **District:** Fourth | **Agenda Number:** 16.1

RECOMMENDED MOTION:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42340**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment; and,

APPROVAL of **PLOT PLAN NO. 24616**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

Agenda Item No.:
Area Plan: Palo Verde Valley
Zoning Area: Chuckwalla
Supervisorial District: Fourth
Project Planner: Raymond Juarez
Board of Supervisors: December 14, 2010

Plot Plan No. 24616
Fast Track Authorization No. 2010-06
Environmental Assessment No. 42340
Applicant: US Solar Holdings LLC
Engineer/Representative: The Holt Group

COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT

PROJECT LOCATION AND DESCRIPTION:

Location: The site is located northeast of the community of Mesa Verde in the Palo Verde Valley Area Plan in Eastern Riverside County. Specifically, the project is proposed on previously disturbed land located on the northeast corner of the Blythe Airport, north of Interstate 10, south of 9th Avenue, and northwest of Riverside Drive and Butch Avenue.

Description: The applicant proposes to construct a 100 megawatt Photovoltaic (PV) Solar Power Plant on 640 acres of an 829 acre lease area in five (5) twenty (20) megawatt phases inclusive of: a single axis tracking system organized in 874 x 168-foot and 874 x 370-foot power blocks with a maximum height of ten feet; a perimeter 24-foot interior access road and 25-foot interior drive aisles for emergency access and maintenance purposes; a combination of inverters and transformers on concrete pads covered by three sided open shade covers within each power block; an 8-foot high chain link fence with three strand barbed-wire around the project perimeter boundary; a temporary construction area which includes a 12' X 60' portable construction trailer, five parking spaces and portable toilets on the southeast corner of the site; and, a temporary staging area in the center of proposed Phase II on an existing concrete pad.

Water will be provided via a 6-inch diameter pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to allow for a permanent source of water. The line will undergrounded and extend east to Butch Avenue then north to the project site for a total of approximately 4,800 feet to the project site. The water will be used for fire suppression, construction and operation dust control, and solar panel maintenance.

Power will be delivered via a 33 kV gen-tie line (minor transmission line extending from the point of power generation to the point of connection into the transmission & distribution line) from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot high poles to the point of tie in for Phase I. Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required.

Primary road access is proposed from the east via Buck Boulevard north, then west along Riverside Drive, and then north along Butch Avenue. Secondary access is proposed northerly along Butch Avenue from Hobson Way, and two 24-foot wide emergency access gates are proposed where 9th and 10th Avenue meet the project boundaries eastern fence line.

SUMMARY OF FINDINGS:

1.	Existing General Plan Land Use:	Community Development: Public Facilities
2.	Surrounding General Plan Land Use:	Community Development: Public Facilities to the south and west, and Agriculture: Agriculture to the north and east.
3.	Existing Zoning:	Manufacturing-Heavy (M-H)
4.	Surrounding Zoning:	M-H Zone to the south and west, Controlled Development Areas – 10-Acre Minimum (W-2-10) to the north and east, and Natural Assets (N-A) to the north.
5.	Existing Land Use:	The proposed Solar Power Plant will be sited on a vacant previously disturbed portion of the Blythe Airport.
6.	Surrounding Land Use:	The lands to the north, east and west of the site are primarily vacant with sparse residential and agricultural uses. The City of Blythe and the Southern California Edison Blythe Energy Plant are to the southeast, and scattered commercial and industrial uses exist to the south.
7.	Project Data:	Lease Area: 829 acres Disturbed Area: 640 acres 100 Megawatt (MW) developed in five 20 MW Phases
8.	Environmental Concerns:	See attached Environmental Assessment No. 42340

RECOMMENDATIONS:

ADOPTION of a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42340**, based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment; and,

APPROVAL of **PLOT PLAN NO. 24616**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated in the staff report.

CONCLUSIONS:

1. The proposed project is in conformance with the Community Development: Public Facilities Land Use Designation, and with all other elements of the Riverside County General Plan.

2. The proposed project is consistent with the Manufacturing Heavy (M-H) Zoning Classification of Ordinance No. 348, and with all other applicable provisions of Ordinance No. 348.

3. The public's health, safety, and general welfare are protected through project design and project specific mitigation measures.

4. The proposed project is conditionally compatible with the present and future logical development of the area.

5. The proposed project will not, as designed and conditioned, have a significant effect on the environment.

FINDINGS: The following findings are in addition to those incorporated in the summary of findings and in the attached environmental assessment, which is incorporated herein by reference.

1. The project site is designated Community Development: Public Facilities on the Palo Verde Valley Area Plan.

2. The project site is surrounded by properties which are designated Community Development: Public Facilities to the south and west, and Agriculture: Agriculture to the north and east.

3. The Public Facilities land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards.

4. The proposed photovoltaic (PV) Solar Power Plant is a private electric generating station.

5. The proposed use, PV Solar Power Plant, is consistent with the Community Development: Public Facilities General Plan Land Use Designation.

6. The zoning for the subject site is Manufacturing-Heavy (M-H).

7. The subject site is surrounded by parcels which are zoned Manufacturing Heavy (M-H) to the south and west, Controlled Development Areas – 10 Acre Minimum (W-2-10) to the north and east, and Natural Assets (N-A) to the north.

8. M-H Zone Section 12.2 (Uses Permitted), subsection b. states that public utility substations and storage yards are allowed with an approved Plot Plan.

9. M-H Zone Section 12.2 (Uses Permitted), subsection h. states that any use that is not specifically listed in Subsections b. and c. may be considered a permitted or conditionally permitted use providing that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls.

10. The Planning Director finds that the proposed PV Solar Power Plant is substantially the same in character and intensity as other uses allowed with a Plot Plan in the Manufacturing Heavy Zone such as public utility substations.

11. The proposed PV Solar Power Plant will generate 100 MW of electricity to be sold to a public utility for distribution to the general public.

12. The proposed Solar Power Plant is in conformance with the development standards set forth in the Manufacturing Heavy zone.

13. The site is surrounded by the existing Blythe Power Plant, Substations, transmission and distribution lines, the Blythe Airport, and other industrial related uses.

14. This project is not located in a Conservation Area of the Coachella Valley Multi-Species Habitat Conservation Plan.

15. This project is within the City Sphere of Influence of Blythe.

16. Environmental Assessment No. 42340 identified the following potentially significant impacts:

a. Aesthetics
b. Air Quality
c. Biological Resources
d. Cultural Resources
e. Geology/Soils
f. Hazards & Hazardous Materials
g. Transportation/Traffic
h. Utilities/Service Systems

These listed impacts will be fully mitigated by the measures indicated in the environmental assessment, conditions of approval, and attached letters. No other significant impacts were identified.

INFORMATIONAL ITEMS:

1. As of this writing, no letters, in support or opposition have been received.

2. The Project site is located within:
   a. City sphere of influence: Blythe
   b. Chuckwalla Zoning Area
   c. Area Plan: Palo Verde Valley
   d. Supervisorial District: 4th District
   e. General Plan Land Use Designation: Community Development: Public Facilities
   f. Ordinance No. 348 Zoning Designation: Manufacturing – Heavy
   g. Redevelopment Area: Blythe Airport
   h. Airport Influence Area/Zone: Blythe
   i. Ordinance No. 659 (DIF) Fee Area: Palo Verde Fee Area – Industrial
   j. School District: Palo Verde Unified School District
   k. Liquefaction Potential: Moderate
   l. County Service Area: 152
   m. Low Paleontological Sensitivity

2. The Project site is not located within:
   a. General Policy Areas
   b. General Plan Overlay
   c. Specific Plan
   d. Agricultural Preserve
   e. WRCMSHCP Criteria Cell or CVMSHCP Conservation Area
   f. Ordinance No. 810 (MSHCP) Fee area
   g. Ordinance No. 824 (TUMF) Fee Area
   h. Riverside County Flood Control District/zone
   i. Water District

j. Subsidence
k. Lighting Ordinance No. 655 zone: 124.67 Miles from Mt. Palomar Observatory – not applicable
l. Circulation Element Road:
m. Stevens Kangaroo Rat fee area Ordinance No. 663.10
n. Fringe Toe Lizard fee area Ordinance No. 457 & 460
o. Fault zone: Within ½ mile
p. High Fire Area

3. The subject site is currently designated as Assessor's Parcel Nos. 821-080-040 and 041, and 821-110-002 and 003.

4. This project was filed with the Planning Department on June 23, 2010.

5. This project was reviewed by the Land Development Committee (LDC) on July 15, 2010.

6. The applicant has been working with County Staff since the LDC date to provide site specific biological and cultural resource studies and analysis.

7. The environmental studies and their review were deemed complete on November 3, 2010.

8. Deposit Based Fees charged for this project, as of the time of staff report preparation, total $40,774.68.

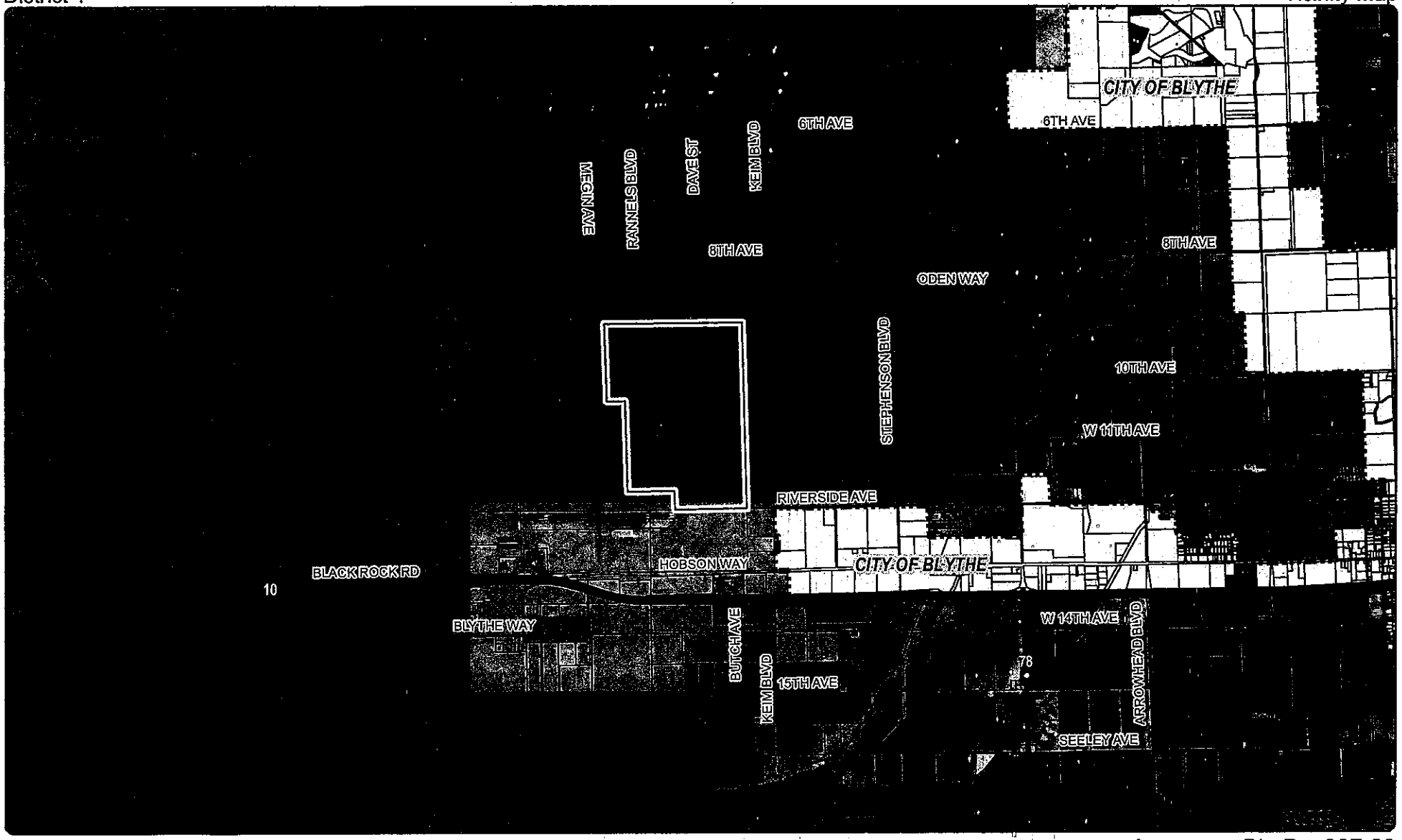
RIVERSIDE COUNTY PLANNING DEPARTMENT

PP24616

VICINITY/POLICY AREAS

Supervisor Benoit
District 4

Date Drawn: 11/04/10
Vicinity Map



Zoning Area: Chuckwalla
Township/Range: T6SR22E
Sections: 19, 20, 29, 30

Assessors Bk. Pg. 927-28
Thomas Bros. Pg. 5489 & 5490
Edition 2009

N

0 4,000 8,000 16,000 24,000 Feet

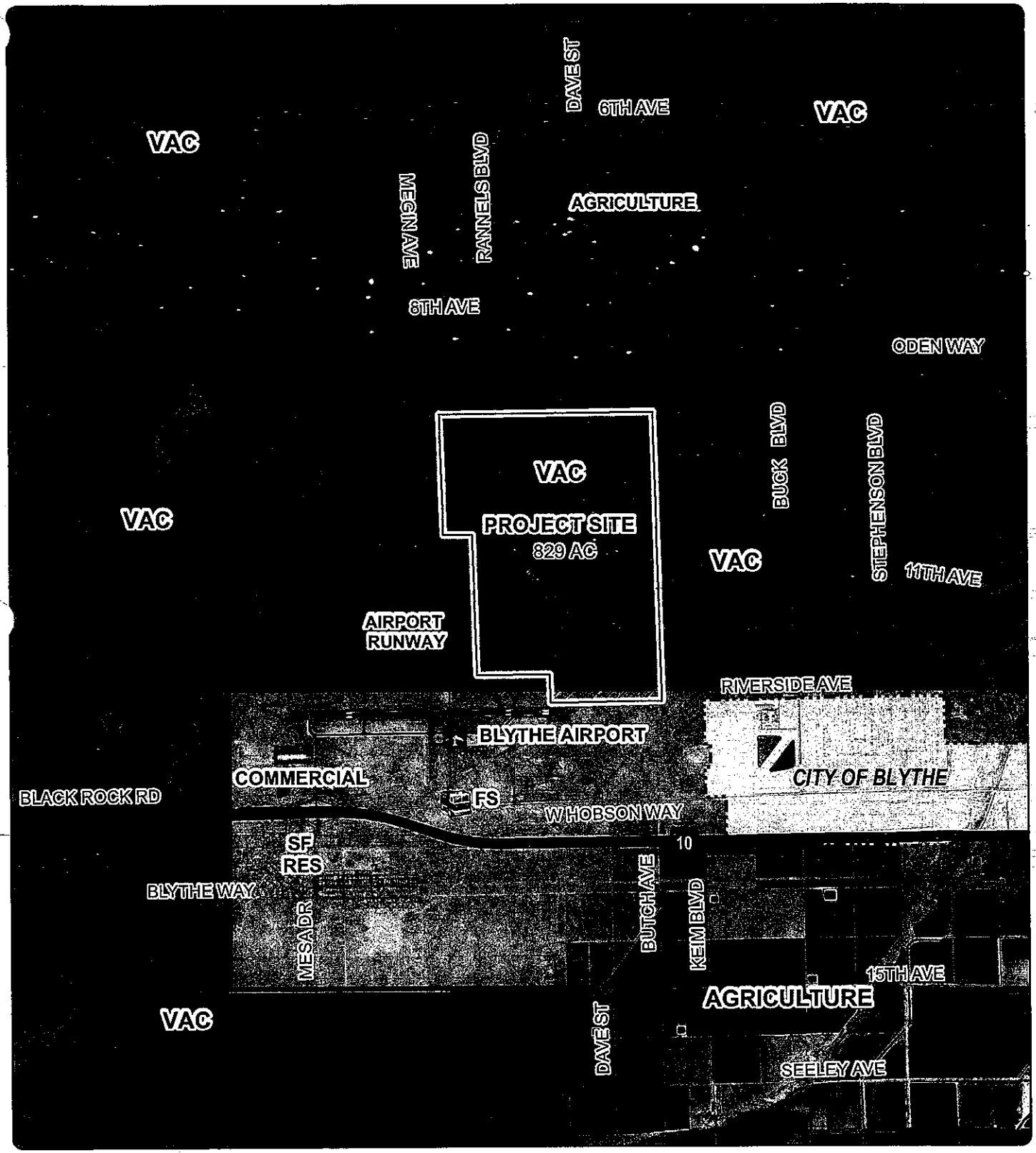
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at http://www.tlma.co.riverside.ca.us/index.html

RIVERSIDE COUNTY PLANNING DEPARTMENT

PP24616
LAND USE

Supervisor Benoit
District 4

Date Drawn: 11/04/10
Exhibit 1



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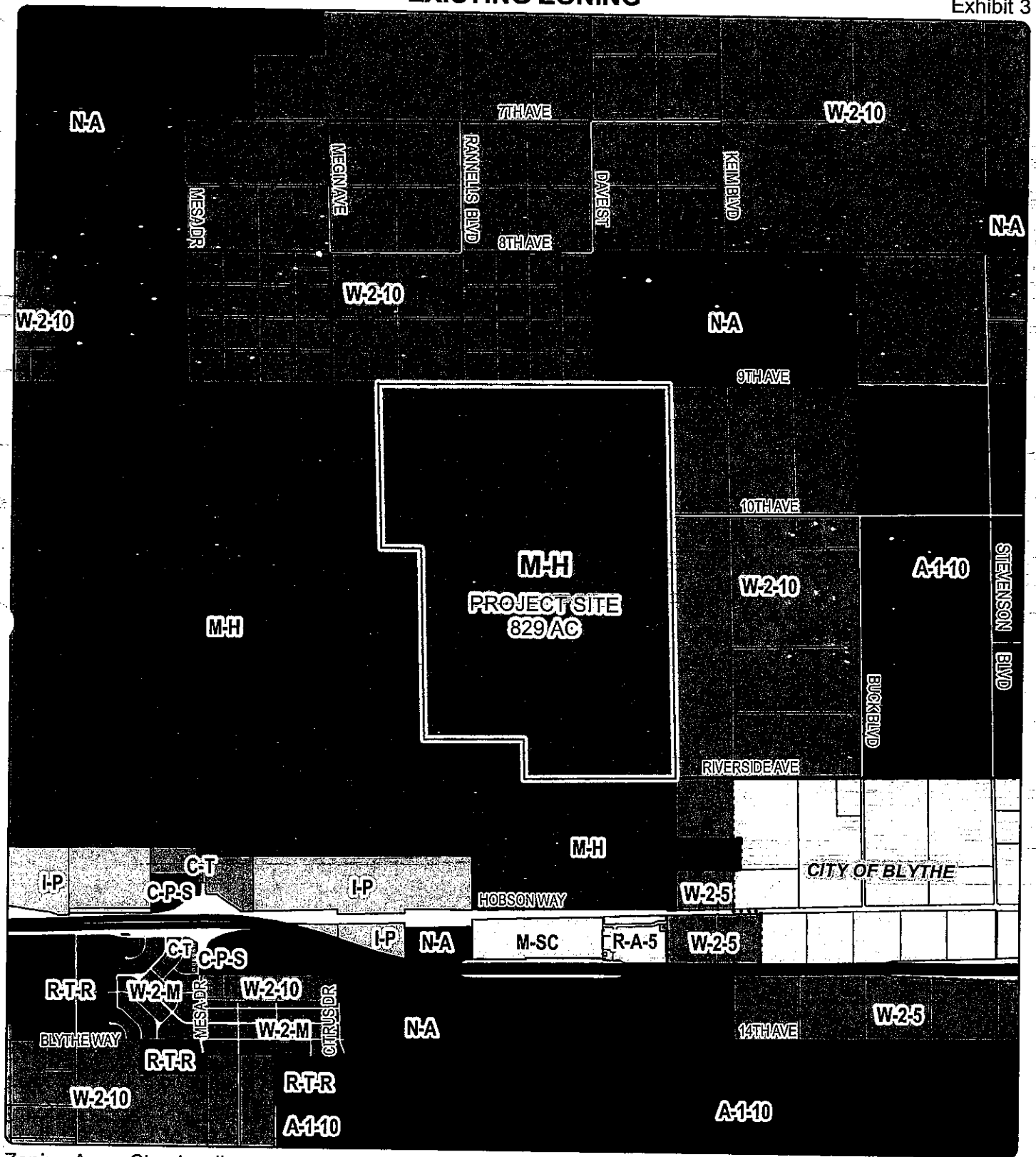
Feet

RIVERSIDE COUNTY PLANNING DEPARTMENT

Supervisor Benoit
District 4

PP24616
EXISTING ZONING

Date Drawn: 11/04/10
Exhibit 3



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Township/Range: T6SR22E
Sections: 19, 20, 29, 30

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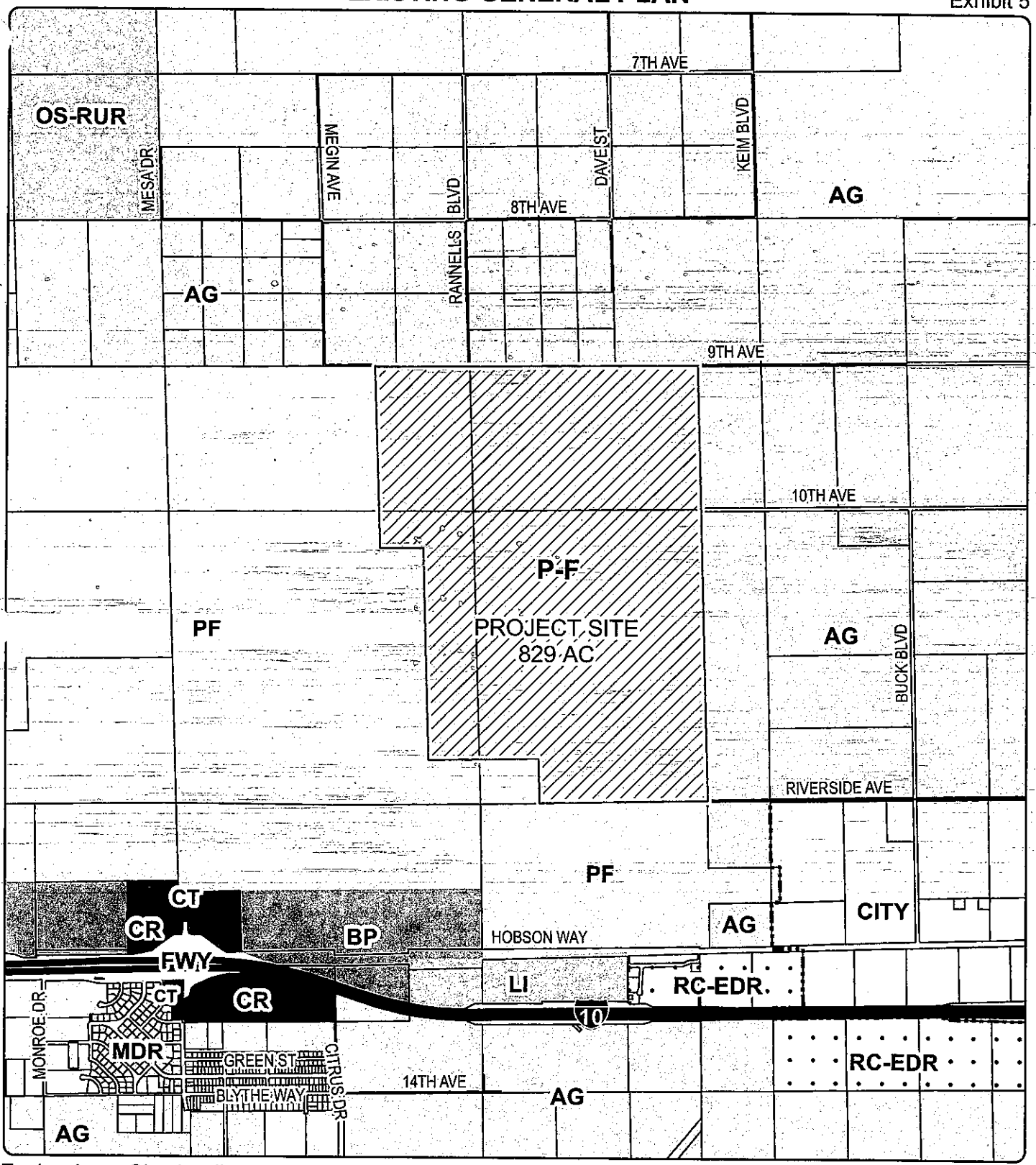
RIVERSIDE COUNTY PLANNING DEPARTMENT

Supervisor Benoit
District 4

PP24616
EXISTING GENERAL PLAN

Date Drawn: 11/04/10
Exhibit 5



Zoning Area: Chuckwalla
Township/Range: T6SR22E
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Assessors Bk. Pg. 927-28
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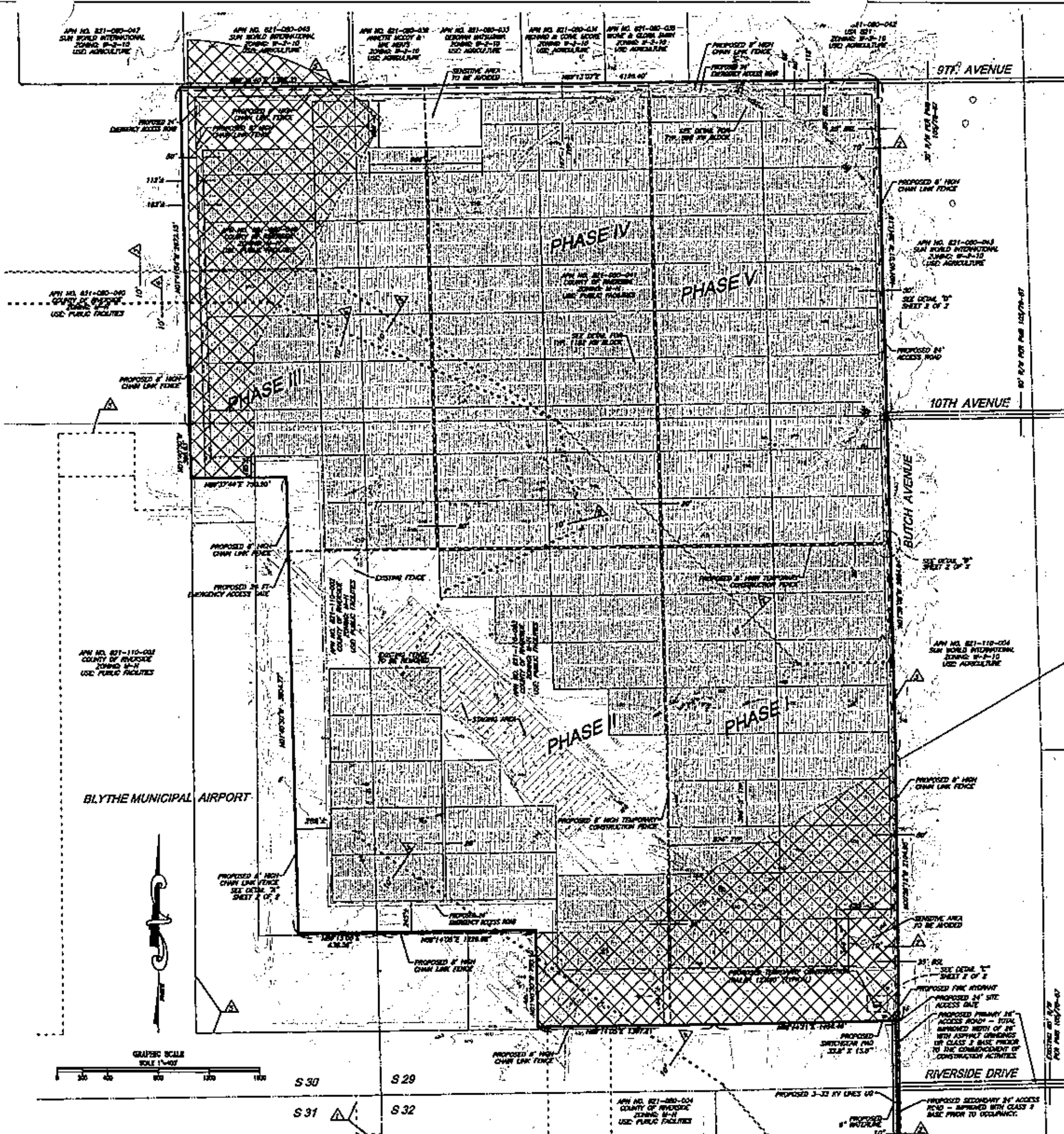
Feet

CASE: PP24616
EXHIBIT: A (Sheets 1-2), AMD. #1
DATED: 11/10/10
PLANNER: R. JUAREZ



PROJECT INFORMATION

APPLICANT
US SOLAR HOLDINGS, LLC
PO BOX 44485
PHOENIX, AZ 85064
CONTACT: TANYA MARTINEZ
PHONE: (480) 299-2107

LAND OWNER
COUNTY OF RIVERSIDE
3525 14TH ST
RIVERSIDE, CA 92501

EXHIBIT PREPARER
THE HOLT GROUP, INC.
201 EAST HOBSONWAY
BLYTHE, CA 92225
PHONE: (760) 922-4658
FAX: (760) 922-4660

ASSESSOR'S PARCEL NOS.
821-080-040, 821-080-041, 821-110-003 & 821-110-003

PROPERTY ADDRESS
N/A

EXISTING ZONING
ZONING: M-H (MANUFACTURING-HEAVY)
LAND USE: PF (PUBLIC FACILITIES)

PROPOSED ZONING
ZONING: M-H (MANUFACTURING-HEAVY)
LAND USE: PF (PUBLIC FACILITIES)

EXISTING ACCESS TO PROJECT SITE
BLYTHE AIRPORT EAST PERIMETER ROAD

FEMA MAPPED FLOOD PLAINS AND FLOODWAYS
THE PROPERTY IS LOCATED IN FLOOD ZONE "D" (AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE) PER FEMA MAP PANEL 06065C 1602A, REVISED AUGUST 28, 2008.

FLAMMABLE OR COMBUSTIBLE LIQUIDS
THERE ARE NO ABOVE OR BELOW GROUND LOCATION(S) OF FLAMMABLE OR COMBUSTIBLE LIQUIDS OR WASTE OIL.

COUNTY'S WATER QUALITY MANAGEMENT PLAN
THIS PROJECT WILL NOT ALTER THE EXISTING NATURAL DRAINAGE PATTERN OF THE SITE.

EXISTING PARCEL ACREAGE
GROSS/NET AREA: 828.86 ACRES

THOMAS GUIDE 2005
PAGE: 382, COORDINATE: B, 10

UTILITIES
SCHOOL DISTRICT: PALO VERDE UNIFIED SCHOOL DISTRICT
WATER: BLYTHE AIRPORT MUNICIPAL WATER SYSTEM
SEWER: N/A
GAS: THE GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA EDISON CO.
CABLE TELEVISION: BLYTHE CABLEVISION
TELEPHONE: VERIZON

OCCUPANCY GROUP
S GROUP

THE PROJECT DOES NOT INVOLVE FOLLOWING ITEMS:
1. MOBILEHOME OR RECREATIONAL VEHICLE SPACES DWELLING UNITS OR LOTS
2. STREET IMPROVEMENT
3. ALTERATION OF NATURAL DRAINAGE PATTERN
4. ANY LAND OR RIGHT OF WAY TO BE DEDICATED TO THE PUBLIC OR OTHER USERS
5. COMMON SPACES, OPEN SPACES AND RECREATION AREAS
6. STORAGE OF FLAMMABLE OR COMBUSTIBLE LIQUID AND WASTE OIL BOTH ABOVE AND BELOW GROUND
7. OPEN CHANNELS
8. VEGETATIVE PLANTERS
9. LANDSCAPING

VEHICULAR CIRCULATION
VEHICLE WOULD ENTER THROUGH BUTCH AVENUE AT THE SOUTHEAST PROPERTY CORNER FOR THE PRIMARY ACCESS. PROJECT-RELATED TRAFFIC WOULD TURN INTO TEMPORARY CONSTRUCTION TRAILER AREA. THIS AREA WOULD ALLOW FOR AMPLE VEHICLE TURN AROUND.

NOTE:
PAD ELEVATIONS FOR INVERTERS WILL BE LOCATED 24" ABOVE SURROUNDING GRADE.

LEGAL DESCRIPTION

THOSE PORTIONS OF TRACTS 2, 3, 4, 10, 11, 12, 13, 16, 17, 18 AND 19 AS DESCRIBED IN QUITCLAIM DEED RECORDED DECEMBER 14, 1948, IN BOOK 1035, PAGE 530, OFFICIAL RECORDS OF RIVERSIDE COUNTY, LYING WITHIN PORTIONS OF SECTIONS 19, 20, 30 AND 29, TOWNSHIP 6 SOUTH, RANGE 22 EAST, SBM, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 19;

THENCE SOUTH 89°35'40" WEST 1308.35 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 19, ALSO BEING THE SOUTH LINE OF PARCELS 32 AND 33 OF PARCEL MAP NO. 14263 AS SHOWN ON FILE IN BOOK 106 OF PARCEL MAPS, PAGE 11 THROUGH 20, INCLUSIVE, OFFICIAL RECORDS OF SAID COUNTY TO A POINT LYING PARALLEL WITH AND 1308.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF SAID SOUTHEAST QUARTER;

THENCE SOUTH 01°41'54" EAST 2872.18 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1308.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 30;

THENCE SOUTH 01°40'00" EAST 398.83 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 430.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE NORTH LINE OF THE EAST HALF OF SAID SECTION 30;

THENCE NORTH 88°37'44" EAST 790.20 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 518.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF SAID EAST HALF;

THENCE SOUTH 01°40'50" EAST 3804.77 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1270.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID EAST HALF;

THENCE NORTH 88°15'08" EAST 834.58 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1270.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 29;

THENCE NORTH 88°14'02" EAST 1229.88 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1250.00 FEET EASTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE WEST LINE OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 01°40'50" EAST 750.10 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 520.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID SOUTHWEST QUARTER;

THENCE NORTH 88°14'02" EAST 1307.21 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 520.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE NORTH 88°44'21" EAST 1459.48 FEET ALONG SAID PARALLEL LINE TO A POINT ON THE WEST LINE OF PARCEL 9 OF PARCEL MAP NO. 14063 AS SHOWN ON FILE IN BOOK 106 OF PARCEL MAPS, PAGE 79 THROUGH 87, INCLUSIVE, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTH 00°50'12" WEST 3104.85 FEET ALONG SAID WEST LINE;

THENCE NORTH 01°38'06" WEST 2644.64 FEET ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF SAID PARCEL 9, ALSO BEING A POINT ON THE SOUTHWEST CORNER OF PARCEL 8 OF SAID PARCEL MAP NO. 14063;

THENCE NORTH 01°45'01" WEST 2641.16 FEET ALONG THE WEST LINE OF SAID PARCEL 8 TO THE NORTHWEST CORNER THEREOF, ALSO BEING A POINT ON THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 20;

THENCE SOUTH 89°13'07" WEST 4128.40 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM ALL URANIUM, THORIUM AND ALL OTHER MATERIALS DETERMINED PURSUANT TO SECTION 5 (B) (1) OF THE ATOMIC ENERGY ACT OF 1946 (60 STAT. 763) TO BE PARTICULARLY ESSENTIAL TO THE PRODUCTION OF FISSIONABLE MATERIAL AS RESERVED BY THE UNITED STATES OF AMERICA IN INSTRUMENT RECORDED DECEMBER 14, 1984 IN BOOK 1035, PAGE 530 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY CALIFORNIA

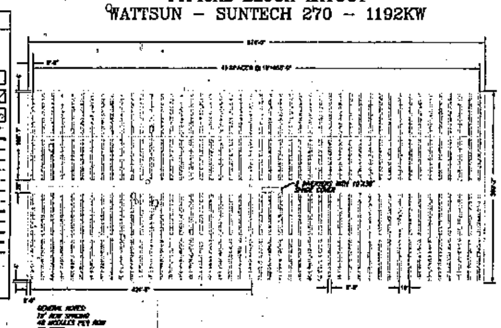
EASEMENT NOTES:

1. RIGHT OF WAY DEED AND EASEMENT IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY RECORDED 8/06/1953 IN BK 1498, PG 141, OR
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 11/12/1975 AS INST NO. 141285, OR
3. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 7/05/1977 AS INST NO. 120063, OR
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 5/16/1979 AS INST NO. 100587 & 100588, OR
5. A LEASE EXECUTED BY COUNTY OF RIVERSIDE AS LESSOR AND ANNE C. BELSKY AS LESSEE, RECORDED 10/28/1983 AS INST NO. 224806, OR
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 6/30/1980 AS INST NO. 118246, OR

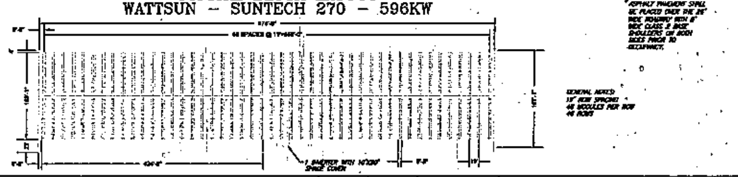
LEGEND

- BUILDING SETBACK LINE — BSL
- OVERHEAD — OH
- UNDERGROUND — UG
- EXISTING CONCRETE TO REMAIN
- AIRPORT COMPATIBILITY ZONE C
- STAGING AREA
- EXISTING FENCE
- EXISTING PROPERTY LINE
- SECTION LINE
- RIGHT OF WAY
- EASEMENT
- BUILDING SETBACK
- CITY LIMITS
- PHASE LINE
- EXISTING PAVED STREET
- PROPOSED PRIMARY ACCESS ROAD
- PROPOSED SECONDARY ACCESS ROAD
- PROPOSED 33 KV LINE
- PROPOSED 8" WATERLINE
- EXISTING DIRT ROAD
- POWER POLE
- FIRE HYDRANT

TYPICAL BLOCK LAYOUT
WATTSUN – SUNTECH 270 – 1192KW



TYPICAL BLOCK LAYOUT
WATTSUN – SUNTECH 270 – 596KW



PROJECT SITE AREA BREAKDOWN		
DESCRIPTION	AREA (SQ FT)	PERCENT OF SITE
TEMPORARY CONSTRUCTION TRAILER	720	0.0026
PARKING AREA	1000	0.0036
SITE ROAD AREA	0	0
LANDSCAPED AREA	0	0
RECREATION	0	0
OPEN SPACE AREA	0	0
PROJECT SITE AREA	36108316 ±	–

DATA RESOURCE:
THE SITE PLAN AND SOLAR BLOCK LAYOUT WERE PROVIDED BY US SOLAR
THE AERIAL SURVEY WAS PERFORMED BY TRI-STATE PHOTOGRAMMETRY IN JULY, 2008

The Holt Group
ENGINEERING · PLANNING · SURVEYING

NO.	REVISIONS	APPROVED	DATE
1	AMENDED PLOT PLAN PER COUNTY COMMENTS		6/18/10
2	AMENDED PLOT PLAN PER COUNTY COMMENTS		7/30/10

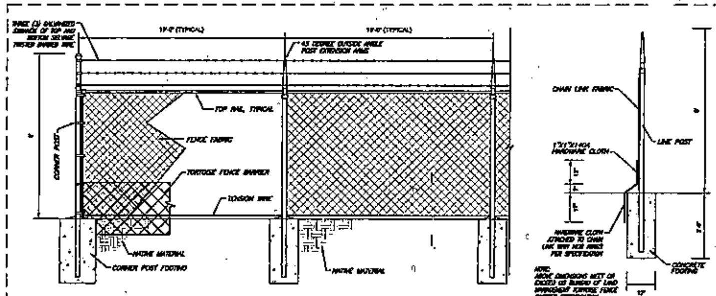
UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: T J H
DRAWN BY: T J H
CHECKED BY: R K H

BENCH MARK: NGS MONUMENT
DATUM: NAVD 88

PREPARED UNDER THE DIRECT SUPERVISION OF:
ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.
11/09/10 DATE — 03/31/12 REG. EXP.

IN THE COUNTY OF RIVERSIDE
SHEET CONTENT: BLYTHE SOLAR PLOT PLAN
SHEET 1 OF 2 SHEETS
JOB NO. 1086.008

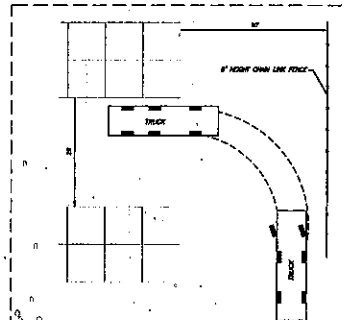


8' HEIGHT CHAIN LINK FENCE

DETAIL "A"

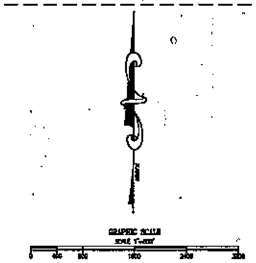
TORTOISE FENCE BARRIER

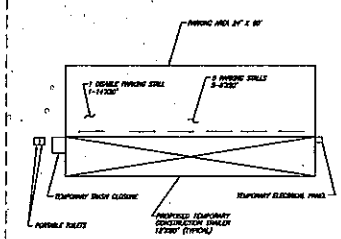
SOLAR PANEL SITE EXHIBIT



TRUCK TURNING RADIUS
DETAIL "B"

NOT TO SCALE



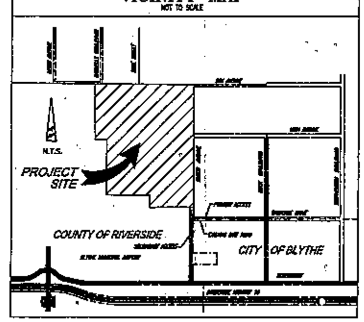


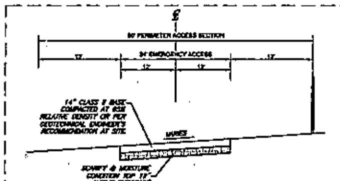
TYPICAL TEMPORARY CONSTRUCTION TRAILER
DETAIL "C"

NOT TO SCALE

VICINITY MAP

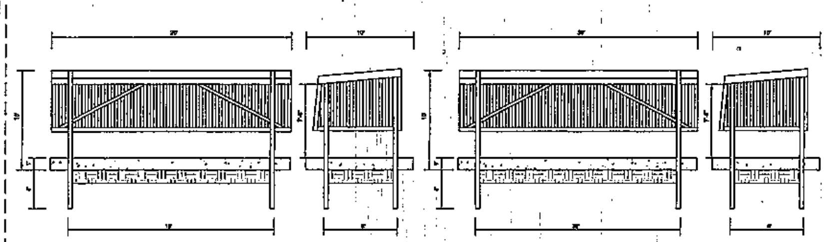
NOT TO SCALE





50' PERIMETER ACCESS SECTION
DETAIL "D"

NOT TO SCALE



596 KW SHADE STRUCTURE

1192 KW SHADE STRUCTURE

NOT TO SCALE

LEGEND

BUILDING SETBACK LINE	BSL
OVERHEAD	OH
UNDERGROUND	UG
EXISTING CONCRETE TO REMAIN	
AIRPORT COMPATIBILITY ZONE C	
STAGING AREA	
EXISTING FENCE	
EXISTING PROPERTY LINE	
SECTION LINE	
RIGHT OF WAY	
EASEMENT	
BUILDING SETBACK	
CITY LIMITS	
PHASE LINE	
EXISTING PAVED STREET	
PROPOSED PRIMARY ACCESS ROAD	
PROPOSED SECONDARY ACCESS ROAD	
PROPOSED 33 KV LINE	
PROPOSED 8" WATERLINE	
EXISTING DIRT ROAD	
POWER POLE	
FIRE HYDRANT	

DATA RESOURCE:
THE AERIAL PHOTO GENERATED FROM GOOGLE EARTH

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NO.	REVISIONS:	APPROVED	DATE
1	AMENDED PLOT PLAN PER COUNTY COMMENTS		6/15/10
2	AMENDED PLOT PLAN PER COUNTY COMMENTS		7/30/10

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DESIGN BY: T J H
DRAWN BY: T J H
CHECKED BY: R K H

BENCH MARK: NCS MONUMENT
DATUM: NAVD 88

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.

11/09/10 DATE — 03/31/12 REG. EXP.

IN THE COUNTY OF RIVERSIDE

SHEET CONTENT:

BLYTHE SOLAR PLOT PLAN

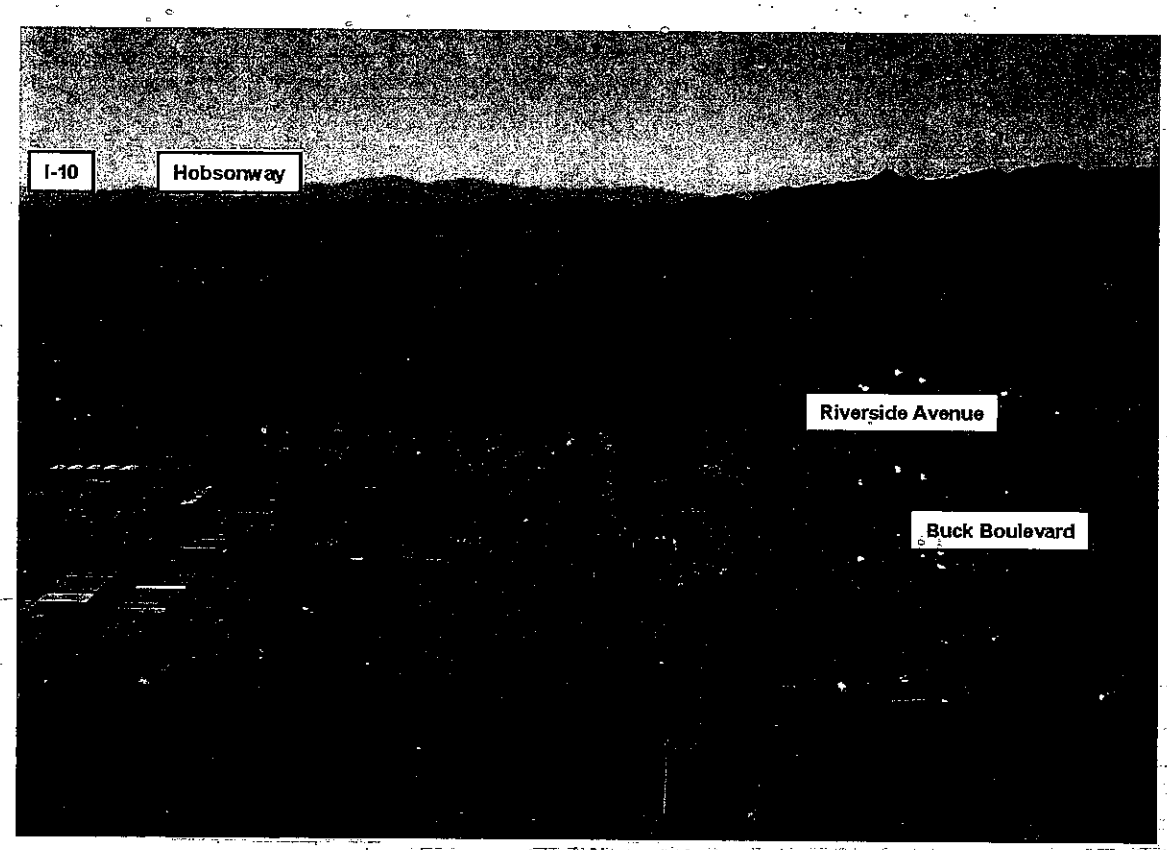
SHEET 2 OF 2 SHEETS

JOB NO. 1088.008

BLYTHE AIRPORT SOLAR 1

BUSINESS PLAN

November 17, 2010 (Revision 3)



US SOLAR HOLDINGS

1015 W. Hays
Boise, ID 83702

CASE: PP24616
EXHIBIT: B (Sheets 1-8), AMD. #1
DATED: 11/10/10
PLANNER: R. JUAREZ

BLYTHE AIRPORT SOLAR 1

Table of Contents

1. Project Introduction & Location

The proposed Blythe Airport Solar 1 Project (Project) is a multi-phased 100 MW solar power plant that would be located on lands on the northeast portion of the Blythe Airport. The project would use proven Photovoltaic (PV) technology, mounted on a single axis tracking system, and would sell electricity directly into the grid to California utilities. US Solar is currently entering into a lease with Riverside County on approximately 829 acres of an unused portion of Blythe Airport land (not including off-site easement acreage) directly northeast of the current runway. Options will be exercised to develop the site in phases. For the next year, US Solar will be focusing on the development, power purchase, interconnect plans, offsite improvements, and construction of Phase I, 20 MW that will be constructed on approximately 140 acres.

The project is planned to be constructed in 5 x 20 MW phases with plans to construct one phase per year. The actual construction schedule will vary depending on the ability of US Solar and its partner to secure power purchase and interconnect agreements.

This project does not have a PPA yet, but discussions are currently underway with multiple utilities to purchase power from the project.

2. Project Specifications

The 20 MW PV project will consist of approximately 49,488 PV modules covering an area of 140 acres. Each panel is 6.4 ft x 3.3 ft and weighs 60 lbs. The entire PV system consists of modules, supports, inverters, foundations, and an underground gen-tie cable system. The Project site is relatively flat and the PV panels have a low profile with the highest point on the panels being less than 7 1/2 feet. As a result, the solar field would not be seen from any significant distance from the site. The panels will mount on a single axis tracking system that will track the sun in an east-west orientation.

The inverters convert the PV system's DC power to AC power while the transformers step up the system voltage to the local distribution voltage. For Phase I, there will be a total of 20 x 1 MW inverters throughout the project site and 20 x 1MVA transformers installed adjacent to the inverters. The transformers will be stepping up the onsite voltage of 200 V to 33 kV. The 200 V line will be direct buried approximately 3 ft below grade while the 3-phase 33 kV line, 477MCM conductor will be housed in 6 inch PVC conduit and buried 3 ft below grade and located within an easement provided for in the lease agreement.

The 33kV line required for Phase I will run due south from the site in an easement parallel to Butch Ave. and tie into the existing 33 kV Southern California Edison line that runs parallel to Hobsonway. No substation is required. This will be a direct tap. The line will be underground for 1500 feet as per the ALUC's request just outside the runway protection zone and then come above ground for the remaining distance (approximately

2,000 ft) to the connection point at the Hobsonway line. The 33 kV line will be housed in RGS conduit at the transition point from underground to overhead. The overhead line will be 19' above ground. An interconnection study on the Hobsonway 33 kV line for 20 MW is currently underway with Southern California Edison on this design. The study will indicate any network upgrade requirements and costs associated with the upgrades.

The 12'x60' portable construction trailer will be painted a neutral color that blends with the surrounding landscape with 5 parking spaces provided adjacent to it. This facility will be used by the general contractor during construction. Several other trailers may be temporarily installed at the same location for subcontractor office use during construction, in accordance with the "Typical" detail as shown on plot plan. The trailers will be located in the Southeast corner of the site. The construction staging area is proposed on the existing concrete pad. An 8' high chain link perimeter fence is proposed along the perimeter of the project.

The Project nighttime lighting during construction but would be limited and temporary. During operation, shielded nighttime lighting would be restricted to security lighting purposes around the main entrance and would not result in substantial light released from the site.

Arrangements will be made with a local refuse service provider in order to remove all trash, onsite debris and irrigation equipment, in accordance with County Waste Management Department standards. All wells will be permanently abandoned and sealed according to CA Division of Drinking Water Standards, and in accordance with the County Environmental Health procedures.

3. Site

The proposed Project site is located approximately 0.75 miles north of Interstate10 (I-10). The parcel numbers of the site are as follows: 821-080-040, 821-080-041, 821-110-002, 821-110-003.

The majority of the site is abandoned agriculture with pivot circles and old runways associated with the Blythe Airport. These areas appear to have been fallow for a significant period of time; sparse creosote bush (Larrea tridentata), galleta grass (Pleuraphis rigida), and brittle bush (Encelia farinosa) have begun to reestablish. Development of the Blythe Airport Solar 1 Project would result in the removal of a portion of the non-native and native vegetation from the site in order to eliminate shading the solar modules.

No landscaping is planned for the site. A dust control agent such as Envirotach II will be sprayed on the property post construction. The site will allow for native grass growth and will maintain vegetation to minimal growth with herbicides to minimize module shading. Tackifiers and gravel may be used to control wind erosion as required.

The temporary construction trailer and parking will be graded; grading activities will consist of scarifying and moisture conditioning the top 12" of native subgrade and placing 4" of compacted Class 2 Base over the prepared subgrade.

There will be no disturbance of the existing natural drainage patterns, as the solar panels will be installed on the existing topography. There will be a nominal increase in storm water runoff due to the maintenance trailer.

No enclosed structures will be built on the project site. The permanent operations staff will rely on mobile vehicles, laptops, and other offsite equipment to control the solar site. Additionally, the inverters will be cooled by an open-air shade structure.

Water will drain off the panels and concentrate in a linear pattern along the edge of the panel like the roof of a house. Because the panels have a small area and will be evenly spaced, there will be adequate natural infiltration to minimize erosion. Tackifiers and gravel may be used to control erosion on some parts of the site as required. Technical review by County Flood Control has determined that no retention basins are required and therefore are not planned or designed for this project.

4. Site Access

Primary site access would be via Riverside Ave. to Butch Ave; these roads have 60 ft right of ways. Improvements to this access will be phased, in accordance with agreements in place with Riverside County transportation managers. Prior to start of construction, the section of Riverside Drive that is already improved will be widened to 26-feet with the additional 6-feet improved with asphalt grindings or Class 2 base. The unimproved section of Riverside Drive will be constructed to 26-feet and improved with asphalt grindings or Class 2 base. Similar improvements will be required from Riverside Drive north to the south project site boundary. Prior to occupancy, Riverside Drive will be additionally improved with 26 feet of pavement with an 8-foot wide, Class 2 Base shoulder on the north (County) side. In addition, a secondary access will be constructed and will run in an easement in a north-south orientation, parallel to Butch Avenue, from Hobsonway due north to the project site (follow same path as the primary access from Riverside Avenue north to the project site). This access will be improved with Class 2 base and will be 24-feet wide prior to occupancy.

The 20'east-west internal road in center of the site is proposed as a 4" Class 3 Base; 25'and 8' alternating east-west access roads are proposed between solar array rows and 20' north-south access roads are proposed between solar array blocks.

5. Pile Driving

Steel pile testing was recently conducted that resulted in design recommendations on support structure for the solar modules. In an effort to determine how deep wide flange

("W") steel piles need to be driven in the soil, full-scale load tests were performed. These tests consisted of driving four steel piles into the soil at five locations on the site; one near each corner and one near the center of the site.

The four steel piles at each test site were loaded as follows: steel pile 1 was driven 5 feet into the ground and then pulled out of the ground ½"; steel pile 2 was driven 5 feet into the ground and then pulled over ½"; steel pile 3 was driven 8 feet into the ground and then pulled out of the ground ½"; and steel pile 4 was driven 8 feet into the ground and then pulled over ½".

The analysis used code required calculations for wind loads and full-scale test loads to predict the behavior of driven W6x9 steel piles supporting solar modules mounted on a solar tracker with the solar panels mounted in a portrait orientation. Wind loads were calculated using site-specific data, steel pile height was assumed to be 4 ft from the ground surface and steel pile supports were assumed to be spaced 13 ft. The maximum expected uplift is 1,609 pounds and the maximum expected horizontal load is 1,524 pounds.

The failure criteria for the full-scale load tests was ½" of vertical or horizontal movement at the ground surface. Test loads to lift the steel piles out of the ground ½" and the test loads required to push the steel pile over ½" at the ground surface were analyzed. In all tests skin friction was the failure mode.

Based on test results, the design recommendations are to use W6x9 steel piles, direct drive 5'-0" minimum into the soil in order to support solar modules on a solar tracker. The steel pile should be galvanized or be up-sized up to a W6x15 in order to minimize corrosion.

6. Construction

Construction and operation of the Project would require the use of existing and improved roadways. Primary access to the Project site would be from Buck Blvd, a paved road, to Riverside Ave. up Butch Ave.; both Butch and Riverside are existing dirt roads.

Short-term impacts to air quality would occur during construction of the project from construction equipment emissions and the potential increase of fugitive dust when the site is disturbed. Use of construction equipment (i.e., gasoline and diesel powered construction equipment, as well as delivery vehicles, employee vehicles, etc.) would emit CO, VOC, SOx, and NOx. Use of mobile equipment and earthwork activities including clearing, grubbing, and site grading would result in fugitive dust emissions. The amount of emissions at any one time during construction will be dependent on the schedule for the completion of the individual PV modules – either in sequence or in parallel.

8 hrs/day

5	days/week	The construction schedule is as follows:
22	days/month	
9	months	

The following table indicates the number of workers during construction:

195	Max # of Workers/Day
120	Avg # of Workers/Day
2	Avg Occupancy/Vehicle
60	Round Trips/Day
20	Avg Roundtrip Distance

The following is list of equipment that will be utilized during construction:

Bore/Drill Rigs/Pile Drivers
Cement Mixers
Industrial/Concrete Saws
Cranes
Crawler Tractors/Dozers
Crushing/Processing Equipment
Dump and Tender Trucks
Excavators
Forklifts/Aerial Lifts/Booms
Generators/Compressors
Graders
Off Highway Tractors
Off Highway Trucks
Other Const. Eq.-Diesel
Pavers
Paving Eq./Surfacing Eq.
Plate Compactors
Rollers/Compactors
Rough Terrain Forklifts
Rubber Tired Dozers
Rubber Tired Loaders
Scrapers
Signal Boards/Light Sets
Skid Steer Loaders
Tractors/Loaders/Backhoes
Trenchers
Welders

Other Const. Eq.-Gasoline

7. Greenhouse Gas Emissions

Greenhouse gases allow sunlight to enter the atmosphere freely, but limit the amount of infrared radiation (heat) that bounces back into space after striking the Earth's surface. Gases exhibiting greenhouse properties come from both natural and human sources. Water vapor, CO_2, methane (CH_4), and nitrous oxide (N_2O) are examples of greenhouse gases that have both natural and manmade sources, while other greenhouse gases such as chlorofluorocarbons are exclusively manmade. In the United States, greenhouse gas emissions come mostly from energy use. Such emissions result from combustion of fossil fuels used for electricity generation, transportation, industry, heating, and other needs. Energy-related carbon dioxide emissions represent 82 percent of total manmade greenhouse gas emissions in the United States (US Energy Information Administration 2009).

The Blythe Airport Solar Project would assist local utilities fulfill mandatory state renewable energy requirements. While comparable capacity in fossil-fuel-fired generation might produce enough electricity to meet California's rising electricity demand, the Blythe Airport Solar Project would produce electricity with far fewer greenhouse gas emissions. The Project would itself contribute to small cumulative increases in greenhouse gases resulting from slight increases in vehicular travel and temporary construction emissions, these greenhouse gas emissions from the Project would be minimal and limited to increases in carbon dioxide.

Photovoltaic panels generate electricity without producing significant carbon emissions (except for emissions associated with polycrystalline silicon (poly-silicon) or cadmium telluride, panel production from polycrystalline silicon or cadmium telluride, and installation). By displacing natural gas and other fossil fuels used to produce electricity, photovoltaic installations reduce generation of CO_2 and other greenhouse gasses. The 100 MW Blythe Airport Solar Project is expected to generate 227,760 gross megawatt hours per year (MWh) of output based on an expected 26 percent plant capacity factor. This would total about 6,833 gigawatt hours of electricity over the 30 year life of the Project.

The indirect GHG emissions decrease that would result from the expected 30-year operation of this proposed renewable energy project has been estimated using the eGRID estimate (USEPA 2007) of CO_2 emissions per MWh. Assuming that the capacity of the Blythe Airport Solar Project displaces electricity produced by conventional fossil-fueled power plants, the estimated Project-related reduction is 79,030 metric tons of GHG emissions annually or an estimated total displacement of 2,370,898 metric tons of GHG over 30-year Project life. This would have a beneficial impact to global climate change and would also be consistent with state and federal policies and regulations to promote greater reliance on renewable energy.

The total CO_2 generated during construction = 840 metric tons. The net total CO_2 emissions offset by the project is between 2,370,058 metric tons; see appendix 4 for

calculations.

The impacts from construction equipment would be mitigated by the use of emission controls on the construction equipment. Fugitive dust impacts during construction would be mitigated by the application of dust control measures on exposed soil.

Emissions during operation and construction will remain below the MDAQMD CEQA and Federal Conformity Guidelines.

There are no residences or other sensitive receptors near the Project Site and the Project would emit relatively small amounts of air emissions during construction and almost none during operation. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. Likewise, the Project does not create objectionable odors that could affect people.

8. Job Creation

The labor force will peak at 195 jobs during a 9 month to 1-year construction period for every 20 MW installed. The labor force to erect and install the panels will consist of approximately 110 electricians, 70 laborers, and 15 supervisors. The permanent on site employment during operation are forecasted to be 3-5 jobs. On site contract support will include environmental compliance, warranty maintenance on the panels and inverters, road maintenance, weed/dust control, panel cleaning, and site security. Off site support will include an asset manager, WECC compliance, and CAISO scheduling coordinator.

9. Water Supply

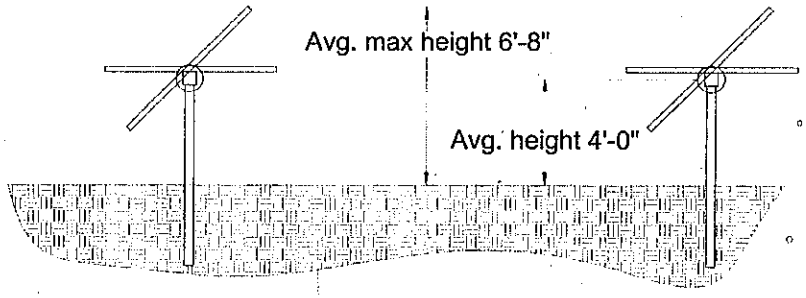
Water will be made available for the project (construction water and operations) via an additional 6" diameter water pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to the site to allow for a permanent source of water.

Solar panels will be cleaned with water on an as-needed basis to remove dust that has accumulated. The source will be the water available on site via the water pipeline. De-ionized or mineral water is not necessary.

There will be no on-site sewer necessary. During construction, portable toilets will be provided on site.

Single Axis Tracker "SAT" Elevation Profile - Typical

STANDARD BUILDING BLOCK SUMMARY	
TRACKER TYPE	WATTSUN
DRIVE MOTORES	4
PANEL MAKE/MODEL	SUNTECH 275
PANEL COUNT	4302
STC RATED DC POWER	1183 kW
ROWS / DRIVE MOTOR	20
PANELS / ROW	54
PANELS / STRING	18
ROW POSTS - 4"	1120
DRIVE POSTS - 6"	80
ROW SPACING	19.6FT



A Division of IRONCO RENEWABLE ENERGY CONTRACTING

BLYTHE-640 ACRES
BLYTHE AIRPORT, ARIZONA

CUSTOMER: US SOLAR

DETAILING SERVICE			IRONCO BID NO.	DWG NO.	REV
DR VS	CK	DATE 11/08/10	640 Layout		C
SCALE: NOT TO SCALE				SHEET 2 OF 2	

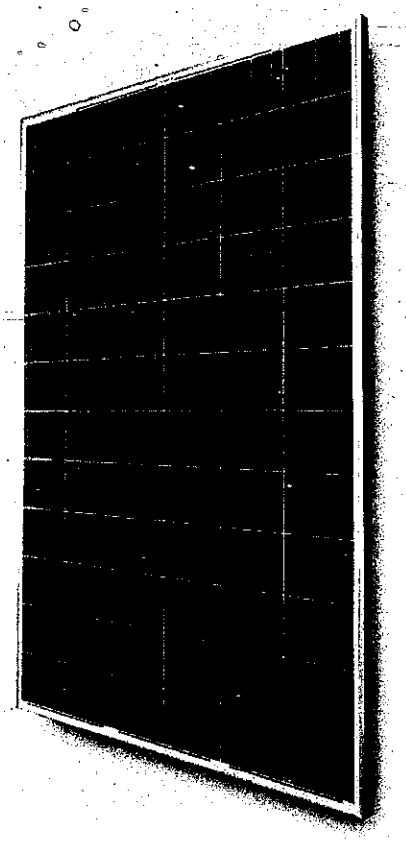
CASE: PP24616
EXHIBIT: C (Sheets 1-22), AMD. #1
DATED: 11/10/10
PLANNER: R. JUAREZ

SUNTECH

Solar powering a green future™

STP280 - 24/Vb-1
STP270 - 24/Vb-1
STP260 - 24/Vb-1

270 Watt
POLY-CRYSTALLINE SOLAR PANEL

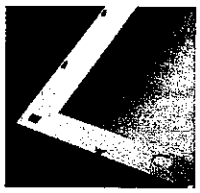


Features
- High conversion eff ciency based on innovative photovoltaic technologies
- High reliability with guaranteed +/-3% power output tolerance
- Withstands high wind-pressure and snow load, and extreme temperature variations

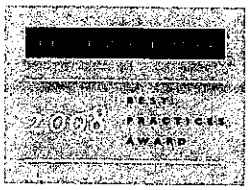
Quality and Safety
- Industry-leading, transferable 25-year power output warranty
- Rigorous quality control meeting the highest international standards
- ISO 9001:2000 (Quality Management System) and ISO 14001:2004 (Environmental Management System) certified factories deliver world class products
- UL listing:UL1703, CULus, Class C fire rating, conformity to CE

Recommended Applications
- On-grid utility systems
- On-grid commercial systems
- Off-grid ground mounted systems

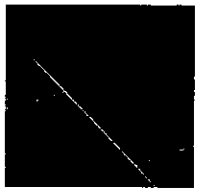
Suntech's technology yields improvements to BSF structure and anti-reflective coating to increase conversion efficiency



Unique design on drainage holes and rigid construction prevents frame from deforming or breaking due to freezing weather and other forces



Suntech was named Frost and Sullivan's 2008 Solar Energy Development Company of the Year



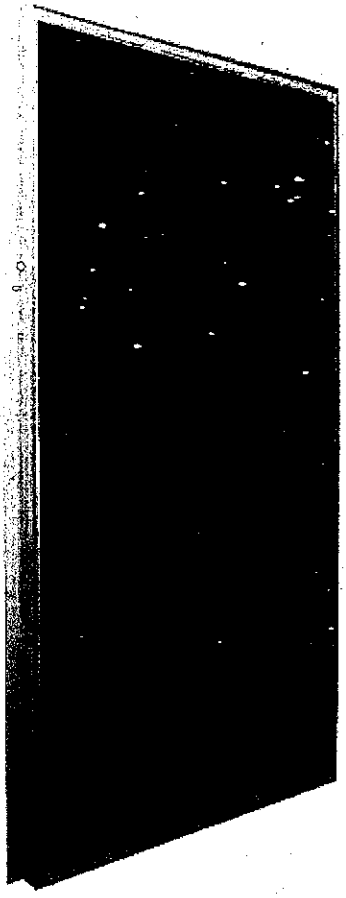
The panel provides more field power output through an advanced cell texturing and isolation process, which improves low irradiance performance

Reliathon 280
Reliathon 275

Preliminary

SUNTECH
Solar powering a green future™

PHOTOVOLTAIC MODULE



280 Watt
RELIATHON SOLAR MODULE

Designed from the ground up for utility-scale solar

High Efficiency Cells
High conversion efficiency and patented surface texturing increase cell sunlight absorption.

Self-Aligning Frame
Interlocking frames align new, thicker modules with trackers or fixed-tilt mounting structures. No vertical stabilizers are required.

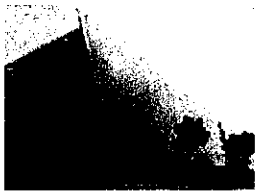
Integrated Grounding
Built-in plates automatically ground frames to the mounting structure, saving both time and money.

Fast-Installing U Bolts
U bolts fasten each module to the frame, reducing the number of small parts and fasteners—and reducing installation time.

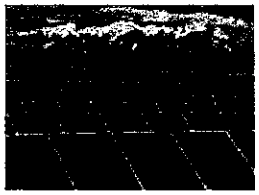
Withstands High Wind Loads
Module certified to withstand high wind loads (2400 Pascal).

c UL us IEC
Certification Pending

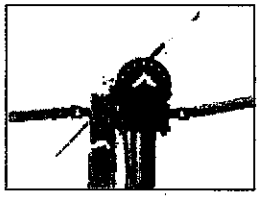
Backed by Suntech and the Reliathon Utility-Grade Warranty



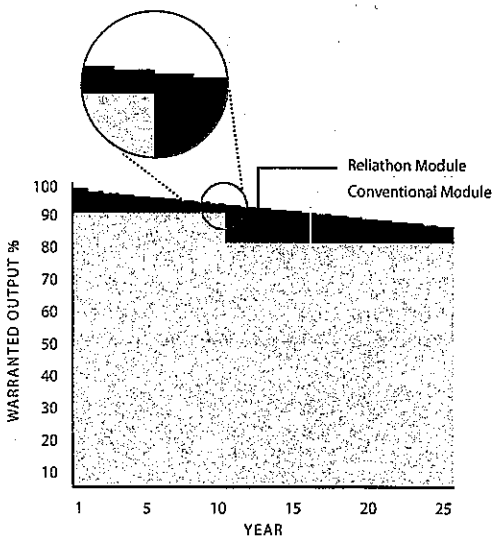
Gigawatt Manufacturing
Industry-leading manufacturing capacity, technology leadership, and financial strength make Suntech an ideal long-term partner for large-scale solar power plants.



Over 1.5 GW Shipped
Suntech modules power the world's largest solar power plants. Reliathon was designed with insight gained from over 1.5 gigawatts of solar module installations.



Industry-Leading Partners
Suntech has carefully selected best-in-class partners to supply utility-grade inverters and tracking systems for Reliathon systems.



12.3% Better Power Warranty
In an industry first, the Reliathon 25-year utility-grade warranty includes an annual step-down feature that warrants module output at yearly intervals for more precise power output expectations.

9

Satcon

PowerGate Plus 500 kW

PVS-500 (MVT)

PVS-500 (480 V)

PVS-500 (265 V) CE

Peak Efficiency 97.6%

Power Efficiency

Power Level	Output Power[1]	Efficiency[2]
10%	50 kW	92.2%
20%	100 kW	95.6%
30%	150 kW	96.2%
50%	250 kW	96.5%
75%	375 kW	96.4%
100%	500 kW	96.0%

[1] 320V minimum [2] 480V model

Power Efficiency without Transformer

Power Level	Output Power[1]	Efficiency
10%	50 kW	97.08%
20%	100 kW	97.52%
30%	150 kW	97.58%
50%	250 kW	97.46%
75%	375 kW	97.09%
100%	500 kW	96.52%

[1] 310V minimum

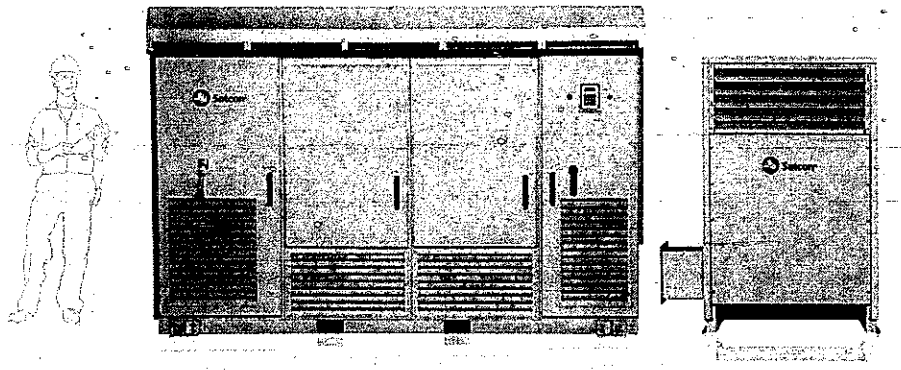
Unparalleled Performance

With their advanced system intelligence, next-generation Edge MPPT technology, and industrial-grade engineering, PowerGate Plus inverters maximize system uptime and power production, even in cloudy conditions.

Edge MPPT
Provides rapid and accurate control that boosts PV plant kilowatt yield
Provides a wide range of operation across all photovoltaic cell technologies

Printed Circuit Board Durability
Wide thermal operating range: -40° C (-40° F) to 85° C (185° F)
Conformal coated to withstand extreme humidity and air-pollution levels

PV Inverters | PowerGate Plus 500 kW



Profitable PV Power

The Satcon™ PowerGate® Plus 500 kW PV inverter has a significant impact on the profitability dynamic of large-scale solar PV systems. With its unparalleled system intelligence, next-generation Edge™ MPPT technology, and industrial-grade engineering, the PowerGate Plus 500 kW inverter maximizes system uptime and power production, even in the harshest environments.

Commercial and Utility Scale

The world's largest solar power installations depend on Satcon PowerGate Plus PV inverters to provide efficient and stable power—even in the harshest climates.

Advanced, Rugged, and Reliable

Engineered from the ground up to meet the demands of large-scale installations, Satcon PV inverters feature an outdoor-rated enclosure, advanced monitoring and control capabilities, and Edge, Satcon's next-generation MPPT solution.

Proven Performance

The proven leader in solar PV inverter solutions for commercial installations, Satcon sets the standards for efficient large-scale power conversion.

Increased PV Plant Yield

At the heart of PowerGate Plus is Edge, Satcon's next-generation power optimization solution. With rapid and accurate MPPT control, Edge increases PV plant kilowatt yield by extending the production window of arrays, enabling them to operate at optimal voltage and current levels for longer periods of time—even in varied sun conditions. To maximize efficiency, Edge improves the performance of all PV technologies, including fixed and tracking solar arrays, enabling you to get the most from your investment.

4

Xantrex™ GT500 E Grid Tie Solar Inverter specifications

Electrical specifications

Nominal power rating (AC)	500 kW AC
Nominal AC voltage	315 Vac three phase (other voltage levels on request)
Nominal AC frequency	50 Hz (60 Hz optional)
Line power factor	> 0,99 above 20% rated power (optional 0,93 leading to 0,93 lagging with grid interactive feature)
AC current distorsion	< 3% THD at rated power
Max AC line current	1040 A
Night consumption	< 100 W
Min DC voltage for feed-in	450 Vdc (495 Vdc for grid interactive option)
Max DC current	1120 Adc
Max open circuit voltage	930 Vdc
Power Tracking window range	450 to 830 Vdc (495 to 880 Vdc for grid interactive option, reduced current above 820 Vdc)
Max efficiency	98,1% (98,3% for grid interactive option)
European efficiency	97,6% (97,9% for grid interactive option)

General specifications

Ambient temperature range	-10°C to 45°C
Enclosure environmental rating	IP20
Enclosure	Rittal TS Series
Weight	1770 kg
Dimensions (H x W x D)	211,2 x 240,6 x 60,5 cm
Altitude	up to 1500 m without de-rating
Relative humidity	0 to 95% non-condensing

Features and options

Cooling method	Forced convection cooling
Protective functions	AC over/ under voltage, AC over / under frequency, over temperature, AC and DC over current, DC over voltage
User display standard	LCD, four-line, 20-character with keypad
Disconnects (AC and DC)	Integral to inverter assembly
Communications software	Graphical user interface software for real time communications and control
Data acquisition and logging	Adjustable
Combiner Boxes	Optional feature (information on request)
Container solution	Optional feature (information on request)

Approvals and safety

GT500 E complies with applicable European directives
GT500 E complies with the requirements of BDEW and VDE 0126
GT500 E complies with the Royal Decree, Spain
GT500 E complies with the requirements of the ENEL (DK5940)
GT500 E complies with the applicable French Decree

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Head office

35 rue Joseph Monier
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92506 Rueil-Malmaison
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France

Schneider Electric

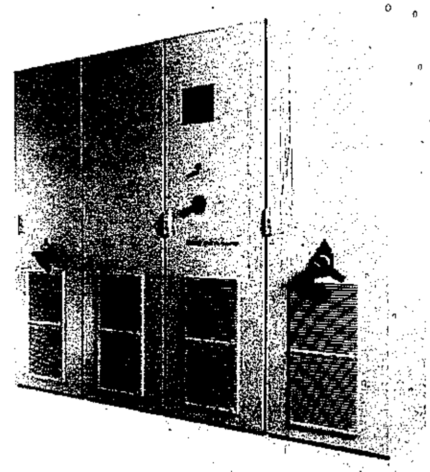
As a global specialist in energy management with operations in more than 100 countries, Schneider Electric offers integrated solutions across multiple market segments, including leadership positions in energy and infrastructure, industrial processes, building automation, and data centres/networks, as well as a broad presence in residential applications. Focused on making energy safe, reliable, and efficient, the company's 114,000 employees achieved sales of more than 18.3 billion euros in 2008, through an active commitment to help individuals and organisations "Make the most of their energy™"
www.schneider-electric.com

renewableenergy@schneider-electric.com

Schneider Electric

BR20100209_GT500E_enSE

Get the maximum power out of the sun

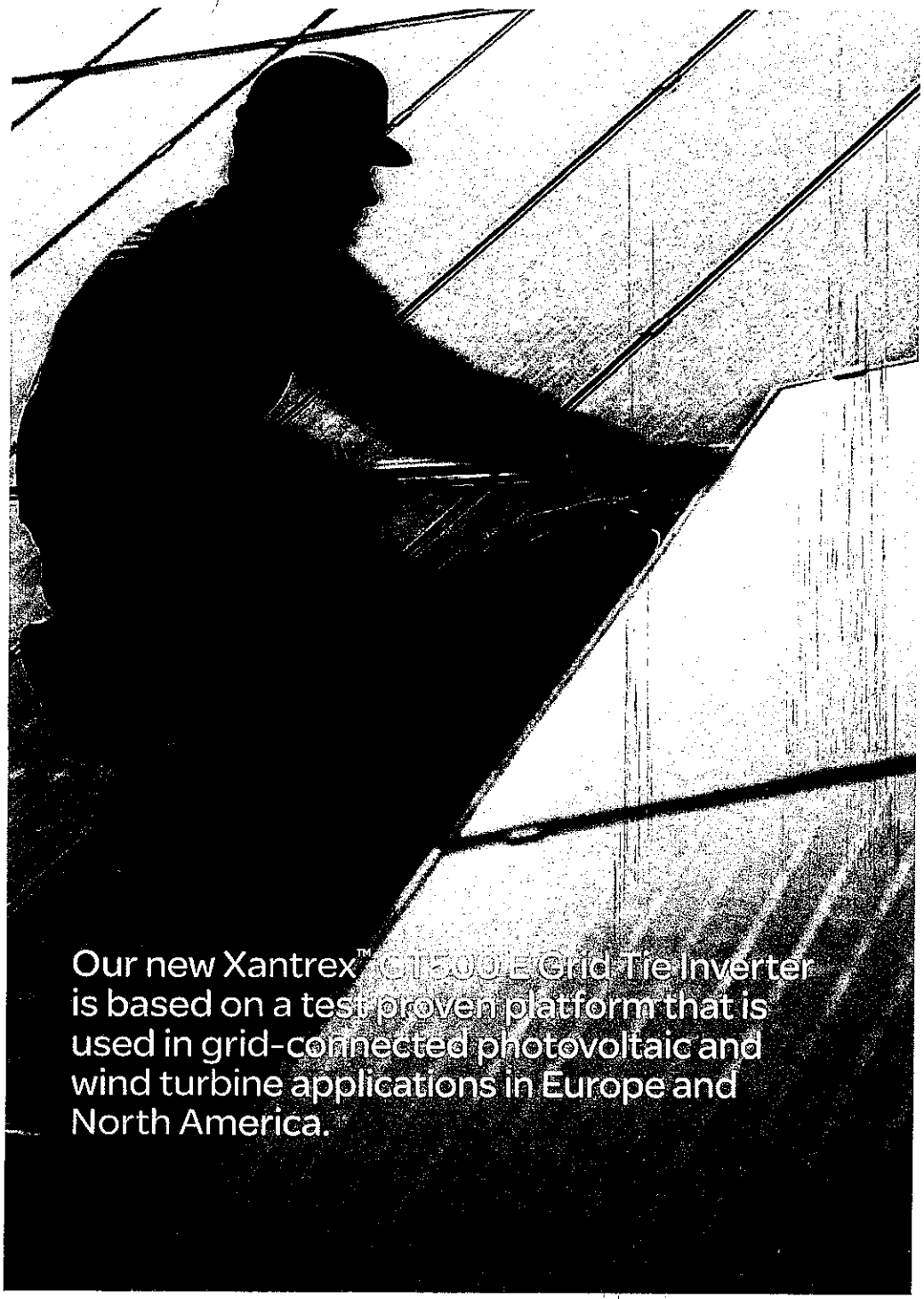


Three Phase Xantrex™ GT500 E Grid Tie Solar Inverter

500 kilowatt three-phase power conversion system for grid-connected photovoltaic arrays

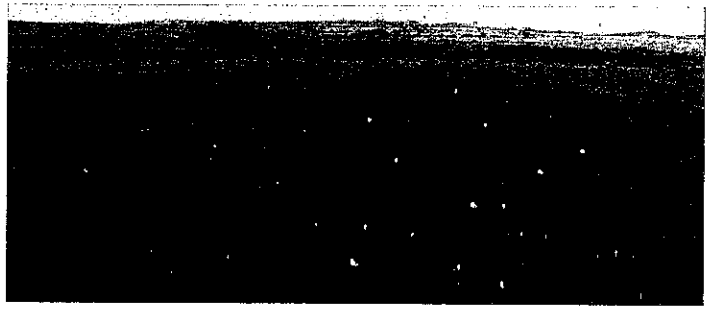
Schneider Electric

(5)



Our new Xantrex™ GT500 E Grid Tie Inverter is based on a test proven platform that is used in grid-connected photovoltaic and wind turbine applications in Europe and North America.

1MW INVERTER SKID - TYPICAL INVERTER DATA SHEET
(2) GT500E INVERTERS PER 1MW SKID



Springerville solar array: Our grid tie inverters are installed in one of the world's most productive grid-connected photovoltaic power systems in Springerville, Arizona. Tucson Electric Power's giant solar field consists of 34,980 solar panels that generate up to 4,6 MW of power.

Expandable and easy to operate

The Xantrex™ GT500 E is a 500 kilowatt three-phase power conversion system for grid-connected photovoltaic arrays. Designed to be easy to install and operate, it automates start-up, shutdown, and fault detection. With user-definable power tracking that matches the inverter to the array and adjustable delay periods, users are able to customize system start up and shut down sequences. Multiple inverters are easily paralleled for larger power installations. The design allows direct integration to a low voltage or medium voltage grid using one step voltage transformation to any required grid voltage.

The integrated combiner box/master slave configuration is designed to connect to two inverters, which allows an optimized energy harvest during periods of low irradiance.

Efficient and cost effective

The Xantrex GT500 E incorporates advanced Maximum Power Point Tracking Technology (MPPT) to maximize the energy harvested from a PV array. And to reduce power losses during the conversion process, the inverter's state-of-the-art switching technology uses insulated gate bi-polar transistors (IGBT). So you get the best results from your photovoltaic system.

Manufactured in Europe

The Xantrex GT500 E is designed to meet all CE requirements and produced by a manufacturing partner in Germany.

Built-in protection features

The Xantrex GT500 E offers applicable protection features including over and under voltage and frequency safeguards. Its anti-islanding protection prevents the inverter from feeding power to the grid in the event of a utility outage. It has an inverter shut off and reset toggle switch.

Service and warranty

The Xantrex GT500 E comes with a standard warranty that covers parts and labor. Our customer service network, based in Germany and Spain, will provide installation and commissioning support, product training, and a hotline and maintenance service across Europe. Schneider Electric offers extended warranty and performance guarantee packages.

Software and display

The Xantrex GT500 E has an onboard LCD display with a four-line, twenty-character display to show detailed operating status. The inverter comes with software that provides an overview of the status of the system in real time. The software's graphical user interface offers the option to provide real time communications directly with a PC or via a modem connection. It also has diagnostic and archive functionality.

European references

Schneider Electric is committed to the European solar market. Schneider Electric has installed and commissioned multiple grid tie inverters all over Europe.

Rigorous performance testing

During the design process the Xantrex GT500 E are extensively tested on a component level using an evaluation method called Highly Accelerated Life Testing (HALT). HALT combines powerful thermal and vibration technologies to stress a product beyond its specifications. This enables our engineers to find and fix product defects that may not be discovered by testing methods typically used by other inverter manufacturers.

Xantrex GT500 E installation at Almería, Spain.

Three Phase GT500 E Grid Tie Solar Inverter

- High energy production due to direct conversion to medium voltage and master slave option
- Easy to install: fexible AC and DC connectivity
- Local service network
- Worldwide experience in large grid connected photovoltaic arrays
- Manufactured in Germany

Attachment A – Detailed Bill of Materials

Item 1: Skid Mount as indicated on drawing

Base Frame Dimensions

20 Length Feet (Separate 10 Foot Outdoor Platform with Transformer Mounted)
12 Width Feet

Estimated Shipping Dimensions

30 Length Feet
12 Width Feet

20,000 Equipment Weight Lbs.
24 ,000 Approx. Total Weight 2 Piece Lbs. with both PV SKID & Transformer Skid

Details

Area Classification- General Purpose Non-Hazardous
50 Optional Canopy Type of Available for Shading of Skid

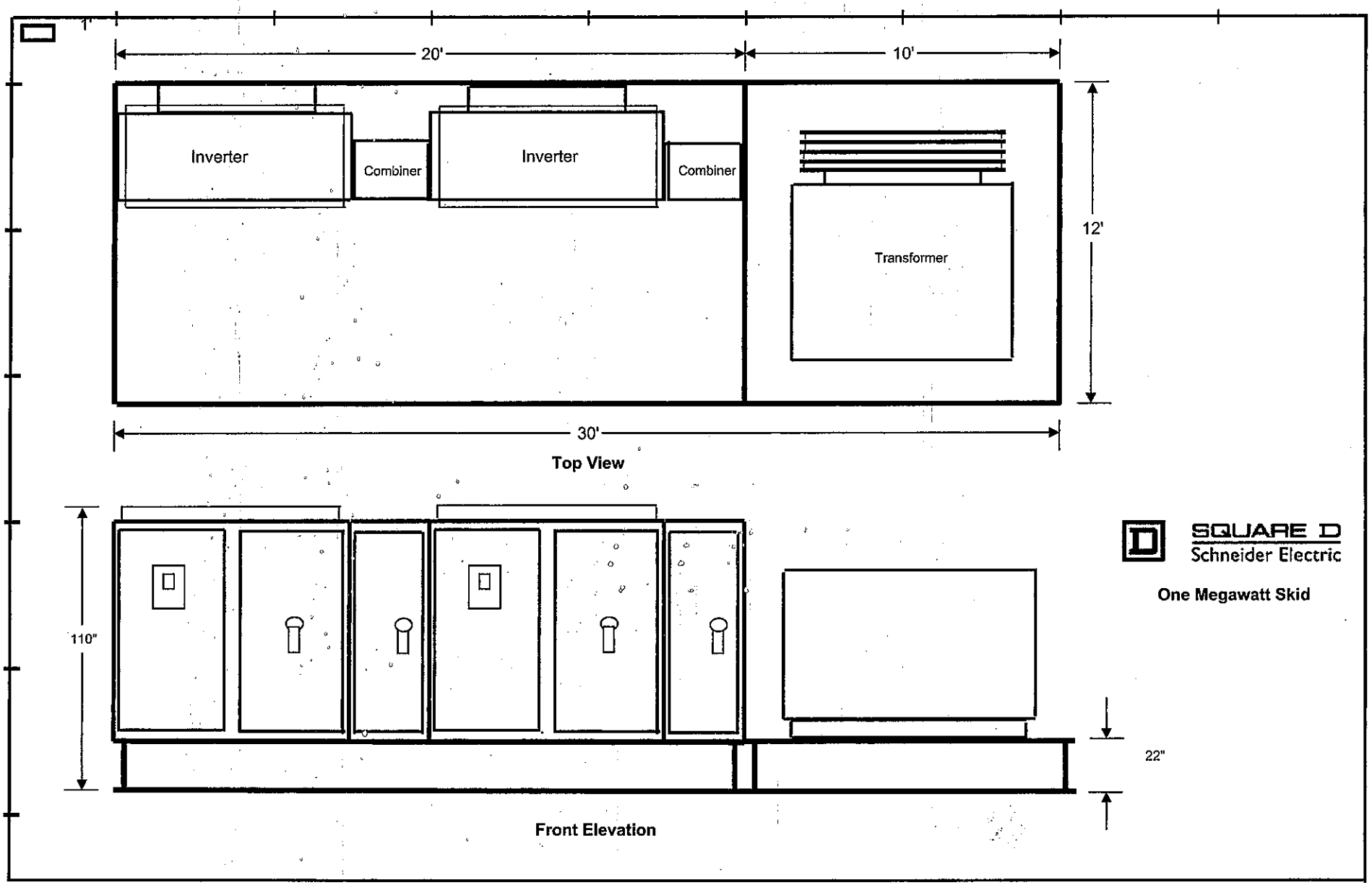
250 Floor Loading - DL + LL in psf
240 Base Deflection- (On Foundation)

- Seismic Zone - International Building Code (Latest Revision), Importance Factor =1
- This does not include site permitting or building inspector meetings.
- This does not include any Site review/data gathering.
-
- Does not include skid foundation. Level concrete pad recommended.

1 Set of certified structural design calculations performed by a Professional Engineer registered in appropriate state or location.
Note: The "APPROVAL" drawing package will reflect preliminary calculations. Calculations sealed by a professional engineer will be furnished only after customer's final approval and release for manufacture of the Equipment Center. Extra cost will result for any changes to the Equipment Center affecting the layout and/or design after the performance of these calculations.

(1)

1MW INVERTER SKID - WEIGHTS AND DIMENSIONS



Medium Voltage Assemblies General Information

System Parameters

System Voltage:	34500	Phase Sequence:	123
Short Circuit Rating:	25 kA	System Grounding:	Solid
BIL:	150		

Main Bus Specifications

Bus Insulation:	Fluidized Bed Epoxy	Amps:	1200
Bus Support Insulation:	Epoxy	Bus Plating:	Silver
Ground Bus:	0.25 x 2	Ground Bus Plating:	None
Neutral Bus:	None		

Structure Specifications

Enclosure Type:	Indoor with N3R enclosure	Design Type:	VCPW
Front Door Latching:	1/4 Turn Knob	Interior Paint Color:	ANSI-61 Light Grey
Rear Door Access:	Covers	Exterior Paint Color:	ANSI-61 Light Grey
Dust Proof:	N	Rodent Proof:	N
Drip Proof Roof:	N	Base Channel:	N
Door Gaskets:	N	Outdoor House:	Y
Floor Plate:	None		

Control Power Specifications

Breaker Control Power Source:	Customer Supplied	Charging Motor Voltage:	120 VAC
Close Coil Voltage:	125 VDC	1st Trip Coil Voltage:	125 VDC
2nd Trip Coil Voltage:	None	U/V Trip Coil Voltage:	None

Wiring Specifications

General Wire Size:	Standard #14	Wiring Type:	Wire ID
CT Wire Size:	Standard #14	Marker Type:	Adhesive wrap-around
Terminal Type:	Insulated Lock-Fork	Type of Transfer:	None

Applicable Standards

Seismic Zone:	IBC/CBC Seismic Qualified	California Code:	Y
3rd Party Certification:	None	Chicago Code:	N

Shipping Split	Struct #	Width	Height	Depth	Description/Modifications
1	1	42.00	95.00	125.36	Breaker over
1	2	42.00	95.00	125.36	Auxilliary overAuxilliary
Shipping Split Totals:					
Structure Weight = 6800	Breaker Weight = 1080 for 1 Breakers				Width = 84
2	3	42.00	95.00	125.36	Breaker overAuxilliary
2	4	42.00	95.00	125.36	Breaker overAuxilliary
Shipping Split Totals:					
Structure Weight = 7200	Breaker Weight = 2160 for 2 Breakers				Width = 84

PREPARED BY: PXEA	DATE: 11/01/10	Eaton Corporation	Greenwood, SC
APPROVED BY:	DATE:	JOB NAME: US Solar	
		DESIGNATION: Blythe	
VERSION: 7.3		TYPE: Medium Voltage Assemblies	DRAWING TYPE: Customer Appr.
NEG-ALT NUMBER: PXEA1020E001-0001	REVISION: 1 / DWG SIZE: A	G.O.	ITEM / SHEET: 1 OF 8

3	5	42.00	95.00	125.36	Auxilliary overAuxilliary

Shipping Split Totals:
Structure Weight = 3200 Breaker Weight = 0 for 0 Breakers Width = 42

4	6	42.00	95.00	125.36	Auxilliary overAuxilliary

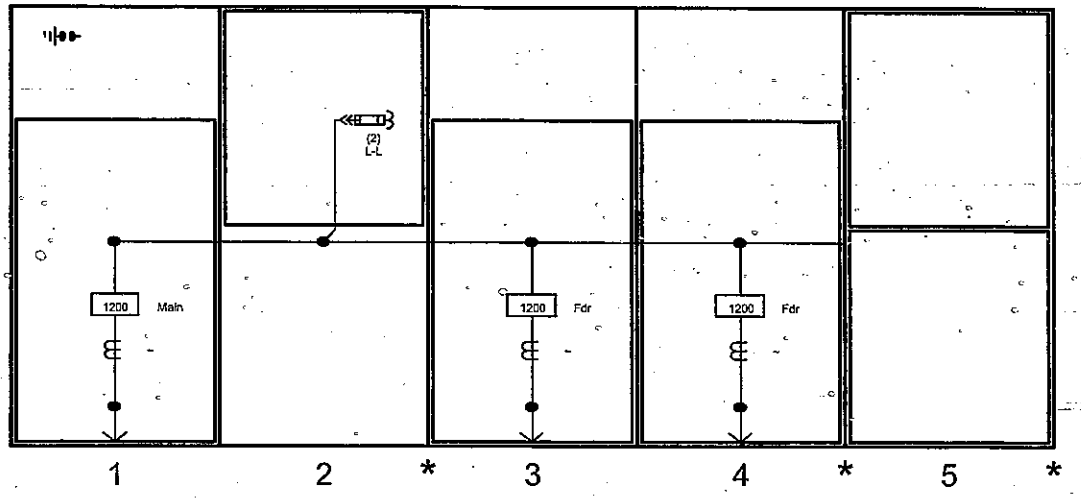
Shipping Split Totals:
Structure Weight = 3200 Breaker Weight = 0 for 0 Breakers Width = 42

Total of 6 Structures, Total Width of 252 Inches

PREPARED BY: PXEA	DATE: 11/01/10	Eaton Corporation	Greenwood, SC
APPROVED BY:	DATE:	JOB NAME: US Solar	
		DESIGNATION: Blythe	
VERSION: 7.3		TYPE: Medium Voltage Assemblies	DRAWING TYPE: Customer Appr.
NEG-ALT NUMBER: PXEA1020E001-0001	REVISION: 1 / DWG SIZE: A	G.O.	ITEM / SHEET: 2 OF 8

38kV SWITCHGEAR LAYOUT

Front View

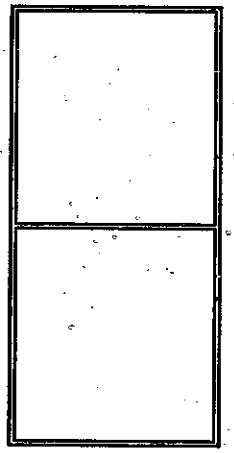


FloorPlan

Ship-Inches **Ship-MM**		**84.00** **2133**			**84.00** **2133**	**42.00** **1066**
Width-Inches **Width-MM**	**42.00** **1066**	**42.00** **1066**	**42.00** **1066**	**42.00** **1066**	**42.00** **1066**	
Depth-Inches **Depth-MM**	**125.36** **3174**	**125.36** **3174**	**125.36** **3174**	**125.36** **3174**	**125.36** **3174**	
Height-I **Height-MM**	**95.00** **2412**	**95.00** **2412**	**95.00** **2412**	**95.00** **2412**	**95.00** **2412**	
Comb. Weight-Lbs **Comb. Weight-Kg**	**4680** **2122**	**3200** **1451**	**4680** **2122**	**4680** **2122**	**3200** **1451**	

PREPARED BY: **PXEA**	DATE: **11/01/10**	**Eaton Corporation**	**Greenwood, SC**
APPROVED BY:	DATE:	JOB NAME: **US Solar**	
		DESIGNATION: **Blythe**	
VERSION: **7.3**		TYPE: **Medium Voltage Assemblies**	DRAWING TYPE: **Customer Appr.**
NEG-ALT NUMBER: **PXEA1020E001-0001**	REVISION: **1** / DWG SIZE: **A**	G.O.	ITEM / SHEET: **3 OF 8**

38kV SWITCHGEAR LAYOUT



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Ship-Inches **Ship-MM**	**42.00** **1066**	
Width-Inches **Width-MM**	**42.00** **1066**	
Depth-Inches **Depth-MM**	**125.36** **3174**	
Height-I **Height-MM**	**95.00** **2412**	
Comb. Weight-Lbs **Comb. Weight-Kg**	**3200** **1451**	

PREPARED BY: PXEA	DATE: 11/01/10	**Eaton Corporation**	Greenwood, SC
APPROVED BY:	DATE:	JOB NAME: **US Solar**	
		DESIGNATION: **Blythe**	
VERSION: **7.3**		TYPE: **Medium Voltage Assemblies**	DRAWING TYPE: **Customer Appr.**
NEG-ALT NUMBER: **PXEA1020E001-0001**	REVISION: **1** / DWG SIZE: **A**	G.O.	ITEM / SHEET: **4 OF 8**

12

Medium Voltage Assemblies Units Information

Str#	Unit	Description/Modifications
1	D	Breaker Compartment 380 VCP-W 25 1200A
2	B	Voltage transformer 38 kV
3	D	Breaker Compartment 380 VCP-W 25 1200A
4	D	Breaker Compartment 380 VCP-W 25 1200A
5	B	Blank
	D	Blank
6	B	Blank
	D	Blank

PREPARED BY: PXEA	DATE: 11/01/10	Eaton Corporation	Greenwood, SC
APPROVED BY:	DATE:	JOB NAME: US Solar	
		DESIGNATION: Blythe	
VERSION: 7.3		TYPE: Medium Voltage Assemblies	DRAWING TYPE: Customer Appr.
NEG-ALT NUMBER: PXEA1020E001-0001	REVISION: 1 / DWG SIZE: A	G.O.	ITEM / SHEET: 5 OF 8

38 kV Metal-Clad Switchgear

Application

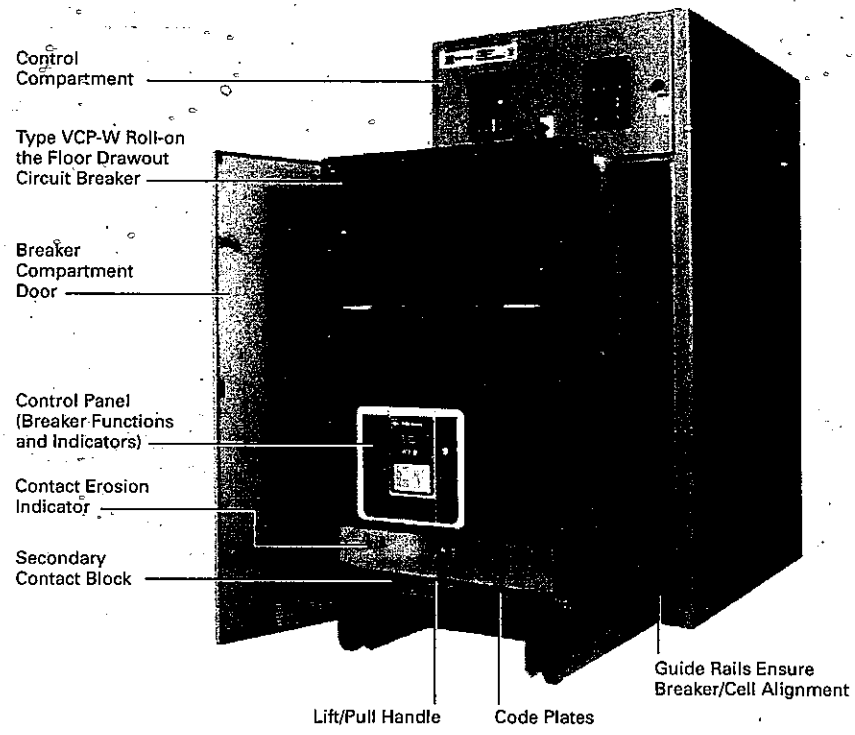
Eaton's Cutler-Hammer VacClad switchgear family is designed for use in applications with distribution voltages up to 38 kV maximum. Typical applications include not only new construction but also replacement for older air-break, minimum oil or SF6 switchgear. The circuit breaker and switchgear will meet industry requirements for greater safety, quality, superior reliability and minimal maintenance while providing higher insulation levels in less space than other breaker types, thus reducing overall switchgear size for significant space savings.

Ratings

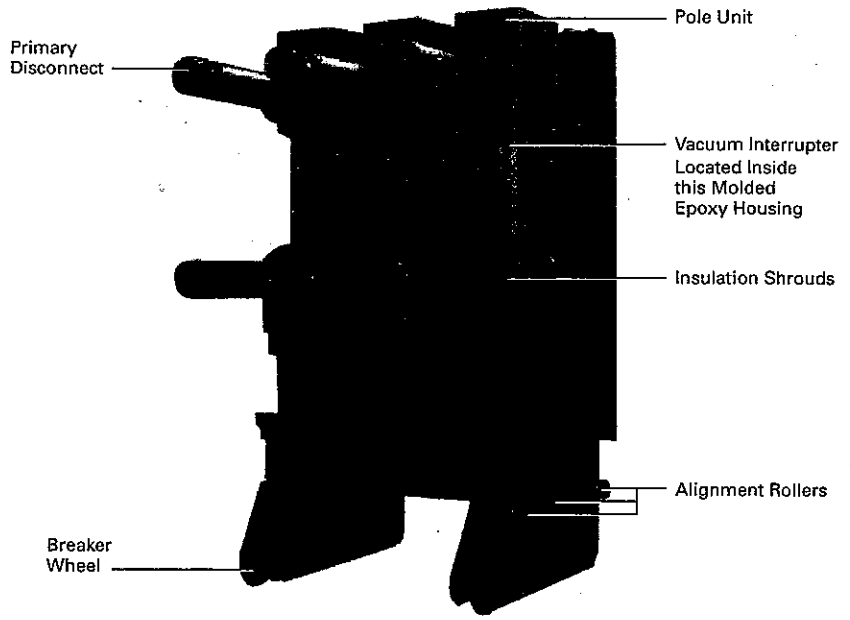
- Maximum rated voltage: 38 kV rms.
- BIL withstand: 150 and 170 kV peak.
- Maximum symmetrical interrupting with K = 1: 16 kA, 25 kA, 31.5 kA, 40 kA rms, and 35 kA rms (21 kA rating with K = 1.65).
- Continuous current:
  Circuit breakers — up to 2500 A
  Switchgear main bus — up to 3000 A.

Features — 38 kV Vacuum Circuit Breaker

- Corona-free design increases circuit breaker reliability and in-service life by maintaining insulation integrity.
- Superior cycloaliphatic epoxy insulation — a void-free insulating material with outstanding electrical and mechanical characteristics, such as track resistance, dielectric strength, and fungus resistance, even in harsh industrial environment — is used throughout the circuit breaker as primary phase-to-phase and phase-to-ground insulation.
- Axial-magnetic, copper-chrome contacts are used in 38 kV vacuum interrupters to provide superior dielectric strength, better performance characteristics, and lower chop current.
- High power laboratory tests prove VCP-W breakers are capable of 50 to 200 full fault current interruptions.
- Patented V-Flex (stiff-flexible) current transfer from the vacuum interrupter moving stem to the breaker primary disconnecting contact is a non-sliding/non-rolling design, which eliminates maintenance required with the sliding/rolling type transfer arrangements. The V-Flex system provides excellent electrical and thermal transfer, and long vacuum interrupter life.
- Easy inspection and accessibility is afforded by front mounted stored energy operating mechanism. The same basic mechanism is used on all ratings, which requires a minimum investment in spare parts.
- All 38 kV circuit breakers are horizontal drawout design, which provide connect, test and disconnect position. A latch secures the breaker in the connected and disconnected/test position. The circuit breaker is designed to roll directly on the floor.



38 kV Breaker — Fully Withdrawn



38 kV Breaker — Rear View

Features — 38 kV Vacuum Circuit Breaker (Continued)

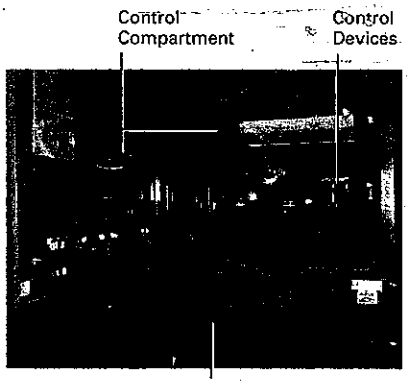
- All breaker controls and indicators are functionally grouped on the front control panel and include: main contact status, closing spring status, port for manual spring charging, close and trip button, and mechanical operations counter.
- Clearly visible contact erosion indicator on the front of the breaker.
- Trip-free interlocks prevent moving a closed circuit breaker into or out of the connected position.
- Breaker cannot be electrically or mechanically closed when in the intermediate position.
- Closing springs automatically discharge before moving the circuit breaker into or out of the enclosure.
- Breaker frame remains grounded during levering and in the connected position.
- Coding plates are provided to ensure only correct breaker rating can be installed in cell.
- Quality Assurance Certificate is included with each circuit breaker.

38 kV Switchgear — Circuit Breaker Compartment

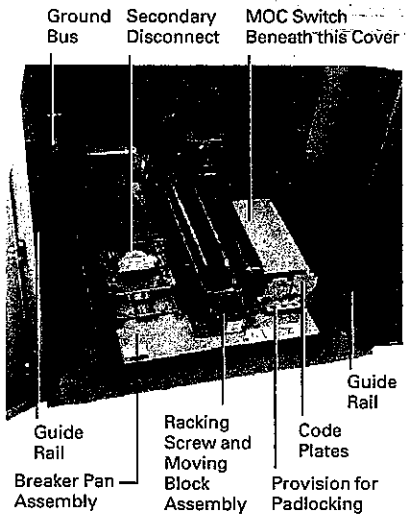
Features — 38 kV Switchgear Assembly

Like the circuit breaker described above, the 38 kV switchgear assembly is a corona-free metal-clad design. It incorporates many features and advantages of 5, 15 and 27 kV VacClad design, with additional modifications required for 38 kV application.

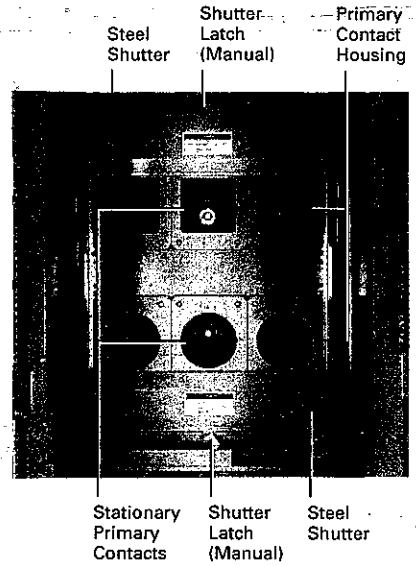
- Industry-leading cycloaliphatic epoxy supports are used for primary phase-to-phase and phase-to-ground insulation throughout, providing 170 kV BIL and 80 kV (1 minute) power frequency withstand capability.
- All primary bus conductors are insulated for full 38 kV by fluidized epoxy coating. All buses are fabricated from 100% conductivity copper. Bus joints are silver- or tin-plated as required, and covered with Cutler-Hammer patented preformed insulating boots to maintain metal-clad integrity.
- Circuit breaker compartment is designed to interface with Type VCP-W 38 kV circuit breaker. It includes floor mounted breaker pan assembly (levering assembly) with all safety interlocks required by the metal-clad design. Cell mounted guide rails accurately guide the breaker into the cell during levering, and ensure correct alignment of the circuit breaker primary disconnects with the cell primary contacts when breaker reaches connected position.
- Coding plates are provided to ensure only correct breaker rating can be installed in the cell.
- Automatic steel shutters cover cell primary contacts when circuit breaker is withdrawn from its connected position, to prevent persons from accidentally touching the stationary primary cell contacts. Each shutter can be padlocked in the closed or open position. It can also be manually latched open as required for maintenance.



38 kV Switchgear — Control Compartment



Breaker Levering Pan Assembly

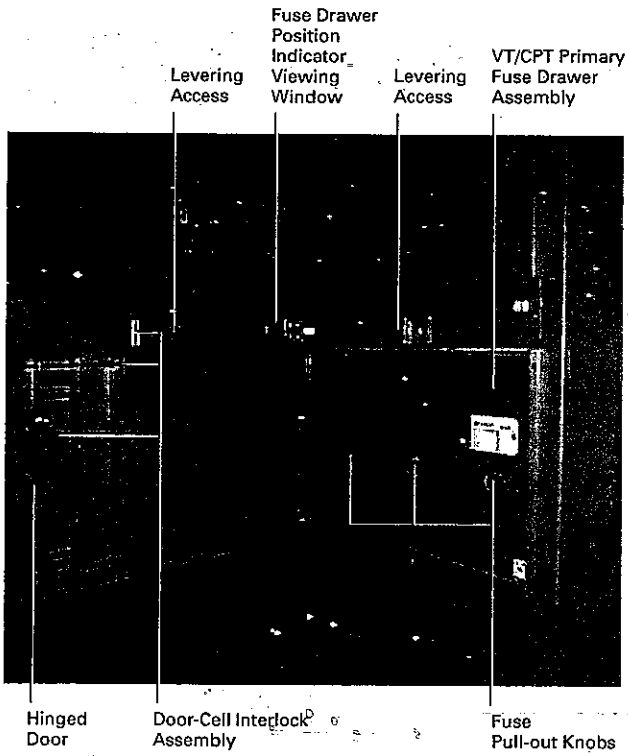


Breaker Compartment (Shutter Shown Open for Illustration)

5

5.1-12 Metal-Clad Switchgear — VacClad-W — Medium Voltage Drawout Vacuum Breakers — 38 kV (42-Inch Wide)

Features — 38 kV Switchgear Assembly (Continued)



VT/CPT Primary Fuse Drawer (Shown with Door Open)

- A separate control compartment is provided for installation of protection, metering and control devices. No devices are located on circuit breaker compartment door.
- Rear of the switchgear is divided in main bus and cable compartments, isolated from each other by grounded metal barriers. Sufficient space is available for customer's top or bottom entry power cables. Bus duct terminations can also be supplied. A bare copper ground bus is provided along the entire lineup, with an extension in each cable compartment for termination of power cable shields.

38 kV, 170 kV BIL Design

- Line side current transformer bushings are included as standard. Bus side current transformer bushings are only included when bus side current transformers are supplied.
- Ring-type current transformers are installed over bus or line side primary insulating bushings as required. They are accessible from the rear of the unit. Maximum two sets of standard accuracy or one set of high accuracy current transformers can be installed on the bus side; and three sets of standard accuracy or one set of standard, and one set of high accuracy transformers can be installed on the line side.
- Voltage and Control Power Transformers, when required, are stationary mounted inside the cubicle, with their primary fuses installed in a drawout auxiliary drawer.
- Each primary fuse drawer is provided with a levering mechanism for moving the drawer within its compartment between connected and disconnected positions, with the compartment door closed. The levering mechanism is mechanically interlocked with the compartment door such that the door cannot be opened, and access to the primary fuses cannot be gained, until the drawer is levered out to the disconnected position. A colored flag visible through a small viewing window on the compartment door indicates the position of the drawer inside the compartment as follows:
  - Red Color — drawer is in the fully connected position
  - Green Color — drawer is in the fully disconnected position
  - Orange Color — drawer is in-between connected and disconnected position

  Also provided are grounding straps to automatically discharge the fuses as they are pulled from the fuse holders.

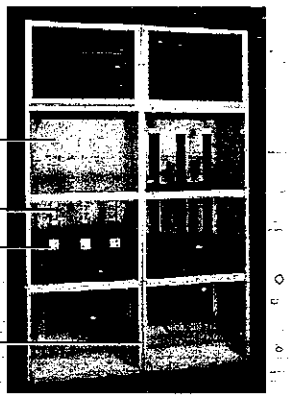
  On VT fuse drawers, a cell switch automatically disconnects the secondary circuit before the primary fuses are disconnected as the drawer is withdrawn.

  On CPT fuse drawers, the compartment door is key interlocked with the CPT main secondary circuit breaker such that the access to the drawer levering mechanism is blocked until the secondary main breaker is opened.

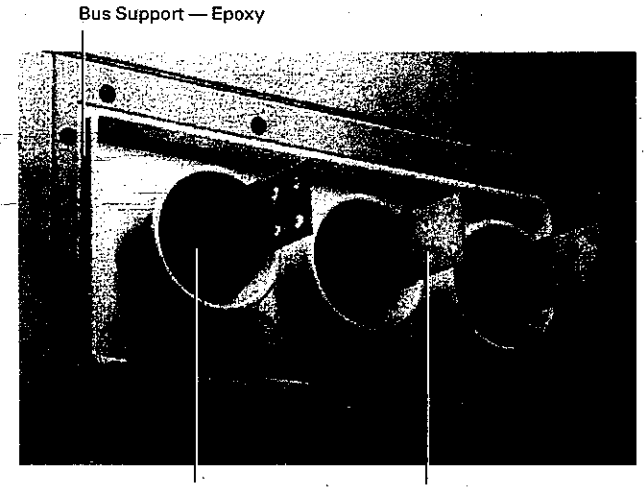
38 kV, 150 kV BIL Design

- This design is similar to 38 kV, 170 kV BIL design described previously, except main bus is oriented differently and the design is provided with drawout VT with integral fuses, and front accessible CTs. Each 38 kV 150 kV BIL indoor structure is 42-inch (1066.8 mm) wide x 95-inch (2413 mm) high x 124.36-inch (3158.8 mm) deep. The 150 kV BIL assembly uses the same 38 kV circuit breakers as in 170 kV BIL assemblies. The breakers are interchangeable between the two designs.
- Voltage transformers are equipped with integral top mounted primary fuses and installed in an auxiliary compartment. Two auxiliary compartments can be provided in one vertical section. Each auxiliary compartment can be supplied with 1, 2 or 3 VTs, and can be connected to bus or line, as required for a given application. The VTs assembly is located behind a fixed bolted panel, and provided with mechanism for moving it between connected and disconnected position. The VT assembly is interlocked with the fixed bolted panel such that the panel cannot be removed unless the VTs are withdrawn to disconnected position. A shutter assembly covers the primary stabs when VTs are withdrawn to disconnected position. A mechanism is also provided to automatically discharge VT primary fuses as the VTs are withdrawn from connected to disconnected position.
- Ring type current transformers are installed over bus or line side primary insulating bushings, located behind the steel shutters, in the breaker compartment. In this design, the CTs are easily accessible from the front, after removal of the circuit breaker. The front accessibility permits adding or changing the CTs when the equipment is de-energized, but without removal of high voltage joints or primary insulation. The design allows installations of two sets of standard or one set of high accuracy CTs on each side of the circuit breaker.
- As of this update, the 38 kV, 150 kV BIL design cannot be supplied for applications that require a CPT, or primary fuse drawer for a remote CPT. Contact Eaton for availability.

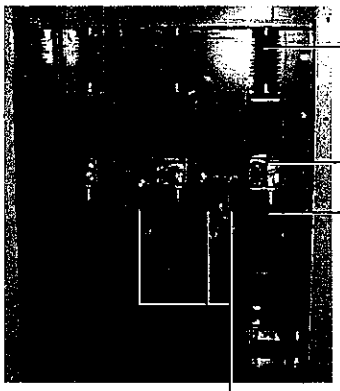
Features — 38 kV Switchgear Assembly (Continued)



38 kV Switchgear Assembly — Rear View



Main Bus



Rear Compartment (Partial)

DC COMBINER BOXES

AMTEC SOLAR

PROMINENCE 8 & 16 With Monitoring
NEW! Now Available in 24 & 32 String!

- **Listed to UL1741**
- **Rated up to 1,000VDC!**
- **NEMA 4X Fiberglass enclosure standard; Stainless Steel and Metallic options available.**
- **Custom back pan with integrated wire management and silk-screening of all components**
- **Copper Positive busbar eliminates messy wiring to fuse blocks**
- **Complete Monitoring capabilities of up to 20A per string**
- **Mod-Bus Communication**

PROMINENCE 16M

- Rated for up to 320A at 1000VDC
- 25.5"H x 25.5"W x 10"D (44 lbs)
- Positive and Negative Outputs: 2X 350MCM-6AWG

Shown with optional wireless communication module

PROMINENCE 8M

- Rated for up to 160A at 1000VDC
- 21.5"H x 17.75"W x 8.5"D (25 lbs)
- Positive and Negative Outputs: 1X 350MCM-6 AWG

Shown with optional wireless communication module

We proudly use Obvius components in our monitoring combiner boxes.

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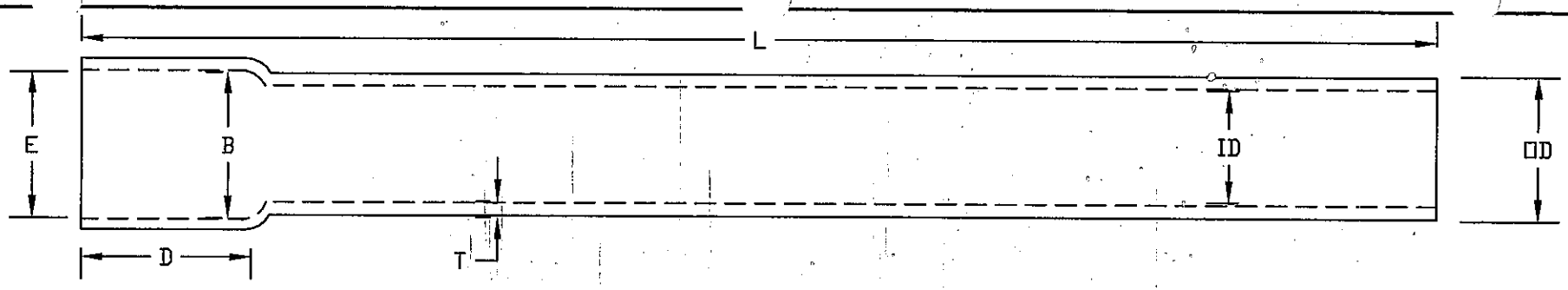


Part Number	Size	T Min.	OD	ID Min.	E	B	D Min.	L Min.
A52AE12	½"	0.109"	0.840"	0.578"	0.852"	0.836"	0.652"	120"
A52AG12	3/4"	0.113"	1.050"	0.780"	1.064"	1.046"	0.719"	120"
A52BA12	1"	0.133"	1.315"	1.004"	1.330"	1.310"	0.875"	120"
A52BC12	1 1/4"	0.140"	1.660"	1.335"	1.677"	1.655"	0.938"	120"
A52BE12	1 ½"	0.145"	1.900"	1.564"	1.918"	1.894"	1.062"	120"
A52CA12	2"	0.154"	2.375"	2.021"	2.393"	2.369"	1.125"	120"
A52CE12	2 ½"	0.203"	2.875"	2.414"	2.890"	2.868"	1.469"	120"
A52DA12	3"	0.216"	3.500"	3.008"	3.515"	3.492"	1.594"	120"
A52DE12	3 ½"	0.226"	4.000"	3.486"	4.015"	3.992"	1.687"	120"
A52EA12	4"	0.237"	4.500"	3.961"	4.515"	4.491"	1.750"	120"
A52FA12	5"	0.258"	5.563"	4.975"	5.593"	5.553"	1.937"	120"
A52GA12	6"	0.280"	6.625"	5.986"	6.658"	6.614"	2.125"	120"
A52JA12 *	8"	0.322"	8.625"	7.853"	8.670"	8.610"	4.875"	120"

* 8 inch not UL Listed Dimensions are Nominal

UL Listed (UL651)
UL File # E34052
UL Category Code DZYR
UL Control Number 41UM
NEMA TC2 Compliant
See NEC Article 352 for use
Sunlight Resistant
Max 90° C Wire

Complies with Federl Specification WC-1094

CANTEX INC.
Fort Worth, TEXAS

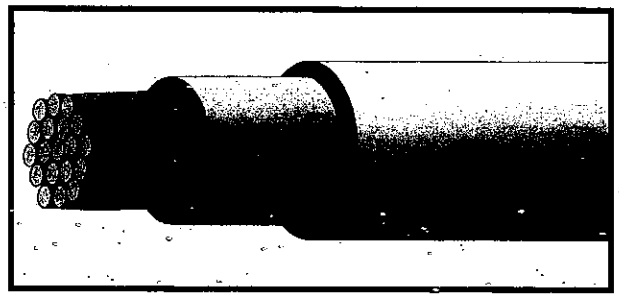
Schedule 40 Rigid PVC Conduit

PV STRING WIRE AND
DC HOMERUN CONDUCTOR
- SIZE AS INDICATED ON PLANS

Service Wire Co.
Manufacturing quality. Delivering service.

ENVIROPLUS

Single Conductors



ENVIROPLUS

Photovoltaic Wire for use with Solar Panels

1000 Volt Single Conductor Power Cable
USE-2 or RHH or RHW-2
Zero Halogen, Limited Smoke Jacket

Description:
Single conductor insulated with heat and moisture resistant, cross-linked polyethylene insulation, (Type USE-2), with an overall flame and sunlight-resistant, Zero Halogen, Limited Smoke, Zero Lead Jacket. Tinned conductors available.

Applications:
Photovoltaic wire (1,000 Volt) for use as interconnection wiring on solar panels in grounded or ungrounded systems as defined in applicable parts of the National Electrical Code (NEC) NFPA 70, such as article 690.31(A).

Standards:
UL 4703 (PV Wire)
Conductors UL854 (#16 per UL 66)
ICEA S-95-658/NEMA WC-70
Flame Rated: VW-1 per UL 1685
Temperature Rating: 90° C Wet and Dry
Sunlight Resistant; Superior Water Resistance
Excellent crush and abrasion resistance
Zero Halogen, Limited Smoke Jacket

Part Number	Size AWG or MCM	Strand (no.)	Insulation Thickness (mils)	Jacket Thickness (mils)	Nominal Diameter Overall (inch)	Approx. Net Weight per 1000 feet (lbs.)	Ampacity* 30° C Ambient 90° C Wet/Dry
PVENV16	16	26	45	30	.210	27	8
PVENV14	14	7	45	30	.223	32	25 †
PVENV12	12	7	45	30	.242	42	30 †
PVENV10	10	7	45	30	.266	57	40 †
PVENV8	8	7	60	30	.326	87	55
PVENV6	6	7	60	45	0.394	134	75
PVENV4	4	7	60	45	0.442	190	95
PVENV3	3	7	60	45	0.470	228	110
PVENV2	2	7	60	45	0.502	276	130
PVENV1	1	19	80	60	0.601	369	150
PVENV1/0	1/0	19	80	60	0.640	446	170
PVENV2/0	2/0	19	80	60	0.684	541	195
PVENV3/0	3/0	19	80	60	0.734	660	225
PVENV4/0	4/0	19	80	60	0.790	808	260
PVENV250	250	37	95	80	0.925	998	290
PVENV300	300	37	95	80	0.979	1186	320
PVENV350	350	37	95	80	1.031	1338	350
PVENV400	400	37	95	80	1.078	1526	380
PVENV500	500	37	95	80	1.163	1840	430
PVENV600	600	61	110	80	1.271	2200	475
PVENV750	750	61	110	80	1.378	2696	535

*Per NEC-Table 310-16.
† The overcurrent protection for items marked with an obelisk (†) shall not exceed 15 amps for 14 AWG, 20 amps for 12 AWG and 30 amps for 10
NOTE: The data shown is approximate and subject to standard industry tolerances.

2009

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Culloden, WV 800-624-3572
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Made in the USA

35kV CONDUCTOR - SIZE AS INDICATED ON PLANS

COMPACT STRAND CONSTRUCTION

Okoguard®-Okoseal® Type MV-105

35kV Shielded Power Cable

One Okopact® (Compact Stranded) Copper Conductor/105°C Rating
100% and 133% Insulation Level

A Uncoated, Okopact (Compact Stranded) Copper Conductor
B Strand Screen- Extruded Semiconducting EPR
C Insulation-Okoguard EPR
D Insulation Screen -Extruded Semiconducting EPR
E Shield-Copper Tape
F Jacket-Okoseal

Insulation

Okoguard Okonite's registered trade name for its exclusive ethylene-propylene rubber (EPR) based, thermosetting compound, whose optimum balance of electrical and physical properties is unequaled in other solid dielectrics. Okoguard insulation, with the distinctive red color and a totally integrated EPR system, provides the optimum balance of electrical and physical properties for long, problem free service. The triple tandem extrusion of the screens with the insulation provides optimum electrical characteristics.

Jacket

The Okoseal (PVC) jacket supplied with this cable is mechanically rugged and has excellent resistance to oil and most chemicals.

Applications

Okoguard shielded Okoseal Type MV-105 power cables are recommended for distribution circuits, and for feeders or branch circuits in industrial and commercial installations.

Type MV cables may be installed in wet or dry locations, indoors or outdoors (exposed to sunlight), in any raceway or underground duct, directly buried if installed in a system with a grounding conductor in close proximity that conforms with NEC Section 250.4(A)(5), or messenger supported in industrial establishments and electric utilities.

Specifications

Conductor: Annealed uncoated copper compact stranded per ASTM B-496.

Strand Screen: Extruded semiconducting EPR strand screen. Meets or exceeds electrical and physical requirements of ICEA S-93-639/NEMA WC7 & S-97-682, AEIC CS8 and UL 1072.

Insulation: Meets or exceeds electrical and physical requirements of ICEA S-93-639/NEMA WC74, & S-97-682 AEIC CS8 and UL 1072.

Insulation Screen: Extruded semiconducting EPR insulation screen. Meets or exceeds electrical and physical requirements of ICEA S-93-639/NEMA WC74 & S-97-682, AEIC CS8 and UL 1072.

Shield: 5 mil bare copper tape helically applied with 12.5% nominal overlap.

Jacket: Meets or exceeds electrical and physical requirements of ICEA S-93-639/NEMA WC74 & S-97-682 and UL 1072 for polyvinyl chloride jackets.

UL Listed as Type MV-105 and sunlight resistant, in accordance with UL 1072.

A flame retardant construction, size 1/0 AWG and larger, for installation in cable tray is available on special order. This construction is UL labeled "MV-105 FOR CT USE."

Cables listed to CSA C68.3 and rated FT4 and -25°C are available on special orders.

Product Features

- Triple tandem extruded all EPR system.
- Okoguard cables meet or exceed all recognized industry standards (UL, AEIC, NEMA/ICEA, IEEE).
- 105°C continuous operating temperature.
- 140°C emergency rating.
- 250°C short circuit rating.
- Excellent corona resistance.
- Screens are clean stripping.
- Exceptional resistance to "treeing."
- Moisture resistant.
- Resistant to most oils, acids, and alkalies.
- Sunlight resistant.
- Improved Temperature Rating

35kV CONDUCTOR - SIZE AS INDICATED ON PLANS

Okoguard-Okoseal Type MV-105

35kV Shielded Power Cable

One Okopact (Compact Stranded) Copper Conductor/105°C Rating 100% and 133% Insulation Level

Catalog Number (1)	Conductor Size AWG or kcmil	Conductor Size -mm²	Approx. Dia. over Insulation (in.)	Approx. Dia. over Screen (in.)	Jacket Thickness - mils	Jacket Thickness - mm	Approx. O.D. - Inches		Approx. O.D. - mm	Approx. Net Weight lbs./1000'	Approx. Ship Weight lbs./1000'	Ampacities (2) Conduit in Air	Ampacities (3) Direct Burial	Ampacities (4) Underground Duct	Conduit Size Inches (5)*
Okoguard Insulation: 345 mils (8.76mm), 100% Insulation Level															
▲ 115-23-3516	1/0	53.5	1.09	1.17	80	2.03	1.34	34.0	1150	1275	215	295	215	4
115-23-3517	2/0	67.4	1.12	1.19	80	2.03	1.38	35.0	1270	1380	255	335	245	4
115-23-3519	3/0	85.0	1.16	1.24	80	2.03	1.43	36.2	1420	1605	290	380	275	4
▲ 115-23-3521	4/0	107.0	1.23	1.31	80	2.03	1.49	37.7	1615	1800	330	435	315	5
115-23-3523	250	127.0	1.26	1.34	80	2.03	1.52	38.7	1770	1950	365	475	345	5
115-23-3527	350	177.0	1.36	1.44	80	2.03	1.62	41.2	2170	2420	440	575	415	5
▲ 115-23-3531	500	253.0	1.49	1.57	80	2.03	1.75	44.4	2764	3014	535	700	500	5
115-23-3535	750	380.0	1.66	1.76	110	2.79	2.00	50.9	3840	4240	655	865	610	6
115-23-3537	1000	507.0	1.82	2.16	110	2.79	2.16	54.9	4765	5300	755	1005	690	6
Okoguard Insulation: 420 mils (10.7mm), 133% Insulation Level															
▲ 115-23-3656	1/0	53.5	1.25	1.33	80	2.03	1.51	38.4	1355	1535	215	295	215	5
115-23-3657	2/0	67.4	1.27	1.35	80	2.03	1.54	39.0	1485	1665	255	335	245	5
115-23-3659	3/0	85.0	1.32	1.40	80	2.03	1.58	40.2	1645	1825	290	380	275	5
▲ 115-23-3661	4/0	107.0	1.39	1.47	80	2.03	1.65	41.9	1835	2085	330	435	315	5
115-23-3663	250	127.0	1.42	1.49	80	2.03	1.72	43.7	2000	2250	365	475	345	5
115-23-3667	350	177.0	1.52	1.59	110	2.79	1.84	46.7	2520	2770	440	575	415	5
115-23-3671	500	253.0	1.63	1.73	110	2.79	1.98	50.3	3155	3555	535	700	500	6
115-23-3675	750	380.0	1.81	1.91	110	2.79	2.16	54.9	4140	4680	655	865	610	6
115-23-3677	1000	507.0	1.97	2.07	110	2.79	2.32	58.9	5090	5630	755	1005	690	8

Visit Okonite's web site, www.okonite.com for the most up to date dimensions.

▲ Authorized stock item. Available from our Customer Service Centers.

Aluminum Conductors

(1) Aluminum Conductors are available on special orders.

Ampacities

(2) Ampacities are in accordance with Table 310.73 of the NEC for three single Type MV-105 conductors, or single conductors twisted together (triplexed) and installed in an isolated conduit in air at an ambient temperature of 40°C and a conductor temperature of 105°C.

(3) Ampacities are in accordance with Table 310.81 of the NEC for an insulated single conductor directly buried with a conductor temperature rating of 105°C, ambient earth temperature of 20°C, 100% Load Factor, thermal resistance (RHO) of 90, 7 1/2 inch spacing between conductor center lines, and 24 inch spacing between circuits.

(4) Ampacities are in accordance with Table 310.77 of the NEC for three single conductors or triplexed cable in one underground raceway, three feet deep with a conductor temperature of 105°C, 100% Load Factor, an ambient earth temperature of 20°C, and thermal resistance (RHO) of 90.

Refer to the NEC, IEEE/ICEA S-135 Power Cable Ampacities, or the Okonite Engineering Data Bulletin for installation in duct banks, multiple point grounded shields, other ambient temperatures, circuit configurations or installation requirements.

(5) Recommended size of rigid or nonmetallic conduit for three conductors based on 40% maximum fill.

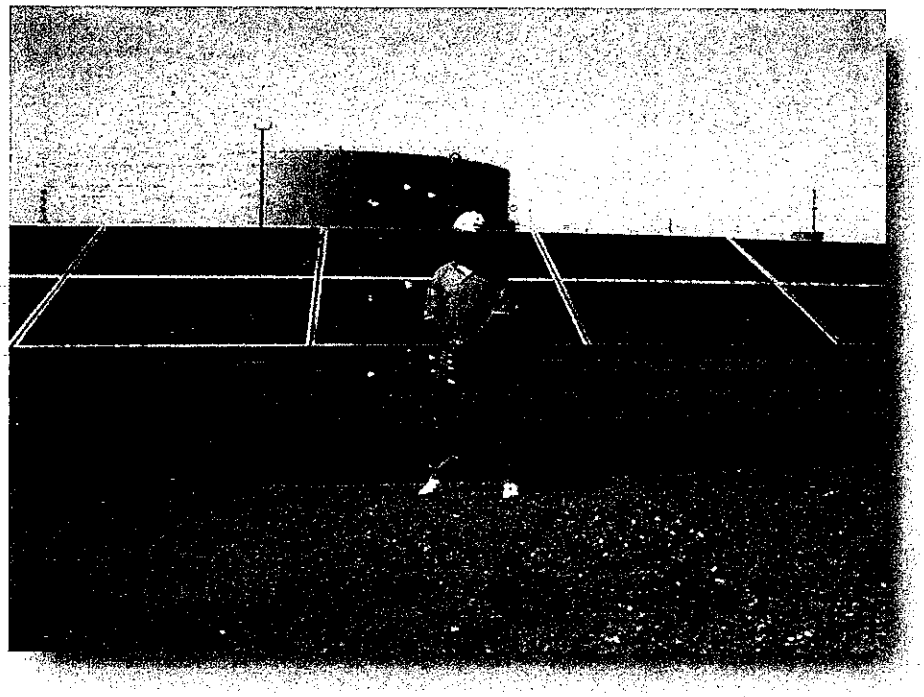
*The jam ratio conduit I.D. to cable O.D. should be checked to avoid possible jamming.

THE OKONITE COMPANY
Ramsey, New Jersey 07446

22

Blythe Solar Airport Reflectivity Study

June 22, 2010



US SOLAR HOLDINGS

1015 W. Hays
Boise, ID 83702

CASE: PP24616
EXHIBIT: R (Sheets 1-20)
DATED: 11/10/10
PLANNER: R. JUAREZ

BLYTHE AIRPORT SOLAR 1

Table of Contents

1. Introduction

US Solar Holdings has prepared this study to assess the impact of specular solar reflections from the photovoltaic panels relative to a pilot's flight path. There are concerns with impacts of glare to a pilot flying over 100+ acres of photovoltaic panels. This study:

- Measures actual reflection from a variety of photovoltaic modules and other solar technologies such as concentrating PV, and solar thermal
- Compares reflection values to common surfaces
- Predicts at what times and where a pilot at an elevation of 1,000 ft will be subject to glare/reflection

Please note the main focus of this study is on the PV technology.

Specular reflection is the mirror-like reflection of light (or of other kinds of wave) from a surface, in which light from a single incoming direction (a ray) is reflected into a single outgoing direction. Such behavior is described by Snell's Law of Reflection; see Figure 1. Snell's Law states the direction of incoming light (the incident ray), and the direction of outgoing light reflected (the reflected ray) make the same angle with respect to the surface normal, thus the angle of incidence equals the angle of reflection ($\theta i = \theta r$), and that the incident, normal, and reflected directions are coplanar.

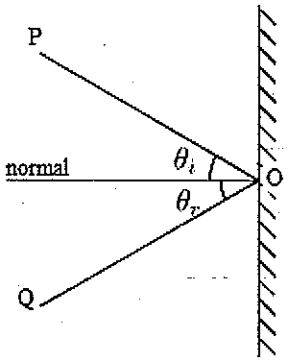


Figure 1: Angle of Reflection

Depending on the material properties of the surface, light may be transmitted through the surface. For most interfaces between materials, the fraction of light that is reflected increases with increasing angle of incidence θ_i. For solar modules, the solar cells are light absorbing material that absorb the photons and generate electricity via the photovoltaic effect. The solar cells consist of materials that absorb a range of solar light wavelengths that reach the Earth's surface. However, for space solar applications, solar cells are designed to optimized light

absorption outside of Earth's atmosphere. The solar cells are designed to absorb as much incoming light as possible, thus minimizing reflection in order to maximize electricity production. For example, Suntech claims their solar modules reflect 6% of the incidence solar irradiance that hits the module; see Appendix for specifications.

2. Testing Procedures

Solar irradiance measurements were recorded at the APS Star Center in Phoenix, AZ, one of the world's premier solar test and research facilities.[1] It is at the APS STAR Center where APS tests and develops technologies for converting solar energy into electricity. This site was selected because there are a wide variety of PV, thin film and solar thermal technologies to take measurements from.

A *Daystar Irradiance Meter* was utilized for measuring solar irradiance in Watts per square meter (W/m^2). The product claims an accuracy tolerance of +-3%. Readings were recorded in the following order:

1. Measurement 1: the first measurement was taken parallel to the plane of array facing the sun to record total irradiance hitting the panel; see Figure 2.
2. Measurement 2: the second measurement was taken parallel to the plane of array facing the array approximately 1ft away.

From these two measurements, the percentage of solar irradiance reflected was calculated:

% Reflected = Measurement 2/Measurement 1

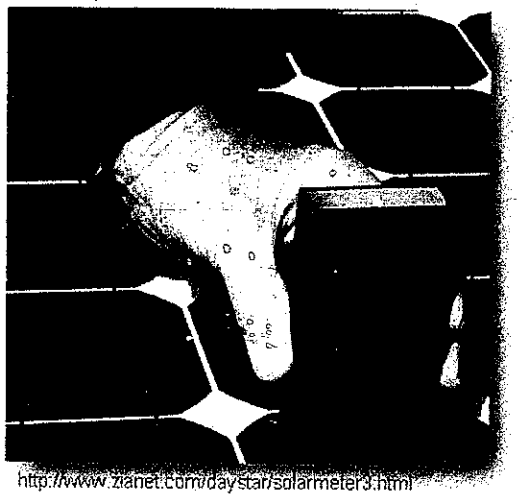


Figure 2: Measurement Parallel to the Array

Three readings were taken for each measurement; this report shows the worst case for reflection.

There were a variety of variables during the testing that impacts measurements:

- Dust levels on panels
- Technology age (50-150 W range for PV). Please note the solar thermal and concentrating systems are much older technologies and are not a true representation of what would be installed today.
- Measurement distance and angle from panels

[1] http://www.aps.com/my_community/STARTour/default.html?seq=1

- Array tilt
- Manufacturer
- Solar irradiance varies with time (tests began @ 11am and ended at 12pm)

3. Solar Module Tests

3.1. Single Axis Tracking

Measurements recorded for the single axis tracking system shown in Figure 3 are displayed in Table 1. Solar irradiance striking the array was 1,000 W/m^2, while 106 W/m^2 was reflected. This equates to a total reflection of 11%.

Module	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Siemens 75 W (Poly-Si)	1,000	106	11%

Table 1: Single Axis Tracking System

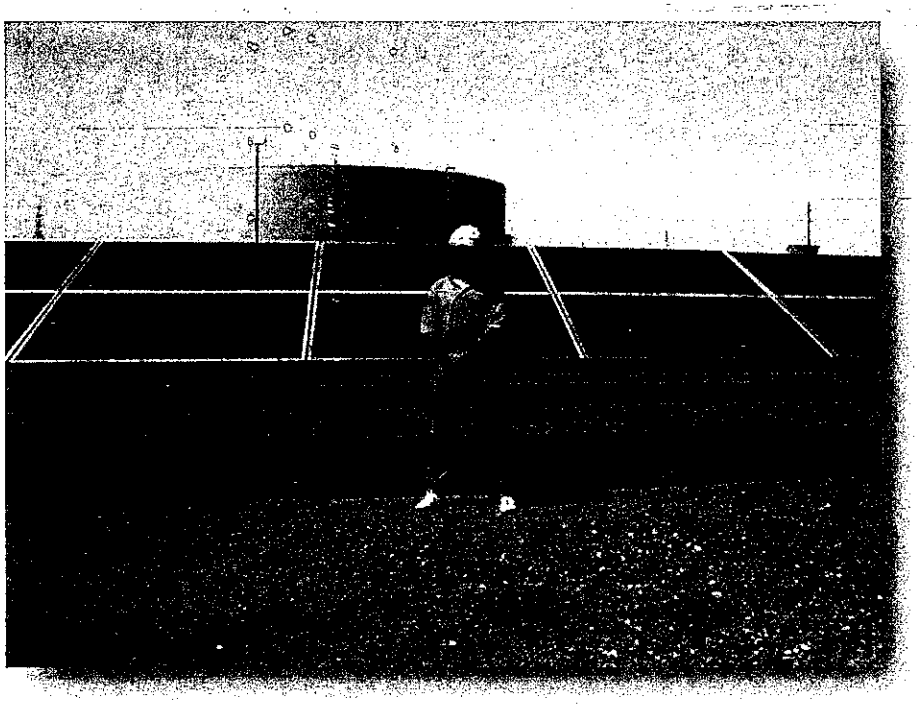


Figure 3: Single Axis Tracking PV System

3.2. Poly-Silicon & Mono-Silicon on 2-Axis Tracker

Measurements recorded for the dual axis tracking system for both mono-Silicon modules and poly-Silicon modules are shown in Figure 4; see Table 2 for results. Solar irradiance striking the panel was 1,033 W/m^2. For the poly-Si modules, 47 W/m^2 was reflected, thus displaying

a 5% reflectance. For the mono-Si modules, 67 W/m^2 was reflected, thus displaying a 6% reflectance.

Module Type	Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Poly-Si	ASE 50W	1033	47	5%
Mono-Si	Siemens 55 W	1033	67	6%

Table 2: Double Axis Tracking System

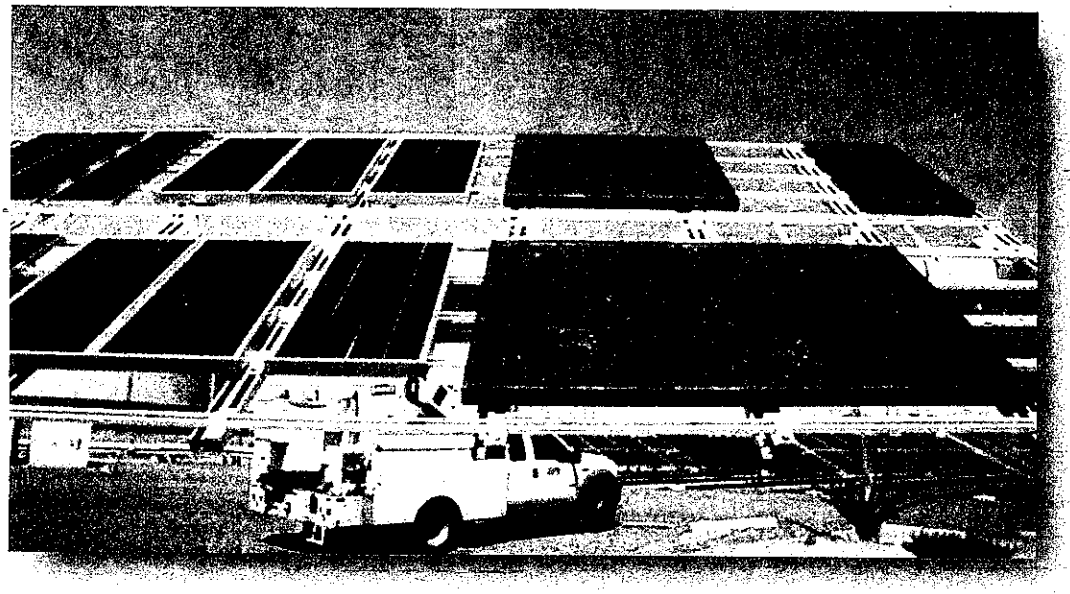


Figure 4: Dual Axis Tracking PV System

3.3. Fixed Poly Silicon

Measurements were recorded for the fixed PV modules at a 22° tilt and modules installed flat; see Figures 5 & 6. Solar irradiance striking the tilted modules was 858 W/m^2, while the irradiance reflected was 143 W/m^2, thus equating to 17% reflectance. Solar irradiance striking the flat modules was 761 W/m^2, while the irradiance reflected was 146 W/m^2, equating to 19% reflected.

Tilt	Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Tilt = 22°	Kyocera 120 W	858	143	17%
Tilt = Flat	Kyocera 120 W	761	146	19%

Table 3: Fixed PV

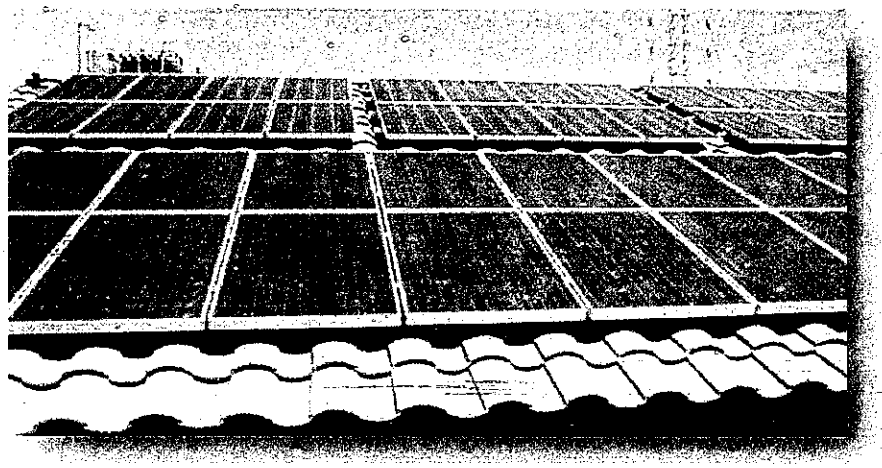


Figure 5: Fixed Tilt PV System

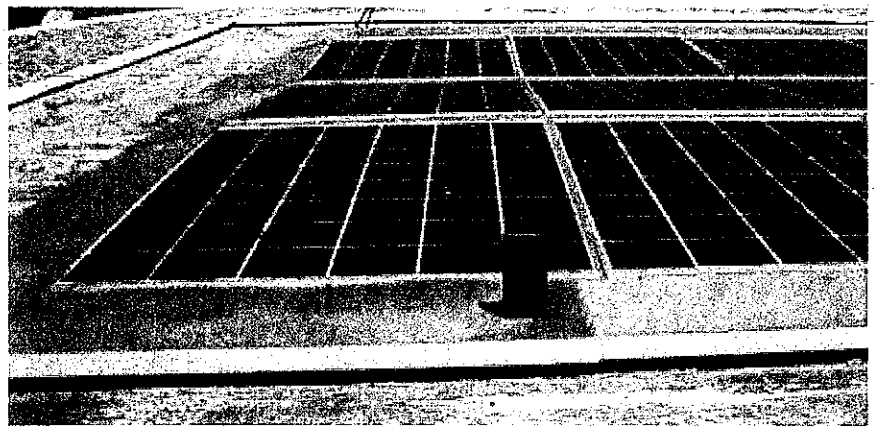


Figure 6: Flat PV System

3.4. Single Axis Tracking

Measurements recorded for another single axis tracking system shown in Figure 7; see Table 4 for results. Solar irradiance striking the array was 1,029 W/m^2, while 120 W/m^2 was reflected. This equates to a total reflection of 12%.

Module Mfc & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Photowatt 100 W	1029	120	12%

Table 4: Photowatt Single Axis Tracker

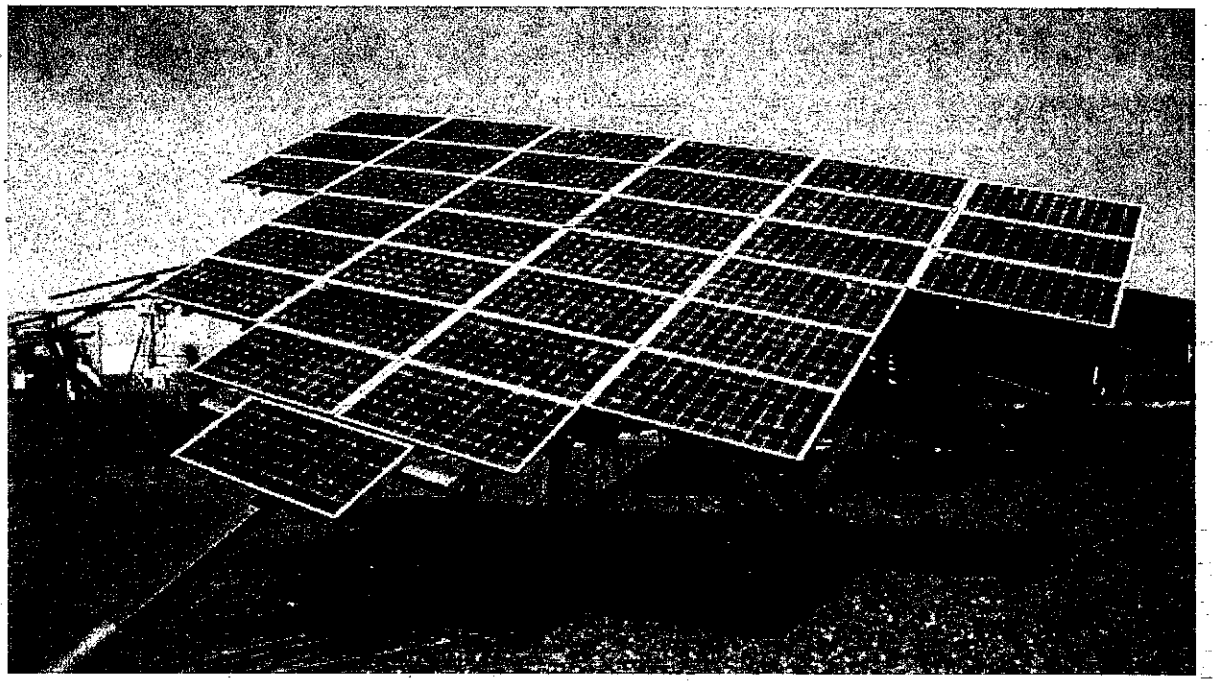


Figure 7: Single Axis Tracking PV System

3.5. Thin Film

Measurements were recorded for thin film modules shown in Figure 8. Solar irradiance striking the modules was 1067 W/m^2, while 77 W/m^2 was reflected; see Table 5. This equates to a total reflection of 7%.

Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
EPV	1067	77	7%

Table 5: Thin Film

Figure 8: Thin Film Modules

3.6. Concentrating PV

Measurements were recorded for an old Concentrating PV array shown in Figure 9. Solar irradiance striking the system was 1,022 W/m^2, while 450 W/m^2 was reflected; see Table 6. This equates to a total reflection of 44%. This is expected for a concentrating system that has highly reflective mirrors that serve to focus solar irradiance thus increasing energy production.

Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Martin Marietta (1970)	1022	450	44%

Table 6: Concentrating PV

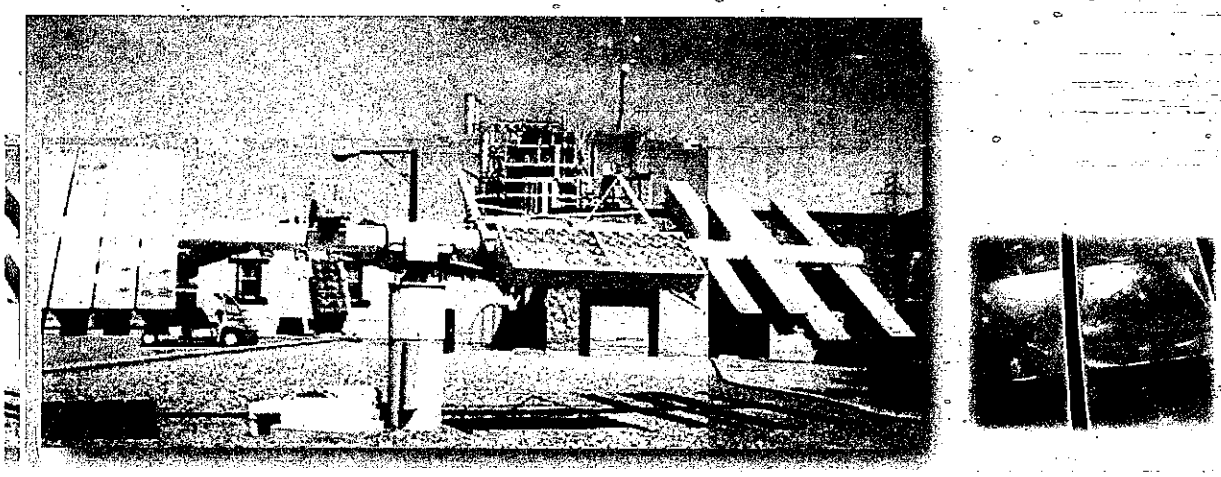


Figure 9: Concentrating PV System

3.7. Linear Concentrator

Measurements were recorded for an old Linear Concentrator shown in Figure 10. Solar irradiance striking the system was 1021 W/m^2, while 222 W/m^2 was reflected; see Table 7. This equates to a total reflection of 22%. Again, this more reflection is expected for a concentrating system with mirrors compared to a PV array without mirrors.

Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Photovoltaics International	1021	222	22%

Table 7: Single Axis Tracking System

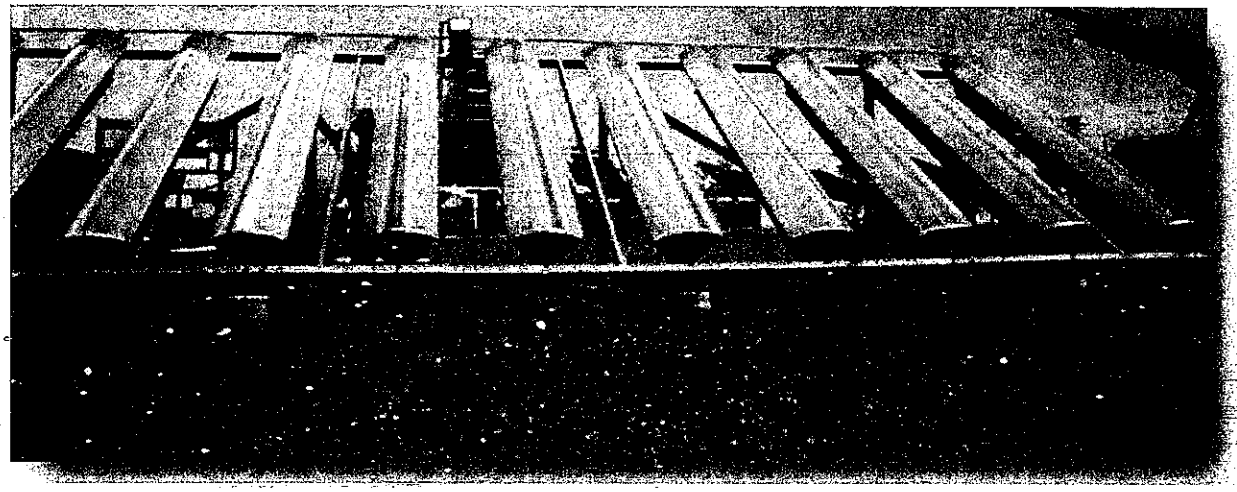


Figure 10: Linear Concentrator

3.8. High Concentrating PV

Measurements were recorded for a high concentrating PV system shown in Figure 11. Solar irradiance striking the system was 1040 W/m^2, while 245 W/m^2 was reflected; see Table 8. This equates to a total reflection of 24%.

Module Mfg. & Size	Solar Irradiance W/m^2	Reflected W/m^2	% Reflected
Spectrolab	1040	245	24%

Table 8: High Concentrating PV

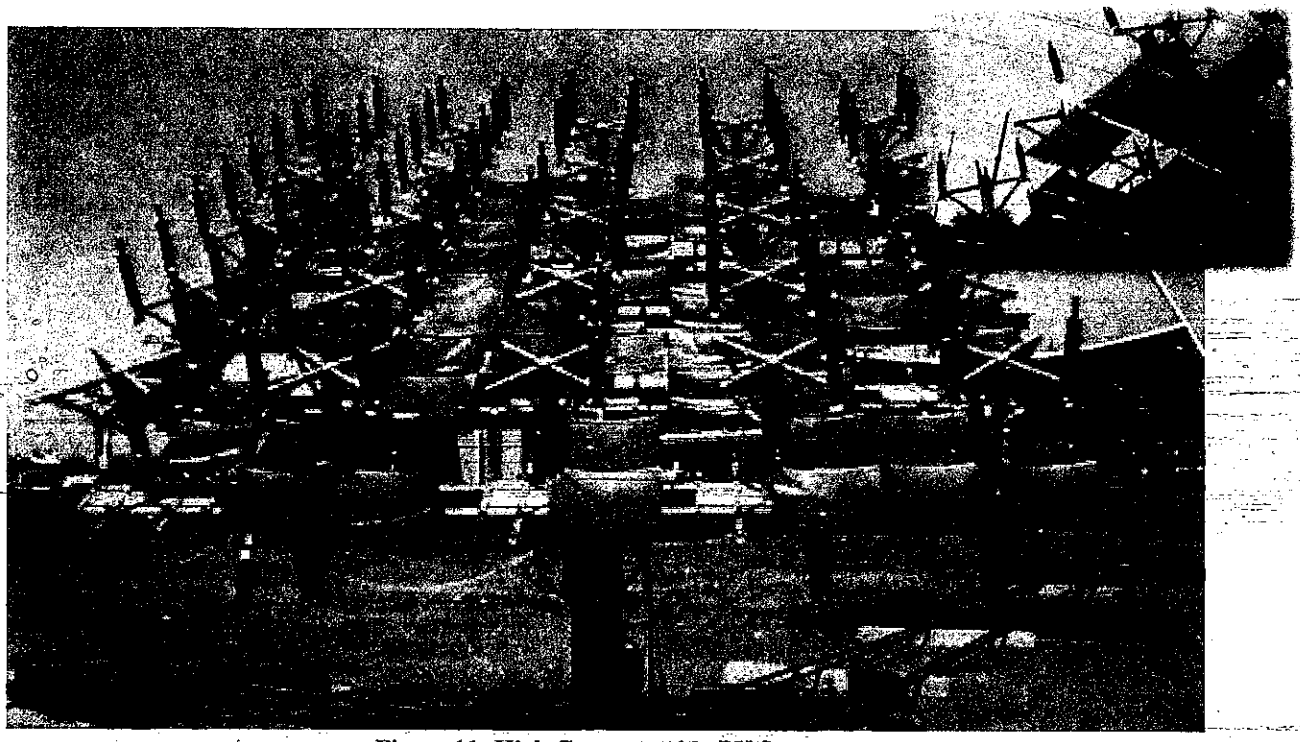


Figure 11: High Concentrating PV System

3.9. Summary

Table 9 cross compares the reflectivity between the PV modules, concentrators and common surfaces. The PV arrays vary from 5% reflectance up to 17% while the concentrators vary from 22% up to 44%. Newer modules typically have a reflectance between 4-7%; solar modules are less reflective than glass, windows, and water; see Table 10.

	Solar Irradiance, W/m^2	**Reflected, W/m^2**	**% Reflected**
Single Axis Tracking	959	91	9%
Poly-Si	1033	47	5%
Mono-Si	1033	67	6%
Thin Film	1067	77	7%
Fixed	838	143	17%
Single Axis Tracking	858	103	12%
Linear Concentrator	1021	222	22%

High Concentrating PV	1040	245	24%
Concentrating PV	1022	450	44%
Rocks	858	115	15%
Dirt	858	174	23%
Shade	858	51	7%
Car Window	840	84	10%

Table 9: Summary of Technologies

Surface	Average reflectivity
Snow (freshly fallen or with ice film)	0.75
Water surfaces (relatively large incidence angles)	0.07
Soils (clay, loam, etc.)	0.14
Earth roads	0.04
Coniferous forest (winter)	0.07
Forests in autumn, ripe field crops, plants	0.26
Weathered blacktop	0.10
Weathered concrete	0.22
Dead leaves	0.30
Dry grass	0.20
Green grass	0.26
Bituminous and gravel roof	0.13
Crushed rock surface	0.20
Building surfaces, dark (red brick, dark paints, etc.)	0.27
Building surfaces, light (light brick, light paints, etc.)	0.60

Table 10: Reflectivity Values for Characteristic Surfaces (integrated over solar spectrum and angle of incidence)[2]

[2] Hunn, B.D., and D.O. Calafell, Determination of Average Ground Reflectivity for Solar Collectors, *Sol. Energy*, vol. 19, p. 87, 1977;

4. Time of Day Reflectance Relative to Pilots

4.1. Blythe Sunpath

In order to determine where glare/reflectance will witnessed by the pilot, we must first look at the sunpath diagram for Blythe, CA; see Figure 12. The sunpath for Blythe, CA varies by month, notice the sun is lower in the sky in the winter months and higher in the sky in the summer. The y axis is the solar altitude angle and the x axis is the solar azimuth angle. The solar azimuth angle is defined as the angle between the line from the observer to the sun projected on the ground and the line from the observer to a point due south. The solar altitude angle is the elevation angle of the sun. Figure 12 shows the sun's average rising time and setting time for every month.

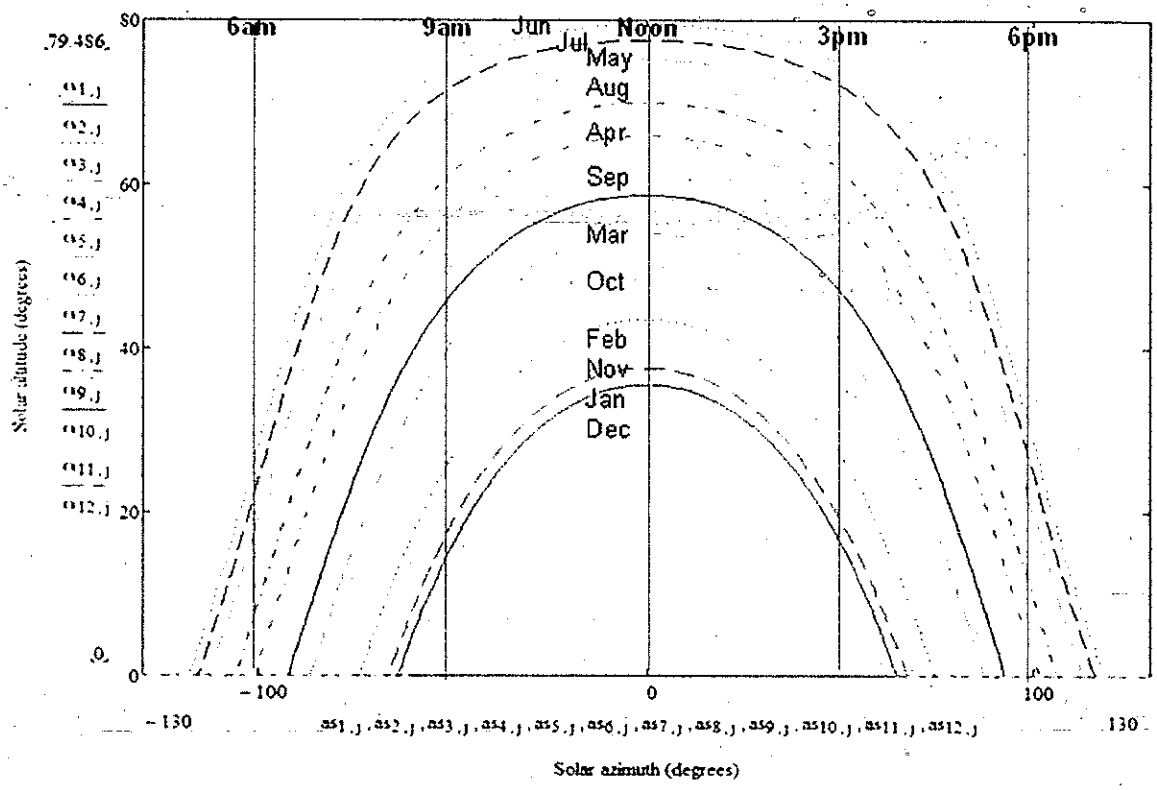


Figure 12: Single Axis Tracking PV System

4.2. Time of Day Comparison – Fixed

Using the sunpath diagram for Blythe and Snell's law for reflection, the critical rays of reflection can be determined; see Figure 13. A plane elevation was assumed to be 1,000 ft and the array was assumed south facing at an angle of latitude + 15 degrees (this is a common angle to optimize winter time energy production). Table 11 indicates the distance from the array at which glare or reflectance will be seen by a pilot at a 1,000 ft. elevation and at what time of day for

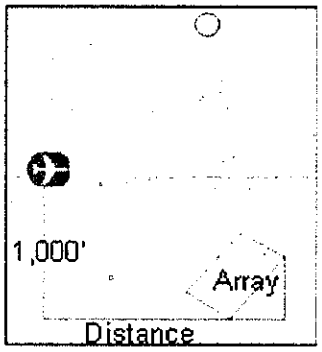
each month. Reflection will vary throughout the day and will vary by month. For example, at 8:50am in January, if a pilot at an elevation of 1,000 ft were 176 ft North of the solar system, they witness glare from the system.

The % reflected will vary with each angle. The most reflectance will be seen in the morning hours when the sun begins to rise and the angle of incidence is nearly parallel to the plane of array and also around sunset; see highlighted cells. In this scenario, less irradiance will be absorbed by the array.

Figure 13 indicates the range relative to the array where glare will be witnessed by the pilot.

Solar Altitude Angle Degrees	Distance, ft	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0												
10	176 North	8:50am	8:15am	7:20am	6:30am	5:50am	5:40am	5:30am	6:10am	7:00am	7:50am	8:40am	9:00am
20	364 North	9:20am	8:40am	7:40am	6:50am	6:05am	5:50am	5:50am	6:30am	7:20am	8:20am	9:10am	9:40am
30	577 North	10:30am	9:25am	8:20am	7:15am	6:30am	6:10am	6:20am	7:00am	7:50am	9:00am	10:15am	10:50am
40	839 North		10:40am	9:05am	7:40am	6:50am	6:30am	6:50am	7:30am	8:35am	10:10am		
45	1,281 South		9:15am	9:45am	8:15am	7:15am	6:40am	7:00am	7:45am	9:10am	12:00pm		
55	1,881 South				9:10am	7:30am	7:15am	7:20am	8:30am	10:30am			
65	3,079 South				12:00pm	8:30am	7:45am	8:15am	10:15am				
75	7,120 South					12:00pm	9:30am	10:00am					

Table 11: Reflection Distances Relative to Solar Altitude Angle



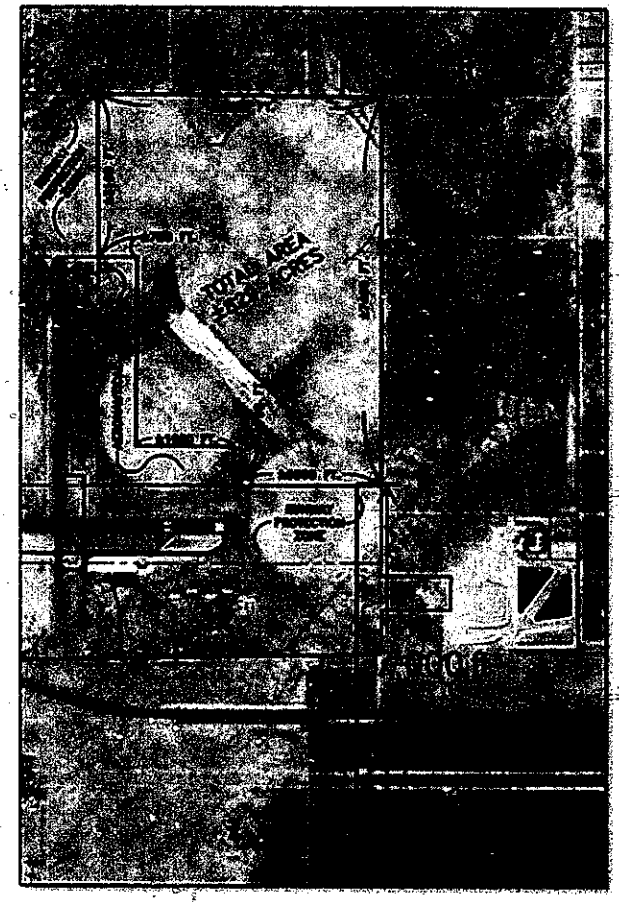


Figure 13: Fixed PV System

4.3. Time of Day Comparison – Tracking

The same analysis was conducted for a tracking PV system; see Table 12 for results.

Solar Altitude Angle, Degrees	Distance, ft	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0												
10	5,671 East	8:50am	8:15am	7:20am	6:30am	5:50am	5:40am	5:30am	6:10am	7:00am	7:50am	8:40am	9:00am
20	2,747 East	9:20am	8:40am	7:40am	6:50am	6:05am	5:50am	5:50am	6:30am	7:20am	8:20am	9:10am	9:40am
30	1,732 East	10:30am	9:25am	8:20am	7:15am	6:30am	6:10am	6:20am	7:00am	7:50am	9:00am	10:15am	10:50am
40	1,192 East		10:40am	9:05am	7:40am	6:50am	6:30am	6:50am	7:30am	8:35am	10:10am		
50	839 East			10:40am	8:40am	7:30am	7:00am	7:15am	8:00am	9:40am			
60	577 East				9:40am	8:05am	7:30am	7:40am	9:00am				

70	364 East					9:50am	8:30am	9:00am				
80	176 East											
90	0											
100	5,671 West	3:30pm	4:00pm	4:50pm	5:40pm	6:20pm	6:40pm	6:30pm	6:00pm	5:10pm	4:10pm	3:30pm	3:15pm
110	2,747 West	2:40pm	3:30pm	4:30pm	5:20pm	6:00pm	6:15pm	6:10pm	5:40pm	4:40pm	3:50pm	3:00pm	2:40pm
120	1,732 West	1:30pm	2:45pm	3:40pm	4:50pm	5:40pm	6:00pm	5:50pm	5:15pm	4:15pm	3:00pm	1:50pm	1:15pm
130	1,192 West		1:15pm	3:00pm	4:20pm	5:15pm	5:40pm	5:30pm	4:40pm	3:40pm	2:00pm		
140	839 West			1:10pm	3:30pm	4:40pm	5:10pm	5:00pm	4:00pm	2:20pm			
150	577 West				2:15pm	4:00pm	4:40pm	4:20pm	3:15pm				
160	364 West					2:20pm	3:30pm	3:00pm					
170	176 West												

Table 12: Time of Day Comparison

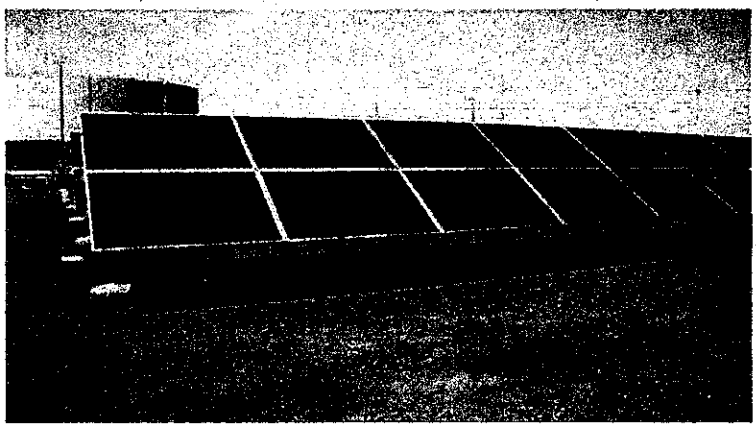


Figure 14: Single Axis Tracking PV System

5. Reflectivity Summary

Tables were generated that predict the time of day for reflection at specific locations. In conclusion, actual glare witnessed by pilots from a solar PV system will be minimal and will be at a maximum in the morning and in the evening as the sun rises and sets.

6. *SOLAR* AIRPORTS

6.1. *Love* Field *Airport, Prescott, AZ*

APS and the City of Prescott partnered together to build a solar power plant near the Prescott Airport; see Figure 1. This system currently produces 3.5 MW and incorporates high concentration photovoltaics (HCPV) and single axis tracking solar panels. The 1.5 MW of the HCPV system use plastic lenses to concentrate the sunlight 250 times onto much smaller, high efficiency solar cells. This reduces the area of PV material by 250 times, which results in a low cost solar electric generation technology. The long term goal for Prescott is to install 5 MW. covering 55 acres. APS owns the solar plant and takes delivery of all electricity for delivery to its customers.

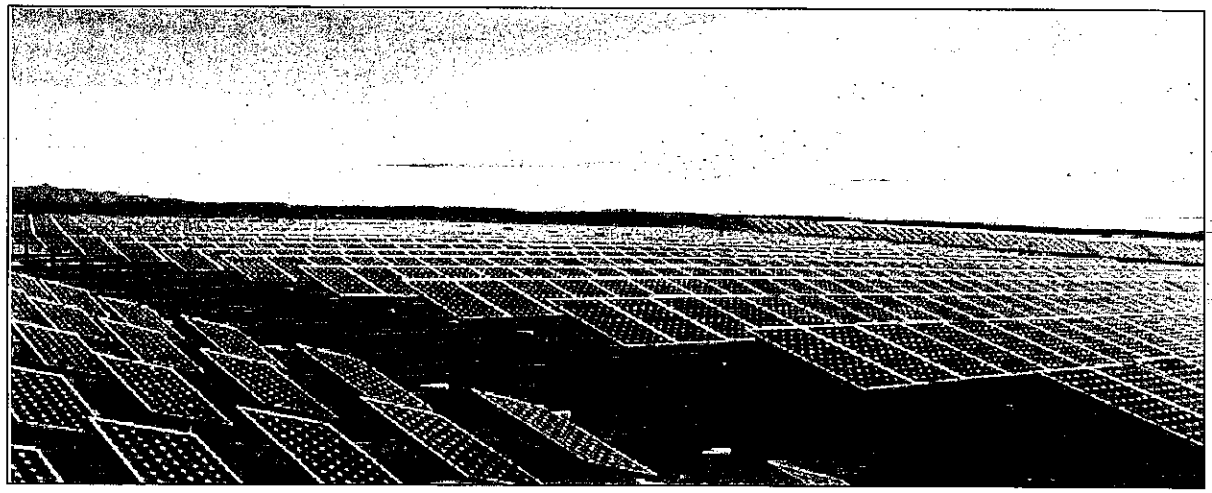


Figure 15: Prescott Airport Single Axis Tracking Solar Panels

6.2. *Fresno Yosemite* International *Airport*

In July 2008, the Fresno Yosemite International Airport (FYI) celebrated the opening of their solar energy system at the airport. The solar system provides 40% of the airport power requirements such as: lighting, air conditioning, controls and tower communications. Their solar energy system will decrease overhead costs and improve the financial performance of operations. Fresno installed a 2 MW ground-mounted solar system on 9.5 acres, or the equivalent of seven football fields. The project is expected to save the airport about $13 million dollars over the next 20 years against an estimated annual spend of $13-18 million. In addition, the solar system was constructed near runways that were previously considered unusable.

Fresno Yosemite International Airport covers 2,150 acres and has two runways and one helipad; it is the major air transportation center for the San Joaquin Valley, with major air carrier service to airline hubs throughout the Western United States. Currently, nine carriers offer Valley passengers nearly 48 daily non-stop departures from Fresno.

6.3. Denver International Airport (DIA)

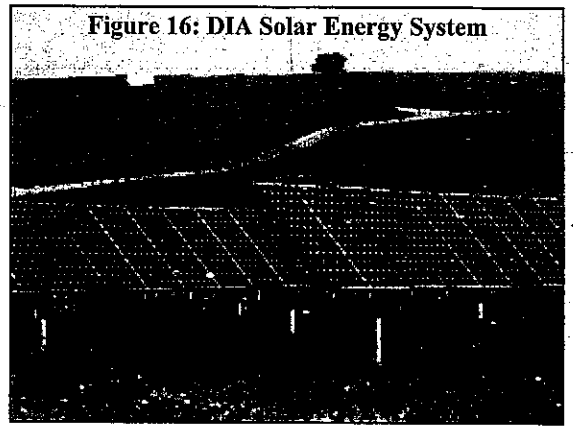


Figure 16: DIA Solar Energy System

A 2 MW solar energy system was dedicated in August 2008 at Denver International Airport (DIA). The system incorporates single-axis tracking and utilizes more than 9,200 Sharp solar panels. This solar photovoltaic system spans seven and a half acres at the airport's entrance. This system serves as a symbol of Denver's commitment to environmental sustainability and will reduce carbon emissions into the atmosphere by more than 6.3 million pounds each year. This is one of three U.S. airports that will be accepted into the Environmental Protection Agency's National Performance Track Program.

The City of Denver and DIA purchase energy from the project under a long-term contract (Power Purchase Agreement).

6.4. Thunder Bay Airport

Thunder Bay Airport is currently developing a 10 MW solar plant. The airport has signed a 20-year power purchase agreement under the Ontario Power Authority's Standard Offer Program to build five solar projects across Ontario for a combined 50 MW.

The developers will build on a 100-acre property southwest of the airport for their proposed Bowlker solar park. The joint venture development will tie into Thunder Bay Hydro's transmission line and provide 3% of the city's energy needs. Some minor upgrades will be needed to the utility's power lines along Broadway Avenue to accommodate the development. The company is currently planning a job fair to recruit 50 electricians and construction trades people.

6.5. Palmdale Airport

After buying 17,750 acres in Palmdale for an intercontinental jetport, Los Angeles airport officials are planning on developing a solar energy system capable of generating up to 100 MW. The Los Angeles Department of Water and Power is looking at 4,000 largely undeveloped acres of Palmdale airport property.

6.6. San Francisco International Airport

In 2007, San Francisco International Airport installed more than 2,800 solar panels on the rooftop of Terminal 3. The solar panels generate a small percentage of the airport's overall electrical needs, but enough to power all the daytime lighting needs in Terminal 3. Pleased with the success of this first foray into solar power, airport officials plan to integrate solar, and possibly wind, power into Terminal 2, which is being remodeled.

6.7. Long Beach Airport[3]

In 2008, a highly visible "solar forest" sprouted up just outside the south baggage claim area at California's Long Beach Airport. The six solar "trees" are steel poles topped with photovoltaic (PV) arrays that measure about 9 feet by 9 feet each and shift and tilt throughout the day to track the sun. While the forest is a test project that generates less than 10% of the airport's overall energy needs, airport spokesperson Sharon Diggs-Jackson says there are plenty of educational rewards being harvested. "Next year, when the airport breaks ground for a new parking structure," Diggs-Jackson says, "solar technology will be an integral part of the project."

6.8. Oakland International Airport

In 2007, a 756-kW solar power system was installed at the Oakland International Airport. The idea was sparked in 2004, when FedEx, the airport's largest cargo operator, installed a 904-kW solar power system on the roof of its Oakland airport facility.

6.9. Austin-Bergstrom International Airport

Two sets of solar panel arrays have been installed at the Austin-Bergstrom International Airport in Texas. One was installed back in 1998 near the airport's cargo facilities. The other was installed in 2000 at the airport's taxi cab staging area, and the panels also provide shading for the cabs. Discussions are currently underway to set aside 20 acres of airport property as a testing site for various photovoltaic technologies.

6.10. Meadows Field Airport

The Kern County Department of Airports in conjunction with the Kern County Board of Supervisors and Regenesis Power, LLC broke ground on a $6 million solar array at Meadows Field (BFL) on July 31, 2008. The solar array field covers six acres and consists of 4,704 solar modules. Regenesis Power, LLC will finance, own, operate, and maintain the facility.

6.11. Los Angeles World Airport

The Los Angeles World Airports is currently exploring what to do with more than 17,000 acres of land it owns in Palmdale. One option on the table is to use several thousand acres to develop solar or wind energy-producing plants.

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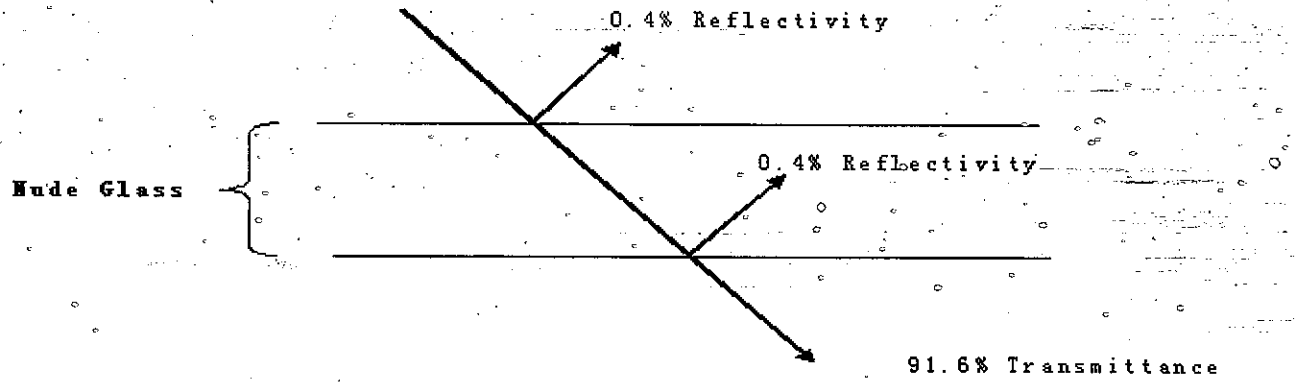
[3] USA Today. "Solar Powered Airports". April 2009.

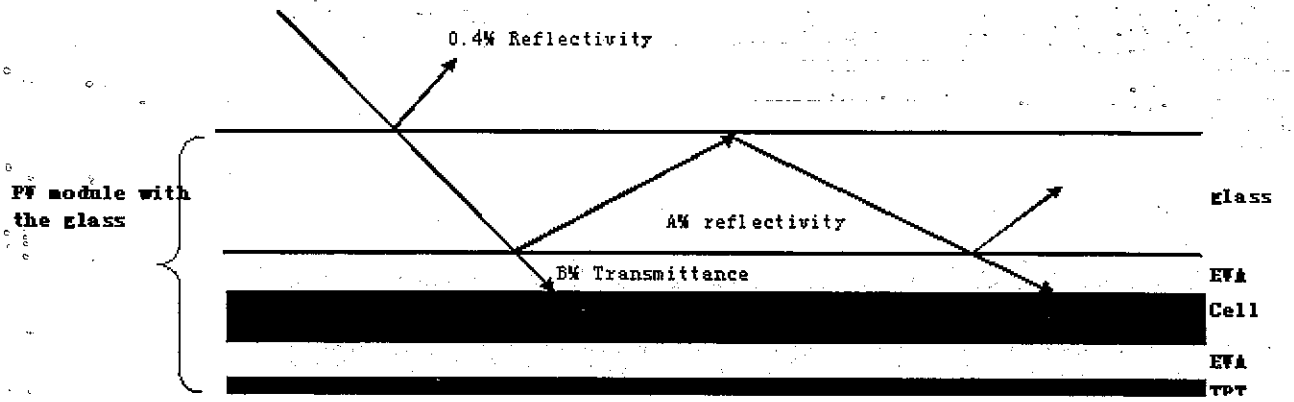
APPENDIX

PV Module Reflectivity – Standard Suntech Solar Modules

(1) Suntech is using textured glass and can confirm the visible light reflectance of the glass to be 4% per surface, giving a total figure of 8%.



(2) After lamination process with PV cells:



(3) Theoretically, after the glass is laminated, A% should actually be less than 4% and B% should be higher than 91.6%.

The EVA and glass have the same refractive index and A% reflective light is continuous refraction. Therefore, the actual reflectivity of total PV module should be less than 8%.

(4) Suntech has conducted a test in-house and has found the actual total reflectivity to be about "6%".

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42340
Project Case Type and Number(s): Plot Plan No. 24616 – Fast Track Authorization No. 2010-06
Lead Agency Name: County of Riverside Planning Department
Address: 4080 Lemon Street, 12th Floor, Riverside CA 92502
Contact Person: Raymond Juarez
Telephone Number: (951) 955-9541
Applicant's Name: US Solar Holdings, LLC
Applicant's Address: 1015 W. Hays, Boise, ID 83702

I. PROJECT INFORMATION

A. Project Location:
The site is located northeast of the community of Mesa Verde in the Palo Verde Valley Area Plan in Eastern Riverside County. Specifically, the project is proposed on previously disturbed land located on the northeast corner of the Blythe Airport, north of Interstate 10, south of 9th Avenue, and northwest of Riverside Drive and Butch Avenue.

B. Project Description:
The applicant proposes to construct a 100 megawatt Photovoltaic (PV) Solar Power Plant on 640 acres of an 829 acre lease area in five (5) twenty (20) megawatt phases inclusive of: a single axis tracking system organized in 874 x 168-foot and 874 x 370-foot power blocks with a maximum height of ten feet; a perimeter 24-foot interior access road and 25-foot interior drive aisles for emergency access and maintenance purposes; a combination of inverters and transformers on concrete pads covered by three sided open shade covers within each power block; an 8-foot high chain link fence with three strand barbed-wire around the project perimeter boundary; a temporary construction area which includes a 12' X 60' portable construction trailer, five parking spaces and portable toilets on the southeast corner of the site; and, a temporary staging area in the center of proposed Phase II on an existing concrete pad.

Water will be provided via a 6-inch diameter pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to allow for a permanent source of water. The line will undergrounded and extend east to Butch Avenue then north to the project site for a total of approximately 4,800 feet to the project site. The water will be used for fire suppression, construction and operation dust control, and solar panel maintenance.

Power will be delivered via a 33 kV gen-tie line (minor transmission line extending from the point of power generation to the point of connection into the transmission & distribution line) from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot high poles to the point of tie in for Phase I. Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required.

Primary road access is proposed from the east via Buck Boulevard north, then west along Riverside Drive, and then north along Butch Avenue. Secondary access is proposed northerly

along Butch Avenue from Hobson Way, and two 24-foot wide emergency access gates are proposed where 9th and 10th Avenue meet the project boundaries eastern fence line.

As part of the implementation and operation of the project, the applicant, US Solar Holdings, LLC, proposes to lease 829 acres on the Blythe Airport from the County of Riverside for an initial thirty (30) year lease term. This initial lease term may be extended for up to an additional twenty (20) years. In no event will the entire lease term exceed fifty (50) years. Also, there is an Option Agreement, proposed to be entered into between the County of Riverside and the applicant, whereby the applicant may exercise the right to lease portions of the real property up to the 829 acres in phased portions that coincide with the development phases of the project. The right to exercise the option to lease would only be for a term up to five years. The Lease Agreement and Option Agreement are discretionary actions to be taken by the Board of Supervisors.

C. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

D. Total Project Area: 829 acre site

Residential Acres:	**Lots:**	**Units:**	**Projected No. of Residents:**
Commercial Acres:	**Lots:**	**Sq. Ft. of Bldg. Area:**	**Est. No. of Employees:**
Industrial Acres: 829	**Lots:** 4	**Sq. Ft. of Bldg. Area:**	**Est. No. of Employees:**

E. Assessor's Parcel No(s): 821-080-040, 821-080-041, 821-110-002, 821-110-003

F. Street References: West of Butch Avenue, North of Riverside Avenue

G. Section, Township & Range Description or reference/attach a Legal Description: Portions of Sections 19, 20, 29, and 30 - Township 6 South, Range 22 East

H. Brief description of the existing environmental setting of the project site and its surroundings:

The 640 acre site for the Blythe Airport Solar 1 Project is within an 829-acre lease area on the Blythe Airport property. The majority of the site has been previously disturbed both by past airport operations and by agriculture. This section of the airport has been designated for non-aeronautical uses in the Airport Master Plan; see airport superpad map in the Appendix, the parcel of interest is parcel B in green titled "Non Aeronautical". The existing slope at the site is relatively flat with an overall slight gradient from the northwest to the southeast.

The majority of the site is abandoned agriculture (pivot circles) and old runways associated with the Blythe Airport; see Appendix for satellite images and pictures of the site. These areas appear to have been fallow for a significant period of time and sparse creosote bush (Larrea tridentata), galleta grass (Pleuraphis rigida), and brittle bush (Encelia farinosa) have begun to reestablish. Approximately 789 acres of the 829-acre Project Site contain this vegetation type.

Several small areas between pivot circles support native vegetation. The native vegetation community is low diversity Sonoran Creosote Bush Scrub (after Holland 1986). Aspect-dominant shrub species are creosote bush and white bursage (Ambrosia dumosa); galleta grass is present in areas with the loosest sand.

Like the Site itself, the surrounding lands to the south and west of the Site are part of the Blythe Airport property. Some of these lands are previously farmed, fallow lands like the Site itself. The active portions of the airport property are used for general aviation and associated purposes. Active agriculture occurs about 0.5 miles north and east of the Site. Southeast of

the Site about 0.25 miles are the existing Blythe Energy Project and proposed Blythe Energy Project II, large combined-cycle, gas-fired power plants.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Public Facilities (PF) General Plan land use designation allows for public/ quasi-public uses such as landfills, airports, utilities, and other civic uses. The proposed facility is consistent with the General Plan Land Use Policies listed in the Palo Verde Valley Area Plan.

2. **Circulation:** The proposed photovoltaic facility is consistent with the General Plan Circulation Element Policies listed in the Palo Verde Valley Area Plan relating to Vehicular Circulation, Trails and Bikeways, and Scenic Highways.

3. **Multipurpose Open Space:** The proposed photovoltaic facility is consistent with the General Plan Multipurpose Open Space Policies listed in the Palo Verde Valley Area Plan relating to watersheds, flood plains, watercourses and habitat conservation. The proposed is not within the conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan or the Coachella Valley Multi Species Habitat Conservation Plan.

4. **Safety:** The proposed photovoltaic facility is consistent with the General Plan Safety Element Policies.

5. **Noise:** The proposed photovoltaic facility is consistent with the General Plan Noise Element Policies.

6. **Housing:** The proposed photovoltaic facility is consistent with the General Plan Housing Element Policies.

7. **Air Quality:** The proposed photovoltaic facility will not have any impacts on air quality.

B. General Plan Area Plan(s): Palo Verde Valley Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Public Facilities (PF) - Public/ quasi-public uses such as landfills, airports, utilities, and other civic uses.

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: Community Development: Public Facilities to the south and west, and Agriculture: Agriculture to the north and east.

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. **Existing Zoning:** Manufacturing – Heavy (M-H)

J. **Proposed Zoning, if any:** N/A

K. **Adjacent and Surrounding Zoning:** Manufacturing-Heavy Zone (M-H) to the south and west, Controlled Development Areas – 10-Acre Minimum (W-2-10) to the north and east, and Natural Assets (N-A) to the north.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Hazards & Hazardous Materials	☐ Recreation
☐ Agriculture & Forest Resources	☐ Hydrology / Water Quality	☒ Transportation / Traffic
☒ Air Quality	☐ Land Use / Planning	☒ Utilities / Service Systems
☒ Biological Resources	☐ Mineral Resources	☐ Other:
☒ Cultural Resources	☐ Noise	☐ Other:
☒ Geology / Soils	☐ Population / Housing	☐ Mandatory Findings of Significance
☐ Greenhouse Gas Emissions	☐ Public Services	

IV. DETERMINATION

On the basis of this initial evaluation:

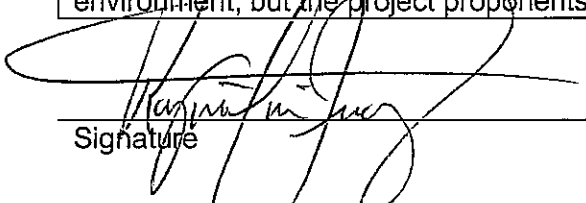
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162

exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

November 10, 2010
Date

Raymond M. Juarez III
Printed Name

For Carolyn Syms Luna, Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐

Source: Riverside County General Plan Figure C-9 "Riverside County Scenic Highways", Palo Verde Area Plan (Scenic Highways), Department of Transportation California Scenic Highways Program.

Findings of Fact:

a) The proposed Project site is located approximately 0.75 miles north of Interstate10 (I-10). The Riverside County General Plan and Palo Verde Area Plan indicate that I-10 has been nominated for County Scenic Highway status and currently has status as an Eligible County Scenic Highway. However, the California Department of Transportation California Scenic Highways Program does not designate this segment of I-10 as eligible or as an official Scenic Highway.

There are several buildings and other development between I-10 and the project site. The low profile of the PV project, the distance from the highway, and the intervening development would result in minimal visibility from the I-10 corridor. Therefore the Project will have a less than significant impact on a scenic highway corridor.

b) Development of the proposed action would result in the removal of very sparse non-native and native vegetation from the site and the installation of acres of photovoltaic panels. The Project site is relatively flat and the PV panels have a low profile with the highest point on the panels being less than 8 feet. The chain-link fence around the site will be made of galvanized, non- reflective materials with 3-strand barbed wire on top and will be only 8-feet tall.

The Site and the area immediately surrounding it are almost completely flat. Both the solar panels and fence would create a horizontal line on the landscape that would mimic the lines of the horizon and at distance would not be readily perceptible because it would be low to the ground surface. The only direction from the Site where a large number of potential viewers would be located is south where Hobson Way and I-10 are located. Most areas south and east of the Site along these two roads are considerably lower than the Site making the Project not visible

from these locations. Locations along these roads southwest of the Site would have intervening facilities at the airport and along Hobson Way blocking potential views of the Site. As a result, the solar field would not be readily visible by large amounts of viewers from any direction from the site.

In addition, power will be delivered via a 33 kV gen-tie line from the site approximately 3, 200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot poles to the point of tie in for Phase I. Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required.

Figure A-9 in Appendix A shows the location and extent of the many existing transmission lines, power plants and substations that that occur in the area. Many of these are high voltage lines (161 or 230 kV) that have structures between 85 – 100 feet tall. Given the scale of the proposed poles and transmission line, and the existence of other transmission lines that are equal scale or larger scale that the proposed line, the proposed installation of a transmission line supported on 8 or 9 power poles would not cause any significant adverse aesthetic impacts. The proposed poles and transmission line would be consistent with the existing distribution lines/poles that it would connect to and would be smaller in scale than other existing higher voltage lines that occur in the area.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☐	☒

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

a) The proposed photovoltaic facility is over 100 miles from the Mt. Palomar Observatory. Therefore the project would not impact or interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring is required.

3. Other Lighting Issues a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source: On-site Inspection, Project Application Description

Findings of Fact:

a) The Project could potentially use nighttime lighting during construction but would be limited and temporary. During operation, nighttime lighting would be restricted to security lighting purposes around the site entrance and would not result in substantial light released from the site. During daytime, the PV panels would not result in substantial glare. PV panels are designed to absorb as much light as possible as they convert sunlight directly to energy – the more efficiently they absorb light, the more efficiently they generate electrical energy. Therefore, they are made with low-glare materials. This attribute makes PV solar compatible with airport installations such as proposed because they would not create visual problems for aircraft and pilots. PV solar projects have been and are being developed at several US and international airports. Therefore, with the implementation of Condition of Approval 10.PLANNING.14, light and glare impacts will be less than significant.

b) There are a few scattered residences in the project area and a residential development just over a mile southwest of the project site. Nighttime lighting would be restricted to temporary lighting during construction and shielded security lighting only at the site entrance during operation. Therefore the proposed photovoltaic facility will not have a significant impact on residential structures or expose them to unacceptable light levels.

Mitigation: All proposed exterior lighting shall be (1) directed downward; (2) directed in a manner that prevents light pools from extending beyond the site boundary; and (3) shielded to prevent light from escaping vertically into the night sky. Reference Condition of Approval 10.PLANNING.14

Monitoring: Monitoring shall be provided by the Riverside County Planning Department and Department of Building and Safety.

AGRICULTURE & FOREST RESOURCES Would the project				
4. Agriculture a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☐	☒
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

a) The proposed photovoltaic facility will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, and therefore will have no impact.

b) The proposed photovoltaic facility will not conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps), and therefore will have no impact.

c) The proposed photovoltaic facility would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm"), and therefore will have no impact.

d) The proposed photovoltaic facility will not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, and therefore will have no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring is required.

5. Forest a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	☐	☐	☐	☒
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

Source: Riverside County General Plan Figure OS-3 "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

a-c) There are no forest lands in the project area.

Mitigation: No mitigation measures are necessary.

Monitoring: No monitoring is required.

AIR QUALITY Would the project				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	☐	☐	☒	☐
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	☐	☐	☐	☒
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Source: SCAQMD CEQA Air Quality Handbook Table 6-2

Findings of Fact: Air quality is regulated by federal, state, and local laws. In addition to rules and standards contained in the federal Clean Air Act and the California Clean Air Act, air quality in the project area is subject to the rules and regulations established by the California Air Resources Board (CARB) and the Mojave Desert Air Quality Management District (MDAQMD) with oversight provided by the United States Environmental Protection Agency (EPA), Region IX.

The Federal Clean Air Act (CAA) requires all air quality planning regions in the country to be designated according to the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, (i.e., pollutants causing human health impacts due to their release from numerous sources), and to achieve those standards by specific mandated dates. If air pollutant concentrations in these regions do not exceed the NAAQS, they are designated attainment areas. If such concentrations do exceed the NAAQS they are designated nonattainment areas. The following criteria pollutants have been identified as having NAAQS: ozone (O3), coarse particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM10), fine particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM2.5), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead (Pb). NAAQS for these pollutants are shown in Table 3-1. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) to demonstrate how the NAAQS will be attained and maintained.

As noted above, the CAA requires all air quality planning regions to be formally designated as attainment or nonattainment. Under the CAA, nonattainment designations for O3 are further categorized into five levels of severity: (1) marginal, (2) moderate, (3) serious, (4) severe, and (5) extreme, and nonattainment designations for PM10 are categorized into two levels of severity: (1) moderate and (2) serious. According to National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), the MDAB is designated as a nonattainment area for ozone (O_3) and particulate matter smaller than 10 micrometers (PM_{10}).

a-b) The MDAQMD has adopted a Federal 8-Hour Ozone Attainment Plan (June 9, 2008), State and Federal 2004 Ozone Attainment Plan, and Federal Particulate Matter (PM_{10}) Attainment Plan (July 31, 1995) applicable to the project area. Based on the District's Ozone Attainment Plan (2004), prevailing winds from the Los Angeles Basin and the San Joaquin Valley transport ozone and ozone precursors from both regions into and through the MDAB during

the summer ozone season. These transport couplings have been officially recognized by CARB (CARB, 2001). Local MDAQMD emissions contribute to exceedances of both the NAAQS and CAAQS for ozone, but the MDAB would be in attainment of both standards without the influence of this transported air pollution from upwind regions. The proposed project would not conflict with the MDAB's attainment plans and would not otherwise restrict or hinder the implementation of such plans. Conversely, by providing a zero-emissions energy source and reducing the region's dependency on fossil fuel combustion for energy, the proposed project could aid the MDAB in achieving attainment of the NAAQS and CAAQS.

Table 3-1

National Ambient Air Quality Standards

		NAAQS[1]	
Pollutant	**Averaging Time**	**Primary**	**Secondary**
Ozone (O_3)	8-Hour	0.075 ppm[2] (147 µg/m^3)[3]	Same as Primary
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m^3)[4]	N/A[5]
	1-Hour	35 ppm (40 mg/m^3)	N/A
Nitrogen Dioxide (NO_2)	Annual	0.053 ppm (100 µg/m^3)	Same as Primary
Sulfur Dioxide (SO_2)	Annual	0.03 ppm (80 µg/m^3)	N/A
	24-Hour	0.14 ppm (365 µg/m^3)	N/A
	3-Hour	N/A	0.5 ppm (1300 µg/m^3)
Respirable Particulate Matter (PM10)	24-Hour	150 µg/m^3	Same as Primary
Fine Particulate Matter (PM2.5)	Annual	15.0 µg/m^3	Same as Primary
	24-Hour	35 µg/m^3	Same as Primary
Lead (Pb)	Quarterly	1.5 µg/m^3	Same as Primary

1 NAAQS = National Ambient Air Quality Standards
2 ppm = parts per million (by volume)
3 µg/m^3 = micrograms per cubic meter
4 mg/m^3 = milligrams per cubic meter
5 N/A = Not applicable

Source: CDM, 2008.

During operation, the Project is expected to be subject to compliance with Riverside County Ordinance No. 484 and MDAQMD Rules 401 (Visible Emissions), 402 (Nuisance), 403 (Fugitive Dust), 406 (Specific Contaminants), 409 (Combustion Contaminants), 431 (Sulfur Content of Fuels), and 474 (Fuel Burning Equipment). Additionally, a MDAQMD Permit to Operate would only be applicable to the Project in the event that an emergency generator with a capacity greater than 50 brake-horsepower is used.

No air emissions other than those from the tailpipe emissions associated with employees and potentially from water trucks accessing the site would be expected during operations of the project after the site is stabilized. Only two to five vehicle trips per day would be expected for worker access. Water trucks would be expected to access the site for panel

washing up to twice a year with up to 20 truck trips per washing event spread over multiple days. Emissions during operation and construction will remain well below the MDAQMD CEQA thresholds and Federal Conformity Guidelines.

There are no residences or other sensitive receptors near the Project site and the Project would emit relatively small amounts of air emissions during construction and almost none during operation. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations.

c) The Riverside County portion of the Mojave Desert Air Basin (MDAB) is designated as non-attainment for the state ozone and PM10 standards. Since the proposed Project does not conflict with any land use designations, it is in conformance with the Air Quality Management Plan (AQMP), and the Project's short-term and long-term emissions do not exceed the MDAQMD established thresholds of significance; the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable.

d) The proposed unmanned photovoltaic facility will not expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions. The impacts to air quality will be minimal during day to day operations. Impacts during grading and construction activities have been mitigation with standard conditions of approval the county issues for all projects. Impacts are anticipated to be less than significant.

e) The proposed unmanned photovoltaic facility will not involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter as there will be no on site employees. There will be no impact.

f) The proposed unmanned photovoltaic facility will not create objectionable odors affecting a substantial number of people; therefore, no impact is anticipated.

Mitigation:

Reference Conditional of Approval 10.PLANNING.57

At a minimum, the following dust control measures shall be implemented during construction:

- All active areas (including haul roads) shall be watered as needed to minimize fugitive dust production in conformance with applicable regulations.
- Vehicles onsite shall not travel at speeds greater than 15 miles per hour.

Monitoring: Monitoring is provided by the Department of Building and Safety-Grading Division.

BIOLOGICAL RESOURCES Would the project				
7. Wildlife & Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☐	☒
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	☐	☐	☐	☒
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Source: Biological survey of the Site, California Natural Diversity Data Base (CNDDB), Special-status species identified through agency contacts with USFWS and CDFG in earlier studies Blythe Energy Project (1999) and Blythe Energy Project II (2005)

Findings of Fact:

a) The proposed project does not lie within any lands affected by an adopted Habitat Conservation Plan (HCP), Natural Conservation Community Plan (NCCP), or other approved local, regional or state conservation plan. As a result, the proposed project will not result in any conflicts with an adopted HCP/NCCP.

b-c) Potential for the occurrence of sensitive species was identified by contacting the USFWS and CDFG and the California Natural Diversity Data Base (CNDDB). Existing records on special-status species occurring in the project survey area were also collected. Tables 7-1 and 7-2 below identify the federally and state listed species with the potential to occur in the general area and their likelihood to occur onsite.

Field surveys of the Project Site and surrounding areas were conducted to evaluate habitat and the occurrence of listed species on the Site. Prior to conducting fieldwork, aspects such as ecology and habitat requirements of various species were reviewed. Habitat conditions and wildlife observations on and around the Project Site were recorded and information including habitat requirements, known occurrences, and habitat types, was used to evaluate the potential effects of Project implementation on biological resources within the vicinity of the Project.

During the survey, species sign (e.g., individuals, dens, burrows, scat, tracks, pellets, skeletal remains) was recorded. The survey area was described relative to: topography; drainage type; soils; substrate; aspect-dominant, common and occasional plant species; plant cover; and

anthropogenic disturbances. All plant communities were described in detail and mapped; densities were estimated visually (Figure A-8 in Appendix A).

In the absence of definitive species sign, species presence was assumed wherever suitable habitat existed and the relevant habitat was rated as to its quality.

Development of the proposed action would result in the removal of the existing sparse vegetation and habitats from the site. In addition, a short transmission line would be built to interconnect the project to the regional electrical system.

The 829-acre Site is nearly flat with a slope <1 % and the elevation ranges from 389 to 398 feet. The soil is soft sand with an approximately 60% fine-gravelly substrate and almost the entire site is abandoned agriculture (pivot circles) and old runways. These areas have been fallow for a significant period of time and sparse creosote bush (Larrea tridentata), galleta grass (Pleuraphis rigida), and brittle bush (Encelia farinosa) have begun to reestablish. Sahara mustard (Brassica tournefortii) is the dominant herbaceous species. Shrub cover in the crop circles is estimated at less than 1 percent. Approximately 753 acres of the Project Site occur within this vegetation type. Average shrub cover on the entire site is estimated at less than 5 percent.

There are seven small areas between and adjacent to pivot circles which support disturbed but uncultivated vegetation. These areas account for approximately 76 acres of the site. Four of these patches occur on the perimeter of the site (perimeter patches) and three occur on the interior (interior patches). The vegetation community in these areas is low diversity Sonoran Creosote Bush Scrub (after Holland 1986). Aspect-dominant shrub species are creosote bush, salt bush (Atriplex polycarpa), and white bursage (Ambrosia dumosa); Sahara mustard is the dominant herbaceous species, although a small amount of galleta grass is present in areas with the loosest sand. Shrub cover was estimated visually at approximately less than 10 percent.

The four perimeter patches provide varying but low quality wildlife habitat due to existing and past disturbances. The interior patches are highly disturbed, surrounded by crop circles and abandoned runways / taxiways. They are isolated and provide little to no habitat value.

On a larger scale, the Project site is surrounded by other disturbed areas including the airport, a power plant, transmission lines, and agricultural fields. The south and west boundaries directly adjoin the airport and agricultural fields. Essentially, the site is isolated from high quality habitat on all sides. Due to limited undisturbed natural habitats in the surrounding area, wildlife abundance is low and habitats are highly fragmented.

As shown on Tables 7-1 and 7-2, there is potential for the 14 special-status species listed below to occur in the areas if suitable habitat were present.

- Dwarf germander
- Glandular ditaxis
- Desert tortoise
- Bald Eagle
- Burrowing Owl
- California Horned Lark
- Ferruginous Hawk
- Golden Eagle
- LeConte's Thrasher
- Loggerhead Shrike
- Merlin
- Mountain Plover
- Prairie Falcon
- Short-eared Owl

Table 7-1
Special-Status Plant Species Potentially Occurring in the Vicinity of Blythe Airport Solar I Project

SPECIES	FEDERAL[2]	STATE[2]	CNPS[2]	HABITAT	LIKELIHOOD OF OCCURRENCE ON THE PROJECT SITE[3]
Plants					
Cove's Cassia (*Senna covesii)*	SC	---	1B	Dry washes and slopes in Sonoran Desert Scrub, below 2000 ft.	Not possible - no habitat.
Crucifixion Thorn (*Castela emoryi*)	---	---	2	Mojave and Sonoran Desert scrubs; typically associated with drainages	Not present. No individuals observed. No suitable drainage habitats on site.
Dwarf Germander (*Teucrium cubense* ssp. *Depressum*)	---	---	2	Creosote–flat/Desertscrub	Possible in undisturbed areas – occurs within 1 mile of the Project Site. No individuals observed.
Foxtail Cactus (*Escobaria vivipera* var. *alversonii*)	SC	---	1B	Sandy to gravelly slopes between 250 and 4000 ft. in elevation	Not possible - no habitat.
Glandular Ditaxis (*Ditaxis clariana*)	---	---	2	Sandy flats in Mojave and Sonoran Creosote Bush Scrub, below ~800 ft	Possible in undisturbed areas – not known to occur within 1 mile of the Project Site. No individuals observed.
Harwood's Milkvetch (*Astragalus insularis* var. *harwoodii*)	---	---	2	Dunes and windblown sands below 1200 ft.	Not possible - no habitat.
Wiggins's Cholla (*Opuntia wigginsii*)	C3b	---	3	Desert flats <1000 ft in elevation	Possible in undisturbed areas – not known to occur within 1 mile of the Project Site. N/A – Taxonomically invalid species.

1) See text for method of determination of those species potentially in project area.

2) Applicable Status codes are as follows:

Federal SC Species of Special Concern (species whose conservation status may be of concern to the USFWS, but have no official status [formerly C2 species])

Federal C3b Taxonomically invalid

CNPS : List 1A - Plants presumed extinct in California

List 1B - Plants rare and endangered in California and elsewhere
List 2 - Plants rare and endangered in California but more common elsewhere
List 3 - Plants about which CNPS needs more information
List 4 - Plants of limited distribution
(Note: CNPS lists 1 and 2 require CEQA consideration.)

3) Potential for occurrence is based on survey results and habitat assessments.

Table 7-2
Special-Status Animal Species Potentially Occurring in the Vicinity of Blythe Airport Solar I Project

SPECIES	FEDERAL[2]	STATE[2]	HABITAT	LIKELIHOOD OF OCCURRENCE ON THE PROJECT SITE[3]
Amphibians				
Couch's Spadefoot (*Scaphiopus couchii*)	---	SC	Various arid communities in extreme southeastern California and east, south; requires areas that support temporary ponds for at least 8 days for breeding.	Not possible - no habitat.
Reptiles				
Chuckwalla (*Sauromalus obesus*)	SC	---	Rock outcrops	Not possible - no habitat.
Desert Rosy Boa (*Charina trivirgata gracia*)	SC	---	Rocky uplands and canyons; often near stream courses	Not possible - no habitat.
Desert Tortoise (*Gopherus agassizii*)	T	T	Most desert habitats below approximately 5000 feet in elevation	Highly unlikely- poor habitat and highly disturbed. Extremely small, fragmented habitats both on the Project Site and surrounding the site
Invertebrates				
Cheeseweed Owlfly (*Oliarces clara*)	SC	---	Creosote bush scrub in rocky areas	Not possible - no habitat due to lack of rocky areas.
Mojave Desert Blister Beetle (*Lytta insperata*)	SC	---	Mojave Desert Scrub; appear to rely on flowering plants	Not possible due to the lack of sufficient flowering plants on the Project Site
California McCoy Snail (*Eremarionata rowelli mccoiana*)	SC	---	Rocky sites in gullies of the McCoy and Big Maria mountains	Not possible - no habitat
Birds				
Arizona Bell's Vireo (*Vireo bellii arizonae*)	---	E	Moist woodlands and mesquite bosques	Not possible - no habitat.

Table 7-2
Special-Status Animal Species Potentially Occurring in the Vicinity of Blythe Airport Solar I Project

SPECIES	FEDERAL[2]	STATE[2]	HABITAT	LIKELIHOOD OF OCCURRENCE ON THE PROJECT SITE[3]
Bald Eagle (*Haliaeetus leucocephalus*)	---	E	Nests on cliffs, pinnacles, and in tall trees and snags	Possible as transient only
Burrowing Owl (*Athene cunicularia*)	SC	SC	Open, arid habitats	Possible – suitable habitat exists on the Project Site.
California Brown Pelican (*Pelecanus occidentalis californicus*)	---	---	Open water, especially salt water	Not possible - no habitat.
California Horned Lark (*Eremophila alpestris actia*)	---	SC	Open desert habitats	Possible
Ferruginous Hawk (*Buteo regalis*)	SC	SC	Arid, open country	Possible winter transient only
Gila Woodpecker (*Melanerpes uropygialis*)	---	E	Desert woodland habitats	Not possible - no habitat.
Gilded Northern Flicker (*Colaptes chrysoides*)	---	E	Woodlands, including trees in small desert towns	Not possible - no habitat.
Golden Eagle (*Aquila chrysaetos*)	---	SC Fully Protected	Open country; nests in large trees in open areas or cliffs	Possible forager; no local nesting habitat
LeConte's Thrasher (*Toxostoma lecontei*)	---	SC	Mojave and Sonoran Desert Scrub	Possible, but habitat is marginal
Loggerhead Shrike (*Lanius ludovicianus*)	SC	SC	Arid habitats with perches	Present – observed foraging during field reconnaissance but no nesting habitat on site.
Merlin (*Falco columbarius*)	--	SC	Open country; nests in trees, cliffs, and on ground	Possible as winter transient only
Mountain Plover (*Charadrius montanus*)	C	SC	Dry upland habitats, plains, bare fields	Possible as winter transient only
Northern Cardinal (Cardinalis cardinalis)	---	SC	Woodland edges, stream thickets, suburban gardens; known from Parker Dam	Not possible - no habitat.
Prairie Falcon	---	SC	Dry, open country,	Possible forager; no local

Table 7-2
Special-Status Animal Species Potentially Occurring in the Vicinity of Blythe Airport Solar I Project

SPECIES	FEDERAL[2]	STATE[2]	HABITAT	LIKELIHOOD OF OCCURRENCE ON THE PROJECT SITE[3]
(*Falco mexicanus*)			including arid woodlands; nests in cliffs	nesting habitat
Short-eared Owl (Asio flammeus	---	SC	Open habitats: marshes, fields; nests on ground and roosts on ground, low poles	Possible as winter resident only
Western Snowy Plover (*Charadrius alexandrinus nivosus*)	T	SC	Sandy or gravelly beaches	Not possible - no habitat.
Western Yellow-billed Cuckoo (*Coccyzus americanus occidentalis)*	---	E	River thickets and woodlands; well-vegetated	Not possible - no habitat.
White-faced Ibis (*Plegadis chihi*)	SC	SC	Freshwater marshes and flooded fields	Not possible - no habitat.
Yellow-breasted Chat (*Icteria virens*)	---	SC	Dense streamside thickets, willows; brushy hillsides and canyons	Not possible - no habitat.
Mammals				
Cave Myotis (*Myotis velifer*)	SC	SC	Caves and mines in lower desert scrub habitats	Not possible – no roosting habitat and poor foraging habiatat on the Project Site.
California Leaf-nosed Bat (*Macrotus californicus*)	SC	SC	Caves and mines	Not possible – no roosting habitat and poor foraging habitat on the Project Site.
Cave Myotis (*Myotis velifer brevis*)	SC	SC	Desert habitats along the Colorado River	Not possible - no roosting habitat and poor foraging habiatat on the Project Site.
Greater Western Mastiff Bat (*Eumops perotis californicus*)	SC	SC	Steep, rocky canyons in Sonoran and Mojave Desert Scrub	Not possible - no roosting habitat on the Project Site.
Occult Little Brown Bat (*Myotis lucifugus occultus*)	SC	SC	Caves, mines, tunnels, bridges, especially in woodland; feeds in trees	Not possible - no roosting habitat on the Project Site.
Pale Townsend's Big-eared Bat (*Plecotus*	SC	SC	Broad habitat associations. Roosts in caves and manmade	Not possible - no roosting or foraging habitat on the Project Site.

Table 7-2
Special-Status Animal Species Potentially Occurring in the Vicinity of Blythe Airport Solar I Project

SPECIES	FEDERAL[2]	STATE[2]	HABITAT	LIKELIHOOD OF OCCURRENCE ON THE PROJECT SITE[3]
townsendii pallescens)			structures; feeds in trees	
Pallid Bat (*Antrozous pallidus*)	---	SC	Several desert habitats including coniferous and non-coniferous forests, brushy terrain, rocky canyons, open farmland, and deserts where suitable roosts exist	Not possible – no roosting habitat and poor foraging habitat on the Project Site.
Spotted Bat (*Euderma maculatum*)	SC	SC	Unclear, probably roosts in cliffs, forages in riparian sites	Not possible - no roosting or foraging habitat on the Project Site.
Yuma Myotis (*Myotis yumanensis*)	SC	SC	Cliff crevices, caves and mines	Not possible - no roosting or foraging habitat on the Project Site.
Yuma Puma (*Felis concolor browni*)	SC	SC	Colorado River bottomlands	Not possible - no habitat.

Federally-listed Species

Plants

There are no federally-listed threatened or endangered plants with the potential to occur within the project area. Cove's cassia and foxtail cactus are federal species of concern; however, they have no official status and there is no suitable habitat for either in the project area.

Wildlife

There is one federally-listed threatened species, desert tortoise, with the potential to occur within the project area. Additionally, mountain plover is federally proposed threatened and is possible as a winter transient.

Desert Tortoise (USFWS: Threatened; CDFG: Threatened) - While tortoises have occurred north and northeast of the project site (CNDDB records), none are expected to occur in the Project area because of the disturbed nature of the site. On the Project site, no tortoise sign was observed and no tortoise sign was observed on adjacent sites that were surveyed previously. The Project Site was formerly farmland and is now experiencing very sparse regrowth of white bursage, creosote bush, and scattered four-winged saltbush. Survey data for other projects in the surrounding area have also shown lower desert tortoise densities along the I-10 corridor. The combination of the low elevation, low shrub diversity, low ephemeral species production, presence of weedy species, lack of topographical relief and soil quality (gravelly sand) strongly suggest poor habitat quality for tortoises.

The habitat patches (Figure A-8 in Appendix A) have gravelly sand soils that are generally hard-packed. There are no hummocks, or raised areas, at the base of shrubs, where desert tortoise prefer to excavate burrows. Certain areas support friable soils, while others do not, and very few small mammal burrows were observed, indicating that soils are generally not friable. No suitable desert tortoise burrows or other sign were observed. In addition, these patches are also dominated by Sahara mustard, which is not a good food source for desert tortoise.

In addition to the degraded habitat quality, the area immediately surrounding the site is heavily disturbed by agriculture, industry, waste dumping and the airport, further decreasing habitat availability. No critical habitat for the desert tortoise exists on the project site. Based on the factors described above, impacts to desert tortoise are not expected. However, Conditions of Approval 60.EPD.2, 60.EPD.3, 60.EPD.4 will be implemented to ensure no effects from project implementation would occur.

Mountain Plover (USFWS: Proposed Threatened; CDFG: Species of Concern) - Mountain Plovers may occasionally forage on the Project Site during the winter but foraging habitat for this species is very low quality due to the disturbed nature of the site and the extremely low density of vegetation (prey habitat). No nesting habitat for this species is present on the Project Site. Foraging habitat quality is higher in undisturbed areas near the Project Site and also within active agricultural fields nearby; these areas are also much larger than the Project Site. The removal of low quality foraging habitat for this species is expected to result in a less than significant impact because this species likely currently forages in higher quality foraging habitats and would be able to forage in these areas during and after project construction.

State-Listed Species

Plants

There are no state-listed threatened or endangered plants with the potential to occur within the project area.

Wildlife

There are two state-listed species, desert tortoise (threatened) and bald eagle (endangered), with the potential to occur within the Project area. Additionally, golden eagle is fully protected in the State of California and could forage on the Project site. Desert tortoise is discussed above in the Federally-listed Species Section.

Bald Eagle (USFWS: Delisted; CDFG: Endangered) and Golden Eagle (USFWS: None; CDFG: Fully Protected) - Bald Eagles and Golden Eagles may occasionally forage on the Project Site during certain times of the year. No nesting habitat for these species is present on the Project Site. Foraging habitat for these species is very low quality due to the disturbed nature of the site and the extremely low density of vegetation (prey habitat). Foraging habitat quality is higher in undisturbed areas near the Project Site and also within active agricultural fields nearby; these areas are also much larger than the Project Site. The removal of low quality foraging habitat for these species is expected to result in a less than significant impact because these species likely currently forage in higher quality foraging habitats and would be able to forage in these areas during and after project construction.

CNPS Species

There are two CNPS List 2 plant species with the potential to occur within the project area, including dwarf germander and glandular ditaxis.

Dwarf Germander (USFWS: None; CDFG: None; CNPS: List 2) - The occurrence of this species in the CNDDB database appears to be a remnant because its location is in existing agricultural fields. The habitat patches throughout the site are not expected to support this species because of their small size, duration of isolation and current level of disturbance. Removal of these habitat patches would not likely affect long-term population viability, because they are small. It is not likely that these small areas support a significant population, and long-term persistence is not unlikely given their small size. Perimeter patch 2 has marginal habitat for this species and will be avoided until surveys can be completed in the appropriate season (March to May) so that presence/absence can be confirmed prior to construction.

Glandular Ditaxis (USFWS: None; CDFG: None; CNPS: List 2) - Sandy soils required by this species are not present on the site. There is no suitable habitat for this species.

The remaining potential special status plant species may be found near the Project Site, but there is no suitable habitat for these species onsite. To ensure the proposed project would not impact the dwarf germander, glandular ditaxis, or any other special-status plant, Condition of Approval 60.EPD.5 will be implemented. The potential impacts to these species will be reduced to a less than significant level with the incorporation of the Condition of Approval 60.EPD.5.

California Wildlife Species of Special Concern

There are nine species of special concern with the potential to occur within the project area, including Burrowing Owl, California Horned Lark, Ferruginous Hawk, LeConte's Thrasher, Loggerhead Shrike, Merlin, Mountain Plover, Prairie Falcon, and Short-eared Owl.

Burrowing Owl (USFWS: Species of Special Concern; CDFG: Species of Special Concern) - Habitat for this species exists on the site along the berms near some of the pivot circles, although no individuals or sign were observed during either the site reconnaissance survey or the habitat assessment. Burrowing owls do not currently occupy the site. All suitable burrows were surveyed for owls and sign, and no burrowing owl individuals or sign were observed. However, burrowing owls could move onto the site and disturbance to nesting activities could occur. Due to the chance for burrowing owl to move onto the site, Condition of Approval 60.EPD.1 will be implemented. The potential impacts to this species will be reduced to a less than significant level with the incorporation of Condition of Approval 60.EPD.1.

Ferruginous Hawk, Loggerhead Shrike, Merlin, Prairie Falcon, and Short-eared Owl may occasionally forage on the Project Site during certain times of the year. No nesting habitat for these species is present on the Project Site. Foraging habitat for these species is low quality on the Project Site due to the disturbed nature of the site and the extremely low density of vegetation (prey habitat). Foraging habitat quality is higher in undisturbed areas near the Project Site and also within active agricultural fields nearby; these areas are also much larger than the Project Site. The removal of low quality foraging habitat for these species is expected to result in a less than significant impact because these species likely currently forage in higher quality foraging habitats and would be able to forage in these areas during and after project construction.

Small patches of suitable habitat for the California Horned Lark and LeConte's Thrasher exist on the Project Site. Due to the potential for these species to occur onsite, Condition of Approval 60.EPD.6 will be implemented. The potential impacts to this species will be reduced to a less than significant level with the incorporation of the Condition of Approval 60.EPD.6.

The remaining potential special status wildlife species may be found near the Project Site, but there is no habitat onsite and impacts to these species would be less than significant.

d) The Project will not interfere with the movement of any native resident or migratory wildlife species or with established corridors. The ability of wildlife to move from one tract of habitat to another increases the value of the habitat. Habitats with wildlife movement opportunities allow for population dispersal and seasonal migration, and increase the area for home range activities. Wildlife movement opportunities are often called wildlife corridors. The Project Site lies adjacent to the Blythe Airport, Interstate 10, and the other energy projects and the Site itself is almost entirely disturbed. Based on these factors, the Site is not a wildlife corridor, and development of the Project would not impact wildlife movement or dispersal.

e) The proposed project site does not have any riparian habitat and will not have a substantial effect on other sensitive natural communities identified in local or regional plans; therefore, impacts will be less than significant.

f) There are no waters of the US or federally protected wetlands as defined by Section 404 on the site; therefore, there will be no impact.

g) There are no native wildlife nursery sites in the area and the Project will not conflict with any local policies or ordinances protecting biological resources, as none exist that would govern biological resources onsite.

Mitigation:
Prior to the issuance of grading and/or building permits, the following mitigation shall be satisfied:

Condition of Approval 60.EPD.5 and 80.EPD.5 - Due to the presence of potential habitat for dwarf germander, glandular ditaxis, and Wiggin's cholla, a rare plant survey would be conducted during the appropriate season for these three species. Monitoring by a qualified biologist would also occur during initial clearing activities. If any of the aforementioned species are encountered, avoidance, transplant, or replacement measures will occur. If any of these plants are eliminated or transplanted, the California Department of Fish and Game will be notified. If any of these plants are to be transplanted, they will be planted in a suitable location under the supervision of a qualified biologist. Temporary irrigation will be provided to transplanted plants until such time that they are able to survive on their own.

Condition of Approval 60.EPD.2, 60.EPD.3, 60.EPD.4, 80.EPD.2, 80.EPD.3 and 80.EPD.4 mitigate impacts to Desert Tortoise.

Appropriate mitigation for desert tortoise will include:

1) The site will be fenced with temporary exclusionary fencing prior to construction.
2) Pre-construction clearance surveys will be conducted.
3) If tortoises are found, the project shall be halted and the applicant will consult with CDFG and USFWS.
4) Once the site is determined to be clear of desert tortoise, a permanent exclusionary fence will be constructed for the entire site, within the boundary of the existing temporary fence.
5) Once the permanent fence is completed, the temporary fence will be removed.

Condition of Approval 60.EPD.1 and 80.EPD.1 mitigates impacts to Burrowing Owls - A pre-construction survey for burrowing owls will be conducted on the Project Site by a qualified biologist within 45 (forty-five) days prior to commencing construction. The survey methodology shall follow the California Department of Fish and Game's "Staff Report on Burrowing Owl Mitigation" dated October

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

17, 1995 and the Burrowing Owl Consortium's "Survey Protocol & Mitigation Guidelines". The methodology and results of the survey shall be documented in a report. If burrowing owls are found onsite, grading and/or construction activities shall not commence until the California Department of Fish and Game has reviewed and approved a burrowing owl mitigation plan. Said burrowing owl mitigation plan shall include provisions for exclusionary trapping and burrow protection. Should burrowing owls be present and nesting on the proposed Project Site, this impact is mitigable by avoidance of nests by a 250-foot buffer (CDFG 1995).

Condition of Approval 60.EPD.6 and 80.EPD.6 will mitigate potential impacts to nesting birds. The proposed project has the potential to impact nesting birds through grading and other construction related activities. Ground and vegetation disturbing activities shall take place outside of the recognized nesting season, if practical. The nesting season typically occurs between early February and August, but can vary slightly from year to year. If ground disturbing and vegetation disturbing activities must occur within the recognized nesting season, then nesting bird surveys will be performed starting within one week of commencing construction and weekly thereafter throughout the nesting season to identify any nests that may be impacted by construction activities. If any active nests are located within the proposed disturbance area or within 100 feet of ground disturbing activities, a 100 feet buffer area will be flagged around the nest (500 feet from any active raptor nest) and no activity will be allowed in the buffer area until nesting is completed as verified by the project biologist. Periodic monitoring by a biologist will be performed to determine when nesting is complete.

Monitoring: The Planning (Environmental Programs Division) and Building & Safety Department will conduct monitoring.

CULTURAL RESOURCES Would the project				
8. Historic Resources				
a) Alter or destroy an historic site?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☒	☐	☐

Source: Field surveys, Blythe Airport Master Plan (2000), Blythe Energy Project (1999), Blythe Energy Project II (2005), Riverside County General Plan (Historic Resources), Archaeological Investigation prepared by KP Environmental, dated September 30, 2010 (PD-A-4665)

Findings of Fact:

a-b) The proposed project could affect the remnants of the Blythe Airfield. While the Blythe Airfield contributed to local history, there are no standing structures to impact or preserve. However, potential historic artifacts may be found during construction. With the implementation of the following mitigation measures, impacts to historic sites or the significance of historic sites will be mitigated to less than significant.

Mitigation:

To mitigate impacts to a historic site and reduce potential to substantially change the significance of a historical resource, the following mitigation has been applied:

Condition of Approval 10.PLANNING.2, requires that the developer/permit holder or any successor in interest comply with the following for the life of this project: If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be

followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its' sacred or cultural importance. In the event cultural resources are discovered: 1) ground disturbance within 100 feet of the site shall be halted; 2) a meeting shall be held to discuss the significance of the find; and, 3) further ground disturbance shall not resume within the area of discovery until an agreement has been reached by all parties.

Condition of Approval 60.PLANNING.1 requires that prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a County certified Archaeologist, to be assisted by an Historic Archaeologist or Historian, as needed, who has a current signed MOU with the County for professional services. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, debris removals, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, treatment, or potential recovery of cultural/historic resources in coordination with the designated special interest monitor and any designated tribal monitor(s).

Condition of Approval 60.PLANNING.2 requires that special interest monitoring and curation be required for any subsurface or surface collected artifacts pertaining to sites and features associated with the World War II Desert Training Center - Blythe Army Air Base (BAAB). The BAAB site has been determined to be eligible for listing on the National Register of Historic Places as well as the California Register. Prior to the issuance of any grading or building permits, the developer/permit holder shall enter into a written agreement to retain a monitor(s) designated by the General Patton Memorial Museum. At the Museum's discretion, there shall be one special interest monitor per array phase heading where soil disturbance occurs. This group shall be known as the Special Interest Monitor (SI Monitor) for this project. The contract shall address the treatment and ultimate disposition of historic resources which may include curation at the General Patton Memorial Museum.

Condition of Approval 60.PLANNING.4 requires that prior to issuance of any grading permits, the developer / permit holder shall submit for approval to the County Archaeologist and the County Historic Preservation Officer (CHPO) a copy of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) that addresses the details of all activities that must be completed in order to reduce the impacts to cultural and historic resources to a level that is less than significant.

Condition of Approval 60.PLANNING.6 requires that prior to issuance of a grading permit, the Applicant/Permit Holder shall submit to the County Archaeologist, a completely executed agreement between the Applicant/Permit Holder and the General Patton Memorial Museum, in Chiriaco Summit, California, that includes but is not limited to, provisions for temporary curtion storage and related maintenance fees, access to qualified researchers, long term permanent curation requirements, with a public interpretive component for the preservation and presentation of the history of the Blythe Army Air Base and its role as part of the World War II Desert Training Center.

Condition of Approval 90.PLANNING.1 requires that prior to final inspection of the first building permit for each solar array phase of work, the developer/permit holder submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's current requirements for such reports. The report shall document all field and analytical activities for recovered cultural or historic resources and the findings. The report shall serve as a chain-of-title inventory for curation and/or repatriation purposes, and as a record of mitigation implementation and results under the California Environmental Quality Act and any applicable federal requirements. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

Monitoring: The Planning and Building & Safety Departments will conduct monitoring.

9. Archaeological Resources a) Alter or destroy an archaeological site.	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

Source: Field surveys, Blythe Airport Master Plan (2000), Blythe Energy Project (1999), Blythe Energy Project II (2005), Riverside County General Plan (Historic Resources), Archaeological Investigation prepared by KP Environmental, dated September 30, 2010 (PD-A-4665).

Findings of Fact:

a-b) The proposed action could affect two prehistoric sites and the remnants of the Blythe Airfield. Additional testing of the prehistoric sites would be required to determine their eligibility. Therefore, these sites will be avoided by the final layout of the proposed project. With the implementation of the following mitigation measures, impacts to the Blythe Airfield, archaeological sites, or the significance of archaeological sites will be mitigated to less than significant.

c) Construction activities could result in the discovery of human remains. With the implementation of the mitigation measures identified below, the Project will not result in a significant adverse impact to any cultural or archaeological resources.

d) The proposed photovoltaic is not within an area that restricts existing religious or sacred uses; therefore, no impact is anticipated.

Mitigation:

Impacts to archaeological sites, the significance of archaeological sites, or the disturbance of human remains will be mitigated to a level of less than significant with the following mitigation incorporated:

Condition of Approval 10.PLANNING.1 requires that the developer/permit holder or any successor in interest comply with the following codes for the life of this project: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains

from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

Condition of Approval 60.PLANNING.1 requires that prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a County certified Archaeologist, to be assisted by a Historic Archaeologist or Historian, as needed, who has a current, signed MOU with the County for professional services. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, debris removals, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, treatment, or potential recovery of cultural/historic resources in coordination with the designated special interest monitor and any designated tribal monitor(s).

Condition of Approval 60.PLANNING.2 requires that special interest monitoring and curation be required for any subsurface or surface collected artifacts pertaining to sites and features associated with the World War II Desert Training Center - Blythe Army Air Base (BAAB). The BAAB site has been determined to be eligible for listing on the National Register of Historic Places as well as the California Register. Prior to the issuance of any grading or building permits, the developer/permit holder shall enter into a written agreement to retain a monitor(s) designated by the General Patton Memorial Museum. At the Museum's discretion, there shall be one special interest monitor per array phase heading where soil disturbance occurs. This group shall be known as the Special Interest Monitor (SI Monitor) for this project. The contract shall address the treatment and ultimate disposition of historic resources which may include curation at the General Patton Memorial Museum.

Condition of Approval 60.PLANNING.4 requires that prior to issuance of any grading permits, the developer / permit holder shall submit for approval to the County Archaeologist and the County Historic Preservation Officer (CHPO) a copy of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) that addresses the details of all activities that must be completed in order to reduce the impacts to cultural and historic resources to a level that is less than significant.

Condition of Approval 60.PLANNING.6 requires that prior to issuance of a grading permit, the Applicant/Permit Holder shall submit to the County Archaeologist, a completely executed agreement between the Applicant/Permit Holder and the General Patton Memorial Museum, in Chiriaco Summit, California, that includes but is not limited to, provisions for temporary curtion storage and related maintenance fees, access to qualified researchers, long term permanent curation requirements, with a public interpretive component for the preservation and presentation of the history of the Blythe Army Air Base and its role as part of the World War II Desert Training Center.

Conditions of Approval 60.PLANNING.22, 60.PLANNING.23, 60.PLANNING.24, and 60.PLANNING.25 require the following take place prior to the issuance of grading permits: 1) the submittal and recordation of an environmental constraint sheet to protect and preserve historic sites; 2) preservation fencing shall be required around sensitive resources sites S-2 and S-4 including a 50 foot buffer area for each site to the satisfaction of the County Archaeologist; and, 3) Prior to issuance of the first grading permit, the two preservation fences for the sensitive resources areas shall be installed with archaeological monitoring. A monitoring report shall be submitted to the County Archaeologist upon completion of the monitoring.

Condition of Approval 90.PLANNING.1 requires that prior to final inspection of the first building permit for each solar array phase of work, the developer/permit holder submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's current requirements for such reports. The report shall document all field and analytical activities for

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

recovered cultural or historic resources and the findings. The report shall serve as a chain-of-title inventory for curation and/or repatriation purposes, and as a record of mitigation implementation and results under the California Environmental Quality Act and any applicable federal requirements. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

Monitoring: The Planning and Building & Safety Departments will conduct monitoring.

10. Paleontological Resources a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☒	☐	☐

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

a) The proposed photovoltaic facility is not anticipated to directly or indirectly destroy a unique paleontological resource, site, or geologic feature. Based on the Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," the site has a low potential for paleontological resources. However, in the event fossil remains are encountered during construction, ground disturbing activities will be halted. Impacts to potential Paleontological Resources will be mitigated to less than significant with the following mitigation incorporated.

Mitigation:

Condition of Approval 10.PLANNING.3 states that according to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development: 1) all site earthmoving shall be ceased in the area of where the fossil remains are encountered, Earthmoving activities may be diverted to other areas of the site; 2) the owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery; 3) the applicant shall retain a qualified paleontologist approved by the County of Riverside; 4) the paleontologist shall determine the significance of the encountered fossil remains; 5) paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level; 6) if fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains; and, 7) any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

Monitoring: The Planning and Building & Safety Departments will conduct monitoring.

GEOLOGY AND SOILS Would the project				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	☐	☐	☒	☐
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, Airport Master Plan, Riverside County Ordinance No. 484 for the Control of Blowing Sand, Geotechnical Investigation Proposed Mesa Verde-Blythe Airport Water System Improvement Project (Dec. 2005), and County Geologic Report No. 2212 by Earth Systems Southwest.

County Geologic Report (GEO) No. 2212 submitted for this project (PP24616) was prepared by Earth Systems Southwest (ESSW - the consultant-of-record) and consists of the following collection of documents:

Earth Systems Southwest, August 4, 2010, "Blythe Airport Solar 1 Project. APN's 821-080-040 & 041 and 821-110-002 &003, Blythe, Riverside County, California."

Caruso Turley Scott Consulting Structural Engineers, 4/10, "Blythe - Steel Pile Testing to Support Photo Voltaic (PV) Panels, Blythe Airport, Blythe, CA."

C.H.J. Incorporated, December 19, 2005, "Geotechnical Investigation, Proposed Mesa Verde-Blythe Airport Water System Improvement Project, Mesa Verde-Blythe Area, Riverside County California, Prepared for Albert A. Webb Associates, Job No. 051124-3."

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Buck Boulevard Substation and Tie-lines, Blythe, California."

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Natural Gas Pipeline, Blythe, California."

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Power Plant, Blythe, California."

GEO02212 concluded:

1.No known active faults have been mapped on the site or in the immediate vicinity.

2. The potential for surface fault rupture is considered nil.

3. Anticipated ground accelerations (10% probability of exceedance in 50 years) are estimated to be approximately 0.13 g.

4. The potential for liquefaction is considered low.

5. Areal subsidence due to groundwater withdrawal or seismic induced settlement of dry sands is possible, but will probably occur on an area basis and have minimal effects on the planned structures.

6. The hazards from slope instability or landslides are currently negligible.

GEO No. 2212 recommended:

1. ESSW should be provided the opportunity for a general review of final design and specifications in order that earthwork and foundation recommendations may be properly interpreted and implemented in the design and specifications.

GEO02212 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO02212 is hereby accepted for planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

Findings of Fact:

a) The proposed photovoltaic facility will not have any full time employees on site and all proposed structures will be unmanned; therefore, impacts to people or structures are anticipated to be less than significant.

b) There are no active or inactive faults in the project area. In addition, the Project and related features are not within any Alquist-Priolo Fault Hazard Act Special Studies Zones (Department of Conservation, Division of Mines and Geology, Special Publication 42, Fault-Rupture Hazard Zones in California). Therefore, no impact is anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

12. Liquefaction Potential Zone a) Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction," and County Geologic Report (GEO) No. 2212 by Earth Systems Southwest

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Findings of Fact:

a) The Riverside County Land Information System shows that the proposed site lies within an area of moderate liquefaction potential. The site is very flat and the facility will be unmanned and will be constructed in accordance with the California Building code. Impacts as a result of seismic-related ground failure including liquefaction, is anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

13. Ground-shaking Zone Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," Figures S-13 through S-21 (showing General Ground Shaking Risk), and County Geologic Report (GEO) No. 2212 by Earth Systems Southwest

Findings of Fact: The Project site lies within the eastern part of Riverside County in a part of California considered not very seismically active. The facility is unmanned and will be constructed in accordance with the California Building code. Impacts as a result of seismic ground shaking are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

14. Landslide Risk a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	☐	☐	☐	☒

Source: On-site Inspection, Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"

Findings of Fact:

a) Because the Project Site is nearly flat and is not within an earthquake fault zone, there is no anticipated potential for seismic-related ground failure, including landslides.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Ground Subsidence a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☒	☐

Source: County Board of Supervisors Resolution No. 94-125

Findings of Fact:

a) The site of this proposed unmanned photovoltaic facility is shown to be susceptible to subsidence by the Riverside County Land Information System. The facility will be constructed in accordance with California Building Code rules and regulations and it is not anticipated that the proposed facility would become unstable as a result of the project that could potentially result in ground subsidence; therefore, impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

16. Other Geologic Hazards a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

Source: On-site Inspection, Project Application Materials

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard; therefore, there no impact is anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

17. Slopes a) Change topography or ground surface relief features?	☐	☐	☒	☐
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☐	☒
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source: Riv. Co. 800-Scale Slope Maps, Project Application Materials

Findings of Fact:

a) Because of the extremely flat surface of the site, limited grading is planned for the site; therefore, potential impacts to the topography are anticipated to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

b) The proposed photovoltaic facility will not create cut and fill slopes greater than 2:1 or higher; therefore, there no impacts are anticipated.

c) The proposed unmanned photovoltaic facility will not negate subsurface sewage disposal systems; therefore, there no impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

18. Soils a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☐	☒	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source: U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection

Findings of Fact:

a) The proposed site is very flat and only limited grading will be conducted to accommodate the photovoltaic arrays. The limited grading will maintain consistency with the natural contours of the existing topography and best management practices associated with the stormwater management plan will be implemented; therefore, a less than significant impact is anticipated.

b) The proposed facility is subject to building permits that will ensure all plans are consistent with the requirements of the California Building Code; therefore, impacts are anticipated to be less than significant.

c) The proposed unmanned photovoltaic facility will not have any on-site employees which will not require the construction of waste water treatment facilities; therefore, there no impact is anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

19. Erosion a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	☐	☐	☐	☒
b) Result in any increase in water erosion either on or off site?	☐	☒	☐	☐

Source: U.S.D.A. Soil Conservation Service Soil Surveys

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Findings of Fact:

a) A river, stream, or bed of a lake does not exist on or near the project site; therefore, no impact is anticipated.

b) The Project will mitigate the potential for soil erosion through the preparation of a storm water pollution prevention plan (SWPPP). The facility would be designed to preserve existing site storm water run-on and run-off conditions.

Prior to site preparation, the Project would be required to provide notice for a National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities that requires best management practices to minimize potential erosion or sedimentation resulting from storm water run-off. As a result, the project would result in less than significant impacts related to increased water erosion on or off the site during construction and operation with mitigation incorporated.

Mitigation:

Condition of Approval 60.BS GRADE.7 requires that prior to issuance of any grading or construction permits - whichever comes first - the applicant provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

Monitoring: The Department of Building and Safety will conduct monitoring.

20. Wind Erosion and Blowsand from project either on or off site. a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☒	☐	☐

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Sec. 14.2 & Ord. No. 484

Findings of Fact:

a) Construction of the proposed project could increase erosion and blowsand through the grading process, but impacts can be less than significant with mitigation incorporated.

Mitigation:

Condition of Approval 10.PLANNING.35 requires that graded but undeveloped land shall be maintained in a condition so as to prevent a dust and/or blowsand nuisance and shall be either

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

planted with interim landscaping or provided with other wind and water erosion control measures as approved by the Building and Safety Department and the State air quality management authorities. At Minimum:

1. All active areas (including haul roads) shall be watered as needed to minimize fugitive dust production in conformance with applicable regulations; and,
2. Vehicles onsite shall not travel at speeds greater than 15 miles per hour.

Monitoring: Monitoring is provided by the Department of Building and Safety Grading Division.

GREENHOUSE GAS EMISSIONS Would the project				
21. Greenhouse Gas Emissions a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Source: Project description, Carbon Dioxide Emissions from the Generation of Electric Power in the United States, DOE, July 2000

Findings of Fact:

a) As a renewable energy project, the Project would potentially be able to offset the production of greenhouse gases that would otherwise be generated from fossil fuel energy sources. At full build-out, the 100 MW PV Project could generate approximately 185,000 to 255,000 megawatt-hours (MWh) of energy. The average U.S. fossil power plant generates approximately 1.341 lbs CO_2 per kilowatt-hour (kWh) according to the Department of Energy. Therefore, the Blythe Airport Solar Project would potentially offset 124,000 to 171,000 tons (112,500 to 155,100 metric tons) of CO_2 per year and result in a beneficial impact on the environment.

b) The proposed photovoltaic facility would support the greenhouse gas reduction goals of Assembly Bill 832 (California Global Warming Solutions Act of 2006). Less than significant impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

HAZARDS AND HAZARDOUS MATERIALS Would the project				
22. Hazards and Hazardous Materials a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Source: Project Application Materials

Findings of Fact:

a) The proposed photovoltaic facility will not have on site employees except for occasional maintenance, and it is not anticipated to have routine transport, use, or disposal of hazardous materials; therefore, impacts are anticipated to be less than significant.

b) The proposed photovoltaic facility is not anticipated to import, export, or facilitate any hazardous materials; therefore, no impact is anticipated.

c) The Project is not located in an area that is on neither a major transportation corridor nor a designated evacuation route. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

d) A school does not exist with ¼ mile of the proposed facility, nor will there be any hazardous materials or substances kept on site; therefore, no impacts are anticipated.

e) There are no known residual hazards on the site from historical agricultural use. As mentioned before, active agriculture has not occurred on the site for many years. There are also no known hazards on the site from past airport use.

The database of potential hazardous sites maintained by the California Department of Toxic Substances Control (DTSC) was consulted to determine the presence of any known hazardous sites in the area (http://www.envirostor.dtsc.ca.gov). The Blythe Airport Solar Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

23. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☒	☐	☐
b) Require review by the Airport Land Use Commission?	☐	☒	☐	☐
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database, Airport Land Use Commission Letter Dated August 10, 2010.

On April 8, 2010, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project CONDITIONALLY CONSISTENT with the 2004 Blythe Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review (which has since occurred).

Findings of Fact:

a) The proposed project was reviewed by the Airport Land Use Commission on April 8, 2010 and found to be Conditionally Consistent with the 2004 Blythe Airport Land Use Compatibility Plan. Mitigation measures have been placed on the project and incorporated into project design. The project, as proposed, is conditionally consistent with the Airport Land Use Compatibility Plan and is anticipated to have a less than significant impact with mitigation incorporated.

b) The proposed photovoltaic facility would require review by the Riverside County Airport Land Use Commission. Their review has been completed and the project has been found Conditionally Consistent; therefore, impacts are anticipated to be less than significant with mitigation incorporated.

c) The Project is located within the airport land use plan area for the Blythe Airport but would not result in a safety hazard for people residing or working on the project Site. The Project is not located within a glide path for the airport and the Site would only be manned on only a part-time basis making the risk from accidents very low. Impacts are anticipated to be less than significant.

d) The proposed photovoltaic facility is not located within or in the vicinity of a private airstrip, or heliport. The Blythe Airport is a public use airport owned by Riverside County and operated through long term lease agreement by the City of Blythe; therefore, no impacts are anticipated.

Mitigation:

Condition of Approval 10.PLANNING.52 requires that the following uses are prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (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. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.

4. In the event that any incidence of glare or electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take all measures necessary to eliminate such glare or interference.

5. Any new electrical transmission or distribution line segments for this project located within Airport Compatibility Zone B1 shall be installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A.

As an alternative to underground installation of this 30kV line, the applicant may select the route alignment depicted as Option C (a line proceeding southerly along Butch, then easterly along Riverside, then southerly along Buck to existing transmission lines) on Figure 1 exhibit prepared by The Holt Group on file with this application, as the Option C alignment does not extend into Airport Compatibility Zone B1.

The following conditions have been added pursuant to the terms of the FAA determination letter issued on August 4, 2010:

6. The Federal Aviation Administration (FAA) has issued its Final Determination letter for Aeronautical Study Nos. 2010-AWP-150-NRA, 2010-AWP-196-NRA through 2010-AWP-216-NRA, and 2010-AWP-459-NRA, and has indicated no objections to the construction of the proposed project. The letter does not state that either marking or lighting of the array and/or the proposed transmission line towers would be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 7017460-1 K Change 2.

7. The permittee shall comply with the requirements set forth in FAA Advisory Circular 15015370-2E, "Operational Safety on Airports During Construction."

8. The maximum height of the array (solar photovoltaic panels, trackers, inverters, and wires), excluding structures and transmission line towers, shall not exceed ten (10) feet above ground level, and the maximum elevation above sea level shall not exceed 406 feet above mean sea level.

9. The maximum height of the transmission line towers/poles shall not exceed nineteen (19) feet above ground level, and the maximum elevation above mean sea level shall not exceed the elevation as referenced in Table 1 of the FAA letter dated August 4, 2010. Such elevation shall not exceed 416 feet above mean sea level.

10. The maximum height of the maintenance building shall not exceed twenty-five (25) feet above ground level, and the maximum elevation shall not exceed 421 feet above mean sea level.

11. The specific coordinates, heights, and top point elevations of the proposed array, transmission line towers/poles, and maintenance building shall not be amended without further review by the Airport

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

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.

12. Temporary construction equipment used during actual construction of the project shall not exceed the height of the proposed maintenance building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

Condition of Approval 60.PLANNING.34 requires that prior to the issuance of a grading permit, the developer/permit holder clearly demonstrate compliance with the Airport Land Use Commission (ALUC) Letter dated August 10, 2010. Specifically, the developer/permit holder shall demonstrate on all grading plans that the proposed electrical gen-tie line segments for this project located within Airport Compatibility Zone B1 are installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A. Upon request to review grading plans, the Planning Department shall coordinate with ALUC staff to ensure the plan meets the intent of this condition of approval. Upon verification, the Planning Department shall clear this condition.

Conditions of Approval 80.PLANNING.42, 80.PLANNING.43, and 90.PLANNING.36 requires that the project comply with the mitigation measures described in Condition of Approval 10.PLANNING.52 prior to the issuance of building permits and prior to final inspection.

Monitoring: The Planning and Building & Safety Departments will conduct monitoring.

24. Hazardous Fire Area a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact:

a) The Project site is primarily abandoned farmlands sparsely vegetated by creosote bush and other vegetation. The lack of vegetation density limits the risks for wildland fires during construction. During operation, vegetation would be controlled on the site and the associated fire hazard would be less than significant. Impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

HYDROLOGY AND WATER QUALITY Would the project				
25. Water Quality Impacts a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
b) Violate any water quality standards or waste	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
discharge requirements?				
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	☐	☐	☐	☒

Source: Riverside County Flood Control District Flood Hazard Report/Condition.

Findings of Fact:

a) Because the site is completely flat, it would not have to be graded to accommodate the Project and site drainage would not be modified. The amount of water running onto or off of the site would not be affected. Rainfall on the Site would drain off the individual PV panels onto the adjacent ground. Therefore, it would not alter the existing drainage pattern of the site or area. Impacts are anticipated to be less than significant.

b) The proposed photovoltaic facility will not violate any water quality standards or waste discharge requirements. The applicant is required to comply with the Riverside County Flood Control & Water Conservation District's standards regarding drainage and 100 year flows and the National Pollutant Discharge Elimination System and Storm Water Pollution Prevention Plan requirements; therefore, less than significant impacts are anticipated.

c) The Project would not use groundwater so it would not affect groundwater supplies, groundwater recharge, aquifer volume, or the local groundwater table level.

d) As stated above, the site is completely flat, and it would not have to be graded to accommodate the Project and site drainage would not be modified. The amount of water running onto or off of the site would not be affected. Rainfall on the Site would drain off the individual PV panels onto the adjacent ground. In addition, the applicant is required to comply with the Riverside County Flood Control & Water Conservation District's standards regarding drainage and 100 year flows and the National Pollutant Discharge Elimination System and Storm Water Pollution Prevention Plan requirements. Therefore, the project would not create

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

e-f) The proposed photovoltaic facility is not proposing housing nor is it in a 100 year flood hazard area; therefore, there will be no impact.

g) The proposed photovoltaic facility will comply with National Pollutant Discharge Elimination System and Storm Water Pollution Prevention Plan requirements that will reduce impacts to water quality. Less than significant impacts are anticipated.

h) The proposed photovoltaic facility is not proposing, nor is it conditioned to provide new or retrofitted stormwater Treatment Control Best Management Practices; therefore, no impact is anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable ☒ U - Generally Unsuitable ☐ R - Restricted ☐

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☐	☒	☐
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	☐	☐	☐	☒
d) Changes in the amount of surface water in any water body?	☐	☐	☒	☐

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/ Condition, GIS database

Findings of Fact:

a) The proposed photovoltaic facility will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site; less than significant impacts are anticipated.

b) The proposed photovoltaic facility will not change in absorption rates or the rate and amount of surface runoff; less than significant impacts are anticipated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

c) The proposed unmanned photovoltaic facility will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; no impact is anticipated.

d) The proposed unmanned photovoltaic facility will not changes in the amount of surface water in any water body; therefore, less than significant impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

LAND USE/PLANNING Would the project				
27. Land Use a) Result in a substantial alteration of the present or planned land use of an area?	☐	☐	☒	☐
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	☐	☐	☒	☐

Source: RCIP, GIS database, Project Application Materials

Findings of Fact:

a) The Riverside County General Plan designates the land use for the airport and some surrounding lands (where the existing Blythe Energy Project and nearby substations are located) as Public Facilities (PF). The Public Facilities designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards. Therefore, the proposed unmanned photovoltaic facility will not result in a substantial alteration of the present or planned land use of the project area. Impacts are anticipated to be less than significant.

b) The Project is located on the Blythe Municipal Airport, located immediately west of the Blythe City limits in unincorporated Riverside County. The Blythe Airport is a public use airport owned by Riverside County and operated through long term lease agreement by the City of Blythe. The airport is not zoned by the City but land use on it is governed by the airport master plan that was adopted by the County and City as described below. The solar project's use of the airport lands would be authorized by a long-term lease. In addition, the Project is required to comply with the Blythe Airport Master plan and all Federal Aviation Administration (FAA) requirements. The project is located on a portion of the airport designated for non-aeronautical uses in the master plan as shown on Figure A-5. The project would be consistent with that designation. Therefore, impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

28. Planning a) Be consistent with the site's existing or proposed zoning?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Be compatible with existing surrounding zoning?	☐	☐	☒	☐
c) Be compatible with existing and planned surrounding land uses?	☐	☐	☒	☐
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	☐	☐	☒	☐
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Findings of Fact:

a) The underlying zoning for the parcels included within the Blythe Airport Solar site is Manufacturing – Heavy (M-H) which encourages most light, medium, and heavy industrial and manufacturing uses. Therefore, although not directly applicable, the proposed project would be consistent with the County's existing land use and zoning designations. Therefore, impacts are anticipated to be less than significant.

b) The underlying zoning for the parcels included within the Blythe Airport Solar site is Manufacturing – Heavy (M-H) which encourages most light, medium, and heavy industrial and manufacturing uses. Therefore, although not directly applicable, the proposed Project would be consistent with the County's existing land use and zoning designations. Impacts are anticipated to be less than significant.

c) Implementation of the proposed action will result in the construction of a solar power facility in a portion of Blythe Airport which is designated for non-aviation activities. The construction of such a facility would not conflict with any applicable land use plan, nor would it result in the disruption of an established community, and would be considered compatible with surrounding land uses. The ALUC determined the Project to be conditionally consistent and the FAA has indicated that it does not object to the proposed construction of the Project.

d) The Riverside County General Plan designates the land use for the airport and some surrounding lands (where the existing Blythe Energy Project and nearby substations are located) as Public Facilities (PF). The Public Facilities designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards. The proposed project is consistent with the land use designations and policies of the General Plan; therefore, less than significant impacts are anticipated on the present and planned land use of the area.

e) Implementation of the Project would not physically divide an established community, as the project site is within airport property and not within an established or proposed neighborhood.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES Would the project				
29. Mineral Resources a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	☐	☐	☐	☒
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☐	☒

Source: Riverside County General Plan Figure OS-5 "Mineral Resources Area"

Findings of Fact:

a) The proposed photovoltaic facility will not cause the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State; therefore, no impact is anticipated.

b) The proposed photovoltaic facility will not cause the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan; therefore, therefore, no impact is anticipated.

c) The proposed photovoltaic facility will not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine; therefore, no impact is anticipated.

d) The proposed photovoltaic facility will not expose people or property to hazards from proposed, existing or abandoned quarries or mines; therefore, no impact is anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

NOISE Would the project result in				
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
30. Airport Noise a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels? NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐
b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

project area to excessive noise levels?
NA ☐ A ☒ B ☐ C ☐ D ☐

Source: Riverside County General Plan Figure S-19 "Airport Locations," County of Riverside Airport Facilities Map

Findings of Fact:

a) Workers on the Project site would be exposed to noise generated by aviation activities at the airport. As a general aviation airport, these activities and associated noise would be intermittent and would not be excessive at the solar site as shown on the noise contour map for the airport (Figure A-7 in Appendix A). Given the intermittent nature of the noise events in the project vicinity (i.e., planes taking off and landing), the lack of full-time employees proposed onsite, and the overall low sensitivity of the proposed use to noise, the exposure of persons to airport-related noise would be a less than significant impact of the project.

b) Noise would be temporarily generated from construction activities on the site for the duration of the construction period. The noise levels associated with construction would be expected to be moderate and would decrease as distance increases from the site. The nearest residence is located 0.7 miles to the northeast and 0.6 miles south of the site. Therefore, the Project is expected to result in less than significant increases in ambient noise levels. The Project would be required to abide by conditions set forth in Riverside County Ordinance No. 847 to comply with County noise standards. As a result, the Project will not exceed noise levels indicated in the County's noise standards.

No noise impacts would be generated by the Project during the operational phase.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

31. Railroad Noise ☐ ☐ ☐ ☒
NA ☒ A ☐ B ☐ C ☐ D ☐

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database, On-site Inspection

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not be impacted by railroad noises.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

32. Highway Noise ☐ ☐ ☒ ☐
NA ☐ A ☒ B ☐ C ☐ D ☐

Source: On-site Inspection, Project Application Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not be significantly impacted by highway noises.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

33. Other Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source: Project Application Materials, GIS database

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not be impacted by other noises.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

34. Noise Effects on or by the Project				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source: Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not have on-site employees, is not a noise generating facility, and is not anticipated to cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; therefore, less than significant impacts are anticipated.

b) The proposed photovoltaic facility may cause temporary or periodic increase in ambient noise levels in the project vicinity during construction above levels existing without the project; however, those impacts are anticipated to be less than significant since the adjacent parcels are vacant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

c) The proposed unmanned photovoltaic facility will not have on-site employees, is not a noise generating facility and is not anticipated to expose people to the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; therefore, there will be a less than significant impact.

d) There will be a temporary increase in ground vibrations in the immediate vicinity of the project site during grading and construction, but will cease upon construction completion. Given that the surrounding parcels are vacant or used for unmanned industrial purposes. Impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

POPULATION AND HOUSING Would the project				
35. Housing a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Affect a County Redevelopment Project Area?	☐	☐	☐	☒
e) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

a) The proposed photovoltaic facility will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The majority of the site is abandoned agriculture (pivot circles) and old runways associated with the Blythe Airport. Like the Site itself, the surrounding lands to the south and west of the Site are part of the Blythe Airport property. Some of these lands are previously farmed, fallow lands like the Site itself. The active portions of the airport property are used for general aviation and associated purposes. Therefore, no impacts to existing housing are anticipated.

b) The proposed photovoltaic facility will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income given that there will not be any full time employees on site. Impacts are considered less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

c) The proposed photovoltaic facility will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere; therefore, no impact is anticipated.

d) The proposed photovoltaic facility is not in a County Redevelopment Project Area; therefore, no impact is anticipated.

e) The proposed photovoltaic facility will not cumulatively exceed official regional or local population projections as there will not be any on site employees after construction; therefore, there will be no impact.

f) The proposed unmanned photovoltaic facility will not induce substantial population growth directly or indirectly given that the site will be accessed by existing infrastructure and no housing or jobs are proposed; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

36. Fire Services	☐	☐	☒	☐

Source: Riverside County General Plan Safety Element

Findings of Fact:

The Project would not result in the inflow of new residents to the area, therefore no impacts to local public services such as fire protection, law enforcement, schools, health services, and others are anticipated. There may be a minor impact to fire and police services during the construction period; however, those impacts would be short-term and are anticipated to be less than significant. Condition of Approval 90.PLANNING.40 requires the payment of Development Impact Mitigation Fees to offset any impacts to County services. All projects in the County of Riverside are required to pay Development Impact Fees prior to final inspection. This is not unique mitigation pursuant to CEQA. Less than significant impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

37. Sheriff Services	☐	☐	☒	☐

Source: Project Application Materials

Findings of Fact:

The Project would not result in the inflow of new residents to the area, therefore no impacts to local public services such as fire protection, law enforcement, schools, health services, and others are

anticipated. There may be a minor impact to fire and police services during the construction period; however, those impacts would be short-term and are anticipated to be less than significant. Condition of Approval 90.PLANNING.40 requires the payment of Development Impact Mitigation Fees to offset any impacts to County services. All projects in the County of Riverside are required to pay Development Impact Fees prior to final inspection. This is not unique mitigation pursuant to CEQA. Less than significant impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

38. Schools ☐ ☐ ☒ ☐

Source: Project Application Materials

Findings of Fact:

Prior to scheduling a building permit final inspection, the developer/permit holder shall pay mitigation fees in accordance with California State Law to the Palo Verde Valley Unified School District. Proof of payment, in the form a receipt, shall be provided to the TLMA Counter Service Division to verify compliance with this condition. All projects are required to comply with State Law. This is not unique mitigation pursuant to CEQA. Impacts are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

39. Libraries ☐ ☐ ☒ ☐

Source: Project Application Materials

Findings of Fact:

The Project would not result in the inflow of new residents to the area, therefore minimal impacts to local public services such as fire protection, law enforcement, schools, health services, and others are anticipated. Condition of Approval 90.PLANNING.40 requires the payment of Development Impact Mitigation Fees to offset any impacts to County services. All projects in the County of Riverside are required to pay Development Impact Fees prior to final inspection. This is not unique mitigation pursuant to CEQA. Less than significant impacts are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

40. Health Services ☐ ☐ ☒ ☐

Source: Project Application Materials

Findings of Fact:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The Project would not result in the inflow of new residents to the area, therefore no impacts to local public services such as fire protection, law enforcement, schools, health services, and others are anticipated.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

RECREATION				
41. Parks and Recreation				
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☐	☒

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Findings of Fact:

a) The project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment; therefore, there will be no impact.

b) The proposed photovoltaic facility will not require the use of existing neighborhood or regional parks or other recreational facilities; therefore, there will be no impact.

c) The project is not within a County Service Area nor is it subject to Ordinance No. 460 Quimby Fees; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

42. Recreational Trails	☐	☐	☐	☒

Source: Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments

Findings of Fact:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The Blythe Airport Solar 1 Project would not impact areas used for recreation and would not increase the demand on existing recreational facilities; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

TRANSPORTATION/TRAFFIC Would the project				
43. Circulation	☐	☐	☐	☒
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
f) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☒	☐	☐
g) Cause an effect upon circulation during the project's construction?	☐	☒	☐	☐
h) Result in inadequate emergency access or access to nearby uses?	☐	☒	☐	☐
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☒	☐

Source: RCIP

Findings of Fact:

a-b) The Project will not affect transportation policies, plans, or programs because the Project is an unmanned photovoltaic facility with no permanent on-site staff once construction has been completed. Impacts are anticipated to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

c) The proposal has been found to be conditionally consistent with the Blythe Airport Land Use Compatibility Plan, and is not anticipated to change air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, impacts are anticipated to be less than significant.

d) The proposed photovoltaic facility is will not have an impact on rail or waterborne traffic given that there are no rail lines adjacent to the site nor is the site near a waterway. In addition, as indicated above in the City and County implementation policies for the airport, the Project meets the conformance criteria in the Airport Land Use Compatibility Plan (ALUCP).

e) The proposed photovoltaic facility will not substantially increase hazards to a design feature or incompatible uses. Impacts are anticipated to be less than significant.

f-h) The proposed project will cause the construction and improvement of Riverside Drive and Butch Avenue. Impacts to road maintenance, roads during construction, and emergency access are anticipated to be less than significant with mitigation incorporated.

i) The Project will not affect alternative transportation policies, plans, or programs because the Project is an unmanned photovoltaic facility with no permanent on-site staff.

Mitigation:

Condition of Approval 90.TRANS.11 requires that Riverside Avenue shall be improved from the easterly project boundary up to existing County maintained portion of Riverside Avenue with 26-foot wide AC pavement (0.33') over 0.67' thick of Class II Base with graded shoulders within a 60-foot dedicated and/or existing right-of-way. Secondary access improvements will include 24-foot wide (0.05 thick) Class II Base over existing and/or dedicated 50-foot right-of-way. Above said secondary access will be the southerly extension of project site up to Hobson Way.

Monitoring: The Transportation, Planning, and Building & Safety Departments will provide monitoring.

44. Bike Trails	☐	☐	☐	☒

Source: RCIP

Findings of Fact:

The proposed project would not impact areas used for recreation and would not increase the demand on existing bike trails; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

UTILITY AND SERVICE SYSTEMS Would the project				
45. Water a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

Source: Department of Environmental Health Review

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not result in the construction of new water treatment facilities or expansion of existing facilities; therefore, there will be no impact.

b) The proposed unmanned photovoltaic facility is not requesting, nor will it require the use of any water supplies during normal operations; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

46. Sewer a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☐	☒
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Source: Department of Environmental Health Review

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not have any on-site employees which will not require the construction of waste water treatment facilities; therefore, there will be no impact.

b) The proposed unmanned photovoltaic facility will not have any on-site employees and will not result in a determination by the wastewater treatment provider that serves or may service the project; therefore, there will be no impact.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

47. Solid Waste a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
including the CIWMP (County Integrated Waste Management Plan)?				

Source: RCIP, Riverside County Waste Management District correspondence

Findings of Fact:

a) The proposed unmanned photovoltaic facility will not have any on-site employees, nor will it produce solid waste that will require servicing by a landfill or waste management entity. Waste will be produced through the construction process. Conditions of approval to manage waste have been placed on the project to reduce impacts to a less than significant level.

b) The proposed unmanned photovoltaic facility complies with federal, state, and local statutes and regulations related to solid wastes; therefore, no impacts are anticipated.

Mitigation:

Conditions of Approval 60.PLANNING.33 and 80.PLANNING.49 require that prior to issuance of a grading and/or building permit for EACH phase, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Arrangements can be made through the franchise hauler.

Monitoring: The Planning and Building & Safety Departments will conduct monitoring.

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☐	☒
c) Communications systems?	☐	☐	☐	☒
d) Storm water drainage?	☐	☐	☐	☒
e) Street lighting?	☐	☐	☐	☒
f) Maintenance of public facilities, including roads?	☐	☐	☐	☒
g) Other governmental services?	☐	☐	☐	☒

Source: RCIP

Findings of Fact:

a-g) The proposed project is an unmanned, 100 MW solar power plant that would be located on lands on the northeast portion of the Blythe Municipal Airport. The project would use proved Photovoltaic technology and will sell electricity directly into the grid to California Utilities. The facility will not have any manned structures or on site employees and is anticipate to have no or less than significant impacts to utilities.

Mitigation: No mitigation measures are necessary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Monitoring: Monitoring is not required.

49. Energy Conservation a) Would the project conflict with any adopted energy conservation plans?	☐	☐	☒	☐

Source: Staff review

Findings of Fact:

a) The proposed Project will not have any manned structures or on site employees therefore, conflicts with energy conservation plans are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

OTHER

50. Other:	☐	☐	☒	☒

Source: Staff review

Findings of Fact: The proposed Project will not have any manned structures or on site employees therefore, other effects are anticipated to be less than significant.

Mitigation: No mitigation measures are necessary.

Monitoring: Monitoring is not required.

MANDATORY FINDINGS OF SIGNIFICANCE

51. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

Source: Staff review, Project Application Materials

Findings of Fact: Implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts are anticipated to be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
52. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☐	☒	☐

Source: Staff review, Project Application Materials

Findings of Fact: The project does not have impacts which are individually limited, but cumulatively considerable. Impacts are anticipated to be less than significant.

53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Source: Staff review, project application

Findings of Fact: The proposed project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts are anticipated to be less than significant.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

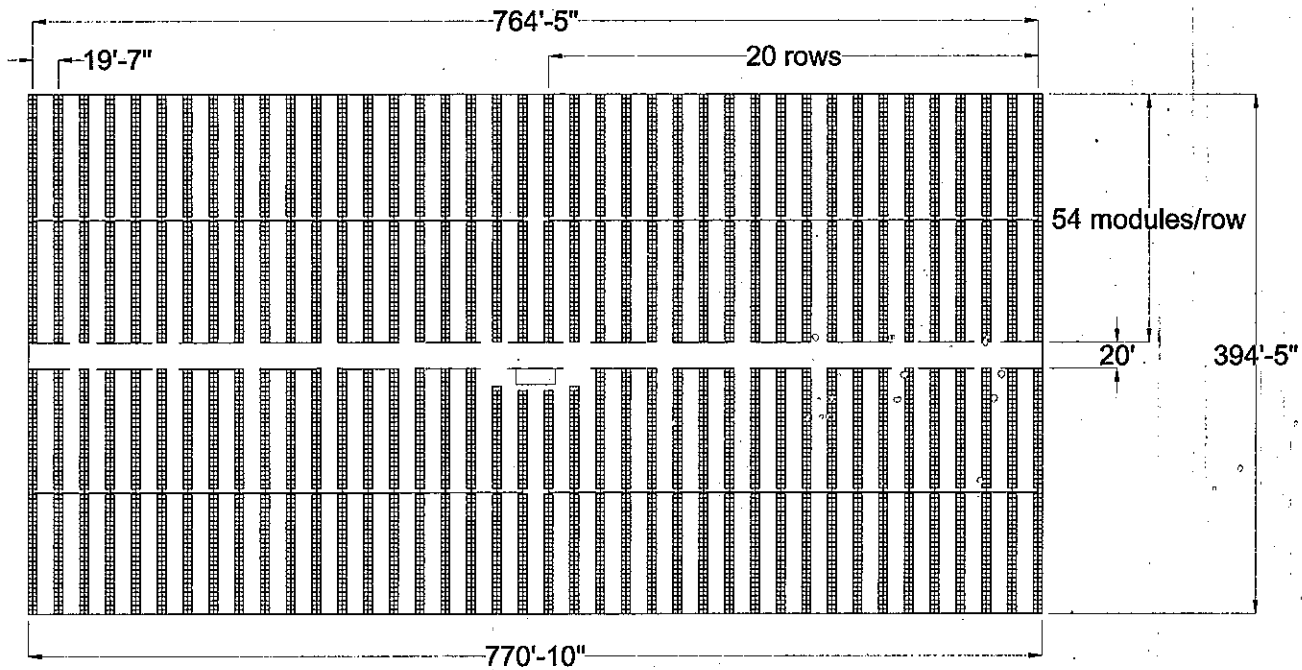
Earlier Analyses Used, if any: n/a

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92505

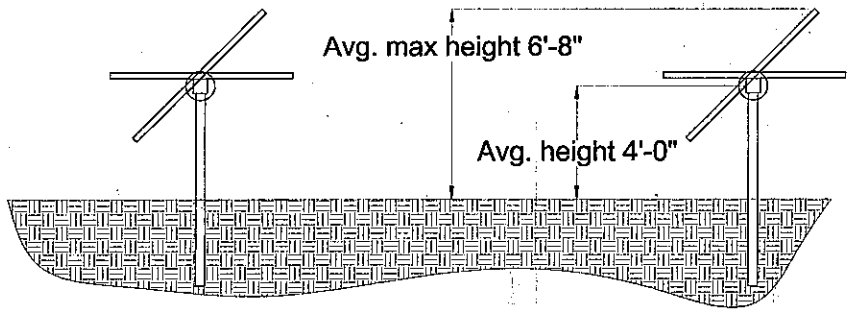
VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka (2007)* 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656; Archaeological Investigation prepared by KP Environmental, dated September 30, 2010 (PD-A-4665); and, County Geologic Report No. 2212 by Earth Systems Southwest.



STANDARD BUILDING BLOCK LAYOUT
WATTSUN - SUNTECH RELIATHON 275 - 4302 modules 1183kW

STANDARD BUILDING BLOCK SUMMARY	
TRACKER TYPE	WATTSUN
DRIVE MOTORES	4
PANEL MAKE/MODEL	SUNTECH 275
PANEL COUNT	4302
STC RATED DC POWER	1183 kW
ROWS / DRIVE MOTOR	20
PANELS / ROW	54
PANELS / STRING	18
ROW POSTS - 4"	1120
DRIVE POSTS - 6"	80
ROW SPACING	19.6FT



A Division of
RENEWABLE ENERGY CONTRACTING
IRONCO ENTERPRISES, LLC

BLYTHE-640 ACRES
BLYTHE AIRPORT, ARIZONA

CUSTOMER: US SOLAR

DETAILING SERVICE			IRONCO BID NO.	DWG NO.	REV
DR VS	CK	DATE 11/08/10	640 Layout		C
SCALE NOT TO SCALE				SHEET 2 OF 2	

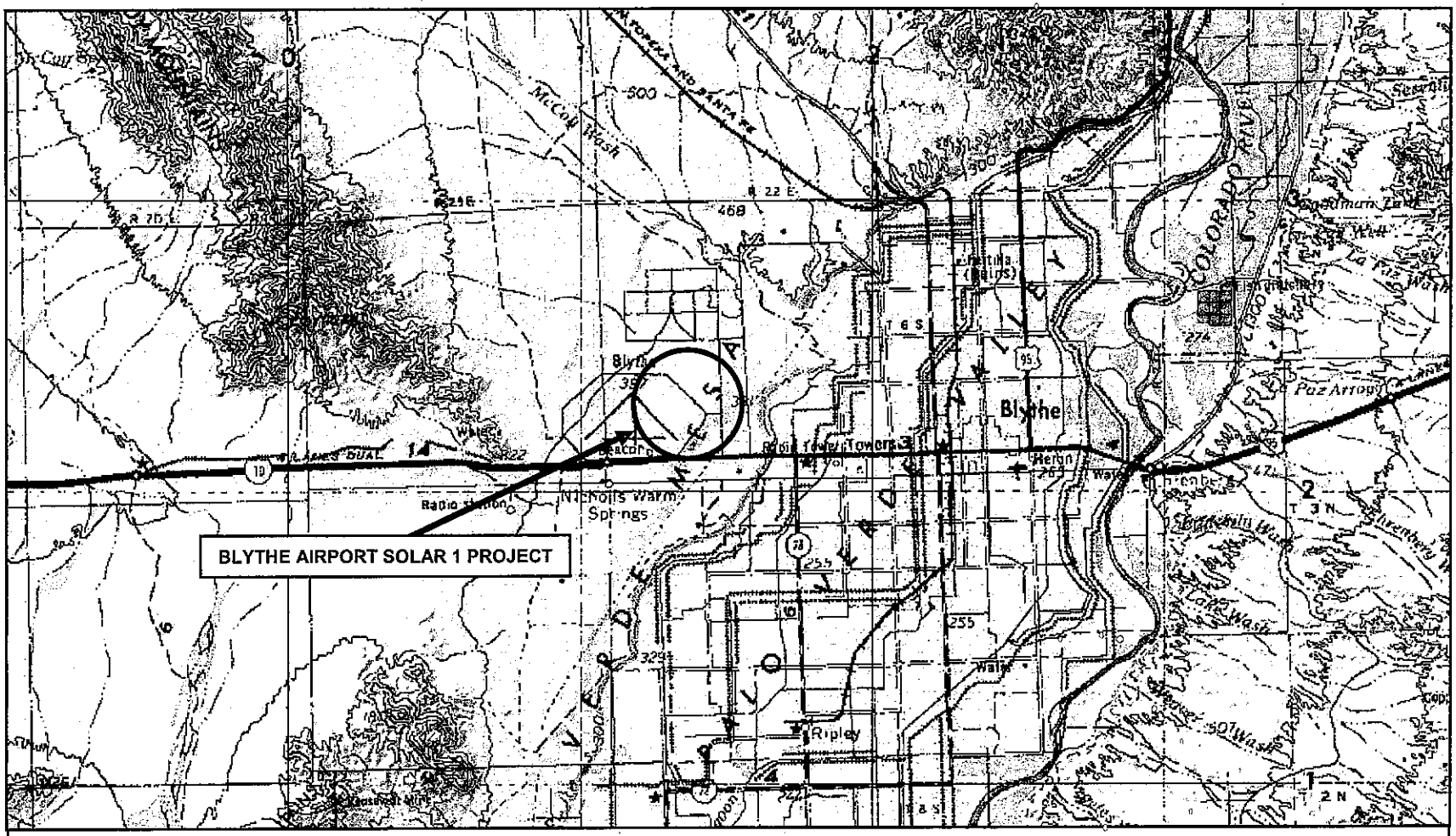


Figure A-1

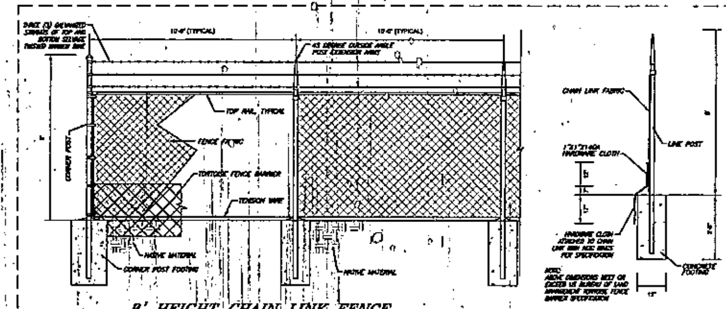
BLYTHE AIRPORT SOLAR 1

Regional Setting

Figure A-2

Blythe Airport Solar 1 Project

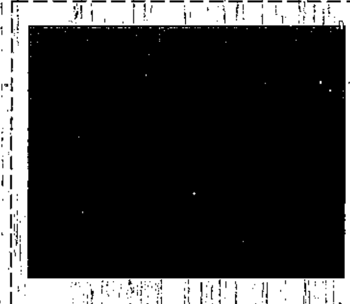
Project Area Map



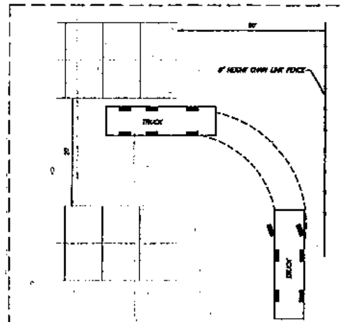
8' HEIGHT CHAIN LINK FENCE

DETAIL "A"

TORTOISE FENCE BARRIER



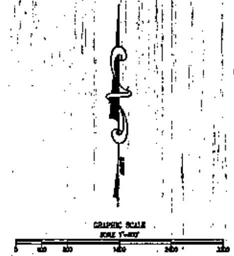
SOLAR PANEL SITE EXHIBIT

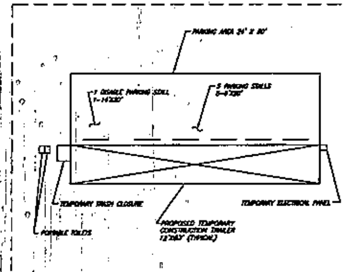


TRUCK TURNING RADIUS

DETAIL "B"

NOT TO SCALE





TYPICAL TEMPORARY CONSTRUCTION TRAILER

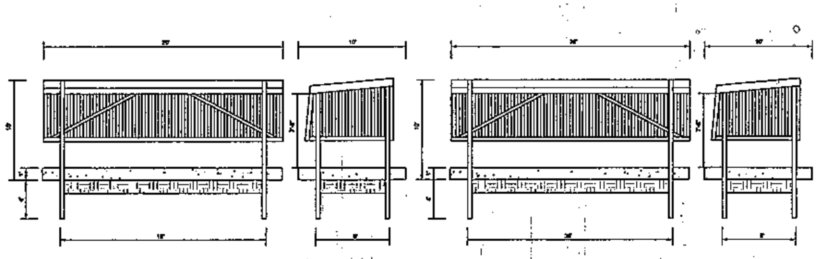
DETAIL "C"

NOT TO SCALE

LEGEND

BUILDING SETBACK LINE	BSL
OVERHEAD	OH
UNDERGROUND	UG
EXISTING CONCRETE TO REMAIN	
AIRPORT COMPATIBILITY ZONE C	
STAGING AREA	
EXISTING FENCE	
EXISTING PROPERTY LINE	
SECTION LINE	
RIGHT OF WAY	
EASEMENT	
BUILDING SETBACK	
CITY LIMITS	
PHASE LINE	
EXISTING PAVED STREET	
PROPOSED PRIMARY ACCESS ROAD	
PROPOSED SECONDARY ACCESS ROAD	
PROPOSED 33 KV LINE	
PROPOSED 6" WATERLINE	
EXISTING DIRT ROAD	
POWER POLE	
FIRE HYDRANT	

DATA RESOURCE:
THE AERIAL PHOTO GENERATED FROM GOOGLE EARTH



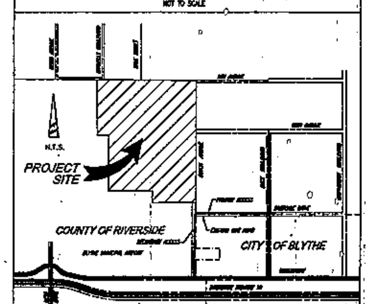
598 KW SHADE STRUCTURE

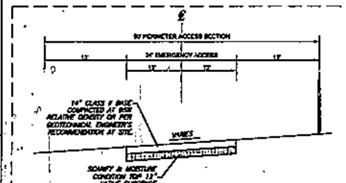
1192 KW SHADE STRUCTURE

NOT TO SCALE

VICINITY MAP

NOT TO SCALE





50' PERIMETER ACCESS SECTION

DETAIL "D"

NOT TO SCALE

The Holt Group
ENGINEERING · PLANNING · SURVEYING

NO.	REVISIONS:	APPROVED	DATE
1	AMENDED PLOT PLAN PER COUNTY COMMENTS		6/18/10
2	AMENDED PLOT PLAN PER COUNTY COMMENTS		7/30/10

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: T J K
DRAWN BY: T J K
CHECKED BY: R K H

BENCH MARK: NGS MONUMENT
DATUM: NAVD 88

PREPARED UNDER THE DIRECT SUPERVISION OF:
ROBERT K. HOLT, P.E.
27943 R.C.E. NO.
11/09/10 DATE
03/31/12 REG. EXP.

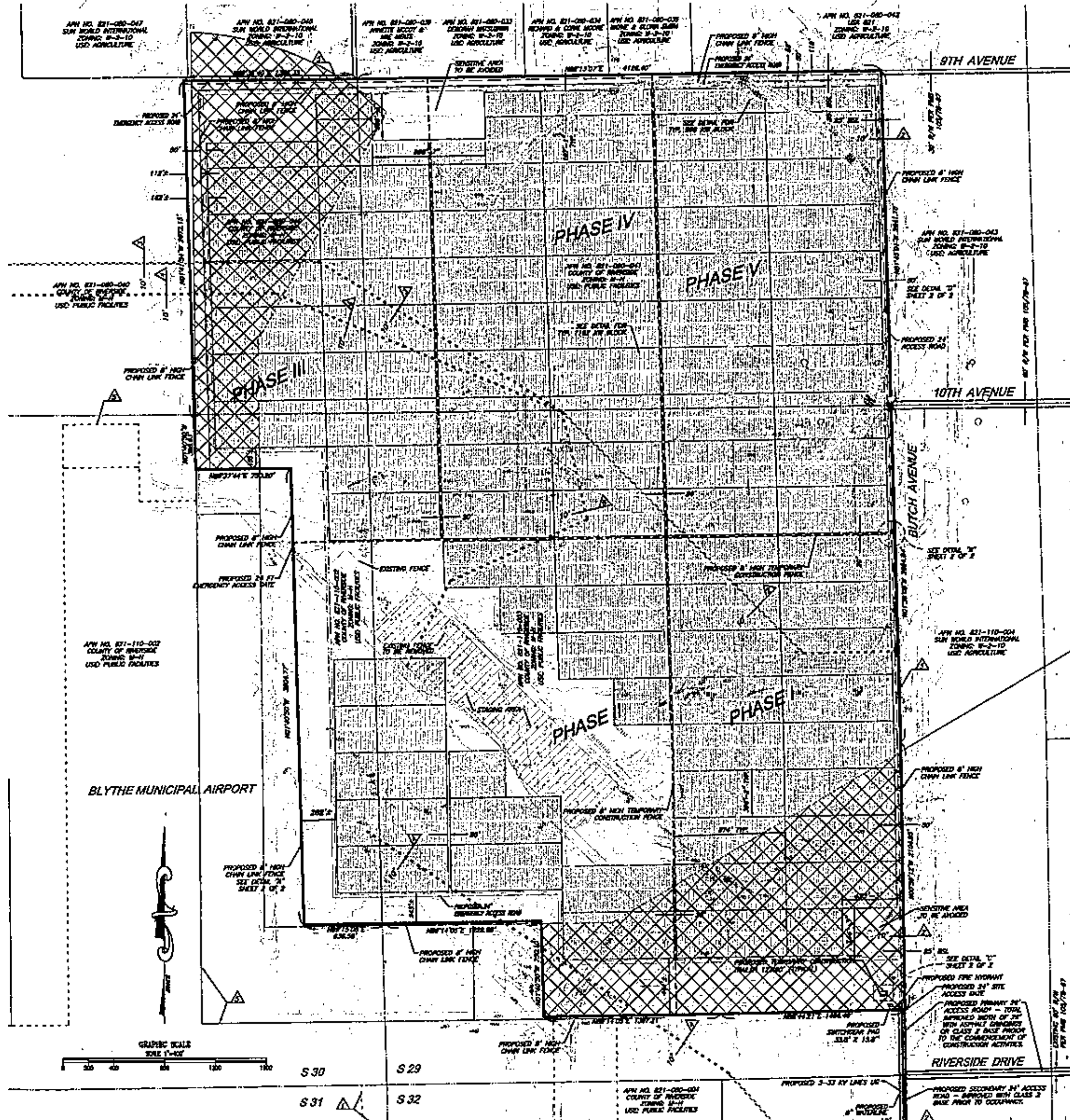
IN THE COUNTY OF RIVERSIDE

SHEET CONTENT:
BLYTHE SOLAR PLOT PLAN

SHEET 2 OF 2 SHEETS

JOB NO. 1088.008

A-4 Sheets (1-2)



PROJECT INFORMATION

APPLICANT
US SOLAR HOLDINGS, LLC
PO BOX 44485
PHOENIX, AZ 85064
CONTACT: TANYA MARTINEZ
PHONE: (480) 299-2107

LAND OWNER
COUNTY OF RIVERSIDE
3525 14TH ST
RIVERSIDE, CA 92501

EXHIBIT PREPARER
THE HOLT GROUP, INC.
201 EAST HOBSONWAY
BLYTHE, CA 92225
PHONE: (760) 922-4658
FAX: (760) 922-4660

ASSESSOR'S PARCEL NOS.
821-080-040, 821-080-041, 821-110-002 & 821-110-003

PROPERTY ADDRESS
N/A

EXISTING ZONING
ZONING: M-H (MANUFACTURING-HEAVY)
LAND USE: PF (PUBLIC FACILITIES)

PROPOSED ZONING
ZONING: M-H (MANUFACTURING-HEAVY)
LAND USE: PF (PUBLIC FACILITIES)

EXISTING ACCESS TO PROJECT SITE
BLYTHE AIRPORT EAST PERIMETER ROAD

FEMA MAPPED FLOOD PLAINS AND FLOODWAYS
THE PROPERTY IS LOCATED IN FLOOD ZONE "D" (AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE) PER FEMA MAP PANEL 060650 1800A, REVISED AUGUST 28, 2008.

FLAMMABLE OR COMBUSTIBLE LIQUIDS
THERE ARE NO ABOVE OR BELOW GROUND LOCATION(S) OF FLAMMABLE OR COMBUSTIBLE LIQUIDS OR WASTE OIL.

COUNTY'S WATER QUALITY MANAGEMENT PLAN
THIS PROJECT WILL NOT ALTER THE EXISTING NATURAL DRAINAGE PATTERN OF THE SITE.

EXISTING PARCEL ACREAGE
GROSS/NET AREA: 626.89 ACRES

THOMAS GUIDE 2005
PAGE: 392, COORDINATE: B, 10

UTILITIES
SCHOOL DISTRICT: PALO VERDE UNIFIED SCHOOL DISTRICT
WATER: BLYTHE AIRPORT MUNICIPAL WATER SYSTEM
SEWER: N/A
GAS: THE GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA EDISON CO.
CABLE TELEVISION: BLYTHE CABLEVISION
TELEPHONE: VERIZON

OCCUPANCY GROUP
S GROUP

THE PROJECT DOES NOT INVOLVE FOLLOWING ITEMS:
1. MOBILEHOME OR RECREATIONAL VEHICLE SPACES DWELLING UNITS OR LOTS
2. STREET IMPROVEMENT
3. ALTERATION OF NATURAL DRAINAGE PATTERN
4. ANY LAND OR RIGHT OF WAY TO BE DEDICATED TO THE PUBLIC OR OTHER USERS
5. COMMON SPACES, OPEN SPACES AND RECREATION AREAS
6. STORAGE OF FLAMMABLE OR COMBUSTIBLE LIQUID AND WASTE OIL BOTH ABOVE AND BELOW GROUND
7. OPEN CHANNELS
8. VEGETATIVE PLANTERS
9. LANDSCAPING

VEHICULAR CIRCULATION
VEHICLE WOULD ENTER THROUGH BUTCH AVENUE AT THE SOUTHEAST PROPERTY CORNER FOR THE PRIMARY ACCESS. PROJECT-RELATED TRAFFIC WOULD TURN INTO TEMPORARY CONSTRUCTION TRAILER AREA. THIS AREA WOULD ALLOW FOR AMPLE VEHICLE TURN AROUND.

NOTE:
PAD ELEVATIONS FOR INVERTERS WILL BE LOCATED 24" ABOVE SURROUNDING GRADE.

LEGAL DESCRIPTION

THOSE PORTIONS OF TRACTS 2, 3, 4, 10, 11, 12, 15, 16, 17, 18 AND 19 AS DESCRIBED IN QUITCLAIM DEED RECORDED DECEMBER 14, 1944, IN BOOK 1035, PAGE 520, OFFICIAL RECORDS OF RIVERSIDE COUNTY, LYING WITHIN PORTIONS OF SECTIONS 19, 20, 30 AND 29, TOWNSHIP 6 SOUTH, RANGE 23 EAST, SBM, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 19;

THENCE SOUTH 89°35'40" WEST 1346.35 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 19, ALSO BEING THE SOUTH LINE OF PARCELS 32 AND 33 OF PARCEL MAP NO. 14283 AS SHOWN ON FILE IN BOOK 105 OF PARCEL MAPS, PAGE 11 THROUGH 20, INCLUSIVE, OFFICIAL RECORDS OF SAID COUNTY TO A POINT LYING PARALLEL WITH AND 1306.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF SAID SOUTHEAST QUARTER;

THENCE SOUTH 01°41'04" EAST 2872.15 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1306.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 30;

THENCE SOUTH 01°40'50" EAST 386.53 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 430.00 FEET SOUTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE NORTH LINE OF THE EAST HALF OF SAID SECTION 30;

THENCE NORTH 89°37'44" EAST 750.20 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 818.00 FEET WESTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF SAID EAST HALF;

THENCE SOUTH 01°40'50" EAST 3604.77 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1270.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID EAST HALF;

THENCE NORTH 89°18'08" EAST 635.58 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1270.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 29;

THENCE NORTH 89°14'08" EAST 1229.86 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 1200.00 FEET EASTERLY, AS MEASURED AT RIGHT ANGLES, FROM THE WEST LINE OF SAID SOUTHWEST QUARTER;

THENCE SOUTH 01°40'50" EAST 750.10 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 520.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID SOUTHWEST QUARTER;

THENCE NORTH 89°14'00" EAST 1387.21 FEET ALONG SAID PARALLEL LINE TO A POINT LYING PARALLEL WITH AND 520.00 FEET NORTHERLY, AS MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 29;

THENCE NORTH 89°44'21" EAST 1408.40 FEET ALONG SAID PARALLEL LINE TO A POINT ON THE WEST LINE OF PARCEL 8 OF PARCEL MAP NO. 14083 AS SHOWN ON FILE IN BOOK 100 OF PARCEL MAPS, PAGE 79 THROUGH 87, INCLUSIVE, OFFICIAL RECORDS OF SAID COUNTY;

THENCE NORTH 00°38'12" WEST 2104.85 FEET ALONG SAID WEST LINE;

THENCE NORTH 01°38'08" WEST 2684.54 FEET ALONG SAID WEST LINE TO THE NORTHWEST CORNER OF SAID PARCEL 9, ALSO BEING A POINT ON THE SOUTHWEST CORNER OF PARCEL 8 OF SAID PARCEL MAP NO. 14083;

THENCE NORTH 01°43'01" WEST 2841.18 FEET ALONG THE WEST LINE OF SAID PARCEL 8 TO THE NORTHWEST CORNER THEREOF, ALSO BEING A POINT ON THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 20;

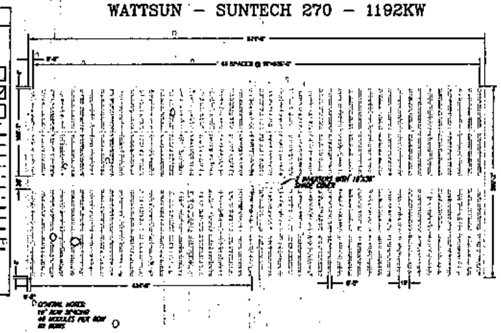
THENCE SOUTH 89°13'07" WEST 4128.40 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM ALL URANIUM, THORIUM AND ALL OTHER MATERIALS DETERMINED PURSUANT TO SECTION 5 (B) (1) OF THE ATOMIC ENERGY ACT OF 1946 (60 STAT. 763) TO BE PARTICULARLY ESSENTIAL TO THE PRODUCTION OF FISSIONABLE MATERIAL AS RESERVED BY THE UNITED STATES OF AMERICA IN INSTRUMENT RECORDED DECEMBER 14, 1944 IN BOOK 1035, PAGE 520 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY CALIFORNIA

EASEMENT NOTES:

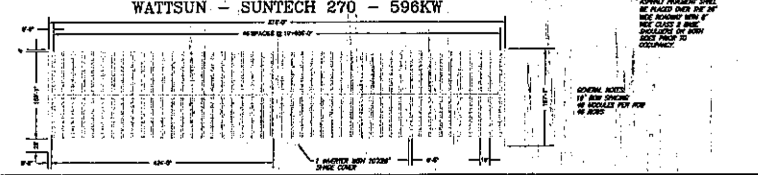
1. RIGHT OF WAY DEED AND EASEMENT IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY RECORDED 5/06/1953 IN BK 1466, PG 141, OR
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 11/12/1975 AS INST NO. 141385, OR
3. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 7/06/1977 AS INST NO. 125063, OR
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 5/16/1978 AS INST NO. 100587 & 100588, OR
5. A LEASE EXECUTED BY COUNTY OF RIVERSIDE AS LESSOR AND ARNE C. BELSBY AS LESSEE, RECORDED 10/28/1983 AS INST NO. 224808, OR
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 6/20/1980 AS INST NO. 118246, OR

TYPICAL BLOCK LAYOUT
WATTSUN - SUNTECH 270 - 1192KW



LEGEND
BUILDING SETBACK LINE — BSL
OVERHEAD — OH
UNDERGROUND — UG
EXISTING CONCRETE TO REMAIN
AIRPORT COMPATIBILITY ZONE C
STAGING AREA
EXISTING FENCE
EXISTING PROPERTY LINE
SECTION LINE
RIGHT OF WAY
EASEMENT
BUILDING SETBACK
CITY LIMITS
PHASE LINE
EXISTING PAVED STREET
PROPOSED PRIMARY ACCESS ROAD
PROPOSED SECONDARY ACCESS ROAD
PROPOSED 33 KV LINE
PROPOSED 8" WATERLINE
EXISTING DIRT ROAD
POWER POLE
FIRE HYDRANT

TYPICAL BLOCK LAYOUT
WATTSUN - SUNTECH 270 - 596KW



PROJECT SITE AREA BREAKDOWN		
DESCRIPTION	AREA (SQ FT)	PERCENT OF SITE
TEMPORARY CONSTRUCTION TRAILER	720	0.003%
PARKING AREA	1020	0.003%
SITE PAVED AREA	0	0
LANDSCAPED AREA	0	0
RECREATION	0	0
OPEN SPACE AREA	0	0
PROJECT SITE AREA	38166316 ±	-

DATA RESOURCE:
THE SITE PLAN AND SOLAR BLOCK LAYOUT WERE PROVIDED BY US SOLAR
THE AERIAL SURVEY WAS PERFORMED BY TRI-STATE PHOTOGRAMMETRY IN JULY, 2009

The Holt Group
ENGINEERING · PLANNING · SURVEYING

201 E. Hobsonway, Suite A — Blythe, California 92225 — (760) 922-4658
1601 Imperial Avenue — El Centro, California 92243 — (760) 337-3883
P.O. Box 2532 / 425 E. Main — Quartzsite, Arizona 85346 — (928) 927-4600

NO.	REVISIONS:	APPROVED	DATE
1	AMENDED PLOT PLAN PER COUNTY COMMENTS		6/18/10
2	AMENDED PLOT PLAN PER COUNTY COMMENTS		7/30/10

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: T J H
DRAWN BY: T J H
CHECKED BY: R K H

BENCH MARK: NGS MONUMENT
DATUM: NAVD 88
E 133 RESET - 1ST ORDER CLASS II
ELEVATION: 390.89'
E 1363 - 1ST ORDER CLASS II
ELEVATION: 390.24'
FLY - 1ST ORDER CLASS II
ELEVATION: 391.99'
FLY 3881 - 1ST ORDER CLASS II
ELEVATION: 392.32'

PREPARED UNDER THE DIRECT SUPERVISION OF:
ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.
11/09/10 DATE — 03/31/12 REG. EXP.

IN THE COUNTY OF RIVERSIDE
SHEET CONTENT:
BLYTHE SOLAR PLOT PLAN

SHEET 1 OF 2 SHEETS
JOB NO. 1088.008

1A-4 sheets (2)

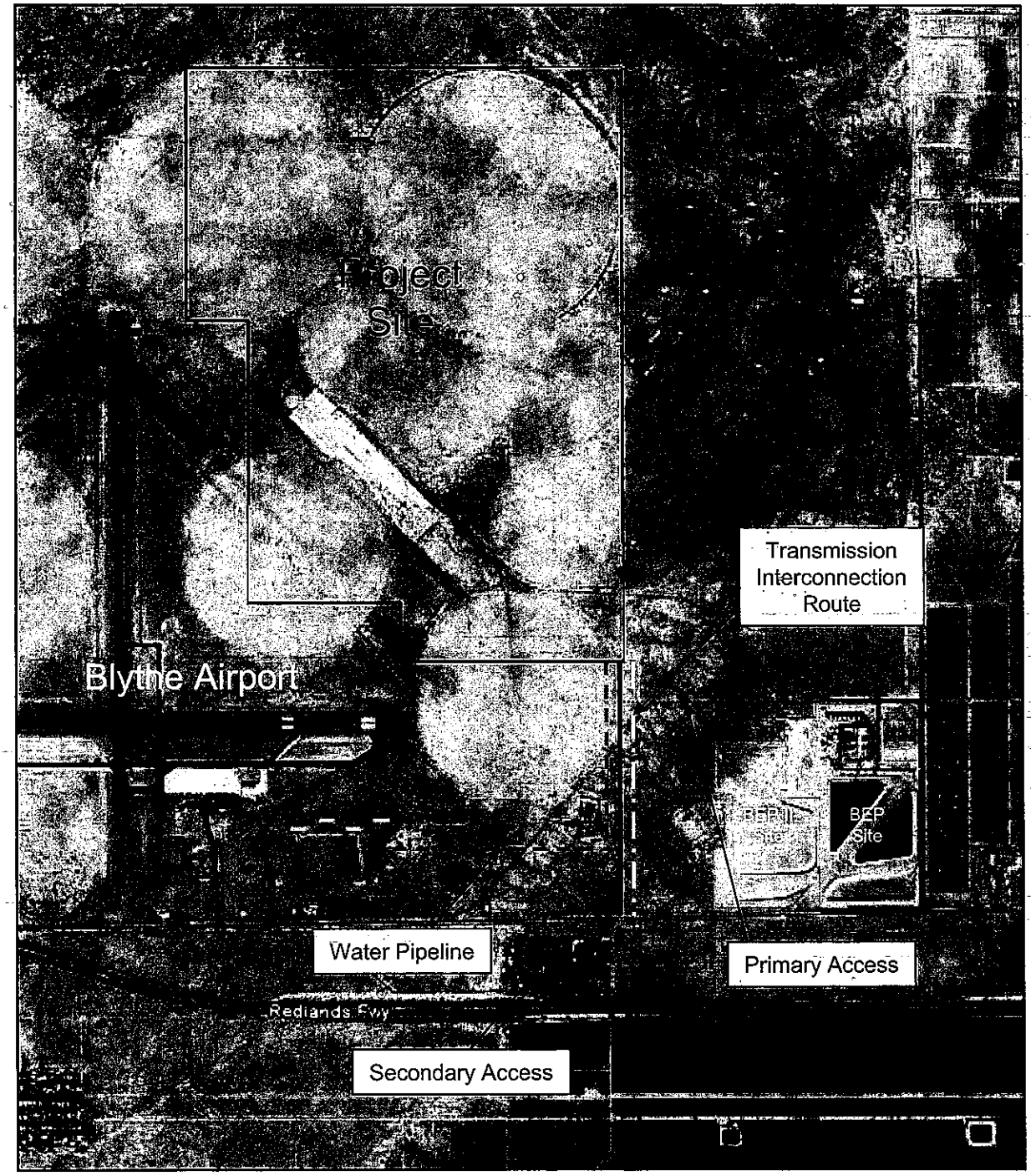


Figure A-3

Blythe Airport Solar 1 Project

Project Map

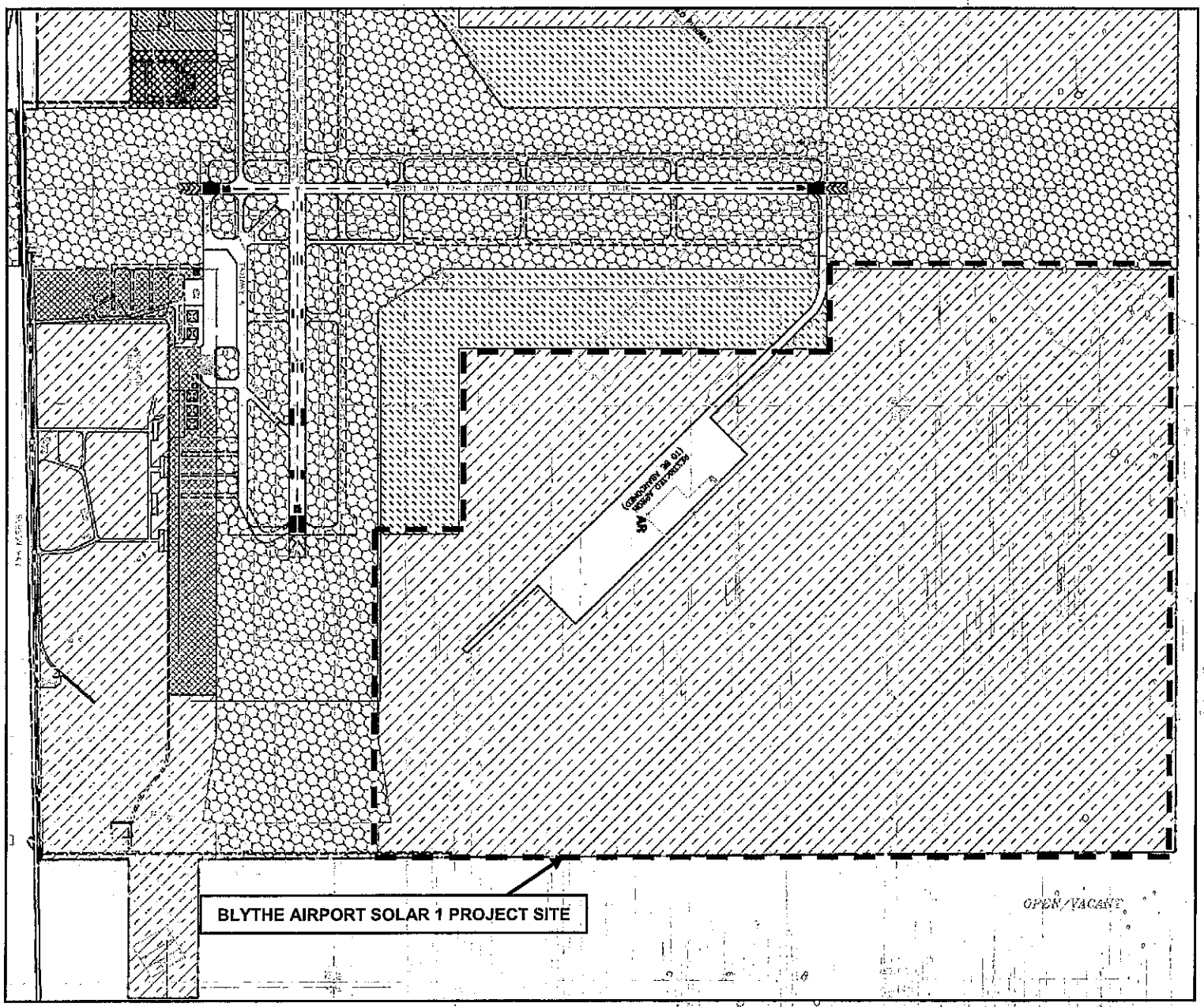
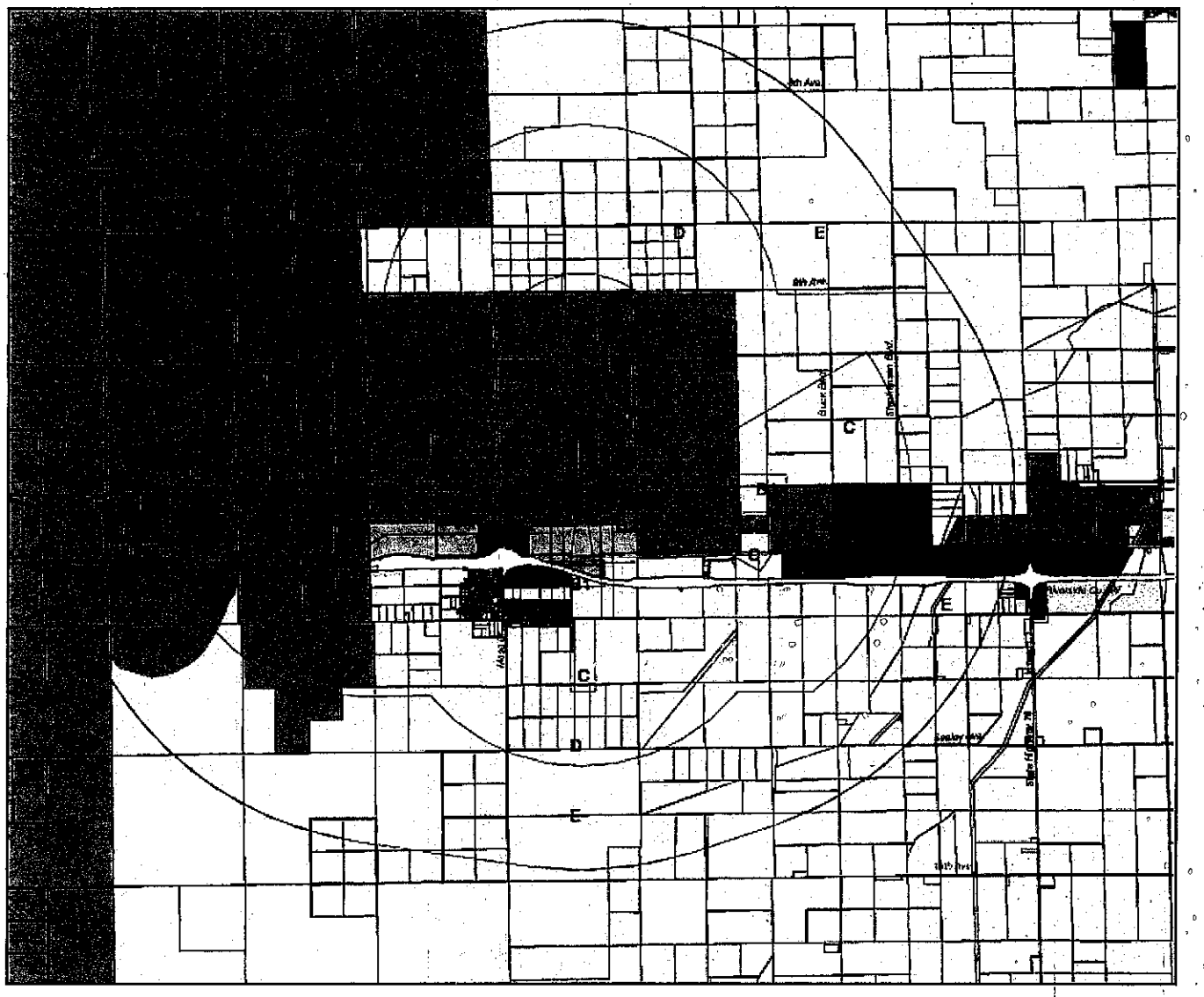


Figure A-5
BLYTHE AIRPORT SOLAR 1 PROJECT
Airport Layout Plan



From Riverside County ALUCP—East County Airports Data (October 2004)

Figure A-6

Blythe Airport Solar 1 Project

Land Uses In Vicinity of Project

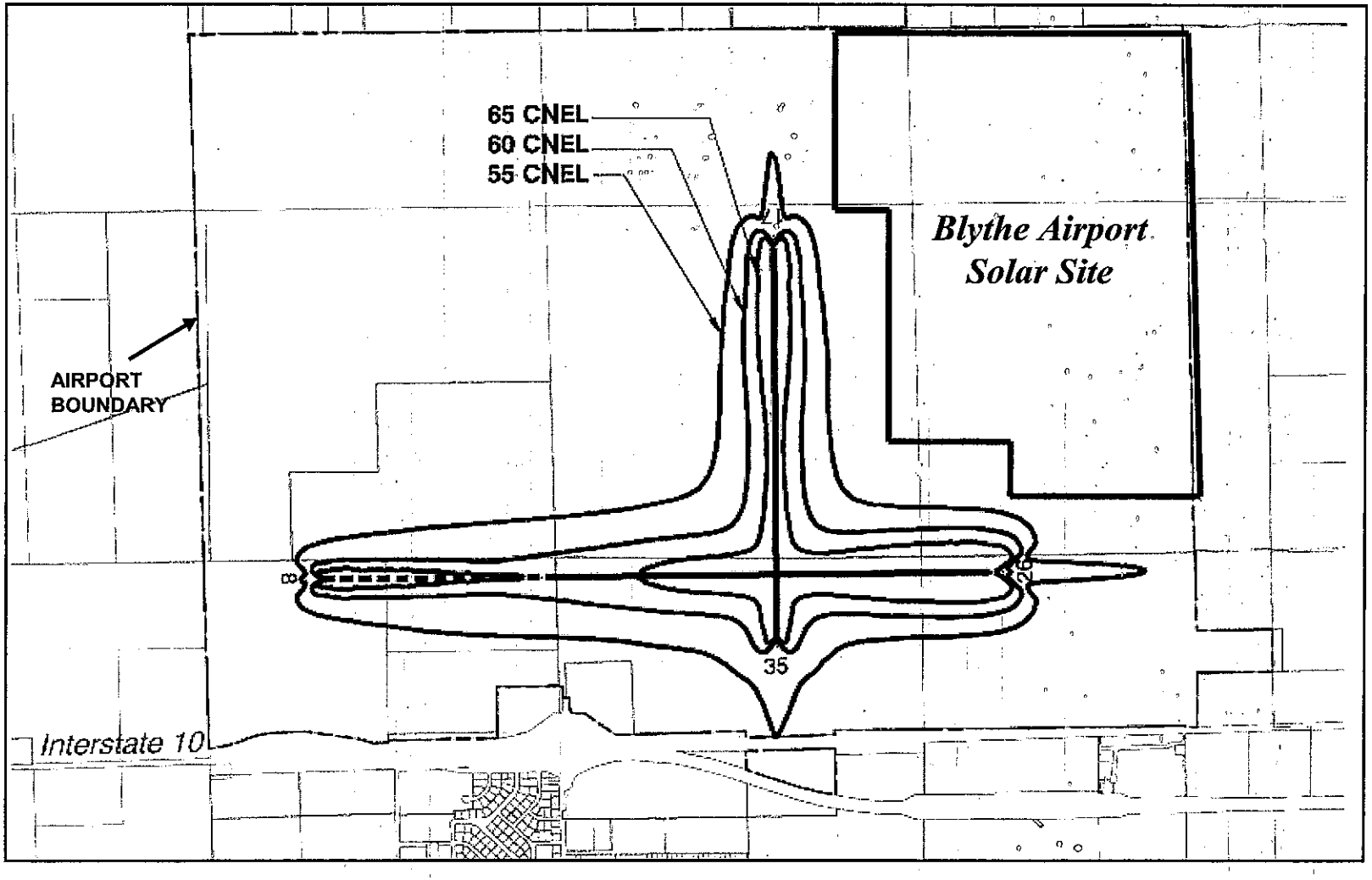
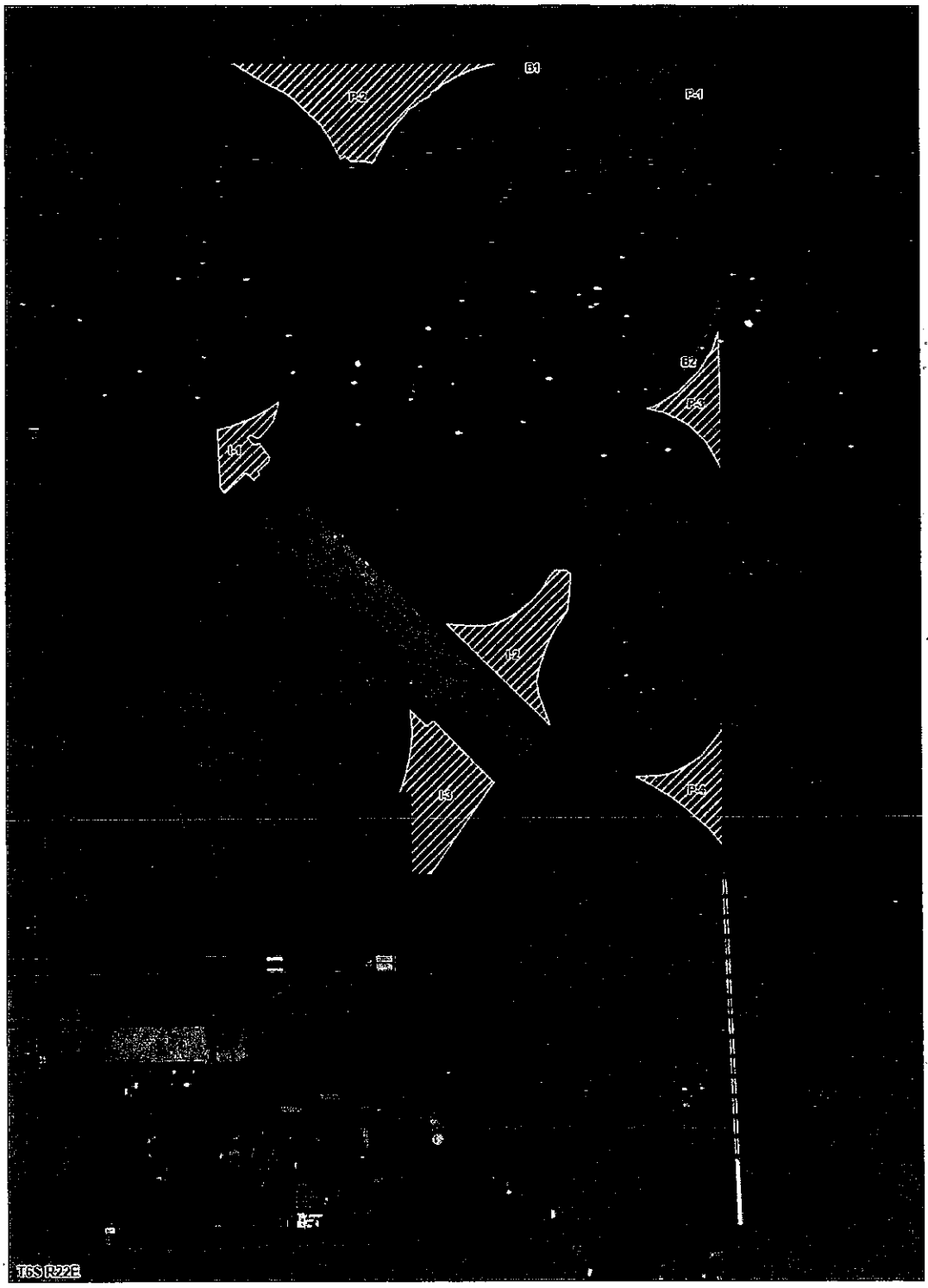


Figure A-7

NOISE COMPATIBILITY CONTOURS
Blythe Airport



Legend

- Potential Transmission Route
- Access Road
- Water Pipeline
- County Boundary
- Section Boundary
- Bureau of Land Management Land
- Blythe Airport Solar Project Site
- Disturbed Native Creosote Saltbush Scrub
- Disturbed Native Creosotebush Scrub
- Potential and Suitable Burrowing Owl Habitat
- Potential Burrowing Owl Habitat

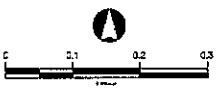


Figure A-8
On-Site Habitats

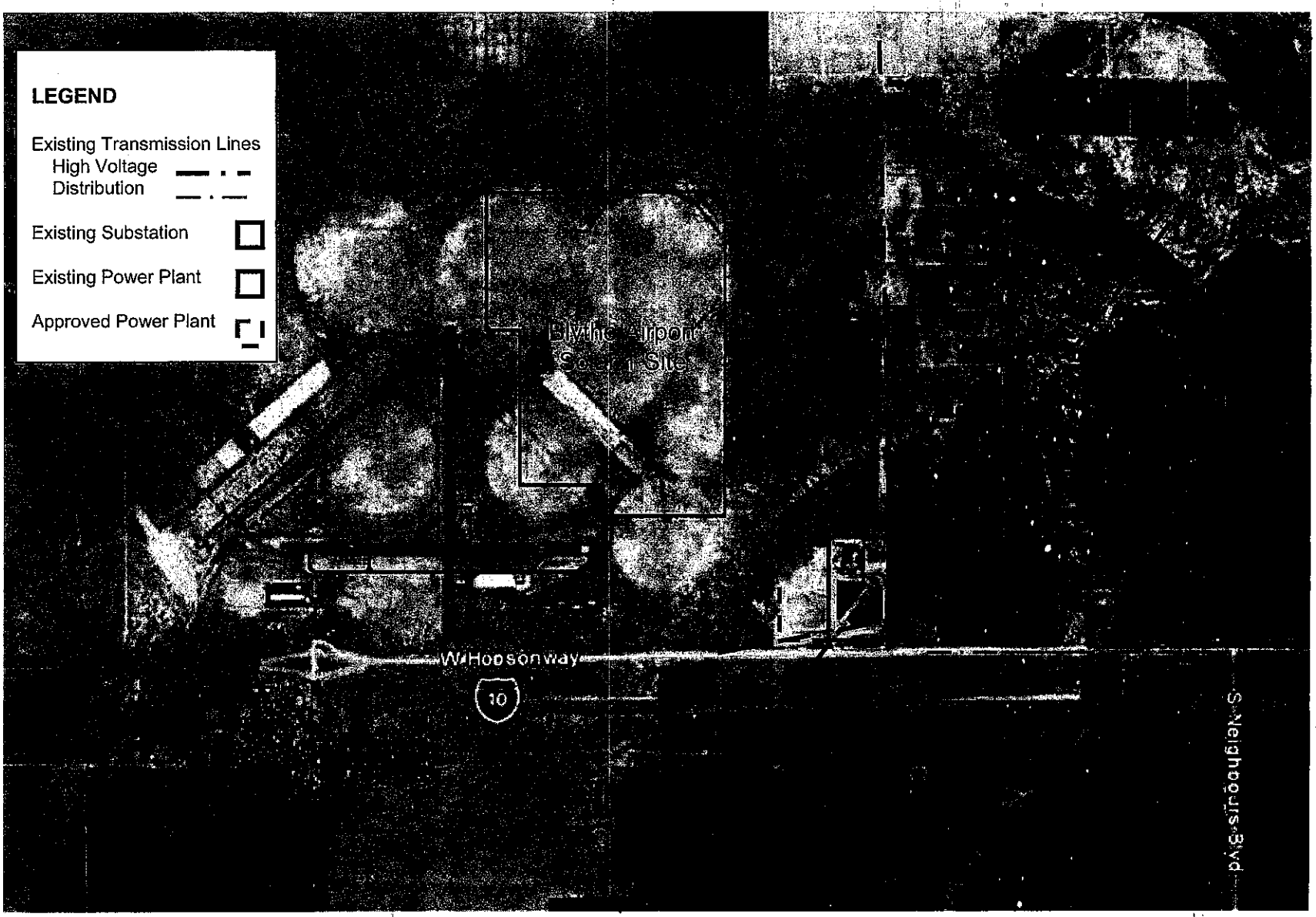


Figure A-9
Existing Area Electrical Facilities

PROJECT PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 4 GEN - PROJECT DESCRIPTION RECOMMND

The applicant proposes to construct a 100 megawatt Photovoltaic (PV) Solar Power Plant on 640 acres of an 829 acre lease area in five (5) twenty (20) megawatt phases inclusive of: a single axis tracking system organized in 874 x 168-foot and 874 x 370-foot power blocks with a maximum height of ten feet; a perimeter 24-foot interior access road and 25-foot interior drive aisles for emergency access and maintenance purposes; a combination of inverters and transformers on concrete pads covered by three sided open shade covers within each power block; an 8-foot high chain link fence with three strand barbed-wire around the project perimeter boundary; a temporary construction area which includes a 12' X 60' portable construction trailer, five parking spaces and portable toilets on the southeast corner of the site; and, a temporary staging area in the center of proposed Phase II on an existing concrete pad.

Water will be provided via a 6-inch diameter pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to allow for a permanent source of water. The line will undergrounded and extend east to Butch Avenue then north to the project site for a total of approximately 4,800 feet to the project site. The water will be used for fire suppression, construction and operation dust control, and solar panel maintenance.

Power will be delivered via a 33 kV gen-tie line (minor transmission line extending from the point of power generation to the point of connection into the transmission & distribution line) from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot high poles to the point of tie in for Phase I. Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required.

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10. GENERAL CONDITIONS

10. EVERY. 4 GEN - PROJECT DESCRIPTION (cont.) RECOMMND

Primary road access is proposed from the east via Buck Boulevard north, then west along Riverside Drive, and then north along Butch Avenue. Secondary access is proposed northerly along Butch Avenue from Hobson Way, and two 24-foot wide emergency access gates are proposed where 9th and 10th Avenue meet the project boundaries eastern fence line.

10. EVERY. 6 GEN - USE DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Plot Plan No. 24616 shall be defined as follows:

PLOT PLAN = Plot Plan No. 24616

APPROVED EXHIBIT(S) = All of the following exhibits as defined below:

APPROVED EXHIBIT A = Site Plans for [Plot Plan No. 24616, Exhibit A (Sheets 1-2), Amended No. 1, dated 11/10/10.

APPROVED EXHIBIT B = Business Plan for Plot Plan No. 24616 (Sheets 1-8), Exhibit B, Amended No. 1, dated 11/10/10.

APPROVED EXHIBIT C = Elevation, Panel Information, Inverter, Transformer, and Switchgear Diagrams for Plot Plan No. 24616 (Sheets 1-22), Exhibit C, Amended No. 1, dated 11/10/10.

APPROVED EXHIBIT R = Reflectivity Study for Plot Plan No. 24616 (Sheets 1-20), Exhibit R, dated 11/10/10.

10. EVERY. 7 GEN - HOLD HARMLESS RECOMMND

The developer/permit holder or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside (COUNTY), its agents, officers, or employees from any claim, action, or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the development as defined in these conditions of approval, which action is brought within the 90-day time period provided for in California Government Code, Section

T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10. EVERY. 7 GEN - HOLD HARMLESS (cont.) RECOMMND

66499.37, or as amended. The COUNTY will promptly notify the developer/permit holder of any such claim, action, or proceeding against the COUNTY and will cooperate fully in the defense. If the COUNTY fails to promptly notify the developer/permit holder of any such claim, action, or proceeding or fails to cooperate fully in the defense, the developer/permit holder shall not, thereafter, be responsible to defend, indemnify, or hold harmless the COUNTY.

10. EVERY. 8 GEN - CONDITION MILESTONES RECOMMND

10 = General Conditions. These conditions provide project specific information and will not have to be cleared individually.

20 = Prior to a Certain Date. These conditions require that action(s) by the developer/permit holder be taken by a specific date.

30 = Prior to Any Project Approval. These conditions are used for Specific Plans to ensure that tentative maps and other development projects will not go forward to public hearing without meeting the condition or reflecting the condition in its design.

40 = Prior to Phasing (Unitization). These conditions are used for phased subdivisions and/or subdivision phasing plans to ensure that the phasing does not void a recordation condition.

50 = Prior to Map Recordation. These conditions require the developer/permit holder to comply with certain conditions prior to the recordation of a Final Subdivision Map or Final Parcel Map.

60 = Prior to Grading Permit Issuance. These conditions require the developer/permit holder to comply with certain conditions prior to the issuance of a grading permit (and/or Surface Mining Permit Special Inspection.)

70 = Prior to Grading Final Inspection. These conditions require the developer/permit holder to comply with certain conditions prior to requesting a grading permit final inspection.

T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10. EVERY. 8 GEN - CONDITION MILESTONES (cont.) RECOMMND

80 = Prior to Building Permit Issuance. These conditions require the developer/permit holder to comply with certain conditions prior to the issuance of a building permit.

90 = Prior to Building Final Inspection. These conditions require the developer/permit holder to comply with certain conditions prior to requesting a building permit final inspection.

100 = Prior to Issuance of Given Building Permit. These conditions require the developer/permit holder to comply with certain conditions prior to the issuance of a certain number of residential building permits.

10. EVERY. 9 GEN - HISTORY RECOMMND

The 828.86 acre site is comprised of Assessor Parcel Nos. 821-080-040, 821-080-041, 821-110-002, and 821-110-003.

The site is located in the community of Mesa Verde of the Palo Verde Area Plan in Eastern Riverside County. Specifically, the site is located northeast of the Blythe Airport, north of Interstate 10, south of 9th Avenue, and northwest of Riverside Drive and Butch Avenue.

The 640 acre site for the Blythe Airport Solar 1 Project is within an 829-acre lease area on the Blythe Airport property. The majority of the site has been previously disturbed both by past airport operations and by agriculture. This section of the airport has been designated for non-aeronautical uses in the Airport Master Plan; see airport superpad map in the Appendix, the parcel of interest is parcel B in green titled "Non Aeronautical". The existing slope at the site is relatively flat with an overall slight gradient from the northwest to the southeast.

The majority of the site is abandoned agriculture (pivot circles) and old runways associated with the Blythe Airport; see Appendix for satellite images and pictures of the site. These areas appear to have been fallow for a significant period of time and sparse creosote bush (Larrea tridentata), galleta grass (Pleuraphis rigida), and brittle bush (Encelia farinosa) have begun to reestablish. Approximately 789 acres of the 829-acre Project Site contain this vegetation type.

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10. GENERAL CONDITIONS

10. EVERY. 9 GEN - HISTORY (cont.) RECOMMND

Several small areas between pivot circles support native vegetation. The native vegetation community is low diversity Sonoran Creosote Bush Scrub (after Holland 1986). Aspect-dominant shrub species are creosote bush and white bursage (Ambrosia dumosa); galleta grass is present in areas with the loosest sand.

Like the Site itself, the surrounding lands to the south and west of the Site are part of the Blythe Airport property. Some of these lands are previously farmed, fallow lands like the Site itself. The active portions of the airport property are used for general aviation and associated purposes. Active agriculture occurs about 0.5 miles north and east of the Site. Southeast of the Site about 0.25 miles are the existing Blythe Energy Project and proposed Blythe Energy Project II, large combined-cycle, gas-fired power plants.

BS GRADE DEPARTMENT

10.BS GRADE. 2 USE - GIN INTRODUCTION RECOMMND

Improvements such as grading, filling, over excavation and recompaction, and base or paving which require a grading permit are subject to the included Building and Safety Grading Division conditions of approval.

10.BS GRADE. 3 USE-G1.2 OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

10.BS GRADE. 4 USE-G1.3 DISTURBS NEED G/PMT RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

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10. GENERAL CONDITIONS

10.BS GRADE. 5 USE-G1.6 DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 6 USE-G2.3SLOPE EROS CL PLAN RECOMMND

Erosion control - landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47).

10.BS GRADE. 7 USE-G2.5 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 8 USE-G2.6SLOPE STABL'TY ANLYS RECOMMND

A slope stability report shall be submitted and approved by the County Geologist for all proposed cut or fill slopes steeper than 2:1 (horiz. to vert.) or over 30' in vertical height - unless addressed in a previous report.

10.BS GRADE. 9 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

10.BS GRADE. 10 USE-G2.8MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

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10. GENERAL CONDITIONS

10.BS GRADE. 11 USE-G2.9DRNAGE & TERRACING RECOMMND

Provide drainage facilities and terracing in conformance with the California Building Code's chapter on "GRADING".

10.BS GRADE. 12 USE-G2.10 SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

10.BS GRADE. 13 USE-G2.23 OFFST. PAVED PKG RECOMMND

All offstreet parking areas which are conditioned to be paved shall conform to Ordinance 457 base and paving design and inspection requirements.

10.BS GRADE. 14 USE-G.3.1NO B/PMT W/O G/PMT RECOMMND

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Grading Division of the Building and Safety Department.

10.BS GRADE. 15 USE-G3.3RETAINING WALLS RECOMMND

Lots which propose retaining walls will require separate permits. They shall be obtained prior to the issuance of any other building permits - unless otherwise approved by the Building and Safety Director. The walls shall be designed by a Registered Civil Engineer - unless they conform to the County Standard Retaining Wall designs shown on the Building and Safety Department form 284-197.

10.BS GRADE. 17 USE-G4.1E-CL 4:1 OR STEEPER RECOMMND

Plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the Building & Safety Department's Erosion Control Specialist.

10.BS GRADE. 18 USE-G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

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10. GENERAL CONDITIONS

10.BS GRADE. 20 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site.

For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

E HEALTH DEPARTMENT

10.E HEALTH. 1 UNMANNED FACILITY RECOMMND

Plot Plan#24616 is proposing an unmanned 100 megawatt photovoltaic facility consisting of a single axis tracking system without plumbing. Therefore, a proposal to connect to a dedicated onsite wastewater treatment system, advanced treatment unit, or sanitary sewer is not required at this time.

However, the Department of Environmental Health (DEH) reserves the right to regulate in accordance with County Ordinances should further information indicate the requirements.

10.E HEALTH. 2 EXISTING WELLS - COMMENTS RECOMMND

Any existing well(s) that is utilized as a source for potable water must undergo a complete well evaluation including a water flow test. However, any existing well(s) that is not in use must be properly removed or abadoned under permit with the Department of Environmental Health (DEH). Please contact DEH Water Resources at (951) 955-8980

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10. GENERAL CONDITIONS

10.E HEALTH. 2 EXISTING WELLS - COMMENTS (cont.) RECOMMND

for further information.

FIRE DEPARTMENT

10.FIRE. 1 USE-#23-MIN REQ FIRE FLOW RECOMMND

As discussed with applicant: A "high line" water main will be acceptable for the temporary construction building, contingent upon an available minimum required fire flow of 1500 GPM for a 2 hour duration at 20 PSI residual operating pressure. This fire flow/ high line must be available before any combustible material is placed on the job site.

PLEAS NOTE: If ANY enclosed structures are to be installed on project site, 1). a 15,000 gallon (minimum) water storage tank, for fire protection only, will be required.

OR

2). fire hydrants and water lines extending to an acceptable distance, will be required.

10.FIRE. 2 USE-#89-RAPID HAZMAT BOX RECOMMND

A rapid entry key storage cabinet shall be installed on the outside of the temporary construction building. For gates; a Knox padlock must be installed. Applications may be obtained at the Riverside County Fire Department office of Planning Protection.

10.FIRE. 3 USE-#25-GATE ENTRANCES RECOMMND

Any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, a 38 foot turning radius shall be used.

10.FIRE. 5 USE-#20-SUPER FIRE HYDRANT RECOMMND

Super fire hydrants) (6"x4"x 2-2 1/2") shall be located ot less than 25 feet or more than 165 feet from any portion of the building as measured along approved vehicular travel ways.

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10. GENERAL CONDITIONS

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 USE FLOOD HAZARD RPT 11/03/10 RECOMMND

Plot Plan No. 24616 (previously Fast Track No. 2010-06) proposes to construct a multi-phased 100 megawatt fixed panel photovoltaic facility, including a temporary 12 foot (ft.) x 60 ft. portable construction trailer and five (5) parking spaces. The 829-acre site is located in the Blythe area on the northeast portion of the Blythe Municipal Airport.

The site is subject to off-site flows. The total tributary drainage area is approximately 23 square miles from the northwest portion of the site. These flows enter the site in a broad sheet flow manner. It is recommended that the site be graded to perpetuate existing drainage patterns.

Since the proposal is to construct solar panels, no increased runoff and/or flow diversion is anticipated.

In order to allow the free flow of storm runoff, no flow obstructing fences (chain link, block wall, etc.) shall be constructed along the northwest property line since these types of fences obstruct flows causing damage to adjacent properties. The security fencing proposed on the plan reflects chain-link fencing around the entire perimeter, with the fence offset 68 feet and 112 feet from the north and northwest property line, respectively. The proposed fencing has been pulled back into the property so as any ponding will be within the project. Alternatively, proposed fencing along the property line may be constructed but must be of a "rail" or tubular steel type.

All new building shall be floodproofed by constructing the finished floor a minimum of 24 inches above the highest adjacent ground. Slope protection shall be provided for fill exposed to erosive flows.

10.FLOOD RI. 2 USE 24" ELEVATE FINISH FLOOR RECOMMND

The finished floor of new structures shall be elevated 24 inches above the highest adjacent ground. Any mobile home/premanufactured building shall be placed on a permanent foundation.

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10. GENERAL CONDITIONS

10.FLOOD RI. 3 USE PERP DRAINAGE PATTERNS RECOMMND

The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area, outlet points and outlet conditions; otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review.

10.FLOOD RI. 4 USE NON-OBSTRUCTING FENCING RECOMMND

In order to allow the free flow of storm runoff, no flow obstructing fences (chain link, block wall, etc.) shall be constructed along the northwest property line since these types of fences obstruct flows causing damage to adjacent properties. The security fencing proposed on the plan reflects chain-link fencing around the entire perimeter, with the fence offset 68 feet and 112 feet from the north and northwest property line, respectively. The proposed fencing has been pulled back into the property so as any ponding will be within the project. Alternatively, proposed fencing along the property line may be constructed but must be of a "rail" or tubular steel type.

PLANNING DEPARTMENT

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND RECOMMND

The developer/permit holder or any successor in interest shall comply with the following codes for the life of this project:

If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the County and the property owner

T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 1 GEN - IF HUMAN REMAINS FOUND (cont.) RECOMMND

concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Planning /Director.

10.PLANNING. 2 GEN - INADVERTANT ARCHAEO FIND RECOMMND

The developer/permit-holder or any successor in interest shall comply with the following for the life of this project:

If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its' sacred or cultural importance.

1.All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethic/cultural group representative), and the Planning Director to discuss the significance of the find.

2.At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

3.Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

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10. GENERAL CONDITIONS

10.PLANNING. 3 USE - LOW PALEO RECOMMND

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.

4.The paleontologist shall determine the significance of the encountered fossil remains.

5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.

7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with

OT PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 3 USE - LOW PALEO (cont.) RECOMMND

museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * The County of Riverside must be consulted on the repository/museum to receive the fossil material prior to being curated.

10.PLANNING. 4 USE - GEO02212 RECOMMND

County Geologic Report (GEO) No. 2212 submitted for this project (PP24616) was prepared by Earth Systems Southwest (ESSW - the consultant-of-record) and consists of the following collection of documents:

Earth Systems Southwest, August 4, 2010, "Blythe Airport Solar 1 Project. APN's 821-080-040 & 041 and 821-110-002 &003, Blythe, Riverside County, California".

Caruso Turley Scott Consulting Structural Engineers, 4/10, "Blythe - Steel Pile Testing to Support Photo Voltaic (PV) Panels, Blythe Airport, Blythe, CA".

C.H.J. Incorporated, December 19, 2005, "Geotechnical Investigation, Proposed Mesa Verde-Blythe Airport Water System Improvement Project, Mesa Verde-Blythe Area, Riverside County California, Prepared for Albert A. Webb Associates, Job No. 051124-3".

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Buck Boulevard Substation and Tie-lines, Blythe, California".

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Natural Gas Pipeline, Blythe, California".

10. GENERAL CONDITIONS

10.PLANNING. 4 USE - GEO02212 (cont.) RECOMMND

Ninyo & Moore, February 13, 2001, "Geotechnical Engineering Evaluation, Blythe Energy Project, Power Plant, Blythe, California".

GEO02212 concluded:

1.No known active faults have been mapped on the site or in the immediate vicinity.

2. The potential for surface fault rupture is considered nil.

3. Anticipated ground accelerations (10% probability of exceedance in 50 years) are estimated to be approximately 0.13 g.

4.The potential for liquefaction is considered low.

5.Areal subsidence due to groundwater withdrawal or seismic induced settlement of dry sands is possible, but will probably occur on an areal basis and have minimal effects on the planned structures.

6.The hazards from slope instability or landslides are currently negligible.

GEO No. 2212 recommended:

1.ESSW should be provided the opportunity for a general review of final design and specifications in order that earthwork and foundation recommendations may be properly interpreted and implemented in the design and specifications.

GEO02212 satisfies the requirement for a Geologic Study for Planning / CEQA purposes. GEO02212 is hereby accepted for Planning purposes. This approval is not intended, and should not be misconstrued as approval for grading permit. Engineering and other building code parameters will be reviewed and additional comments and/or conditions may be imposed by the Building and Safety Department upon application for grading and/or building permits.

)T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 6 REN ENG - UTILITY COORDINATION RECOMMND

The developer/permit holder shall ensure all distribution lines, electrical substations and other interconnection facilities are constructed to the specifications of the utility purveyor and/or building codes. Interconnection shall conform to the procedures and standards established by the Public Utilities Commission or as applicable.

10.PLANNING. 7 REN ENG - FUTURE INTERFERENCE RECOMMND

If the operation of this facility generates electronic interference with or otherwise impairs the operation of any communication facilities, the developer/permit holder shall take immediate action and consult with County Information Technology staff to develop and implement measures acceptable to the Department of Information Technology.

10.PLANNING. 8 REN ENG - REPLACE OR MODIFY RECOMMND

The developer/permit holder shall give written notice to the Planning and Building Safety Directors prior to the replacement or modification of any portion of this site as shown on the APPROVED EXHIBITS except for routine maintenance.

10.PLANNING. 9 REN ENG - ON SITE DIST. LINES RECOMMND

The developer/permit holder shall ensure all on site electrical distribution lines are undergrounded up to the point of step-up or utility interface in the case of an on-site substation.

10.PLANNING. 10 REN ENG - PRODUCTION MONITORIN RECOMMND

The developer/permit holder shall monitor the plant's power production, including the power production for each array or power block and ensure systems are in place to continue monitoring throughout the life of the permit from the time the facility is connected to the grid and begins selling power. A report of the plant's power production shall be produced within fourth-five (45) days from the date the developer/permit holder receives the request from the County.

'T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 11 REN ENG - NO FINAL NO CONNECT RECOMMND

The developer/permit holder shall ensure that the Department of Building and Safety has completed their final inspection prior to connection to the utility purveyor.

A temporary power permit may be pursued from the Department of Building and Safety prior to final inspection for construction and to allow equipment and system testing. The Director of Building and Safety or his designee, may allow the interconnection of individual arrays or power blocks if it is determine that adequate safe guards exist to ensure compliance with all conditions of approval.

10.PLANNING. 12 USE - COMPLY WITH ORD./CODES RECOMMND

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

10.PLANNING. 13 USE - FEES FOR REVIEW RECOMMND

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 14 USE - LIGHTING HOODED/DIRECTED RECOMMND

Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.

10.PLANNING. 21 USE - NO OUTDOOR ADVERTISING RECOMMND

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

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10. GENERAL CONDITIONS

10.PLANNING. 28 USE - NO RESIDENT OCCUPANCY RECOMMND

No permanent occupancy shall be permitted within the property approved under this plot plan.

10.PLANNING. 29 USE - MAINTAIN LICENSING RECOMMND

At all times during the conduct of the permitted use the permittee shall maintain and keep in effect a valid Power Purchase Agreement with the Utility Purveyor. Should such agreement be denied, expire or lapse at any time in the future, this permit shall become null and void.

10.PLANNING. 30 USE - NO OFF-ROAD USES ALLOWED RECOMMND

Trail bikes, dune buggies, off-road vehicles and other similar powered apparatus shall not be operated for purposes such as, but not limited to, hill climbing, trail riding, scrambling, racing and riding exhibitions.

10.PLANNING. 35 USE - PREVENT DUST & BLOWSAND RECOMMND

Graded but undeveloped land shall be maintained in a condition so as to prevent a dust and/or blowsand nuisance and shall be either planted with interim landscaping or provided with other wind and water erosion control measures as approved by the Building and Safety Department and the State air quality management authorities.

At minimum:
1) All active areas (including haul roads) shall be watered as needed to minimize fugitive dust production in conformance with applicable regulations; and,
2) Vehicles onsite shall not travel at speeds greater than 15 miles per hour.

10.PLANNING. 37 USE - CAUSES FOR REVOCATION RECOMMND

In the event the use hereby permitted under this permit
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

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10. GENERAL CONDITIONS

10.PLANNING. 38 USE - CEASED OPERATIONS RECOMMND

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

10.PLANNING. 39 USE - 90 DAYS TO PROTEST RECOMMND

The project applicant has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, The imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval of the project.

10.PLANNING. 48 USE- ANNUAL FENCE INSPECTION RECOMMND

The Applicant / Permit Holder shall pay for an annual inspection of the two fenced sensitive resources areas. The annual inspection shall be for the purpose of verifying the integrity of the preservation fencing, locked gates, and integrity of the sensitive area within the fence. The inspection shall be conducted by the County Archaeologist on or before the end of the calendar year of each year that the permitted project is in operation. Payment for the annual inspection is the responsibility of the Applicant / Permit Holder for the life of the permit, and shall be at the current hourly rate for the County Archaeologist to conduct the inspection and prepare a report of findings for the project file. Should the integrity of the sensitive areas be compromised, the Applicant / Permit Holder shall be responsible for restoration and restitution under Public Resources Code Sections 5097.5 through 5097.7, as amended. There shall be no defacement, excavation, removals, injury, or destruction of the sensitive areas within the fenced compounds. Violation of this law is punishable by a fine not exceeding $10,000, by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment, along with the costs of restitution, as ordered by a court.

10.PLANNING. 49 USE- PRESERVE RESOURCES RECOMMND

Sensitive resources S-2 and S-4 as indicated on the confidential sensitive resources exhibit approved by the County Archaeologist and archaeological report PD-A-4665, shall be avoided and preserved by the project. Each of these areas shall have a 50-foot buffer area around the known boundaries with a 4-foot high chain link fence

FOOT PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 49 USE- PRESERVE RESOURCES (cont.) RECOMMND

around the buffer and site area. The fencing shall include a pedestrian gate with lock. The lock key or combination shall be made accessible to the County upon demand.

10.PLANNING. 50 GEN - USE BUSINESS LICENSING RECOMMND

Every person conducting business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business license registration, contact the Business Registration and License Program Office of the Department of Building and Safety.

10.PLANNING. 51 GEN - 7-13-10 RCWMD AGENCY LTR RECOMMND

July 13, 201 0 (revised July 19, 201 0)

Ray Juarez, Project Planner
Riverside County Planning Department
P. 0. Box No. 1409
Riverside, CA 92502-1 409

RE: Plot Plan No. 24616; Fast Track No. 2010-06

Proposal: The Plot Plan proposes the development of a 100 MW photovoltaic facility within a 640-acre leased area -APN: 821-080-040,821-110-002;-003

Dear Mr. Juarez:
The Riverside County Waste Management Department (Department) has reviewed the proposed project, located north of 1-10 and northeast of Blythe Airport, in the Palo Verde Valley Area Plan. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. Prior to issuance of a grading and/or building permit for EACH phase, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measureslmethods that will be taken to

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10. GENERAL CONDITIONS

10.PLANNING. 51 GEN - 7-13-10 RCWMD AGENCY LTR (cont.) RECOMMND

recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Arrangements can be made through the franchise hauler.

2. Prior to final building inspection for EACH phase, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

3. Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. Forfurther information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division. at 1.888.722.4234.

4. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

5. Consider xeriscaping and using drought tolerantllow maintenance vegetation in all landscaped areas of the project.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3351

Sincerely,

Ryan Ross
Planner IV

T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 52 GEN - 8/10/10 ALUC LETTER RECOMMND

Dear Mr. Juarez:
On April 8, 2010, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project CONDITIONALLY CONSISTENT with the 2004 Blythe Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review (which has since occurred), subject to the following conditions:

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.
   (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. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.

4. In the event that any incidence of glare or electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take all measures necessary to eliminate such glare or interference.

5. Anv new electrical transmission or distribution line

10. GENERAL CONDITIONS

10.PLANNING. 52 GEN - 8/10/10 ALUC LETTER (cont.) RECOMMND

segments for this project located within Airport Compatibility Zone B1 shall be installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A.

As an alternative to underground installation of this 30kV line, the applicant may select the route alignment depicted as Option C (a line proceeding southerly along Butch, then easterly along Riverside, then southerly along Buck to existing transmission lines) on Figure 1 exhibit prepared by The Holt Group on file with this application, as the Option C alignment does not extend into Airport Compatibility Zone B1.

The following conditions have been added pursuant to the terms of the FAA determination letter issued on August 4,2010:

6. The Federal Aviation Administration (FAA) has issued its Final Determination letter for Aeronautical Study Nos. 2010-AWP-150-NRA, 2010-AWP-196-NRA through 2010-AWP-216-NRA, and 2010-AWP-459-NRA, and has Indicated no objections to the construction of the proposed project. The letter does not state that either marking or lighting of the array and/or the proposed transmission line towers would be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 7017460-1 K Change 2.

7. The permittee shall comply with the requirements set forth in FAA Advisory Circular 15015370-2E, "Operational Safety on Airports During Construction."

8. The maximum height of the array (solar photovoltaic panels, trackers, inverters, and wires), excluding structures and transmission line towers, shall not exceed ten (10) feet above ground level, and the maximum elevation above sea level shall not exceed 406 feet above mean sea level.

9. The maximum height of the transmission line towers/poles shall not exceed nineteen (19) feet above

10. GENERAL CONDITIONS

10.PLANNING. 52 GEN - 8/10/10 ALUC LETTER (cont.) (cont.) RECOMMND

ground level, and the maximum elevation above mean sea level shall not exceed the elevation as referenced in Table 1 of the FAA letter dated August 4,2010. Such elevation shall not exceed 416 feet above mean sea level.

10. The maximum height of the maintenance building shall not exceed twenty-five (25) feet above ground level, and the maximum elevation shall not exceed 421 feet above mean sea level.

11. The specific coordinates, heights, and top point elevations of the proposed array, transmission line towerslpoles, and maintenance building 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.

12. Temporary construction equipment used during actual construction of the project shall not exceed the height of the proposed maintenance building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

I Attachments: FAA Final Determination letter

cc: ALUC Staff
US Solar Holdings, LLC
City of Blythe Planning Department (Attn.: Barbara Burrow, re: CUP 2009-01)
City of Blythe Public Works Department (Attn.: Jim Rodkey, Director)
Riverside County Economic Development Agency - Aviation (Attn.: Chad Davies)

A FULL COPY OF THIS LETTER IS ON FILE WITH THE HEARING STAFF REPORT.

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10. GENERAL CONDITIONS

10.PLANNING. 54 GEN - MITIGATION FEES RECOMMND

The Planning Department has determined the following Ordinance applies in regards to the payment of Mitigation Fees:

Ordinance No. 659:Development Impact Fees (DIF)

10.PLANNING. 55 GEN - 8/04/10 FAA AGENCY LETTE RECOMMND

U.S. Department
of Transportation
Federal Aviation
Administration

August 04,2010

US Solar Holdings
Attn: Tanya Martinez
1015 W Hays St
Boise, ID 83702

RE: (See attached Table I for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)
See full table in the Board of Supervisor's Staff Report

Description: US Solar Holdings is currently subleasing 140 acres of airport property from the City of Blythe in order to construct, own, operate and maintain a solar system on airport property. The system will consist of solar photovoltaic panels, trackers, inverters, and wires. The solar system will have a maxiinum height of 10' AGL. Project specifications can be found in Case # 2010-AWP-150.
Solar System Coordinates:
Southeast Corner: 33?37'07.14000"N,l 14?41147.22999"W
Southwest Corner: 33?37'07.14002"N,114?42'03.45702"W
Northwest Corner: 33?37'50.81304"N,114?42'03.45692"W
Northeast Corner: 33?37'50.81302"N,I 14?41'47.22764"W This form indicates the Northeast Comer.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 15015370-2E, "Operational Safety on Airports During Construction."

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10. GENERAL CONDITIONS

10.PLANNING. 55 GEN - 8/04/10 FAA AGENCY LETTE (cont.) RECOMMND

The FAA has not yet established definitive evaluation criteria. However, flat panel photo-volatic solar collection panels do not appear to present a glare hazard to navigation.

No objection to proposed project; however, NRA # 196, and 206 through 216, do not appear to be on airport property, when the "airport boundary" is applied to the map layer. Normal procedure is for those proposals located outside of airport property will need to be filed under OE, not NRA. Since they are submitted as 1 whole project, we will include thein under this determination.

This will not reflect any environmental approval under which these might be subject to different study or requirement.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

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

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This DETERMINATION EXPIRES ON FEBRUARY 4,2012 unless:
(a) extended, revised or terminated by the issuing office.
(b) the constrnction is subject to the licensing authority of the Federal Communications Coinmission (FCC) and an application for a construction permit has been

T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

10. GENERAL CONDITIONS

10.PLANNING. 55 GEN - 8/04/10 FAA AGENCY LETTE (cont.) (cont.RECOMMND

filed, as required by the FCC, within 6 months of the date of this detennination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this detennination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Kimchi Hoang, (310)725-3617, kimchi.hoang@faa.gov.

10.PLANNING. 56 GEN - PHASE II-V GEN-TIE LINE RECOMMND

Power will be delivered via a 33 kV gen-tie line from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobsonway. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot poles to the point of tie in for Phase I.

Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobsonway, then additional environmental review will be required.

10.PLANNING. 57 GEN - DUST CONTROL RECOMMND

All active areas (including haul roads) shall be watered as needed to minimize fugitive dust production in conformance with applicable regulations.

Vehicles onsite shall not travel at speeds greater than 15 miles per hour.

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10. GENERAL CONDITIONS

TRANS DEPARTMENT

10.TRANS. 6 USE - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site: http://rctlma.org/trans/. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 9 USE - STD INTRO 3(ORD 460/461) RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the landowner shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. These ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 10 USE - ENCROACHMENT PERMIT RECOMMND

An encroachment permit must be obtained from the Transportation Department prior to the commencement of any work within the County road right-of-way.

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 8 USE - UNDEVELOPED VOID DATE RECOMMND

Notwithstanding any other condition of approval herein, this permit shall become null and void on July 1, 2016, as it applies to any undeveloped portion or any undeveloped phase(s) of this property; "undeveloped" shall mean where no lawful occupancy or structure exists. A notice to the Building and Safety Department concerning this condition shall be placed on this application to take

20. PRIOR TO A CERTAIN DATE

20.PLANNING. 8 USE - UNDEVELOPED VOID DATE (cont.) RECOMMND

effect on the date specified in this condition.

20.PLANNING. 9 GEN - LIFE OF THE PERMIT RECOMMND

The life of Plot Plan No. 24616 shall terminate on July 1, 2030. This permit shall thereafter be null and void and of no effect whatsoever, and the approved use(s) shall cease. It is the permit holder's responsibility to file a revised permit prior to the termination date. The filing of a revised permit does not guarantee that said permit will ultimately be approved by the County.

Upon submittal, the developer/permit holder shall provide: 1) Adequate information to assist the the County in developing a site remediation plan. 2) Adequate information to determine a new life/expiration date if technology has not rendered this use inadequate.

20.PLANNING. 11 GEN - USE EXPIRATION DATE RECOMMND

This approval shall be used within two (2) years of the approval date; otherwise, it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within two (2) year period which is thereafter diligently pursued to completion or to the actual occupancy of existing buildings or land under the terms of the authorized use.

NOTE:
45 days prior to the expiration of the two year period, the developer/permit holder may request a one (1) year extension of time in which to begin substantial construction or use of this permit.

A maximum of three one-year extension of time requests shall be permitted. Should the time period established by any of the extension of time requests lapse, or should all three one-year extensions be obtained and no substantial construction or use has be initiated within five (5) years of the effective date, this plot plan shall become null and void.

The approval of an application for substantial conformance or revised permit shall be valid until the expiration of the original permit, unless an extension of time has been

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20. PRIOR TO A CERTAIN DATE

20.PLANNING. 11 GEN - USE EXPIRATION DATE (cont.) RECOMMND

granted by an approved revised permit.

20.PLANNING. 12 GEN - PRIOR TO FNL APPR REQMTS RECOMMND

Prior to issuing final approval package (PINKS), the developer/permit holder shall provide six complete sets of amended exhibits as defined in the definition section of these conditions of approval. The amended exhibits shall incorporate any changes that have been required during the final entitlement stages and/or by the Board of Supervisors. It is the applicant's responsibility to coordinate with staff to ensure timely processing.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 USE-G2.1 GRADING BONDS RECOMMND

Grading in excess of 199 cubic yards will require performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 2 USE-G2.4GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit.

All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.*

*The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 3 USE-G2.7DRNAGE DESIGN Q100 RECOMMND

All grading and drainage shall be designed in accordance with Riverside County Flood Control & Water Conservation District's conditions of approval regarding this

60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 3 USE-G2.7DRNAGE DESIGN Q100 (cont.) RECOMMND

application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

Additionally, the Building and Safety Department's conditional approval of this application includes an expectation that the conceptual grading plan reviewed and approved for it complies or can comply with any WQMP (water Quality Management Plan) required by Riverside County Flood Control & Water Conservation District.

60.BS GRADE. 4 USE-G2.14OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 5 USE-G2.15NOTRD OFFSITE LTR RECOMMND

A notarized letter of permission, from the affected property owners or easement holders, is required for any proposed off site grading.

60.BS GRADE. 7 USE-G1.4 NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain a copy of the NPDES State Construction Permit contact the SWRCB at (916) 657-1146.

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 8 USE IMPORT/EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety department. If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director and the Environmental Programs Director for review and comment and to the Building and Safety Department Director for approval. Additionally, if the movement of import/export occurs using county roads, review and approval of the haul routes by the Transportation Department will be required.

EPD DEPARTMENT

60.EPD. 1 EPD - 30 DAY BURROWING OWL SUR RECOMMND

Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 2 - TEMP DT FENCE RECOMMND

A temporary desert tortoise exclusionary fence shall be constructed outside of the boundary of the permanent desert tortoise exclusionary fence. This shall be done for the entire project site. This will not be done in phases. A biological monitor shall oversee the installation of the temporary exclusionary fence. The biological monitor shall submit a report to the Environmental Programs Division, documenting that the fence was installed properly.

60.EPD. 3 - DESERT TORTOISE SURVEY RECOMMND

Once the temporary desert tortoise exclusionary fence has been completed and approved by the Environmental Programs Division, a qualified biologist shall conduct pre-construction clearance surveys for desert tortoise. If desert tortoises are found, the project shall be halted and the applicant will consult with the California Department of Fish and Game, and the United States Fish and Wildlife Service. If tortoises are not found, the biologist shall submit a report documenting the survey effort and the absence of desert tortoise, to the Environmental Programs Division.

60.EPD. 4 - PERMANENT DT FENCE RECOMMND

The permanent desert tortoise exclusionary fence shall be constructed within the boundaries of the temporary exclusionary fence. This shall be done for the entire site and will not be done in phases. Construction of the fence may not begin until the Environmental Programs Division has reviewed and approved the documentation of the pre-construction clearance surveys, and/or the applicant has completed a consultation with the wildlife agencies.

60.EPD. 5 - RARE PLANT SURVEY RECOMMND

Focused surveys for Dwarf Germander, Glandular Ditaxis, and Wiggin's Cholla shall be conducted in the areas identified as supporting suitable habitat, in the report titled "Blythe Airport Solar I Project Supplemental Habitat Assessment Report." The surveys must be conducted during the appropriate survey period. In the event that the species is present, the area shall be fenced off and permanently avoided. If permanent avoidance is not feasible, the area shall be temporarily avoided until a mitigation and/or transplantation plan is approved by the

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 5 - RARE PLANT SURVEY (cont.) RECOMMND

Environmental Programs Division (EPD). Please contact EPD for more information. (951) 955-6892

60.EPD. 6 - NESTING BIRD SURVEY RECOMMND

The proposed project has the potential to impact nesting birds through grading and other construction related activities. Ground and vegetation disturbing activities shall take place outside of the recognized nesting season, if practical. The nesting season typically occurs between early February and August, but can vary slightly from year to year. If ground disturbing and vegetation disturbing activities must occur within the recognized nesting season, then nesting bird surveys will be performed starting within one week of commencing construction and weekly thereafter throughout the nesting season to identify any nests that may be impacted by construction activities. If any active nests are located within the proposed disturbance area or within 100 feet of ground disturbing activities, a 100 feet buffer area will be flagged around the nest (500 feet from any active raptor nest) and no activity will be allowed in the buffer area until nesting is completed as verified by the project biologist. Periodic monitoring by a biologist will be performed to determine when nesting is complete.

FLOOD RI DEPARTMENT

60.FLOOD RI. 1 USE EROS CNTRL AFTER RGH GRAD RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

PLANNING DEPARTMENT

60.PLANNING. 1 GEN- CULTURAL RESOURCES PROFE RECOMMND

As a result of archaeological investigation (PD-A- 4665) prepared by KP Environmental, dated September 30, 2010, prepared for this proposed project has documented a number of cultural resources, both prehistoric and historic, and has established that the area is sensitive for more prehistoric and historic cultural resources. Therefore, archaeological monitoring of all grubbing, debris pile

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 GEN- CULTURAL RESOURCES PROFE (cont.) RECOMMND

removals, grading, trenching, dirt or rock borrowing, tree removals, and similar earth disturbances is required for resource mitigation.

Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a County certified Archaeologist, to be assisted by an Historic Archaeologist or Historian, as needed, who has a current signed MOU with the County for professional services. This professional(s) shall be known as the "Project Monitor." The Project Monitor shall be included in the pre-grade meetings to provide cultural/historical sensitivity training to workers including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The training serves to instruct workers that halting construction is necessary if a potential cultural or historical resource is discovered. It provides them with instruction regarding safety procedures, applicable laws, penalties, authorities, and reporting requirements in the event something is discovered. The Project Monitor shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, debris removals, rock crushing, structure demolition and etc. The Project Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, treatment, or potential recovery of cultural/historic resources in coordination with the designated special interest monitor and any designated tribal monitor(s).

The developer/permit holder shall submit a fully executed copy of the contract between the professional and the developer/permit holder to the Riverside County Planning Department (County Archaeologist) to ensure compliance with this condition of approval. Upon verification of compliance with this requirement, the Planning Department shall clear this condition.

NOTE:
1)The Project Monitor is responsible for implementing mitigation using current standard professional practices

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 1 GEN- CULTURAL RESOURCES PROFE (cont.) (cont.) RECOMMND

for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor throughout the process.

2) The contract for services shall not modify or delete any adopted condition of approval or mitigation measure for this project.

60.PLANNING. 2 GEN- SPECIAL INTEREST MONITOR RECOMMND

As a result of archaeological investigation PD-A-4665, prepared by kp environmental, dated September 30, 2010, special interest monitoring and curation shall be required for any subsurface or surface collected artifacts pertaining to sites and features associated with the World War II Desert Training Center - Blythe Army Air Base (BAAB). The BAAB site has been determined to be eligible for listing on the National Register of Historic Places as well as the California Register.

As no local Native American tribes requested participation with this project or repatriation of cultural materials, curation of recovered prehistoric Native American cultural artifacts shall comply with federal regulations as promulgated by the Bureau of Land Management (BLM) and California Energy Commission (CEC) for prehistoric sites within the DTC Cultural Landscape District boundaries, with curation to be within Riverside County with the goal of curating materials in facilities curating other DTC-region collections to benefit future research accessibility.

Prior to the issuance of any grading or building permits, the developer/permit holder shall enter into a written agreement to retain a monitor(s) designated by the General Patton Memorial Museum. At the Museum's discretion, there shall be one special interest monitor per array phase heading where soil disturbance occurs. This group shall be known as the Special Interest Monitor (SI Monitor) for this project. The contract shall address the treatment and ultimate disposition of historic resources which may include curation at the General Patton Memorial Museum.

The SI Monitor(s) shall be allowed on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing,

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60.PLANNING. 2 GEN- SPECIAL INTEREST MONITOR (cont:) RECOMMND

tree removals, grading, trenching, stockpiling of materials, debris pile removals, rock crushing, structure demolition and etc. The SI Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the required archeological monitor.

The developer/permit holder shall submit a fully executed copy of the agreement with the Patton Museum to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition toward permit issuance. Verification of the monitoring shall be documented in the Phase IV ARchaeological Monitoring Report.

NOTE:
1)The Cultural Resources Professional is responsible for implementing approved mitigation and standard professional practices for cultural resources. The Professional shall consult with the County, developer/permit holder and special interest group monitor, as appropriate, throughout the process.

2)Special interest monitoring does not replace any required archaeological monitoring, but rather serves as a supplement for consultation and advisory purposes for the Patton Museum's interests only on behalf of the historic Desert Training Center.

3)This agreement shall not modify any approved condition of approval or mitigation measure.

60.PLANNING. 4 USE- CRMMP REQUIRED RECOMMND

Prior to issuance of any grading permits, the developer / permit holder shall submit for approval to the County Archaeologist and the County Historic Preservation Officer (CHPO) a copy of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) that addresses the details of all activities that must be completed in order to reduce the impacts to cultural and historic resources to a level that is less than significant. The CRMMP defines the roles and responsibilities of cultural resources personnel and

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 4 USE- CRMMP REQUIRED (cont.) RECOMMND

provides timelines for the completion of the required mitgation. The CRMMP will also include a discussion of curation specifications, materials to be transferred to a curation facility, and the responsibility of the developer / permit holder to pay all curation fees. The CRMMP shall incorporate the newly promulgated cultural resources historic and cultural contexts and field manual protocols and methods prepared by the BLM/CEC for the DTC historic landscape district.

Specifically, the CRMMP shall include the following forms of mitigation as recommended by the archaeological report prepared for this project.

1. Intensive mapping: Use of a GPS, aerial photography, and GIS technologies to create detailed plan maps of the BAAB that would document key structural elements.

2. Archival Research, Oral History, and Historic Context Development: Conduct additional archival research to gather information in the history and context of the BAAB and its relationship with the DTC/C-AMA and General Patton. This would be done in order to provide supporting data for DPR forms and NRHP and CRHR nomination forms. Sources might include the Department of Defense military archives in Washington, D.C., and the National Archives in College Park, Maryland, or Laguna Nigel, California. This measure would also include oral interviews with surviving veterans who served at BAAB, access to their interview notes from previous interviews (Art Wilson, 2008, Runways in the Sand: The History of Blythe Army Air Base in World War II).

3. Public Interpretive Documentation: This measure would include a publication for the general public that would add to the public's knowledge, understanding, and appreciation of the BAAB. The documentation could consist of a substantial publication, mobile teaching exhibit, permanent exhibit at the General Patton Memorial Museum, documentary film, or other suitable form to be made available to the public, County of Riverside, the George S. Patton Museum, and state and local libraries and schools.

4. Archaeological Investigation: As stated above, the majority of the eastern third of the base has been destroyed, and the BAAB is recommended eligible for the

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60.PLANNING. 4 USE- CRMMP REQUIRED (cont.) (cont.) RECOMMND

National Register of Historic Places (NRHP) under Criteria A and B and for the (California Register of Historic Resources (CRHR) under Criteria 1 and 2. There are scatters of artifacts on the surface and piles of debris across the BAS project site and this measure would include a surface collection of diagnostic artifacts that would contribute to the study and analysis of the site plan and function of this area of the BAAB. This data from this study would be incorporated into the overall documentation of the BAAB.

60.PLANNING. 6 USE- CURATION AGREEMENT RECOMMND

Prior to issuance of a grading permit, the Applicant/Permit Holder shall submit to the County Archaeologist, a completely executed agreement between the Applicant/Permit Holder and the General Patton Memorial Museum, in Chiriaco Summit, California, that includes but is not limited to, provisions for temporary curtion storage and related maintenance fees, access to qualified researchers, long term permanent curation requirements, with a public interpretive component for the preservation and presentation of the history of the Blythe Army Air Base and its role as part of the World War II Desert Training Center.

60.PLANNING. 14 USE - BLOWSAND & DUST CONTROL RECOMMND

The permittee shall institute blowsand and dust control measures during grading and shall note or show the measures to be used on their grading plans. These measures shall include, but not be limited to:
a) The use of irrigation during any construction activities;
b) planting of cover crop or vegetation upon previously graded but undeveloped portions of the site; and
c) provision of windbreaks or windrows, fencing, and/or landscaping to reduce the effects upon adjacent properties and property owners. The permittee shall comply with the directives of the Director of the Building and Safety Department with regards to the applicable sections of Ordinance No. 484 (Blowsand Control) and Ordinance No. 742 (Control of Fugitive Dust/PM10 in Urban Areas).

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60.PLANNING. 22 USE- PRESERVATION FENCING REQ RECOMMND

Preservation fencing shall be required around sensitive resources sites S-2 and S-4 including a 50 foot buffer area for each site to the satisfaction of the County Archaeologist.The fencing is to be four feet high and made of chain link. A pedestrian gate shall be included with a lock for each fenced area. The installation of the fencing shall be monitored by the Project Archaeologist.

60.PLANNING. 23 USE- RESOURCE FENCE INSPECTION RECOMMND

Prior to issuance of the first grading permit, the two preservation fences for the sensitive resources areas shall be installed with archaeological monitoring. A monitoring report shall be submitted to the County Archaeologist upon completion of the monitoring.

60.PLANNING. 24 USE- ECS NOTE ARCHAEOLOGICAL RECOMMND

The following Environmental Constraints note shall be placed on the ECS:

"County Archaeological Report no. PD-A-4665, was prepared for this property on Setpebmer 30, 2010 KP Environmental and is on file at the County of Riverside Planning Department. The property is subject to surface alteration restrictions based on the results of the report and County determination."

60.PLANNING. 25 USE- ECS SHALL BE PREPARED RECOMMND

The Applicant / Permit Holder shall prepare an Environmental Constraints Sheet (ECS) as part of the Grading Plan Check review, and, upon approval, recorded with the County Recorder's Office prior to issuance of any grading permit.

60.PLANNING. 26 GEN - GRADING & BRUSHING AREA RECOMMND

The developer/permit holder shall cause grading plans to be prepared which restricts grading and brushing to public or private access roads, driveways, pad sites, leach fields, existing agricultural areas, and fuel modification zones, as identified on the APPROVED EXHIBITS. The Planning Department shall verify the plan check approved grading plans conform to the APPROVED EXHIBITS as part of the grading review process. The Planning Department shall

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60.PLANNING. 26 GEN - GRADING & BRUSHING AREA (cont.) RECOMMND

clear this condition upon determination of compliance.

60.PLANNING. 27 GEN - FEE BALANCE RECOMMND

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees for PP24616 and/or any related case are in a negative balance. If so, any outstanding fees shall be paid by the developer/permit holder. The Planning Department shall clear this condition upon determination of compliance.

60.PLANNING. 28 GEN - GRADING PLAN CLEARANCE RECOMMND

Prior to the issuance of a grading permit, the developer shall submit a Request for Planning Clearance of Rough Grading Permit form to the Planning Department. The Planning Department shall verify that the plan-check approved grading plan is in conformance with APPROVED EXHIBITS. The developer shall also submit proof of compliance with all Planning Department "Prior to Grading Permit Issuance" conditions at that time. Upon determination of condition compliance, the Planning Department will clear all "Prior to Grading Permit Issuance" conditions.

60.PLANNING. 31 GEN - LLA or CPM REQUIRED (1) RECOMMND

Prior to the issuance of a grading permit, the developer/permit holder shall file and process to completion a Lot Line Adjustment (LLA) or Certificate of Parcel Merger (CPM) application with the Planning Department. The LLA or CPM shall relocate or merge the common lot lines between Assessor Parcel Nos. 821-080-040, 821-080-041, 821-110-002, and 821-110-003 to a configuration so the lot lines arn not bisected by structures or power blocks. The application shall comply with the development standards of the Manufacturing-Heavy Zone (M-H Zone). Upon recordation, the developer/permit holder shall provide proof to the Planning Department for compliance with this condition.

60.PLANNING. 32 GEN - COC REQUIRED (1) RECOMMND

Prior to issuance of a grading permit, the developer/permit holder shall file and process to completion a Certificate of Land Division Compliance (COC) application with the

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 32 GEN - COC REQUIRED (1) (cont.) RECOMMND

Planning Department for Assessor Parcel Nos. 821-08-040, 821-080-041, 821-110-002, and 821-110-003. Upon recordation, the developer/permit holder shall provide proof to the Planning Department for compliance with this condition.

60.PLANNING. 33 GEN - RCWMD AGENCY LETTER RECOMMND

EXCERPTS FOR RCWMD Letter Dated July 13, 2010 (revised July 19, 2010) See condition of approval 10.PLANNING.51 for full letter.

1. Prior to issuance of a grading and/or building permit for EACH phase, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measureslmethods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Arrangements can be made through the franchise hauler.

The developer/permit holder shall provide proof of compliance to the Riverside County Planning Department to determine condition compliance. Upon determination of compliance, the planning department shall clear this condition.

60.PLANNING. 34 GEN - 8/10/10 ALUC LETTER RECOMMND

Prior to the issuance of a grading permit, the developer/permit holder shall clearly demonstrate compliance wiht the Airport Land Use Commission (ALUC) Letter dated August 10, 2010.

Specifically, the developer/permit holder shall demonstrate on all grading plans that the proposed electrical gen-tie line segments for this project located within Airport Compatibility Zone B1 are installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 34 GEN - 8/10/10 ALUC LETTER (cont.) RECOMMND

Upon request to review grading plans, the Planning Department shall coordinate with ALUC staff to ensure the plan meets the intent of this condition of approval. Upon verification, the Planning Department shall clear this condition.

60.PLANNING. 35 GEN - PHASE II THRU V DEVELOPM RECOMMND

The letter from the Federal Aviation Administration dated August 4, 2010 indicates that their Final Determination was based on a project description inclusive of a 140 acre lease area. The first phase of development will be 140 acres, but the entire 100 megawatts (five phases) will be 640 acres. To ensure compliance with FAA standards the developer/permit holder shall comply with the following condition:

Prior to the issuance of grading permits for Phases II thru V as shown on the APPROVED EXHIBITS, the developer shall provide a letter from the FAA to the Riverside County Planning Department clearly stating that there is no objection to construct phases two thru five of this proposal development. This condition can be clared for all proposed phases, or for each phase (II thru V) individually.

Upon determination of compliance, the Planning Department shall clear this condition.

Note: This condition does not apply to Phase I

60.PLANNING. 36 GEN - PHASES II-V GEN-TIE LINE RECOMMND

Prior to the issuance of a grading permit for Phases II-V, the developer shall provided adequate plans and analysis to the Riverside County Planning Department for the two additional proposed 33kV gen-tie lines that extend beyond the scope of entitlement at Hobsonway.

The Planning Department shall determine if additional environmental review is required based upon the information provided. In the event that additional environmental review is required to satisfy the requirements of the California Environmental Quality Act (CEQA), then a REVISED PERMIT shall be submitted by the developer/permit holder and processed to completion prior to issuance of any

60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 36 GEN - PHASES II-V GEN-TIE LINE (cont.) RECOMMND

permit for Phase II-V.

If, upon review of all documentation provided, the Planning Department determines that no additional CEQA review will be required, then sufficient documents or applications shall be filed by the applicant to maintain clear County records and the Planning Department shall clear this condition.

NOTE:
1) This condition does not apply to Phase I

60.PLANNING. 37 USE - EASEMENTS RECOMMND

Prior to the issuance of Grading Permits, the developer/permit holder shall provide the Riverside County Planning Department with proof of recorded easements or other appropriate agreements as evidence granting permission to construct the water lines, access roads, and gen-tie lines as discussed below.

Upon receipt and confirmation that the said easements cover the areas proposed for water lines, access roads, and gen-tie lines, the Planning Department will clear this condition.

EXCERPTS FROM PROJECT DESCRIPTION
Water will be provided via a 6-inch diameter pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to allow for a permanent source of water. The line will undergrounded and extend east to Butch Avenue then north to the project site for a total of approximately 4,800 feet to the project site. The water will be used for fire suppression, construction and operation dust control, and solar panel maintenance.

Power will be delivered via a 33 kV gen-tie line (minor transmission line extending from the point of power generation to the point of connection into the transmission & distribution line) from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot high poles to the point of tie in for

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 37 USE - EASEMENTS (cont.) RECOMMND

Phase I. Phases II thru V will require complete undergrounding of two additional 33 kV gen-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-tie lines extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required.

Primary road access is proposed from the east via Buck Boulevard north, then west along Riverside Drive, and then north along Butch Avenue. Secondary access is proposed northerly along Butch Avenue from Hobson Way; and two 24-foot wide emergency access gates are proposed where 9th and 10th Avenue meet the project boundaries eastern fence line.

TRANS DEPARTMENT

60.TRANS. 1 USE - TRANSPORTATION CLEARANCE RECOMMND

A clearance from the Transportation Department is required prior to the issuance of a grading permit.

60.TRANS. 3 USE-SBMT/APPVD GRADG PLAN/TRAN RECOMMND

When you submit a grading plan to the Department of Building and Safety, a copy of the grading plan shall be submitted and approved by the Transportation Department prior to a grading permit issuance.

Submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor, 4080 Lemon Street, Riverside, CA.

80. PRIOR TO BLDG PRMT ISSUANCE

BS GRADE DEPARTMENT

80.BS GRADE. 1 USE* -G3.1NO B/PMT W/O G/PMT RECOMMND

Prior to issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Grading Division of the Building and Safety Department.

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80. PRIOR TO BLDG PRMT ISSUANCE

EPD DEPARTMENT

80.EPD. 1 ---USE - 30 DAY BURROWING OWL2 RECOMMND

Pursuant to Objective 6 and Objective 7 of the Species Account for the burrowing owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department (EPD). If it is determined that the project site is occupied by burrowing owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the burrowing owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The EPD shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

80.EPD. 2 USE - TEMP DT FENCE 2 RECOMMND

A temporary desert tortoise exclusionary fence shall be constructed outside of the boundary of the permanent desert tortoise exclusionary fence. This shall be done for the entire project site. This will not be done in phases. A biological monitor shall oversee the installation of the temporary exclusionary fence. The biological monitor shall submit a report to the Environmental Programs Division, documenting that the fence was installed properly.

80.EPD. 3 USE - DESERT TORTOISE SURVEY2 RECOMMND

Once the temporary desert tortoise exclusionary fence has been completed and approved by the Environmental Programs Division, a qualified biologist shall conduct pre-construction clearance surveys for desert tortoise. If desert tortoises are found, the project shall be halted and the applicant will consult with the California Department

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80. PRIOR TO BLDG PRMT ISSUANCE

80.EPD. 3 USE - DESERT TORTOISE SURVEY2 (cont.) RECOMMND

of Fish and Game, and the United States Fish and Wildlife Service. If tortoises are not found, the biologist shall submit a report documenting the survey effort and the absence of desert tortoise, to the Environmental Programs Division.

80.EPD. 4 USE - PERMANENT DT FENCE2 RECOMMND

The permanent desert tortoise exclusionary fence shall be constructed within the boundaries of the temporary exclusionary fence. This shall be done for the entire site and will not be done in phases. Construction of the fence may not begin until the Environmental Programs Division has reviewed and approved the documentation of the pre-construction clearance surveys, and/or the applicant has completed a consultation with the wildlife agencies.

80.EPD. 5 USE - RARE PLANT SURVEY 2 RECOMMND

Focused surveys for Dwarf Germander, Glandular Ditaxis, and Wiggin's Cholla shall be conducted in the areas identified as supporting suitable habitat, in the report titled "Blythe Airport Solar I Project Supplemental Habitat Assessment Report." The surveys must be conducted during the appropriate survey period. In the event that the species is present, the area shall be fenced off and permanently avoided. If permanent avoidance is not feasible, the area shall be temporarily avoided untill a mitigation and/or transplantation plan is approved by the Environmental Programs Division (EPD). Please contact EPD for more information. (951) 955-6892

80.EPD. 6 MAP - NESTING BIRD SURVEY 2 RECOMMND

The proposed project has the potential to impact nesting birds through grading and other construction related activities. Ground and vegetation disturbing activities shall take place outside of the recognized nesting season, if practical. The nesting season typically occurs between early February and August, but can vary slightly from year to year. If ground disturbing and vegetation disturbing activities must occur within the recognized nesting season, then nesting bird surveys will be performed starting within one week of commencing construction and weekly thereafter throughout the nesting season to identify any nests that may be impacted by construction activities. If any active

80. PRIOR TO BLDG PRMT ISSUANCE

80.EPD. 6 MAP - NESTING BIRD SURVEY 2 (cont.) RECOMMND

nests are located within the proposed disturbance area or within 100 feet of ground disturbing activities, a 100 feet buffer area will be flagged around the nest (500 feet from any active raptor nest) and no activity will be allowed in the buffer area until nesting is completed as verified by the project biologist. Periodic monitoring by a biologist will be performed to determine when nesting is complete.

FIRE DEPARTMENT

80.FIRE. 1 USE-#4-WATER PLANS RECOMMND

The applicant or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 10 feet per second. Plans shall conform to the fire hydrant types, location and spacing, and the system shall meet the fire flow requirements.
Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

PLANNING DEPARTMENT

80.PLANNING. 1 REN ENG - PURCHASE AGRMENT (1) RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall provide a copy of the Power Purchase Agreement (PPA) with the utility purveyor to the Riverside County Planning Department for filing. One hard copy and one CD shall be provided. The Planning Department shall place the agreement on file for future reference and clear this condition.

80.PLANNING. 2 REN ENG - REMEDIATION BONDING RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall bond or provide another appropriate and sufficient security in the amount of $4,480,000 ($7,000.00 per acre x 640) or enter into an agreement with the County to cover the costs of all foreign material removal and site restoration including but not limited to removal of foundations, towers, transformers, inverters and cables.

80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 2 REN ENG - REMEDIATION BONDING (cont.) RECOMMND

The bond, security, or agreement shall be held for life of the permit, but may be released sooner by the Board of Supervisors upon approval of a final demolition and site restoration inspection by the Department of Building and Safety. Thereafter, and with no interruption in the bonding, security, or agreement for the project, bonds shall be renewed in five (5) year increments to include the expiration date of the permit(s) granted, as referenced herein.

If the Planning Director determines, at any time during the term of the bond or other security, that the amount of the bond or other security has become insufficient, the permit holder shall increase the amount of the bond or other security within thirty (30) days after being notified that the amount is insufficient, but the required increase shall not exceed the increase in the U.S. Department of Labor Consumer Price Index for the Los Angeles-Long Beach Metropolitan Area.

80.PLANNING. 6 USE - BLOWSAND & DUST CONTROL RECOMMND

The permit holder shall institute blowsand and dust control measures during grading and shall note or show the measures to be used on their grading plans.
These measures shall include, but not be limited to: a) The use of irrigation during any construction activities; b) planting of cover crop or vegetation upon previously graded but undeveloped portions of the site; and c) provision of windbreaks or windrows, fencing, and/or landscaping to reduce the effects upon adjacent properties and property owners. The permittee shall comply with the directives of the Director of the Building and Safety Department with regards to the applicable sections of Ordinance No. 484 (Blowsand Control) and Ordinance No. 742 (Control of Fugitive Dust/PM10 in Urban Areas).

80.PLANNING. 41 GEN - FEE BALANCE CHECK RECOMMND

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees for PP24616 and/or any related case are in a negative balance. If so, any outstanding fees shall be paid by the developer/permit holder. The Planning Department shall clear this condition upon determination of compliance.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 41 GEN - FEE BALANCE CHECK (cont.) RECOMMND

Note:
This condition shall be considered cleared if the 60 Series FEE BALANCE condition is in a MET status.

80.PLANNING. 42 GEN - 8/10/10 ALUC LETTER COMP RECOMMND

Prior to issuance of a building permit, the eveloper/permit holder shall show proof of compliance with the Airport Land Use Commission Letter dated 8/10/2010 regarding Federal Aviation Administration (FAA) condition compliance summarized as follows:

The following conditions have been added pursuant to the terms of the FAA determination letter issued on August 4,2010:

6. The Federal Aviation Administration (FAA) has issued its Final Determination letter for Aeronautical Study Nos. 2010-AWP-150-NRA, 2010-AWP-196-NRA through 2010-AWP-216-NRA, and 2010-AWP-459-NRA, and has indicated no objections to the construction of the proposed project. The letter does not state that either marking or lighting of the array andlor the proposed transmission line towers would be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 7017460-1 K Change 2.

7. The permittee shall comply with the requirements set forth in FAA Advisory Circular 15015370-2E, "Operational Safety on Airports During Construction."

8. The maximum height of the array (solar photovoltaic panels, trackers, inverters, and wires), excluding structures and transmission line towers, shall not exceed ten (10) feet above ground level, and the maximum elevation above sea level shall not exceed 406 feet above mean sea level.

9. The maximum height of the transmission line towerslpoles shall not exceed nineteen (19) feet above ground level, and the maximum elevation above mean sea level shall not exceed the elevation as referenced in Table 1 of the FAA letter dated August 4,2010. Such elevation shall not exceed

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 42 GEN - 8/10/10 ALUC LETTER COMP (cont.) RECOMMND

416 feet above mean sea level.

10. The maximum height of the maintenance building shall not exceed twenty-five (25) feet above ground level, and the maximum elevation shall not exceed 421 feet above mean sea level.

11. The specific coordinates, heights, and top point elevations of the proposed array, transmission line towersIpoles, and maintenance building 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.

12. Temporary construction equipment used during actual construction of the project shall not exceed the height of the proposed maintenance building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

The Planning Department shall clear this condition upon determination of compliance.

80.PLANNING. 43 GEN - PHASE II THRU V DEVELPM RECOMMND

The letter from the Federal Aviation Administration dated August 4, 2010 indicates that their Final Determination was based on a project description inclusive of a 140 acre lease area. The first phase of development will be 140 acres, but the entire 100 megawatts (five phases) will be 640 acres. To ensure compliance with FAA standards the developer/permit holder shall comply with the following condition:

Prior to the issuance of building permits for Phases II thru V as shown on the APPROVED EXHIBITS, the developer shall provide a letter from the FAA to the Riverside County Planning Department clearly stating that there is no objection to construct phases two thru five of this proposal development. This condition can be clared for all proposed phases, or for each phase (II thru V) individually.

Upon determination of compliance, the Planning Department

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 43 GEN - PHASE II THRU V DEVELPM (cont.) RECOMMND

shall clear this condition.

Note: This condition does not apply to Phase I

80.PLANNING. 45 GEN - COC REQUIRED (2) RECOMMND

Prior to issuance of a building permit, the developer/permit holder shall file and process to completion a Certificate of Land Division Compliance (COC) application with the Planning Department for Assessor Parcel Numbers 821-080-040, 821-080-041, 821-110-002, and 821-110-003. Upon recordation, the developer/permit holder shall provide proof to the Planning Department for compliance with this condition.

Note:
This condition shall be considered cleared if the 60 Series COC REQUIRED condition is in a MET status.

80.PLANNING. 46 GEN - LLA OR CPM REQUIRED (2) RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall file and process to completion a Lot Line Adjustment (LLA) or Certificate of Parcel Merger (CPM) application with the Planning Department. The LLA or CPM shall relocate relocate or merge the common lot lines between Assessor Parcel Nos. 821-080-040, 821-080-041, 821-110-002, and 821-110-003 so they do not bisect structures and/or power blocks. The application shall comply with the development standards of the Manufacturing Heavy Zone. Upon recordation, the developer/permit holder shall provide proof to the Planning Department for compliance with this condition.

Note:
This condition shall be considered cleared if the 60 Series LLA OR CPM REQUIRED condition is in a MET status.

80.PLANNING. 47 GEN - SCHOOL MITIGATION (1) RECOMMND

Prior to the issuance of building permits, the developer/permit holder shall pay mitigation fees in accordance with California State Law to the Palo Verde Valley Unified School District. Proof of payment, in the form a receipt, shall be provided to the TLMA Counter Service Division to verify compliance with this condition.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 47 GEN - SCHOOL MITIGATION (1) (cont.) RECOMMND

The TLMA Counter Service Division shall clear this condition upon determination of compliance.

80.PLANNING. 48 GEN - USE BUILDING PLANS RECOMMND

Prior to the issuance of a building permit, the developer shall submit a Request for Planning Department Clearance form to the Planning Department. The Planning Department shall verify that the plan-check approved building plans are in conformance with APPROVED EXHIBITS. The developer shall also submit proof of compliance with all Planning Department "Prior to Building Permit Issuance" conditions at that time. Upon determination of condition compliance, the Planning Department will clear all "Prior to Building Permit Issuance" conditions.

80.PLANNING. 49 GEN - RCWMD AGENCY LETTER RECOMMND

Prior to issuance of a building permit, the developer/permit holder shallsubmit a clearance letter from Riverside County Waste Management District (RCWMD) to the Riverside County Planning Department verifying compliance with the conditions stated in their letter dated 7/13/10, which states as follows:

EXCERPTS FOR RCWMD Letter Dated July 13, 2010 (revised July 19, 2010) See condition of approval 10.PLANNING.51 for full letter.

1. Prior to issuance of a grading and/or building permit for EACH phase, a Waste Recycling Plan (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measureslmethods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Arrangements can be made through the franchise hauler.

The Planning Department shall clear this condition upon determination of compliance. This condition shall be considered met if condition of approval 60.PLANNING.33 GEN-RCWMD AGENCY LETTER has been satisfied.

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80. PRIOR TO BLDG PRMT ISSUANCE

80.PLANNING. 50 GEN - PHASE II-V GEN-TIE LINE RECOMMND

Prior to the issuance of any permit (building or grading) for Phases II-V, the developer shall provided adequate plans and analysis to the Riverside County Planning Department for the two additional proposed 33kV gen-tie lines that extend beyond the scope of entitlement at Hobsonway.

The Planning Department shall determine if additional environmental review is required based upon the information provided. In the event that additional environmental review is required to satisfy the requirements of the California Environmental Quality Act (CEQA), then a REVISED PERMIT shall be submitted by the developer/permit holder and processed to completion prior to issuance of any permit for Phase II-V.

If, upon review of all documentation provided, the Planning Department determines that no additional CEQA review will be required, then sufficient documents or applications shall be filed by the applicant to maintain clear County records and the Planning Department shall clear this condition.

NOTE:
1) This condition does not apply to the first phase of development.

TRANS DEPARTMENT

80.TRANS. 1 USE - EVIDENCE/LEGAL ACCESS RECOMMND

Provide evidence of legal access.

80.TRANS. 2 USE - ACCESS REQUIREMENT RECOMMND

The section of Riverside Drive that is already improved shall be widened to 26-feet with additional 6-feet improved Class II Base. The unimproved section of Riverside Drive shall be constructed to 26-feet and improved with Class II Base. Similar improvements shall be requried from Riverside Drive north to the south project boundary.

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90. PRIOR TO BLDG FINAL INSPECTION

BS GRADE DEPARTMENT

90.BS GRADE. 1 USE*G4.3PAVING INSPECTIONS RECOMMND

The developer/applicant shall be responsible for obtaining the paving inspections required by Ordinance 457.

E HEALTH DEPARTMENT

90.E HEALTH. 1 USE - HAZMAT BUS PLAN RECOMMND

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

90.E HEALTH. 2 USE - HAZMAT REVIEW RECOMMND

If further review of the site indicates additional environmental health issues, the Hazardous Materials Management Division reserves the right to regulate the business in accordance with applicable County Ordinances.

90.E HEALTH. 3 USE - HAZMAT CONTACT RECOMMND

Contact a Hazardous Materials Specialist, Hazardous Materials Management Division, at (951) 358-5055 for any additional requirements.

FIRE DEPARTMENT

90.FIRE. 1 USE-#45-FIRE LANES RECOMMND

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90.FIRE. 2 USE-#27-EXTINGUISHERS RECOMMND

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (inches) to center above floor level with maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

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90. PRIOR TO BLDG FINAL INSPECTION

90.FIRE. 3 FINAL INSPECTION RECOMMND

Prior to occupancy a Fire Department inspection is required to verify all conditions stated at plan check are met.

Riverside office (951)955-4777
Murrieta office (951)600-6160
Indio Office (760)863-8886

PLANNING DEPARTMENT

90.PLANNING. 1 GEN - CULTURAL RESOURCES RPT RECOMMND

Prior to final inspection of the first building permit for each solar array phase of work, the developer/permit holder shall submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Planning Department's current requirements for such reports. The report shall document all field and analytical activities for recovered cultural or historic resources and the findings. The report shall serve as a chain-of-title inventory for curation and/or repatriation purposes, and as a record of mitigation implementation and results under the California Environmental Quality Act and any applicable federal requirements. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.

90.PLANNING. 2 REN ENG - PURCHASE AGRMENT (2) RECOMMND

Prior to final inspection, the developer/permit holder shall provide a copy of the Power Purchase Agreement (PPA) with the utility purveyor to the Riverside County Planning Department for filing. One hard copy and one CD shall be provided. The Planning Department shall place the agreement on file for future reference and clear this condition.

NOTE:
This condition shall be considered cleared if the 80 Series POWER PURCHASE AGREEMENT (1) condition is in a MET status.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 3 REN ENG - ON SITE DIST. LINES RECOMMND

The developer/permit holder shall ensure all on site electrical distribution lines are undergrounded up to the point of step-up or utility interface in the case of an on-site substation.

The Planning Department shall verify this condition as part of the final inspection, and shall clear this condition upon determination of compliance.

90.PLANNING. 4 REN ENG - CLEAR CONST. AREA RECOMMND

Prior to scheduling and final inspection, the developer/permit holder shall ensure the entire site and construction staging area has been cleared from all construction related materials including, but not limited to, trash, fencing, trailers and etc for each phase of development.

The Planning Department shall verify this condition as part of the final inspection, and shall clear this condition upon determination of compliance.

90.PLANNING. 19 USE - UTILITIES UNDERGROUND RECOMMND

All utilities, except electrical lines rated 33.7 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

90.PLANNING. 27 USE - FENCE LOCATIONS RECOMMND

The developer/permit holder shall ensure fencing locations and design shall are installed in conformance with the APPROVED EXHIBITS.

Fencing for the entire site shall be installed with the first phase of development including. The Planning Department shall verify compliance with this condition as part of the final inspection.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 30 USE - PARKING DUST TREATMENT RECOMMND

The parking and drive aisles shall be improved with a base of decomposed granite compacted to a minimum thickness of three (3) inches, or with an equivalent treatment, such as non-toxic chemical soil stabilization, to prevent the emission of fugitive dust and/or blowsand.

90.PLANNING. 35 GEN - FEE BALANCE RECOMMND

Prior to final inspection, the Planning Department shall determine if the deposit based fees for PP24616 and/or any related case are in a negative balance. If so, any outstanding fees shall be paid by the developer/permit holder. The Planning Department shall clear this condition upon determination of compliance.

Note:
This condition shall be considered cleared if the 80 or 60 Series FEE BALANCE conditions are in a MET status.

90.PLANNING. 36 GEN - ALUC COMPLIANCE ANY PHSE RECOMMND

Prior to final inspection for any phase of development, the developer/permit holder shall submit a letter from the Airport Land Use Commission staff to the Riverside County Planning Department verifying compliance with the conditions stated in their letter dated August 10, 2010 which states as follows:

Dear Mr. Juarez: On April 8, 2010, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project CONDITIONALLY CONSISTENT with the 2004 Blythe Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review (which has since occurred), subject to the following conditions:

CONDITIONS:
1. The following uses shall be prohibited: (a) Any use which would direct a steady light orflashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 36 GEN - ALUC COMPLIANCE ANY PHSE (cont.) RECOMMND

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. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.

4. In the event that any incidence of glare or electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take all measures necessary to eliminate such glare or interference.

5. Anv new electrical transmission or distribution line segments for this project located within Airport Compatibility Zone B1 shall be installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A.

As an alternative to underground installation of this 30kV line, the applicant may select the route alignment depicted as Option C (a line proceeding southerly along Butch, then easterly along Riverside, then southerly along Buck to existing transmission lines) on Figure 1 exhibit prepared by The Holt Group on file with this application, as the Option C alignment does not extend into Airport Compatibility Zone B1.

The following conditions have been added pursuant to the terms of the FAA determination letter issued on August 4,2010:

6. The Federal Aviation Administration (FAA) has issued its Final Determination letter for Aeronautical Study Nos. 2010-AWP-150-NRA, 2010-AWP-196-NRA through

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 36 GEN - ALUC COMPLIANCE ANY PHSE (cont.) (cont.RECOMMND

2010-AWP-216-NRA, and 2010-AWP-459-NRA, and has Indicated no objections to the construction of the proposed project. The letter does not state that either marking or lighting of the array and/or the proposed transmission line towers would be necessary for aviation safety. However, if marking andlor lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 7017460-1 K Change 2.

7. The permittee shall comply with the requirements set forth in FAA Advisory Circular 15015370-2E, "Operational Safety on Airports During Construction."

8. The maximum height of the array (solar photovoltaic panels, trackers, inverters, and wires), excluding structures and transmission line towers, shall not exceed ten (10) feet above ground level, and the maximum elevation above sea level shall not exceed 406 feet above mean sea level.

9. The maximum height of the transmission line towers/poles shall not exceed nineteen (19) feet above ground level, and the maximum elevation above mean sea level shall not exceed the elevation as referenced in Table 1 of the FAA letter dated August 4,2010. Such elevation shall not exceed 416 feet above mean sea level.

10. The maximum height of the maintenance building shall not exceed twenty-five (25) feet above ground level, and the maximum elevation shall not exceed 421 feet above mean sea level.

11. The specific coordinates, heights, and top point elevations of the proposed array, transmission line towerslpoles, and maintenance building 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.

12. Temporary construction equipment used during actual construction of the project shall not exceed the height of the proposed maintenance building, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 36 GEN - ALUC COMPLIANCE ANY PHSE (cont.) (cont.RECOMMND

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

I Attachments: FAA Final Determination letter

cc: ALUC Staff US Solar Holdings, LLC City of Blythe Planning Department (Attn.: Barbara Burrow, re: CUP 2009-01) City of Blythe Public Works Department (Attn.: Jim Rodkey, Director) Riverside County Economic Development Agency - Aviation (Attn.: Chad Davies)

A FULL COPY OF THIS LETTER IS ON FILE WITH THE HEARING STAFF REPORT.

The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 37 GEN - RCWMD AGENCY LETTER RECOMMND

Prior to final inspection, the developer/permit holder shall submit a clearance letter from Ruverside County Waste Management Department to the Riverside County Planning Department verifying compliance with the conditions stated in their letter dated July 13, 2010 (revised 7/19/2010) which states as follows:

2. Prior to final building inspection for EACH phase, evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

The Planning Department shall clear this condition upon determination of compliance.

90.PLANNING. 39 GEN - SCHOOL MITIGATION (2) RECOMMND

Prior to scheduling a building permit final inspection, the developer/permit holder shall pay mitigation fees in accordance with California State Law to the Palo Verde Valley Unified School District. Proof of payment, in the form a receipt, shall be provided to the TLMA Counter

F[illegible]T PLAN:TRANSMITTED Case #: PP24616 Parcel: 821-110-003

90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 39 GEN - SCHOOL MITIGATION (2) (cont.) RECOMMND

Service Division to verify compliance with this condition. The TLMA Counter Service Division shall clear this condition upon determination of compliance.

Note:
This condition shall be considered cleared if the 80 Series School Mitigation fee condition is in MET status.

90.PLANNING. 40 GEN - DIF ORD.659 MITIGATION RECOMMND

Prior to scheduling a building permit final inspection, the developer/permit holder shall pay mitigation fees in accordance with Riverside County Ordinance No. 659. The site is within the Palo Verde Valley Area Plan and identified by Ordinance 659.8 as an Industrial Zone.

The fee for industrial development shall be calculated on the basis of the "Project Area" acreage which includes the improvements and areas of intensive use. The project area shall be defined and finalized for each phase of development with County Fee Administrator.

Proof of payment, in the form a receipt, shall be provided to the Planning Department or TLMA Counter Service Division to verify compliance with this condition. The Planning Department or TLMA Counter Service Division shall clear this condition upon determination of compliance.

90.PLANNING. 42 GEN - USE FINAL INSPECTION RECOMMND

Prior to final inspection, the developer/permit holder shall contact the Planning Department to conduct a final inspection. The Planning Department shall do the following:

1.Verify compliance with all Planning Department 90 series conditions of approval; and,

2.Verify the site has been constructed according to the APPROVED EXHIBITS of this permit and/or APPROVED EXHIBITS that were required as a result of this permit.

The Planning Department shall verify this condition as part of the final inspection, and shall clear this condition upon determination of compliance.

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90. PRIOR TO BLDG FINAL INSPECTION

90.PLANNING. 43 GEN - USE IDENTIFICATION SIGN RECOMMND

Prior to final inspection of any building permit, the developer/permit holder shall install a sign at all site entrances no smaller than 12 inches by 12 inches, and no greater than 18 inches by 18 inches, within clear public view that provides the following contact information:

1.Address of the facility and any internal site identification number;
2.Name(s) of company who operates the facility;
3.Full company address, including mailing address and division name; and,
4.Company Phone Number.

The Planning Department shall verify this condition as part of the final inspection, and shall clear this condition upon determination of compliance.

TRANS DEPARTMENT

90.TRANS. 2 USE - OFF-SITE INFO RECOMMND

The off-site rights-of-way required for said access road shall be accepted to vest title in the name of the public if not already accepted.

90.TRANS. 11 USE - IMPROVEMENTS RECOMMND

Riverside Avenue shall be improved from the easterly project boundary up to existing County maintained portion of Riverside Avenue with 26-foot wide AC pavement (0.33') over 0.67' thick of Class II Base with graded shoulders within a 60-foot dedicated and/or existing right-of-way.

Secondary access improvements will include 24-foot wide (0.05 thick) Class II Base over existing and/or dedicated 50-foot right-of-way. Above said secondary access will be the southerly extension of project site up to Hobson Way.

90.TRANS. 17 USE-DEDICATIONS/ACCEPTANCE RECOMMND

The applicant shall provide two offsite access roads from the project site to a publicly maintained road to the satisfaction of Transportation.

If there were previously dedicated public roads and utility easements but not accepted by the County, and if acceptance

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90. PRIOR TO BLDG FINAL INSPECTION

90.TRANS. 17 USE-DEDICATIONS/ACCEPTANCE (cont.) RECOMMND

of said roads and easement is needed to satisfy this requirement, the applicant shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution. All costs incurred to satisfy this condition shall be paid by the applicant.

90.TRANS. 22 USE - IMP PLANS RECOMMND

Improvement plans for the required improvements must be prepared and approved by the Riverside County Transportation Department and the improvements shall be constructed or bonded prior to the issuance of a certificate of occupancy for first Phase. However, all improvements identified under "Improvements" requirement must be completed prior to occupancy of any future Phases.

NOTE: Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: www.rctlma.org/trans/land_dev_plan_check_guidelines.html.

LAND DEVELOPMENT COMMITTEE
INITIAL CASE TRANSMITTAL
RIVERSIDE COUNTY PLANNING DEPARTMENT - RIVERSIDE
P.O. Box 1409
Riverside, CA 92502-1409

DATE: June 29, 2010

TO:

Riv. Co. Transportation Dept. - Desert
Riv. Co. Environmental Health Dept.
Riv. Co. Flood Control District
Riv. Co. Fire Department - Desert
Riv. Co. Dept. of Bldg. & Safety – Grading
Riv. Co. Dept. of Bldg. & Safety – Plan Check
Regional Parks & Open Space District.
Riv. Co. Environmental Programs Dept.
P.D. Geology Section-D. Jones
P.D. Trails Section-K. Lovelady
P.D. Landscaping Section-R. Dyo
P.D. Archaeology Section-L. Mouriquand
Riv. Co. Sheriff's Dept.
Riv. Co. Waste Management Dept.
Riv. Co. EDA – Redevelopment
Riv. Co. EDA – Fast Track
Riv. Co. EDA – County Airports
Riv. Co. ALUC – John Guerin
Blythe Municipal Airport – Gen. Manager
4th District Supervisor
4th District Planning Commissioner
City of Blythe
Palo Verde Unified School Dist.
Southern California Edison
Southern California Gas Co.
Caltrans District #8
Caltrans Div. of Aeronautics – Phillip Crimmins
RWQCB – Colorado River
California Dept. of Fish & Game
U.S. Fish & Wildlife Service

Plot Plan No. NO. 24616 – FAST TRACK AUTHORIZATION NO. 2010-06 EA42340 – Applicant: US Solar Holdings, LLC – Engineer/Representative: Robert K. Holt - Fourth Supervisorial District - Chuckwalla Zoning Area - Palo Verde Valley Area Plan: Community Development: Public Facilities (CD: PF)(.60 FAR) – Location: Northeast of the Blythe Airport north of Interstate 10, south of 9th Avenue, northwest of Riverside Drive and Butch Avenue - 828.86 Gross/Net Acres - Zoning: Manufacturing Heavy (M-H Zone) - **REQUEST:** The applicant proposes to construct a 100 megawatt fixed panel photovoltaic facility on a 640 acre lease area of a 828.86 acre site in five (5) twenty (20) megawatt phases. Temporary facilities will be required for construction purposes which include a 12' X 60' portable construction trailer, five parking spaces, two portable toilets, and two ten thousand (10,000) gallon above ground water tanks which will be replaced with a six (6) inch permanent water pipeline prior to starting construction on the second phase. The pipeline will extend east to Butch Avenue, then north to the project site for approximately 4,800 feet from existing ground storage reservoirs located southeast of the Blythe Airport runway. A 33 kV distribution line will run from the southeast corner southerly along Butch Avenue approximately 3,200 feet to the tie in point at Hobsonway. The distribution line will be undergrounded for approximately 700 feet to accommodate air traffic with the remainder of the line mounted nineteen (19) feet above ground. Access will be provided via Buck Boulevard to Riverside Drive as the primary access point, and to 10th Avenue as the secondary access point. - APN(s): 821-080-040 and 041, 821-110-002 and 003 - Related Cases: None - Concurrent Cases: None

Please review the attached map(s) and/or exhibit(s) for the above-described project. This case is scheduled for a **LDC meeting on July 15, 2010**. All LDC Members please have draft conditions in the Land Management System on or before the above date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the routing on or before the above date. Once the route is complete, and the approval screen is approved with or without corrections, the case can be scheduled for a public hearing.

All other transmitted entities, please have your comments, questions and recommendations to the Planning Department on or before the above date. Your comments/recommendations/conditions are requested so that they may be incorporated in the staff report for this particular case.

Should you have any questions regarding this project, please do not hesitate to contact **Ray Juarez, Project Planner**, at **(951) 955-9541** or email at **RJUAREZ@rctlma.org / MAILSTOP# 1070**.

COMMENTS:

DATE: _____ SIGNATURE: _____

PLEASE PRINT NAME AND TITLE: _____

TELEPHONE: _____

If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.

RIVERSIDE COUNTY
STANLEY SNIFF, SHERIFF—CORONER

Sheriff

COLORADO RIVER STATION, BLYTHE
260 N SPRING STREET
BLYTHE, CA 92225 (760) 921-7900

FACSIMILE TRANSMISSION
FAX # (760) 921-5791

Date: 7-13-10 Time: 1:20 PM

Number of pages (including cover page):

To: Ray Juarez From: Sgt. Guy Gnatok

Reference:

Message: L.D.C. Memo

RIVERSIDE COUNTY
Stanley Sniff, Sheriff-Coroner

Sheriff

BLYTHE STATION
260 NORTH SPRING STREET • BLYTHE, CALIFORNIA 92225
(760) 921-7900

TO: Mr. Ray Juarez, Project Planner **DATE:** July 13, 2010

FROM: Sgt. Guy Gnatek

SUBJECT: Plot Plan No. NO. 24616-FAST TRACT AUTHORIZATION NO. 2010-06 EA42340

Project Description: The Blythe Photovoltaic project is a multi-phase 100 MW solar power plant. Electricity would tie into the local grid and be sold directly to a California Utility.

Project Location: Northeast of the Blythe Airport north of Interstate 10, south of 9th Avenue, northwest of Riverside Drive and Butch Avenue.

Dear Sir,

Thank you for the opportunity to comment on the above described plan. The following issues of concern related to public safety and law enforcement are presented.

In an effort to assist you in making your facility safer, we recommend the implementation of current Crime Prevention through Environmental Design (CPTED) principles in all aspects of your planning and building project. These principles are:

Natural Surveillance: The placement of physical features, activities, and people in ways that maximize the ability to see what is occurring in a given space.

Territorial Reinforcement: The use of buildings, fences, signs and pavement to express ownership.

Access Control: The physical guidance of people coming and going from a space by the placement of entrances, exits, fencing, landscaping, locks and other barriers.

Maintenance of the Environment: The maintenance and the "image" of an area can have a major impact on whether it will become victimized because it indicates that someone cares and is watching.

PRE-CONSTRUCTION AND CONSTRUCTION PHASES:

Construction Site:

Prior to construction on any structure, a material storage area should be established and enclosed by a six foot chain link fence to minimize theft of materials and/or equipment.

It is recommended that a list of serial and/or license numbers of equipment stored at the location be maintained both, at the site and any off-site main office. Thefts and burglaries of building materials, fixtures, and appliances from construction storage areas and structures under construction are on the rise.

To reduce thefts and burglaries during the construction of this project, the developer and builder need to provide site security. It is the recommendation of the Riverside County Sheriff's Department that the developer and builder use bonded security guards licensed by the State of California Bureau of Security & Investigative Services Department to handle project security.

The public, and non-essential employees, should be restricted in access to the construction areas.

Current emergency contact information for the project should be kept on file with the Riverside County Sheriff's Department at Colorado River Sub-Station.

The developer and/or builders' name, address and phone number should be conspicuously posted at the construction site. Visibility into the construction site should not be intentionally hampered. Areas actually under construction should be lit during hours of darkness. All entrances and exits should be clearly marked.

AI DRESSING:

An address monument should be erected. The monument should be illuminated during the hours of darkness and positioned so as to be readable from main vehicular or pedestrian access points. Positioning the address numbers at a strategic and elevated section of the building will facilitate unhampered views of the address from vehicular and pedestrian vantage points.

Roof-top addressing, (for use by the police helicopter), should be applied in a contrasting color. A minimum lettering size of 1' X 4' should be utilized. In the event of a critical incident at the location, the use of roof-top addressing accelerates a pinpoint response from law enforcement air support and the accurate mobilization of ground units.

Industrial and commercial buildings shall have the doors clearly marked with numbers corresponding to the appropriate alarm zone.

LIGHTING:

Parking lots and associated driveways, circulation areas, aisles, passageways, recesses and grounds contiguous to buildings shall have adequate security lighting. The lighting shall be of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises from at least 25 feet away during the hours of darkness and provide a safe & secure environment for all persons, property, and vehicles on site.

Security lighting should be installed in such a manner as to prevent tampering or damage.

All exterior doors should have their own light source which will adequately illuminate entry / exit areas at all hours in order to make any person on the premises clearly visible and to provide adequate illumination for persons entering and exiting the building

LANDSCAPING:

Landscaping shall be of the appropriate type and situated in locations to maximize observation while providing the desired degree of aesthetics. Defensive landscaping materials are encouraged along fence and property lines and under vulnerable windows. It is recommended that all trees be "trimmed up" to a minimum height of five feet and all groundcover be maintained to a height of thirty-six inches or lower.

FENCING / ACCESS CONTROL:

When applicable, perimeter fencing of open design, such as wrought iron, tubular steel, or densely meshed and heavy-posted chain link should be installed in order to establish territoriality and defensible space, while maintaining natural surveillance.

ROOF TOP OPENINGS:

All hatchway openings on the roof of any building are to be properly secured from the building interior. Roof top ladders are to be incorporated into the interior design. All roof top openings are to be incorporated into the building security system. Outside pin-type hinges on all hatchway openings shall have non-removable pins.

LINE OF SIGHT / NATURAL SURVEILLANCE:

Wide-angled peepholes should be incorporated into all solid doors where visual scrutiny to the door from public or private space is compromised.

Trash enclosures should be located away from the buildings/garages and not hinder needed surveillance.

Other line of sight obstructions including recessed doorways, alcoves, etc., should be avoided on building exterior walls.

SECURITY SYSTEMS:

Comprehensive security systems, silent or audible, should be provided, including digital security cameras. *To help prevent theft and vandalism, it is also recommended that a Vacant Property Report is set up through the Colorado River Station.*

PARKING ISSUES:

Have exterior visitor parking spaces located close to the structure as possible to allow in-line sight from occupants. Make sure trees do not block views to the parking areas.

GRAFFITI REDUCTION TIPS:

Prior to occupancy, the surface walls, fences, building, logo monuments, etc. should be graffiti resistant either via surface composition, applied paint types and/or planned shielding by landscaping or plants. Wrought iron fencing has proven to be effective in reducing graffiti.

Should the community development department, developer or construction staff have any questions regarding the listed law enforcement and public safety concerns, please contact Sergeant Guy Gnatek at 760-921-5774

Respectfully,

Guy Gnatek

Guy Gnatek, Sergeant
Riverside County Sheriff's Department
Colorado River Station

Riverside County
Waste Management Department
Hans W. Kernkamp, General Manager-Chief Engineer

July 13, 2010 (revised July 19, 2010)

Ray Juarez, Project Planner
Riverside County Planning Department
P. O. Box No. 1409
Riverside, CA 92502-1409

RE: Plot Plan No. 24616; Fast Tract No. 2010-06
Proposal: The Plot Plan proposes the development of a 100 MW photovoltaic facility within a 640-acre leased area
APN: 821-080-040, 821-110-002;-003

Dear Mr. Juarez:

The Riverside County Waste Management Department (Department) has reviewed the proposed project, located north of I-10 and northeast of Blythe Airport, in the Palo Verde Valley Area Plan. In order to mitigate the project's potential solid waste impacts and to help the County's efforts to comply with State law in diverting solid waste from landfill disposal, the Department is recommending that the following conditions be made a part of any Conditions of Approval for the project:

1. **Prior to issuance of a grading and/or building permit for EACH phase,** a *Waste Recycling Plan* (WRP) shall be submitted to the Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. Arrangements can be made through the franchise hauler.

2. **Prior to final building inspection for EACH phase,** evidence (i.e., receipts or other type verification) to demonstrate project compliance with the approved WRP shall be presented by the project proponent to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project for occupancy permits.

3. Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division, at 1.888.722.4234.

4. Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

5. Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Thank you for the opportunity to review this proposal. If you have any questions, please call me at (951) 486-3351.

Sincerely,

Ryan Ross
Planner IV

Doc 88468v6

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

County Administrative Center
4080 Lemon St., 9th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

August 10, 2010

Ray Juarez, Urban Regional Planner IV
Riverside County Planning Department
4080 Lemon Street, Ninth Floor
Riverside CA 92501
HAND DELIVERY

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1005BL09
Related File No.: Plot Plan No. 24616
APN: 821-080-040; 821-080-041; 821-110-002; 821-110-003

Dear Mr. Juarez:

On April 8, 2010, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project **CONDITIONALLY CONSISTENT** with the 2004 Blythe Airport Land Use Compatibility Plan, pending Federal Aviation Administration (FAA) review (which has since occurred), subject to the following conditions:

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.

   (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. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.

4. In the event that any incidence of glare or electrical interference affecting the safety of air navigation occurs as a result of project operation, the permittee shall be required to take all measures necessary to eliminate such glare or interference.

5. Any new electrical transmission or distribution line segments for this project located within Airport Compatibility Zone B1 shall be installed underground. This requirement specifically applies to the segments of the proposed 30kV line (approximately 1,500 feet in length) paralleling the easterly boundary of Airport Compatibility Zone A.

   As an alternative to underground installation of this 30kV line, the applicant may select the route alignment depicted as Option C (a line proceeding southerly along Butch, then easterly along Riverside, then southerly along Buck to existing transmission lines) on Figure 1 exhibit prepared by The Holt Group on file with this application, as the Option C alignment does not extend into Airport Compatibility Zone B1.

The following conditions have been added pursuant to the terms of the FAA determination letter issued on August 4, 2010:

6. **The Federal Aviation Administration (FAA) has issued its Final Determination letter for Aeronautical Study Nos. 2010-AWP-150-NRA, 2010-AWP-196-NRA through 2010-AWP-216-NRA, and 2010-AWP-459-NRA, and has indicated no objections to the construction of the proposed project. The letter does not state that either marking or lighting of the array and/or the proposed transmission line towers would be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.**

7. **The permittee shall comply with the requirements set forth in FAA Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction."**

8. **The maximum height of the array (solar photovoltaic panels, trackers, inverters, and wires), excluding structures and transmission line towers, shall not exceed ten (10) feet above ground level, and the maximum elevation above sea level shall not exceed 406 feet above mean sea level.**

9. **The maximum height of the transmission line towers/poles shall not exceed nineteen (19) feet above ground level, and the maximum elevation above mean sea level shall not exceed the elevation as referenced in Table 1 of the FAA letter dated August 4, 2010. Such elevation shall not exceed 416 feet above mean sea level.**

10. **The maximum height of the maintenance building shall not exceed twenty-five (25) feet above ground level, and the maximum elevation shall not exceed 421 feet above mean sea level.**

11. **The specific coordinates, heights, and top point elevations of the proposed array, transmission line towers/poles, and maintenance building 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.**

12. **Temporary construction equipment used during actual construction of the project shall not exceed the height of the proposed maintenance building, unless separate**

notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

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

Attachments: FAA Final Determination letter

cc: ALUC Staff
US Solar Holdings, LLC
City of Blythe Planning Department (Attn.: Barbara Burrow, re: CUP 2009-01)
City of Blythe Public Works Department (Attn.: Jim Rodkey, Director)
Riverside County Economic Development Agency – Aviation (Attn.: Chad Davies)

Y:\ALUC\Blythe\ZAP1005BL09.LTR.doc

U.S. Department
of Transportation

Federal Aviation Administration

August 04, 2010

US Solar Holdings
Attn: Tanya Martinez
1015 W Hays St
Boise, ID 83702

RE: *(See attached Table 1 for referenced case(s)).*
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2010-AWP-150-NRA		BLYTHE, CA	33-37-07.14N	114-42-03.46W	19	415
2010-AWP-196-NRA		BLYTHE, CA	33-37-50.81N	114-41-47.23W	10	406
2010-AWP-197-NRA		BLYTHE, CA	33-37-50.81N	114-42-03.46W	10	406
2010-AWP-198-NRA		BLYTHE, CA	33-37-07.14N	114-41-47.23W	10	406
2010-AWP-199-NRA		BLYTHE, CA	33-37-07.14N	114-42-03.46W	10	406
2010-AWP-200-NRA		BLYTHE, CA	33-37-07.26N	114-41-46.16W	19	416
2010-AWP-201-NRA		BLYTHE, CA	33-37-05.28N	114-41-46.14W	19	415
2010-AWP-202-NRA		BLYTHE, CA	33-37-03.31N	114-41-46.13W	19	413
2010-AWP-203-NRA		BLYTHE, CA	33-37-01.33N	114-41-46.11W	19	412
2010-AWP-204-NRA		BLYTHE, CA	33-36-59.34N	114-41-46.10W	19	410
2010-AWP-205-NRA		BLYTHE, CA	33-36-57.37N	114-41-46.08W	10	402
2010-AWP-206-NRA		BLYTHE, CA	33-36-55.39N	114-41-46.07W	19	409
2010-AWP-207-NRA		BLYTHE, CA	33-36-53.41N	114-41-46.05W	19	395
2010-AWP-208-NRA		BLYTHE, CA	33-36-51.43N	114-41-46.04W	19	389
2010-AWP-209-NRA		BLYTHE, CA	33-36-49.46N	114-41-46.02W	19	384
2010-AWP-210-NRA		BLYTHE, CA	33-36-47.48N	114-41-46.01W	19	378
2010-AWP-211-NRA		BLYTHE, CA	33-36-45.50N	114-41-45.99W	19	371
2010-AWP-212-NRA		BLYTHE, CA	33-36-43.52N	114-41-45.98W	19	367
2010-AWP-213-NRA		BLYTHE, CA	33-36-41.54N	114-41-45.96W	19	361
2010-AWP-214-NRA		BLYTHE, CA	33-36-39.56N	114-41-45.95W	19	356
2010-AWP-215-NRA		BLYTHE, CA	33-36-37.58N	114-41-45.93W	19	351
2010-AWP-216-NRA		BLYTHE, CA	33-36-35.80N	114-41-45.92W	19	351
2010-AWP-459-NRA	2010-AWP-150-NRA	BLYTHE, CA	33-37-07.38N	114-41-47.42W	25	421

Description: US Solar Holdings is currently subleasing 140 acres of airport property from the City of Blythe in order to construct, own, operate and maintain a solar system on airport property. The system will consist of solar photovoltaic panels, trackers, inverters, and wires. The solar system will have a maximum height of 10' AGL. Project specifications can be found in Case # 2010-AWP-150. Solar System Coordinates: Southeast Corner: 33?37'07.14000"N,114?41'47.22999"W Southwest Corner:

4

33?37'07.14002"N,114?42'03.45702"W Northwest Corner: 33?37'50.81304"N,114?42'03.45692"W Northeast Corner: 33?37'50.81302"N,114?41'47.22764"W This form indicates the Northeast Corner.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2E, "Operational Safety on Airports During Construction."

The FAA has not yet established definitive evaluation criteria. However, flat panel photo-volatic solar collection panels do not appear to present a glare hazard to navigation.

No objection to proposed project; however, NRA # 196, and 206 through 216, do not appear to be on airport property, when the "airport boundary" is applied to the map layer. Normal procedure is for those proposals located outside of airport property will need to be filed under OE, not NRA. Since they are submitted as 1 whole project, we will include them under this determination.

This will not reflect any environmental approval under which these might be subject to different study or requirement.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

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

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

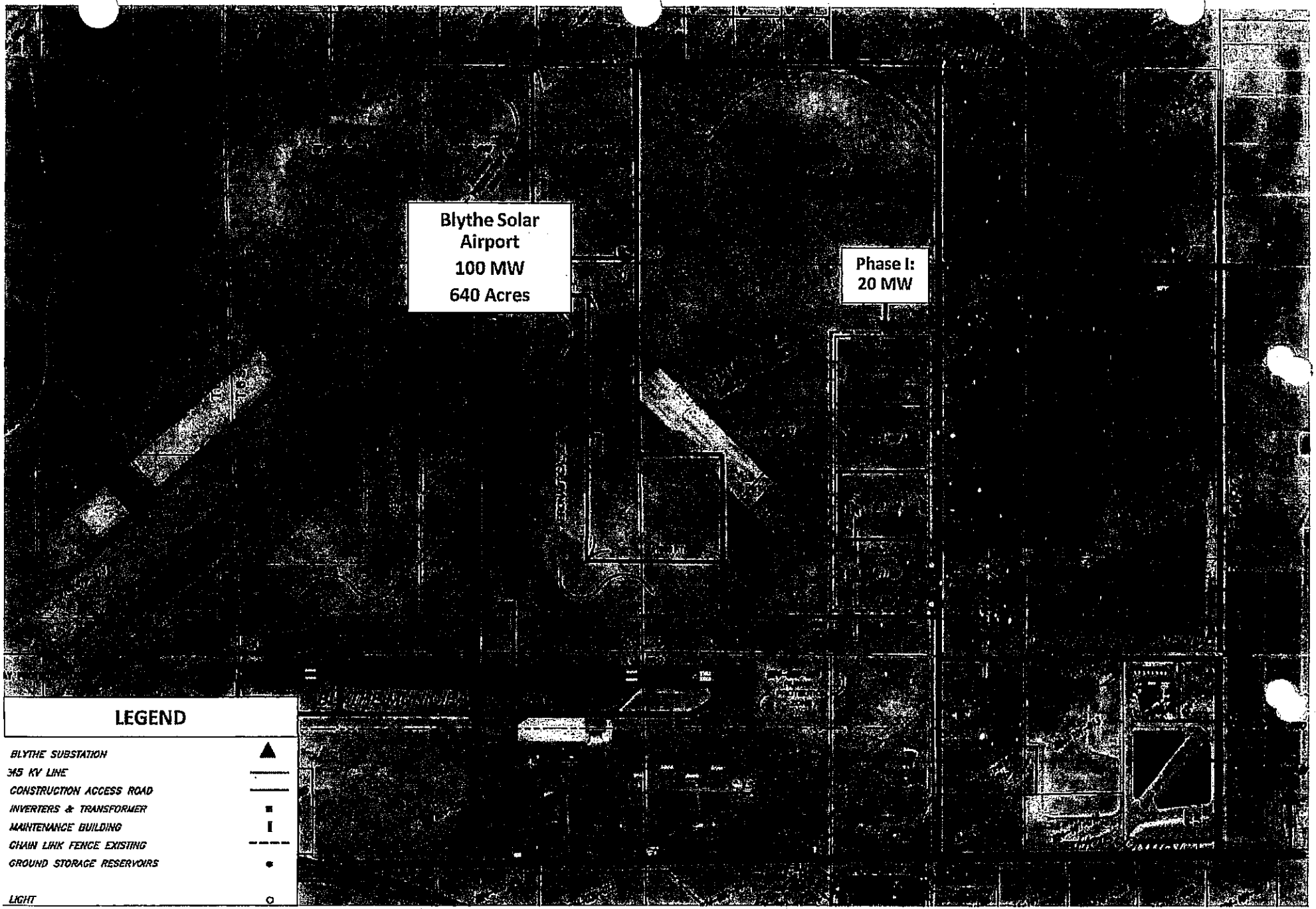
This determination expires on February 4, 2012 unless:
(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Kimchi Hoang, (310)725-3617, kimchi.hoang@faa.gov.

Kimchi Hoang
DivUser

6



The Holt Group, Inc.
ENGINEERING · PLANNING · SURVEYING

NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: T H H
DRAWN BY: T H H
CHECKED BY: A K H

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT F. HOLT, P.E. — 27943 R.C.E. NO.

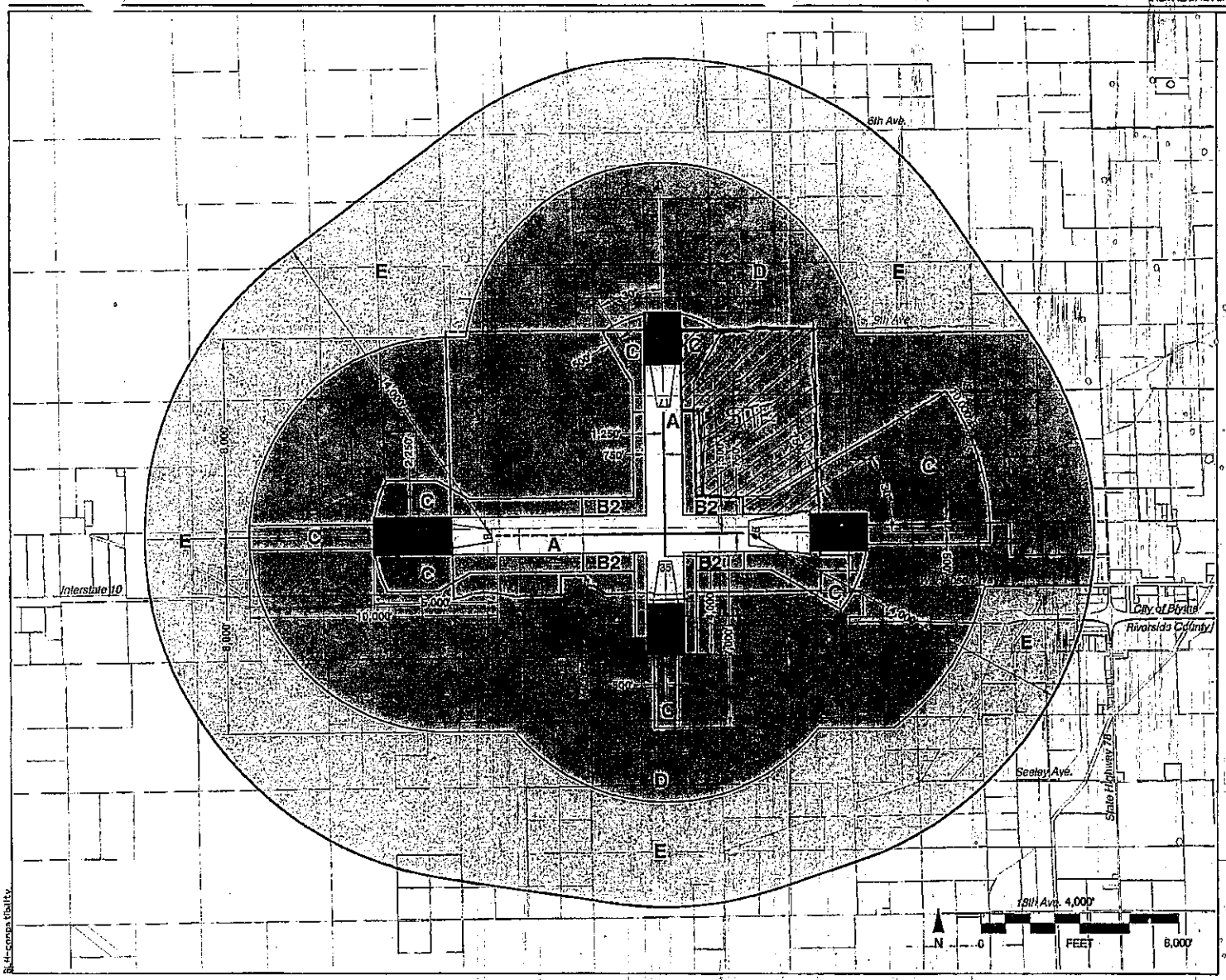
DATE — 03/31/10 REG. EXP.

SHEET CONTENT: FIGURE 1
U.S. SOLAR - BLYTHE SOLAR I
PROJECT SITE PLANS

LOCATION: BLYTHE AIRPORT | CLIENT: US SOLAR

SHEET 1 OF 1 SHEETS

JOB NO 1088.001



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

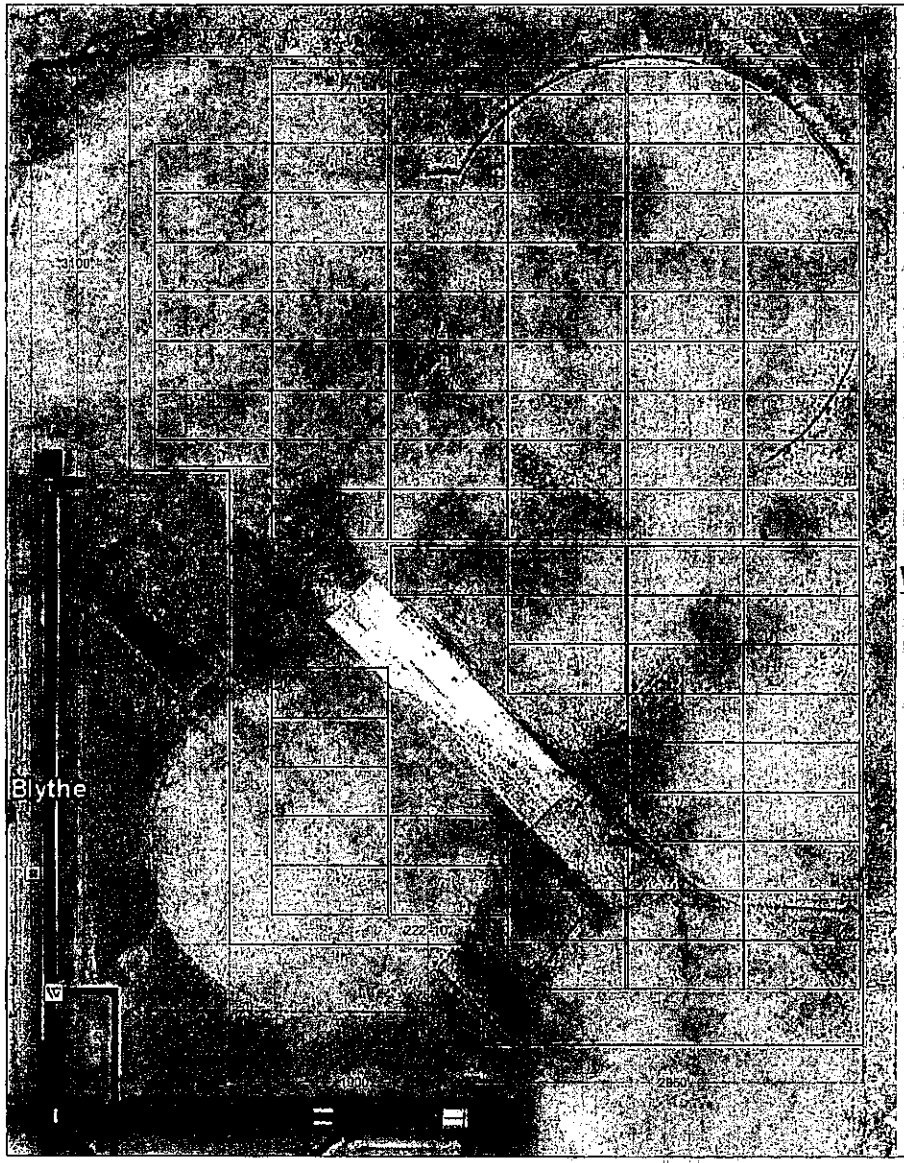
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted October 2004)

Map BL-1

Compatibility Map

Blythe Airport



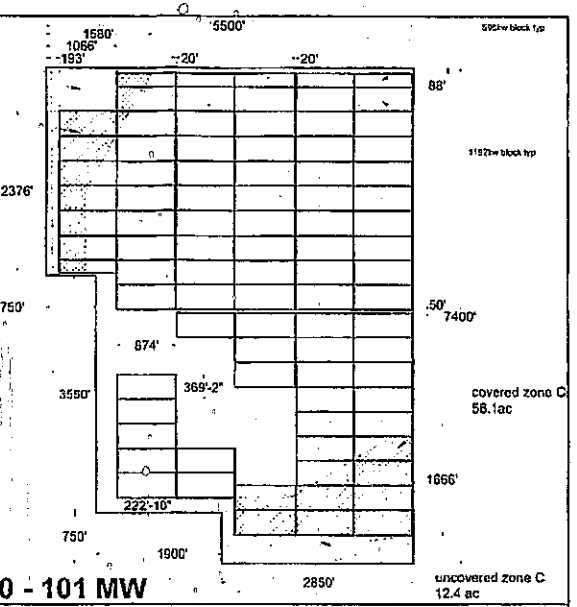
uncovered zone C
22.0 ac

covered zone C
34.1 ac

GENERAL NOTES:

ZONE "C" = 124.6 ac

1. UNCOVERED ZONE 34.4 ac (27.6% of zone "C")
2. COVERED ZONE 90.2 ac



WATTSUN - SUNTECH 270 - 101 MW

SYSTEM SUMMARY	
# OF 1192 kW BLOCKS	82
# OF 596 kW BLOCKS	6
TRACKER TYPE	WATTSUN
DRIVE MOTORES	320
PANEL MAKE/MODEL	SUNTECH 270
PANEL COUNT	375,360
STC RATED DC POWER	101 MW
PANELS / STRING	12
ROW POSTS - 5"	93,840
DRIVE POSTS - 6"	7,820

A Division of

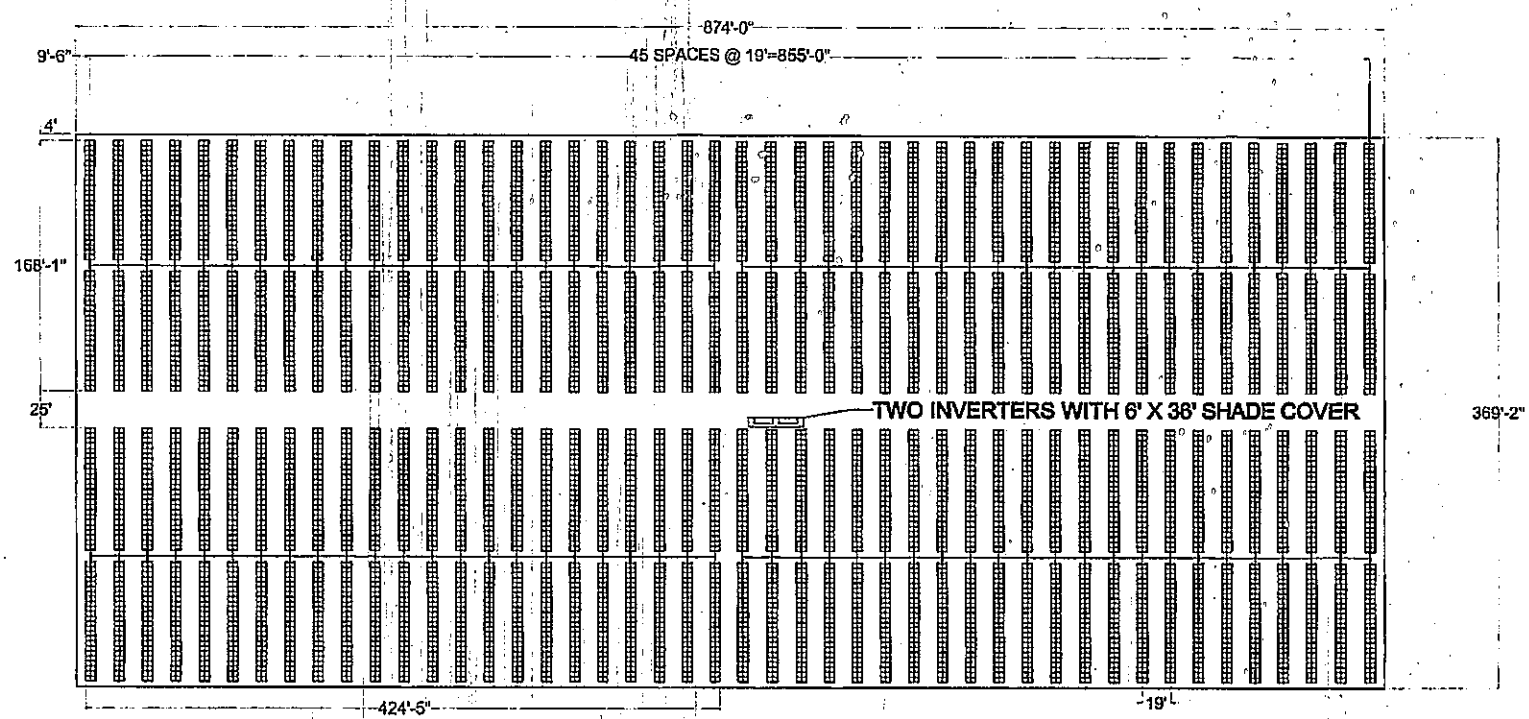
RENEWABLE ENERGY CONTRACTING

IRONCO

BLYTHE -640 ACRES
BLYTHE AIRPORT, ARIZONA

CUSTOMER: US SOLAR

DETAILING SERVICE			IRONCO BID NO.	DWG NO.	REV
DR VS	CK	DATE 04/05/10	640 Layout		G
SCALE NOT TO SCALE				SHEET 1 OF 2	



STANDARD BUILDING BLOCK SUMMARY	
TRACKER TYPE	WATTSUN
DRIVE MOTORES	4
PANEL MAKE/MODEL	SUNTECH 270
PANEL COUNT	4416
STC RATED DC POWER	1192 kW
ROWS / DRIVE MOTOR	23
PANELS / ROW	48
PANELS / STRING	12
ROW POSTS - 5"	1104
DRIVE POSTS - 6"	92

STANDARD BUILDING BLOCK LAYOUT
WATTSUN - SUNTECH 270 - 1192kW

GENERAL NOTES:

1. 19' ROW SPACING,
   48 MODULES PER ROW,
   92 ROWS

Certified Fabricator

A Division of
RENEWABLE ENERGY CONTRACTING
IRONCO

BLYTHE-640 ACRES
BLYTHE AIRPORT, ARIZONA

CUSTOMER: US SOLAR

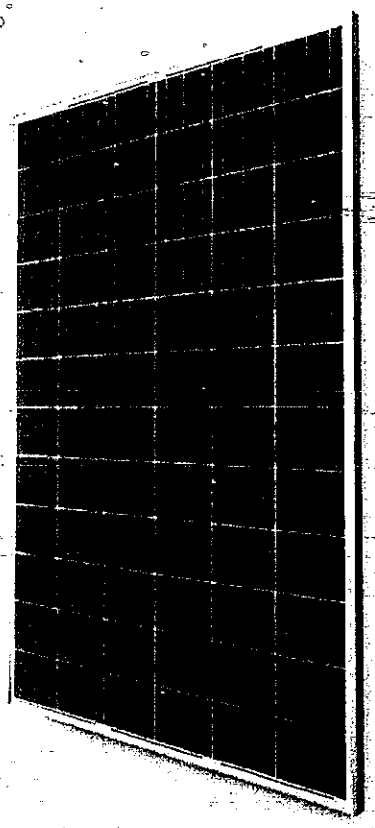
DETAILING SERVICE		IRONCO BID NO.	DWG NO.	REV
DR: VS	CK:	DATE: 02/04/10 640 Layout		A
SCALE: NOT TO SCALE			SHEET 2 OF 2	

SUNTECH

Solar powering a green future™

STP280 - 24/Vb-1
STP270 - 24/Vb-1
STP260 - 24/Vb-1

270 Watt
POLY-CRYSTALLINE SOLAR PANEL



Features

- High conversion efficiency based on innovative photovoltaic technologies
- High reliability with guaranteed +/-3% power output tolerance
- Withstands high wind-pressure and snow load, and extreme temperature variations

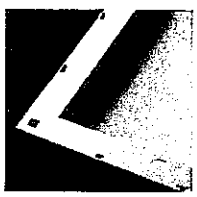
Quality and Safety

- Industry-leading, transferable 25-year power output warranty
- Rigorous quality control meeting the highest international standards
- ISO 9001:2000 (Quality Management System) and ISO 14001:2004 (Environmental Management System) certified factories deliver world class products
- UL listing:UL1703, CULus, Class C fire rating, conformity to CE

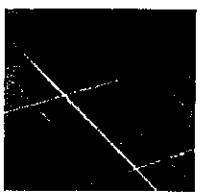
Recommended Applications

- On-grid utility systems
- On-grid commercial systems
- Off-grid ground mounted systems

Suntech's technology yields improvements to BSF structure and anti-reflective coating to increase conversion efficiency



Unique design on drainage holes and rigid construction prevents frame from deforming or breaking due to freezing weather and other forces



The panel provides more field power output through an advanced cell texturing and isolation process, which improves low irradiance performance

BEST PRACTICES AWARD

Suntech was named Frost and Sullivan's 2008 Solar Energy Development Company of the Year

COUNTY OF RIVERSIDE
EDA
ECONOMIC DEVELOPMENT AGENCY

Fast Track Authorization

Case No.: _____ FTA No. 2010-06

SUPERVISOR: John Benoit

SUPERVISORIAL DISTRICT: 4

Company/Developer: US Solar Holdings **Contact:** Tanya Martinez

Address: 1015 W. Hays Street Boise, ID 83702

Phone: (480) 299-2107 **Fax:** (602) 513-7479 **Email:** tmartinez@ussolarholdings.com

Architectural Firm: N/A **Contact:** N/A

Address: N/A

Phone: _____ **Fax:** _____ **Email:** N/A

Engineering Firm: Holt Group **Contact:** Rob Holt

Address: 201 E. Hobsonway Blythe CA 92255

Phone: (760) 922-4658 **Fax:** (760) 922-4660 **Email:** rob@theholtgroup.net

Land Use Application(s): ☐ General Plan Amendment ☐ Conditional Use Permit ☐ Change of Zone

☑ Plot Plan ☐ Parcel Map ☐ Other _____

Site Information:

Assessor's Parcel Number(s) 821-080-040, 821-080-041, 821-110-002, 821-110-003

Cross Streets/Address Butch Ave/ Riverside Ave

Land Use Designation AG/ PF Zoning M-H Site Acreage 640

Redevelopment Project Area/Sub-Area Blythe Airport East Blythe Sub-Area

Unincorporated Community Blythe

Project Information (Estimate Amounts):

Eligibility Criteria ☐ Full Time Jobs ☑ Capital Investment ☐ Annual Taxable Sales ☐ Board of Supervisors ☐ Child Care ☐ Workforce Housing ☐ Other _____

Permanent Full-Time Jobs 10 Wages per Hour $10-15 Construction Jobs 800

Capital Investment $375,000,000 Taxable Sales _____ Bldg Size 0

Project Type ☐ Commercial ☑ Industrial ☐ Office ☐ Residential ☐ Other _____

Industrial Classification Other Commercial Classification _____

Project Description:

The Blythe Photovoltaic project is a multi-phased 100 MW solar power plant. Electricity would tie into the local grid and be sold directly to a California Utility. The entire project will be entitled at once with the construction being phased.

The Economic Development Agency (EDA) hereby acknowleges that the above referenced development warrants special consideration relative to the permit processing as required by the County of Riverside, and encourages the affected County agencies to immediately institute "FAST TRACK" procedures to enable the project to proceed as soon as possible, in accordance with Board Fast Track Policy A-32. *This Authorization contains preliminary project information and serves as a basis for determining "FAST TRACK" eligibility. During the county's development review process, the proposed project size and configuration may be altered.

Dan Martinez

Dan Martinez, Managing Director of EDA

5-19-10

Date

Sept CC0060/6

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Planning Department

Ron Goldman · Planning Director

EA 42340

APPLICATION FOR LAND USE AND DEVELOPMENT

CF&G 05702

CHECK ONE AS APPROPRIATE:

☑ PLOT PLAN ☐ CONDITIONAL USE PERMIT ☐ TEMPORARY USE PERMIT
☐ REVISED PERMIT ☐ PUBLIC USE PERMIT ☐ VARIANCE

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP24616 DATE SUBMITTED: 6/23/10

APPLICATION INFORMATION

Applicant's Name: US Solar Holdings, LLC E-Mail: tmartinez@7genenergy.com

Mailing Address: c/o Tanya Martinez P.O. Box 44485
Street

Phoenix AZ 85084
City State ZIP

Daytime Phone No: (480) 299-2107 Fax No: (602) 513-7479

Engineer/Representative's Name: Robert K. Holt E-Mail: rob@theholtgroup.net

Mailing Address: 201 E. Hobsonway
Street

Blythe CA 92225
City State ZIP

Daytime Phone No: (760) 922-4658 Fax No: (760) 922-4660

Property Owner's Name: County of Riverside E-Mail:

Mailing Address: 3525 14th Street
Street

Riverside CA 92501
City State ZIP

Daytime Phone No: (____) _____ Fax No: (____) _____

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

ROBERT LOOPER — *PRINTED NAME OF APPLICANT*

SIGNATURE OF APPLICANT

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

DAN MARTINEZ — *PRINTED NAME OF PROPERTY OWNER(S)*

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

☐ See attached sheet(s) for other property owners signatures.

PROPERTY INFORMATION:

Assessor's Parcel Number(s): 821-080-040, 821-080-041, 821-110-002 & 821-110-003

Section: 19,20,29,30 Township: 6S Range: 22E

Approximate Gross Acreage: 640

General location (nearby or cross streets): North of Hobsonway, South of 9th Ave, East of Mesa Dr, West of Butch Ave.

Thomas Brothers map, edition year, page number, and coordinates: 2005, page 392, coordinate 8,10

Certified Resolution

I, Julie Rhodes, Clerk of US Solar Holdings LLC, a limited liability company, organized and existing under the laws of the State of Delaware (the "Company"), do hereby certify that the following is a true and correct copy of a resolution duly adopted at a meeting of the Principals of the Company duly held and convened on June 24, 2010, at which meeting a duly constituted quorum was present and acting throughout and that such resolution has not been modified, rescinded or revoked and is at present in full force and effect.

> **RESOLVED**: That Robert Looper, the Principal of US Solar Holdings LLC, is empowered and authorized to execute and deliver in the name and on behalf of this Company the following forms associated with the Blythe Airport Solar Project: County of Riverside Land Use Application. Robert Looper currently holds the office of Principal and has held that office since April, 2008.

IN WITNESS WHEREOF, the undersigned has affixed her signature this 24th day of June, 2010.

Julie Rhodes

Clerk

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 11/4/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP24616 For

Company or Individual's Name Planning Department,

Distance buffered 2400'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

TITLE GIS Analyst

ADDRESS: 4080 Lemon Street 2nd Floor

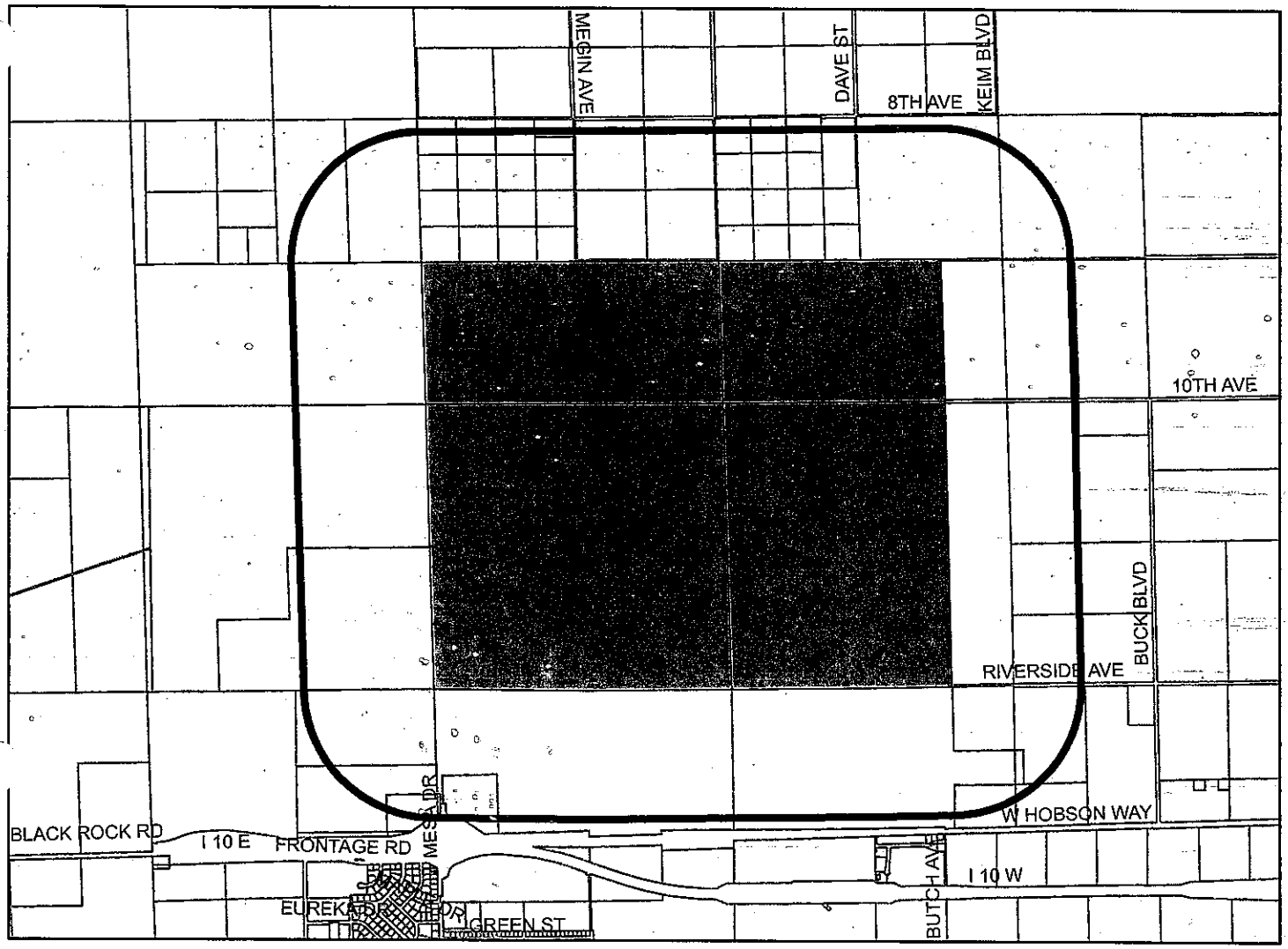
Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

11/4/10

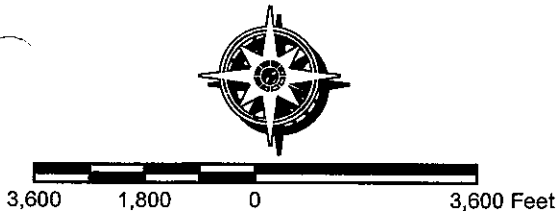
EXPIRES: 5/4/2011

2400 feet buffer



Selected Parcels

821-080-038	821-080-037	821-080-001	821-080-007	824-101-012	824-101-013	821-080-022	818-260-003	818-210-013	818-250-001
824-101-007	824-080-004	824-020-005	821-110-003	821-110-002	821-080-041	821-080-040	818-180-022	818-210-012	824-020-002
821-080-011	821-080-033	821-080-039	821-080-010	821-080-005	821-080-024	821-080-020	821-090-012	824-080-005	824-080-003
821-110-004	821-080-047	821-080-046	821-080-045	821-080-044	821-080-043	821-120-028	821-120-027	821-120-025	821-080-050
821-080-008	821-080-012	821-080-013	821-080-029	821-080-028	821-080-016	821-080-014	821-080-021	821-080-025	821-080-002
821-080-030	821-080-031	821-080-009	821-080-015	821-080-003	821-080-034	824-020-006	818-260-004	818-180-020	818-180-021
821-080-042	821-090-006	821-080-006	821-080-026	821-080-035					



APN: 821080037, ASMT: 821080037
ALICA E THOMAS
3801 STANDARD ST
BAKERSFIELD CA 93308

APN: 824020002, ASMT: 824020002
COUNTY OF RIVERSIDE AIRPORT
3525 14TH ST
RIVERSIDE CA 92501

APN: 821080001, ASMT: 821080001
ALLAN D BICKFORD, ETAL
2675 MISHLER RD
MIO MI 48647

APN: 821080011, ASMT: 821080011
DARLENE LUCKETT
301 S 4TH ST APT 3
FARMINGTON IA 52626

APN: 821080007, ASMT: 821080007
BEVERLY M SCHNESE
1125 KITTIWAKE DR
VENICE FL 34292

APN: 821080033, ASMT: 821080033
DEBORAH MATSUZAWA
12577 VIEW RIDGE
BOISE ID 83709

APN: 824101013, ASMT: 824101013
CAITHNESS BLYTHE II
565 5TH AVE 29TH FL
NEW YORK NY 10017

APN: 821080039, ASMT: 821080039
DENISE ANNETTE MCCOY, ETAL
7 S HWY 125
LEMINGTON UT 84638

APN: 821080022, ASMT: 821080022
CLIFFORD WRIGHT, ETAL
5837 HALM AVE
LOS ANGELES CA 90056

APN: 821080010, ASMT: 821080010
DONALD J PETERSCHMIDT
3172 223RD AVE
MONTROSE IA 52639

APN: 818250001, ASMT: 818250001
COUNTY OF RIVERSIDE
DEPARTMENT OF BUILDING SERVICES
3525 14TH ST
RIVERSIDE CA 92501

APN: 821080005, ASMT: 821080005
EVELYN M JOHNSON
RR 1 BOX 1E
BARING MO 63531

APN: 824101007, ASMT: 824101007
COUNTY OF RIVERSIDE
DEPARTMENT OF BUILDING SERVICES
3133 7TH ST
RIVERSIDE CA 92501

APN: 821080020, ASMT: 821080020
FRED W STERLING, ETAL
C/O STORM STERLING
219 N SUNKIST ST
ANAHEIM CA 92806

APN: 821080050, ASMT: 821080050
GILA FARM LAND
5700 WILSHIRE BLV NO 330
LOS ANGELES CA 90036

APN: 821080014, ASMT: 821080014
LOIS J HOLLAND, ETAL
4204 W ELY RD
HANNIBAL MO 63401

APN: 821080008, ASMT: 821080008
GREGORIO F GAJE, ETAL
1264 OAKHURST CT
BEAUMONT CA 92223

APN: 821080025, ASMT: 821080025
MARIA D DUARTE
17625 GREEN ST
BLYTHE CA 92225

APN: 821080012, ASMT: 821080012
HARRIS AHMED
5905 OLD WHEELER RD
LA VERNE CA 91750

APN: 821080031, ASMT: 821080031
MARIE M F BIRD
290 N WATEKA ST
SAN JACINTO CA 92583

APN: 821080013, ASMT: 821080013
JERRY D FINE, ETAL
3023 260TH AVE
MONTROSE IA 52639

APN: 821080009, ASMT: 821080009
MARJORIE RIPPENKROEGER
2629 AVE J
FT MADISON IA 52627

APN: 821080029, ASMT: 821080029
JOAN E PEER
1717 GATHE DR
SAN LUIS OBISPO CA 93405

APN: 821080015, ASMT: 821080015
MICHAEL J MADDOX
P O BOX 476
WALLACE CA 95254

APN: 821080028, ASMT: 821080028
LEONARD W ESTES
2900 E EVERETT
ORANGE CA 92867

APN: 821080003, ASMT: 821080003
N R L L INC
P O BOX 50490
15642 SAND CANYON AVE
IRVINE CA 92619

APN: 821080016, ASMT: 821080016
LISA M CASAVANT, ETAL
29865 WHISPERING PALMS TR
CATHEDRAL CY CA 92234

APN: 821080034, ASMT: 821080034
RICHARD R MOORE, ETAL
3722 MISSION WAY
LAKE HAVASU CITY AZ 86406

APN: 824020006, ASMT: 824020006
ROBERT L MEANS, ETAL
13015 MESA DR
BLYTHE CA 92225

APN: 818260004, ASMT: 818260004
FERI OAT INC
C/O AKWINDER SINGH
17970 W HOBSON WAY
BLYTHE CA 92225

APN: 818180021, ASMT: 818180021
USA 818
US DEPT OF INTERIOR
WASHINGTON DC 21401

APN: 821090006, ASMT: 821090006
USA 821
NONE
US DEPT OF THE INTERIOR
WASHINGTON DC 21401

APN: 821080006, ASMT: 821080006
VERLAMAE RIGBY
5610 PIONEERS BLV 283
LINCOLN NE 68506

APN: 821080026, ASMT: 821080026
VICTOR J HOLCHAK
P O BOX 46039
LOS ANGELES CA 90046

APN: 821080035, ASMT: 821080035
WAYNE M SMITH, ETAL
465 WORCESTER DR
CAMBRIA CA 93428

ATTN: General Manager
Blythe Airport
17710 W. Hobson Way
Blythe, CA 92225

ATTN: Nate Picket
CALTRANS District #8
464 W. 4th St., 6th Floor
Mail Stop 728
San Bernardino, CA 92401-1400

ATTN: Philip Crimmins
CALTRANS Division of Aeronautics
P.O. Box 942873
Sacramento, CA 94273-0001

Centralized Correspondence,
Southern California Gas Company
P.O. Box 3150
San Dimas, CA 91773

ATTN: Walt Honse
Development Services Department,
City of Blythe
235 N. Broadway, Mail Stop 2611
Blythe, CA 92225

East Sierra and Inland Deserts, Reg. 6
California State Dept. of Fish & Game
3602 Inland Empire Blvd., # C220
Ontario, CA 91764

ATTN: Division Manager
Ecological Service,
U.S. Fish & Wildlife Service
6010 Hidden Valley Rd.
Carlsbad, CA 92011

Palo Verde Unified School District
295 N. First St.
Blythe, CA 92225-1824

Reg. Water Quality Control Board #7
Colorado River Basin
73-720 Fred Waring Dr., Suite 100
Palm Desert, CA 92260-2564

Southern California Edison
2244 Walnut Grove Ave., Rm 312
P.O. Box 600
Rosemead, CA 91770

ATTN: James W. Reede Jr., Ed. D
Transmission Corridor Designation
Program, Ca. Energy Commission
1516 9th St. M/S 46
Sacramento, CA 95814

Applicant:
Solar Holdings LLC
P.O. Box 44485
c/o Tanya Martinez
Pheonix, AZ 85084

Eng-Rep:
The Holt Group
201 E Hobson Way
Blythe, CA 92225

Owner:
County of Riverside
3525 14th St.
Riverside, CA 92501

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Carolyn Syms Luna
Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: Plot Plan No. 24616, EA42340

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Raymond Juarez Title: Project Planner Date: November 4, 2010

Applicant/Project Sponsor: US Solar Holdings LLC Date Submitted: June 23, 2010

ADOPTED BY: Riverside County Board of Supervisors

Person Verifying Adoption: _____ Date: _____

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:
Riverside County Planning Department 4080 Lemon Street, 12th Floor, Riverside, CA 92501

For additional information, please contact Raymond Juarez at rjuarez@rctlma.org or at 951-955-9541.

Revised: 10/16/07
Y:\Planning Master Forms\CEQA Forms\Mitigated Negative Declaration.doc

Please charge deposit fee case#: ZEA42340 ZCFG5702 $64.00 Posting Fee + $2,010.25 CFG Fee

FOR COUNTY CLERK'S USE ONLY

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Carolyn Syms Luna
Director

TO: ☐ Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
☒ County of Riverside County Clerk

FROM: Riverside County Planning Department
☒ 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409
☐ 38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.

PLOT PLAN No. 24616 – FAST TRACK AUTHORIZATION NO. 2010-06 – Environmental Assessment No. 42340
Project Title/Case Numbers

Raymond Juarez — 951-955-9541
County Contact Person — *Phone Number*

N/A
State Clearinghouse Number (if submitted to the State Clearinghouse)

US Solar Holdings, LLC — P.O. Box 44485 Phoenix, AZ, 85084
Project Applicant — *Address*

The site is located northeast of the community of Mesa Verde in the Palo Verde Valley Area Plan in Eastern Riverside County. Specifically, the project is proposed on previously disturbed land located on the northeast corner of the Blythe Airport, north of Interstate 10, south of 9th Avenue, and northwest of Riverside Drive and Butch Avenue.
Project Location

The applicant proposes to construct a 100 megawatt Photovoltaic (PV) Solar Power Plant on 640 acres of an 829 acre lease area in five (5) twenty (20) megawatt phases inclusive of: a single axis tracking system organized in 874 x 168-foot and 874 x 370-foot power blocks with a maximum height of ten feet; a perimeter 24-foot interior access road and 25-foot interior drive aisles for emergency access and maintenance purposes; a combination of inverters and transformers on concrete pads covered by three sided open shade covers within each power block; an 8-foot high chain link fence with three strand barbed-wire around the project perimeter boundary; a temporary construction area which includes a 12' X 60' portable construction trailer, five parking spaces and portable toilets on the southeast corner of the site; and, a temporary staging area in the center of proposed Phase II on an existing concrete pad. Water will be provided via a 6-inch diameter pipeline that will be extended from the Blythe Airport Water Production and Storage Facility to allow for a permanent source of water. The line will undergrounded and extend east to Butch Avenue then north to the project site for a total of approximately 4,800 feet to the project site. The water will be used for fire suppression, construction and operation dust control, and solar panel maintenance. Power will be delivered via a 33 kV gen-tie line (minor transmission line extending from the point of power generation to the point of connection into the transmission & distribution line) from the site approximately 3,200 feet due south paralleling the western side of Butch Avenue and tie into the existing 33kV Southern California Edison line that runs parallel to Hobson Way. The line will be undergrounded approximately 1,500 feet as required by the Airport Land Use Commission, and then come above ground mounted on 19-foot high poles to the point of tie in for Phase I. Phases II thru V will require complete undergrounding of two additional 33 [illegible]-tie lines along Butch Avenue adjacent to the Phase I line. The point of tie in has not been determined for Phases II thru V at this time. In the event that the Phase II thru V gen-[illegible]s extend beyond the scope of review conducted up to Hobson Way, then additional environmental review will be required. Primary road access is proposed from the east via Buck Boulevard north, then west along Riverside Drive, and then north along Butch Avenue. Secondary access is proposed northerly along Butch Avenue from Hobson Way, and two 24-foot wide emergency access gates are proposed where 9th and 10th Avenue meet the project boundaries eastern fence line.
Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on December 14, 2010, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. A Mitigated Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act ($2,010.25 + $64.00).
3. Mitigation measures WERE made a condition of the approval of the project.
4 A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS NOT adopted for the project.

This is to certify that the Mitigated Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 9th Floor, Riverside, CA 92501.

_____ _____ _____
Signature *Title* *Date*

Date Received for Filing and Posting at OPR: _____

DM/rj
Revised 8/25/2009
Y:\Planning Case Files-Riverside office\PP24616\Hearings\PP24616 NOD.docx

Please charge deposit fee case#: ZEA 42340 ZCFG5702 . ($2,010.25 + $64.00)

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE * REPRINTED * R1007044
SPECIALIZED DEPARTMENT RECEIPT
Permit Assistance Center

4080 Lemon Street
Second Floor
Riverside, CA 92502
(951) 955-3200

39493 Los Alamos Road
Suite A
Murrieta, CA 92563
(951) 600-6100

38686 El Cerrito Road
Palm Desert, CA 92211
(760) 863-8277

****

Received from: US SOLAR HOLDINGS LLC $64.00
paid by: CK 1396
paid towards: CFG05702 CALIF FISH & GAME: DOC FEE
EA42340 FOR CA FISH AND GAME
at parcel #: BLYTHE AIRPORT BLYT
appl type: CFG3

By SBROSTRO Jun 24, 2010 11:21
posting date Jun 24, 2010

****

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	$64.00

Overpayments of less than $5.00 will not be refunded!

Additional info at www.rctlma.org

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