

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



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County Administrative Center
4080 Leron St., 14th Floor
Riverside, CA 92501
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www.rcaluc.org

Mr. David A. Newell, Associate Planner
City of Palm Springs Planning Department
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

RE: **AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**
File No.: ZAP1025PS15
Related File No.: Case No. 5.1327 (General Plan Amendment) and TTM36691
(Tentative Tract Map)
APN: 501-190-011; 669-480-027; 669-590-066

Dear Mr. Newell:

On April 9, 2015, the Riverside County Airport Land Use Commission (ALUC) found City of Palm Springs Case No. 5.1327, a proposal to change the City's General Plan land use designation of 125.86 acres located northerly of Verona Road, easterly of Sunrise Way, and southwesterly of the Whitewater River Channel from Open Space-Parks/Recreation (OS-P/R) to Very Low Density Residential (up to 4.0 dwelling units per acre) (VLDR) **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this proposal. Both the existing and the proposed General Plan designations are consistent with the Palm Springs International Airport Land Use Compatibility Plan.

On April 9, 2015, the Riverside County Airport Land Use Commission (ALUC) found City of Palm Springs Case No. TTM36691 [Tentative Tract Map], a proposal to subdivide 131.25 acres into 429 residential lots (292 detached units and 137 attached units), 5.39 acres of public open space, and 25 private open space lots, **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan, subject to the following conditions included herein:

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Lights must be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
- In the event that the requirements of this condition cannot be met, the permittee shall work with Palm Springs International Airport management and a qualified bird strike/wildlife hazard management consultant to prepare a Wildlife Hazard Management Plan that is acceptable to both the airport operator and the United States Department of Agriculture Wildlife Services agency.
- 5.* Prior to approval of the Tentative Tract Map by the City of Palm Springs, the applicant shall have received a determination of "Not a Hazard to Air Navigation" from the Federal Aviation Administration (FAA) Obstruction Evaluation Service for the following twelve (12) lots: 13, 17, 117, 121, 125, 126, 129, 165, 166, 167, 168, and 169.
- **This condition shall be considered to have been met as of April 2, 2015.**
6. Prior to issuance of building permits for any lot within Tentative Tract Map No. 36691, the applicant shall provide evidence that either: (a) the elevation of the structure at its top point in feet above mean sea level would not exceed the elevation of the runway at Palm Springs International Airport at its northwesterly terminus by more than one foot for every 100 feet of distance between the structure and said **northwesterly*** terminus of the runway; (b) the Federal Aviation Administration has issued a Determination of No Hazard to Air Navigation for that lot allowing for a top point elevation that equals or exceeds the proposed top point elevation; or (c) the Federal Aviation Administration Obstruction Evaluation Service has issued a statement that review of the proposal for the specific lot is not required due to its previous review and determination for the twelve (12) lots specified above.
- * Correction to wording in staff report that incorrectly specified "southerly" terminus.
7. During initial sales of properties within the proposed subdivision, pursuant to Palm Springs International Airport Land Use Compatibility Plan Policy 2.5(a), large airport-related informational signs clearly depicting the proximity of the property to the airport and aircraft traffic patterns shall be installed in conspicuous locations and maintained by the developer.

8. The developer shall provide to prospective buyers and/or renters an informational brochure depicting the locations of aircraft flight patterns and describing the frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights.

The following conditions were added at the Airport Land Use Commission hearing of April 9, 2015:

9. Prior to the issuance of any building permits for any structures on each lot noted on the attached table exceeding the Federal Aviation Administration (FAA) threshold within the Tentative Tract Map, ALUC staff shall determine based on specific proposed height of the building whether FAA review is required for each of these lots. If FAA review is required, prior to the issuance of any building permits for such lots requiring FAA review, a determination of "Not a Hazard to Air Navigation" from the FAA Obstruction Evaluation Service shall be obtained for each such structure. Copies of such FAA determinations shall be provided to the **City of Palm Springs Planning Department, City of Palm Springs Building Department***, and the Riverside County Airport Land Use Commission, with sufficient identification of case numbers as to enable prompt filing.

*** Correction to condition added at hearing to reflect correct jurisdiction as City of Palm Springs, rather than Riverside County.**

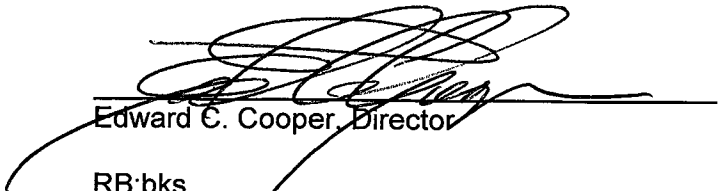
10. The Federal Aviation Administration has conducted aeronautical studies of a sample of 12 lots within the proposed tract map (Aeronautical Study Nos. 2015-AWP-3285-OE through 2015-AWP-3291-OE and 2015-AWP-3293-OE through 2015-AWP-3297-OE) and has determined that neither marking nor lighting of structures will 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 (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1K Change 2 and shall be maintained in accordance therewith for the life of the project.
11. The maximum elevation at the top of any proposed structure on lots 169, 168, 167, 166, 165, 129, 126, 125, 121, 117, 13, and 17, including all roof-mounted appurtenances (if any) shall not exceed the maximum heights analyzed in each lot's respective Determination of No Hazard. These maximum elevations shall not be increased without further review by the Airport Land Use Commission and the Federal Aviation Administration.
12. Temporary construction equipment such as cranes used during actual construction of the structures shall not exceed a height of 24 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
13. Within five (5) days after construction of structures on each of the lots studied in Aeronautical Study Nos. 2015-AWP-3285-OE through 2015-AWP-3291-OE and 2015-AWP-3293-OE through 2015-AWP-3297-OE and any lots subject to FAA review in the future reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions) This requirement is also applicable in the event the project is abandoned.

If you have any questions, please contact Russell Brady, ALUC Contract Planner, at (951) 955-0549, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

April 20, 2015

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

Attachments: Notice of Airport in Vicinity
FAA Determinations of No Hazard to Air Navigation (12 lots)

cc: Eric Taylor, PS Country Club, LLC (applicant)
Marvin Roos, MSA Consulting, Inc. (representative)
PS Country Club, LLC (Bundy Drive address) (landowner/payee)
Thomas Nolan, Manager, Palm Springs International Airport
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

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



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3285-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-37.45N NAD 83
Longitude:	116-31-31.99W
Heights:	540 feet site elevation (SE) 24 feet above ground level (AGL) 564 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3285-OE.

Signature Control No: 245561613-247936099

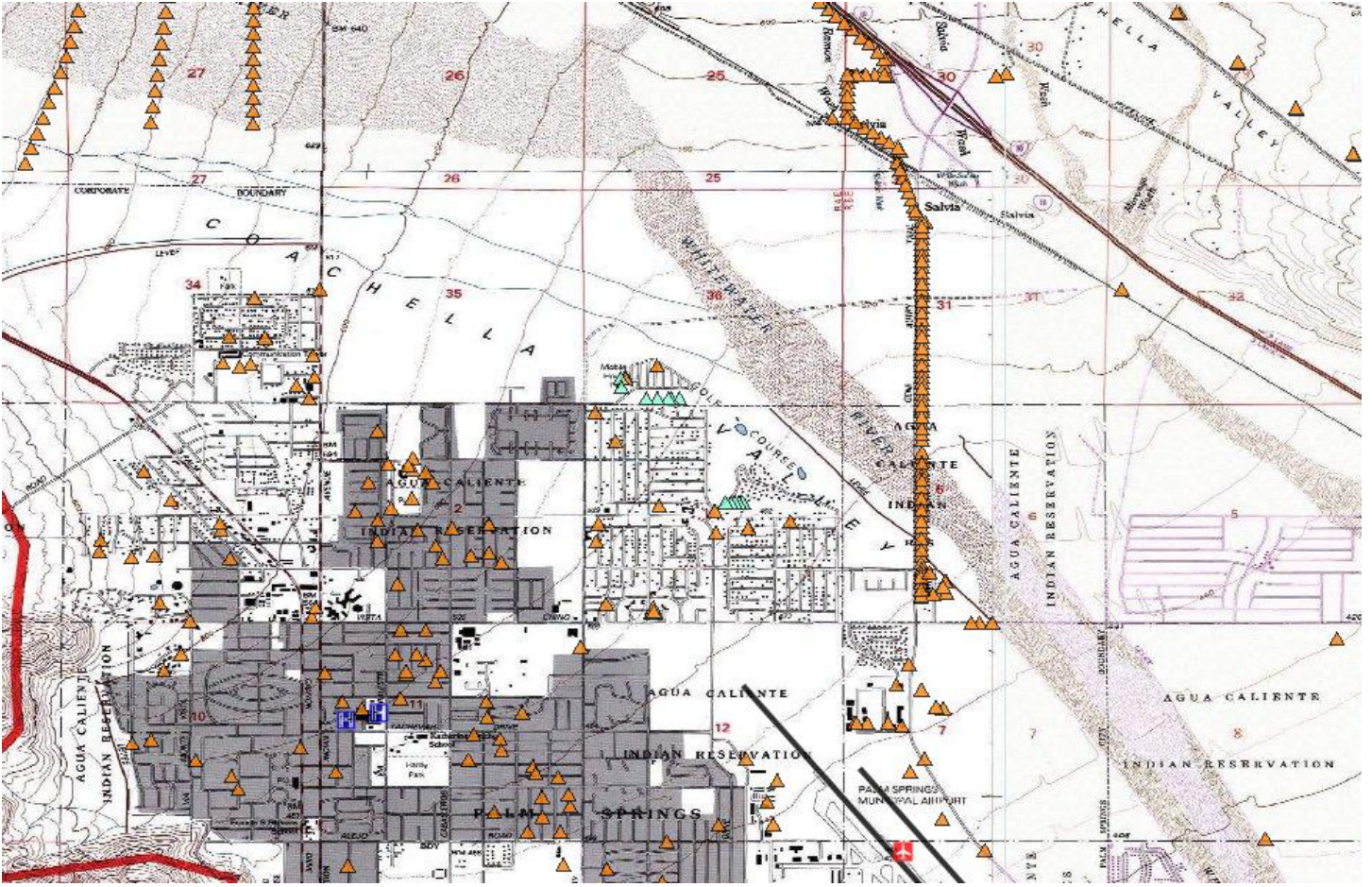
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3285-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Federal Aviation Administration
Southwest Regional Office
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2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3286-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-39.66N NAD 83
Longitude:	116-31-32.16W
Heights:	545 feet site elevation (SE) 24 feet above ground level (AGL) 569 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3286-OE.

Signature Control No: 245561614-247936100

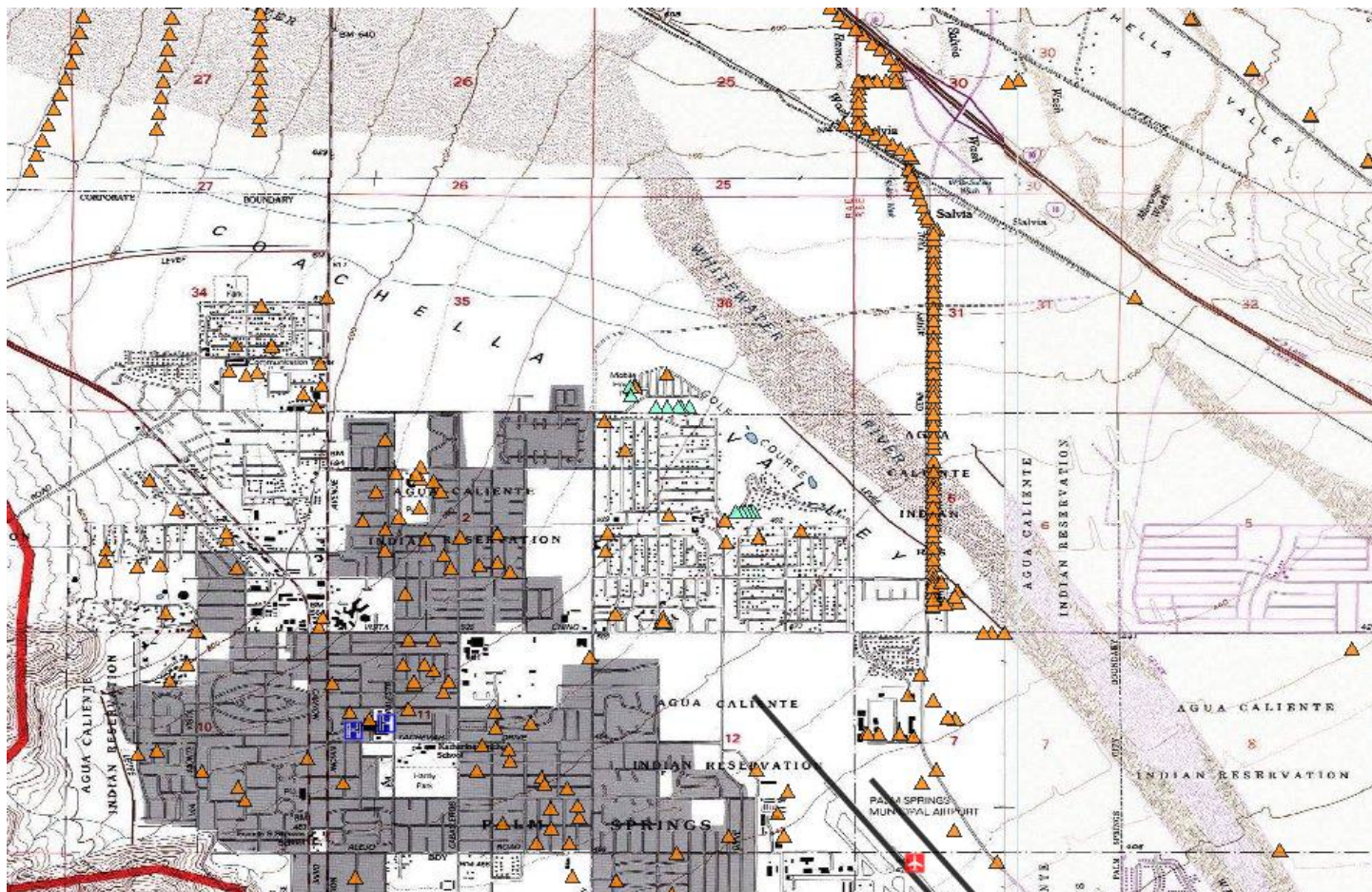
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3286-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3287-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-34.72N NAD 83
Longitude:	116-31-26.03W
Heights:	533 feet site elevation (SE) 24 feet above ground level (AGL) 557 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3287-OE.

Signature Control No: 245561615-247936098

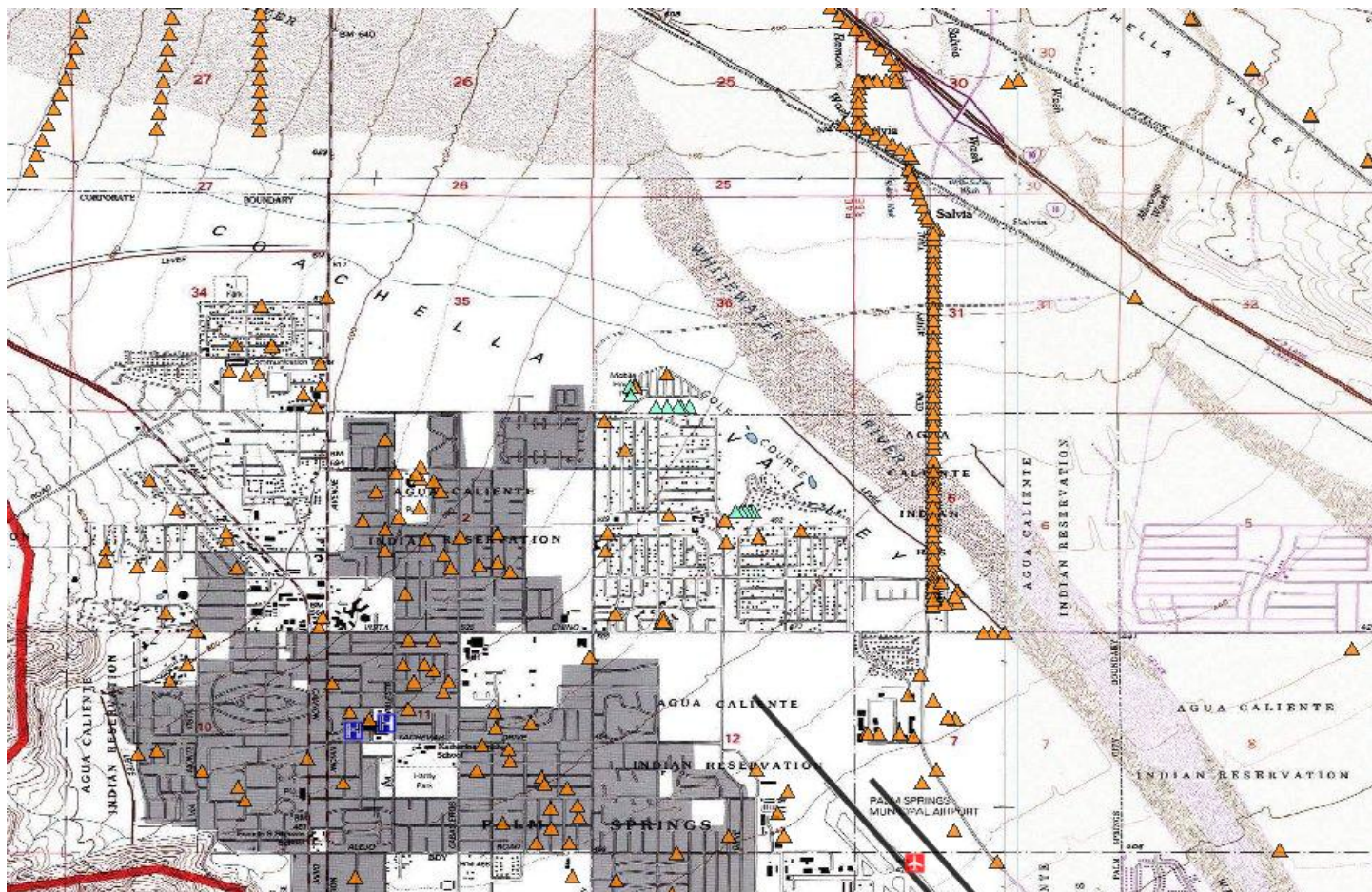
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Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3287-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Aeronautical Study No.
2015-AWP-3288-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-34.72N NAD 83
Longitude:	116-31-23.38W
Heights:	532 feet site elevation (SE) 24 feet above ground level (AGL) 556 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3288-OE.

Signature Control No: 245561616-247936097

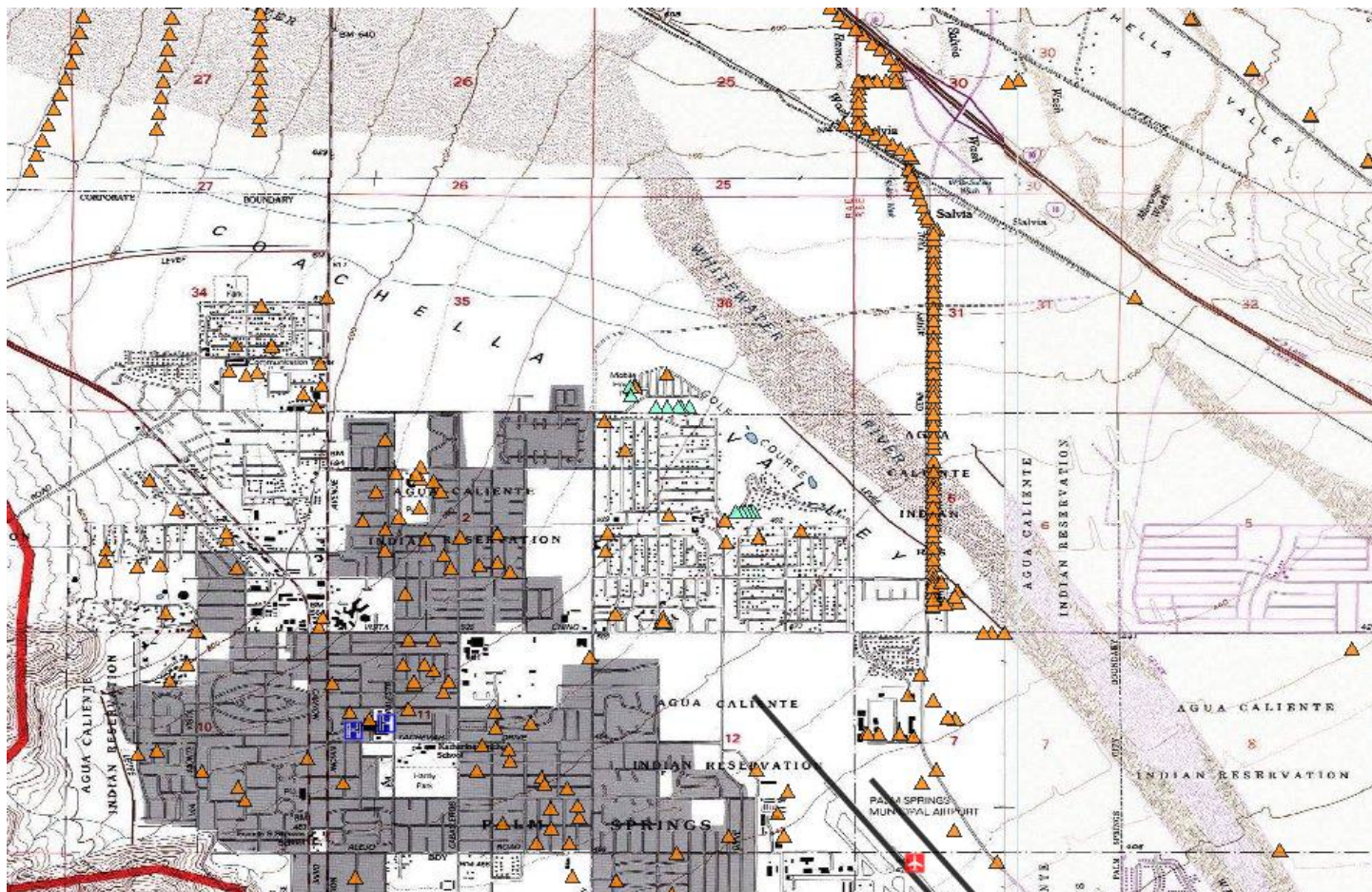
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3288-OE

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Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3289-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-34.72N NAD 83
Longitude:	116-31-20.72W
Heights:	529 feet site elevation (SE) 24 feet above ground level (AGL) 553 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3289-OE.

Signature Control No: 245561617-247936101

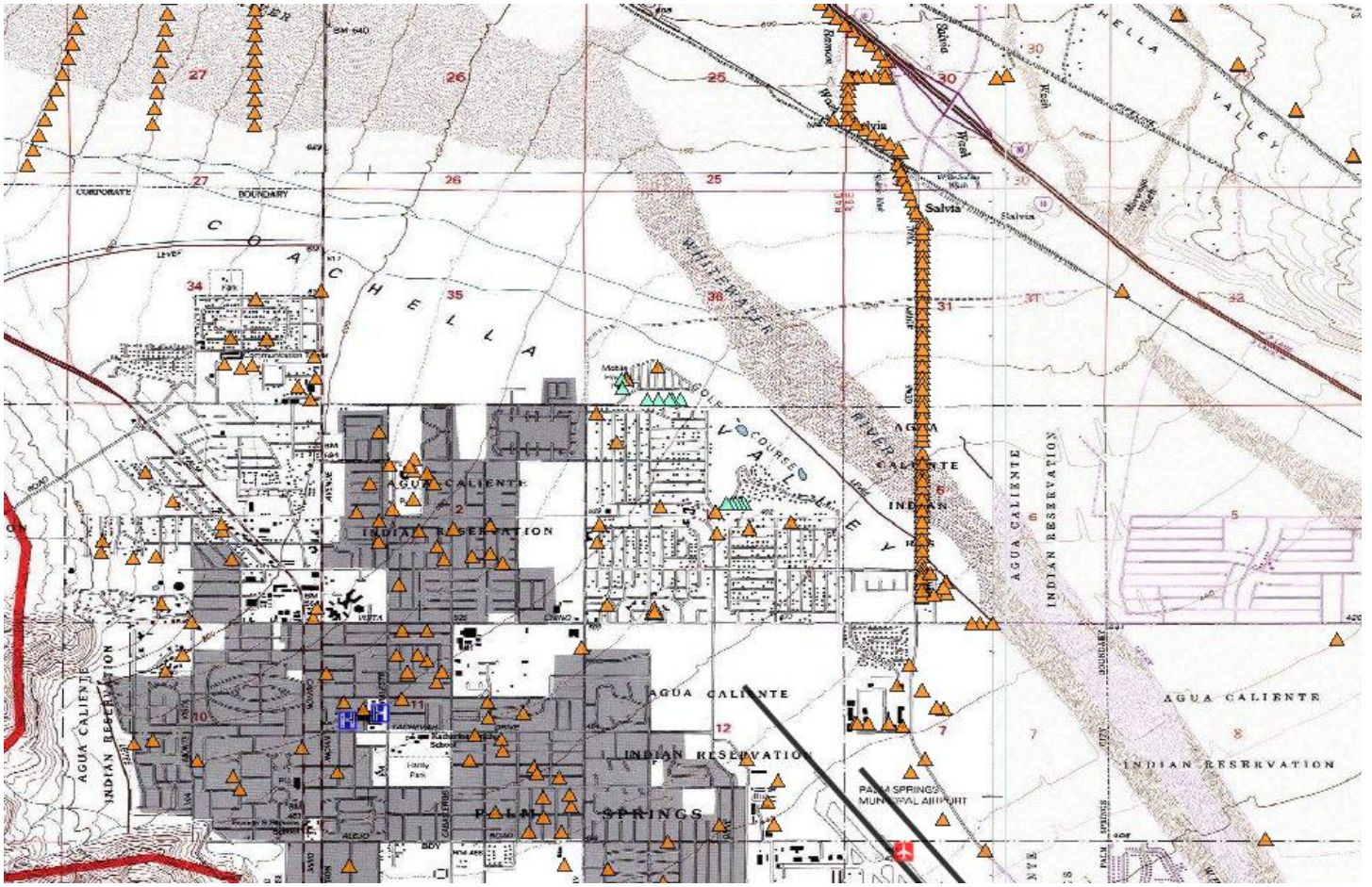
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3289-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





Mail Processing Center
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Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3290-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palmn Springs, CA
Latitude:	33-51-34.72N NAD 83
Longitude:	116-31-20.06W
Heights:	526 feet site elevation (SE) 24 feet above ground level (AGL) 550 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3290-OE.

Signature Control No: 245561618-247967054

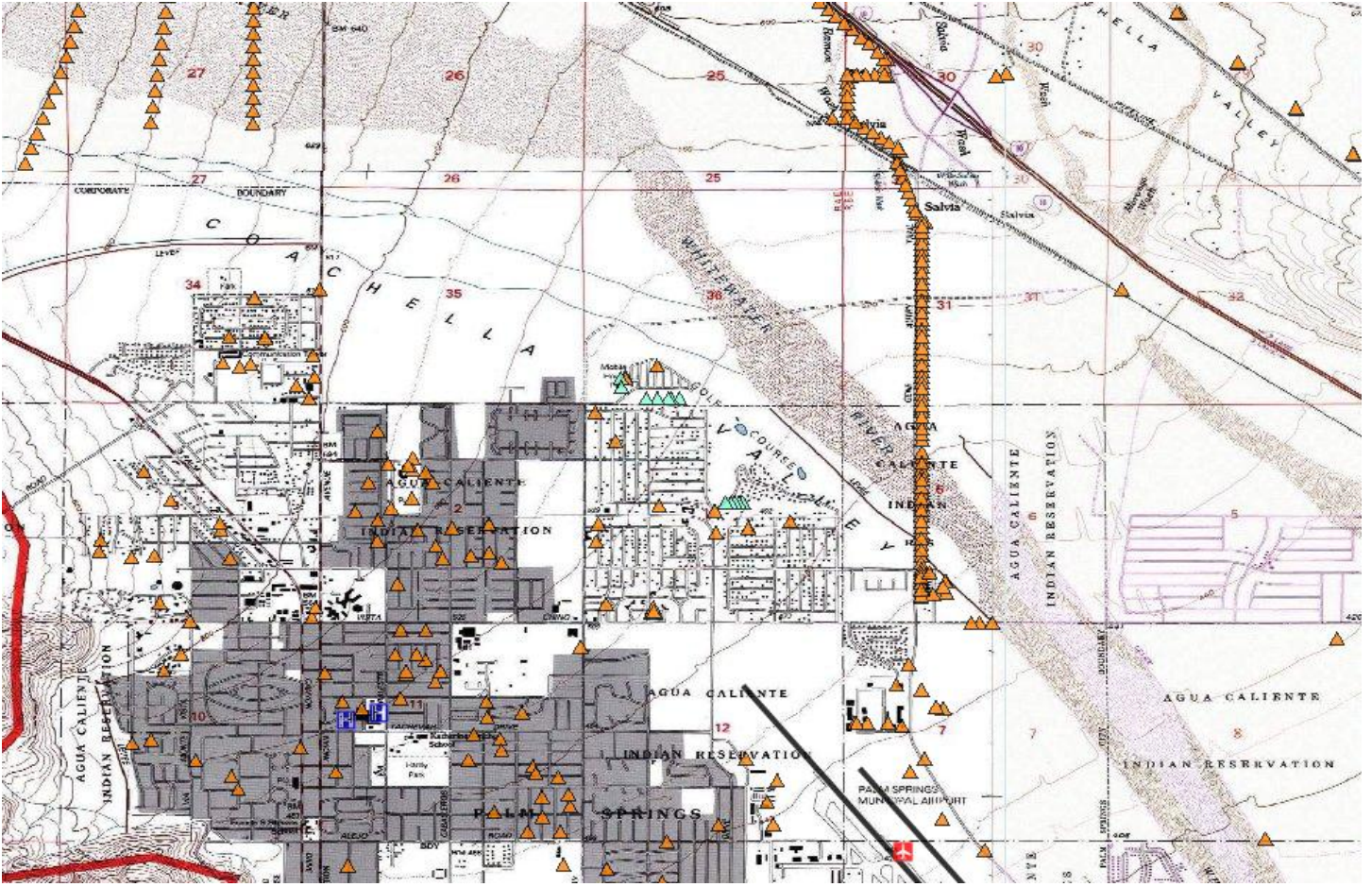
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3290-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Aeronautical Study No.
2015-AWP-3291-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Single Family Development
Location: Palm Springs, CA
Latitude: 33-51-34.71N NAD 83
Longitude: 116-31-18.06W
Heights: 525 feet site elevation (SE)
24 feet above ground level (AGL)
549 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3291-OE.

Signature Control No: 245561619-247967056

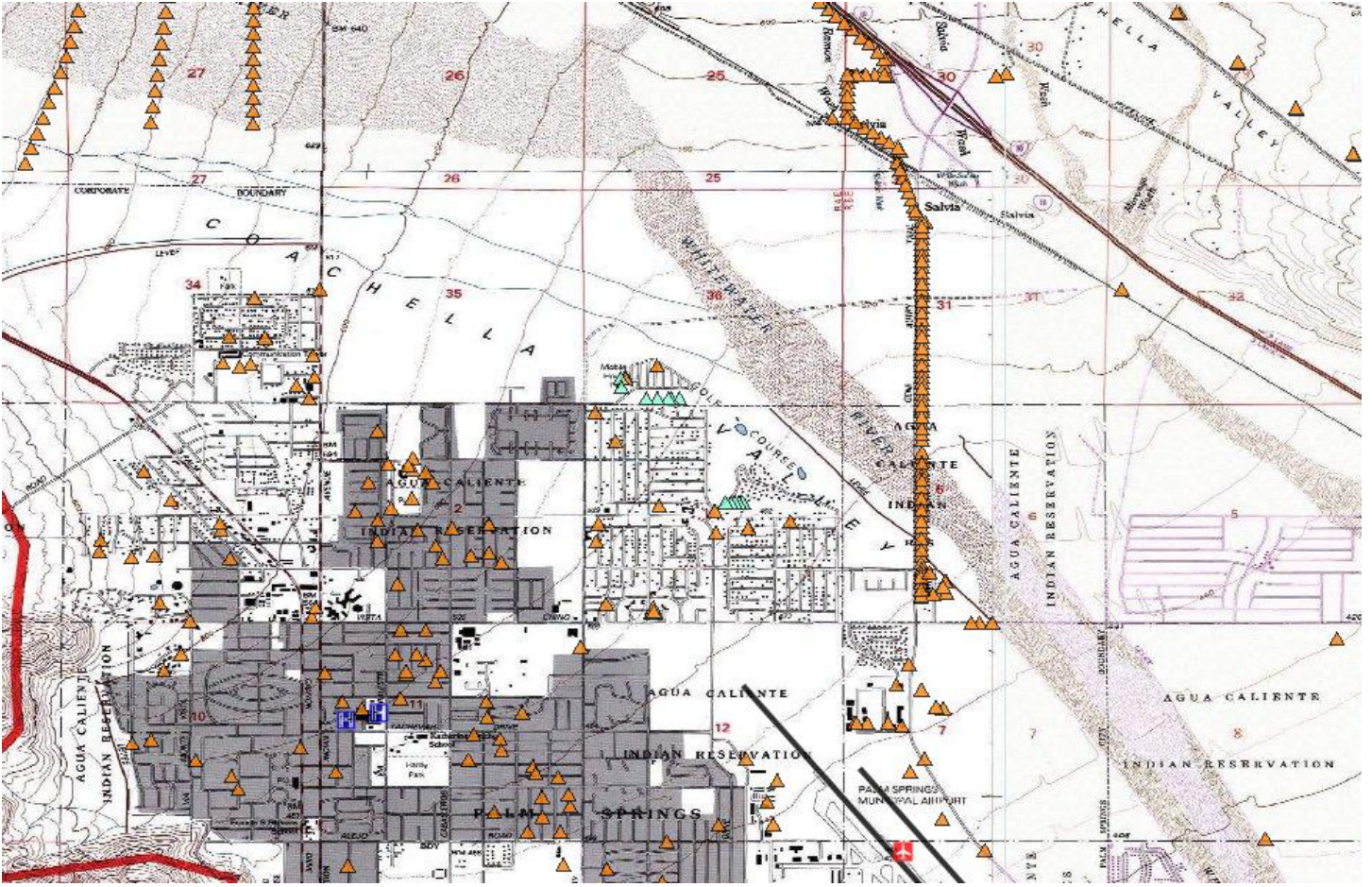
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3291-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3293-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-09.84N NAD 83
Longitude:	116-31-07.01W
Heights:	515 feet site elevation (SE) 18 feet above ground level (AGL) 533 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3293-OE.

Signature Control No: 245561621-247967058

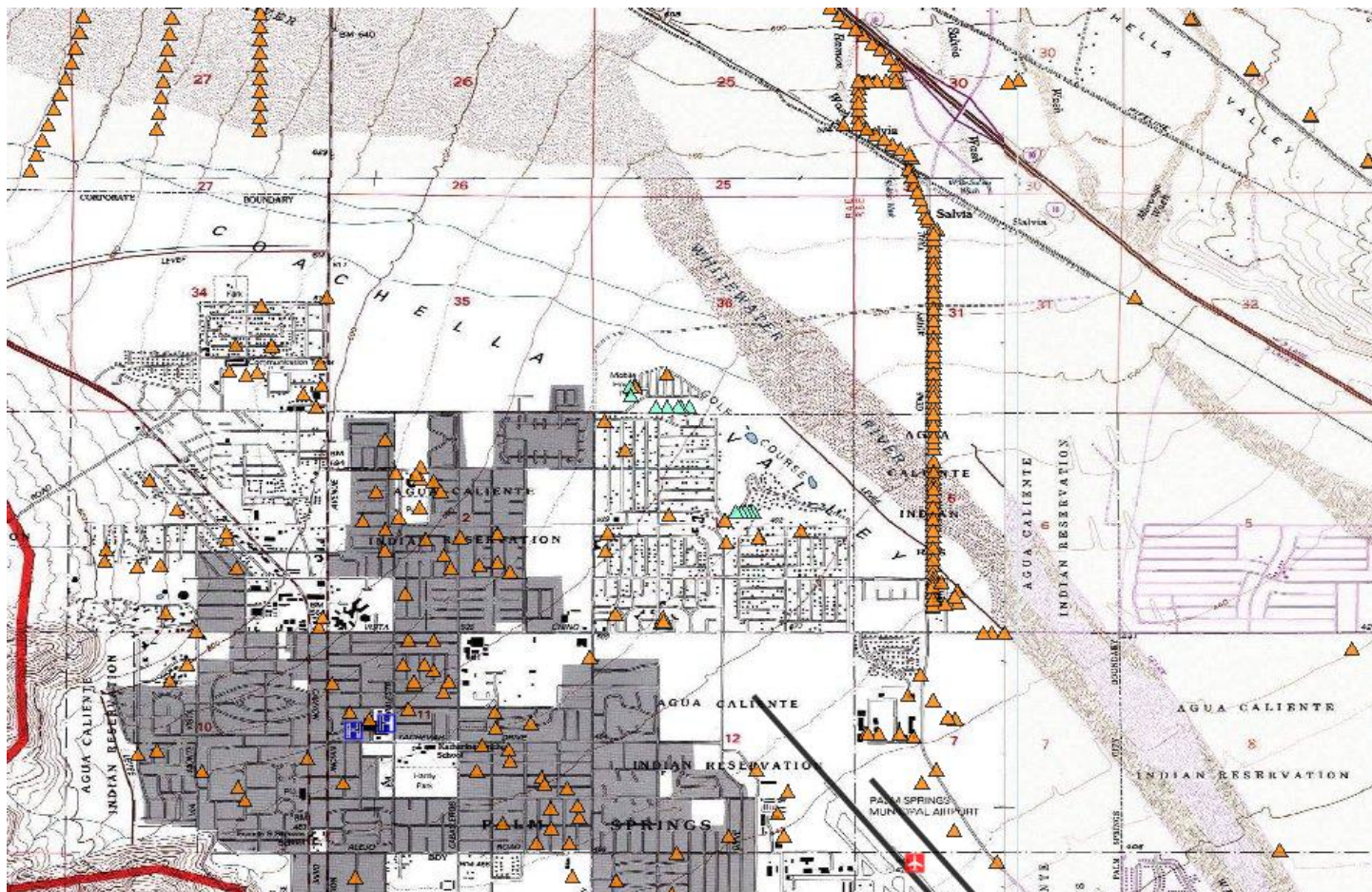
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3293-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Southwest Regional Office
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Fort Worth, TX 76193

Aeronautical Study No.
2015-AWP-3294-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-09.70N NAD 83
Longitude:	116-31-05.74W
Heights:	505 feet site elevation (SE) 18 feet above ground level (AGL) 523 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

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- extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3294-OE.

Signature Control No: 245561622-247967055

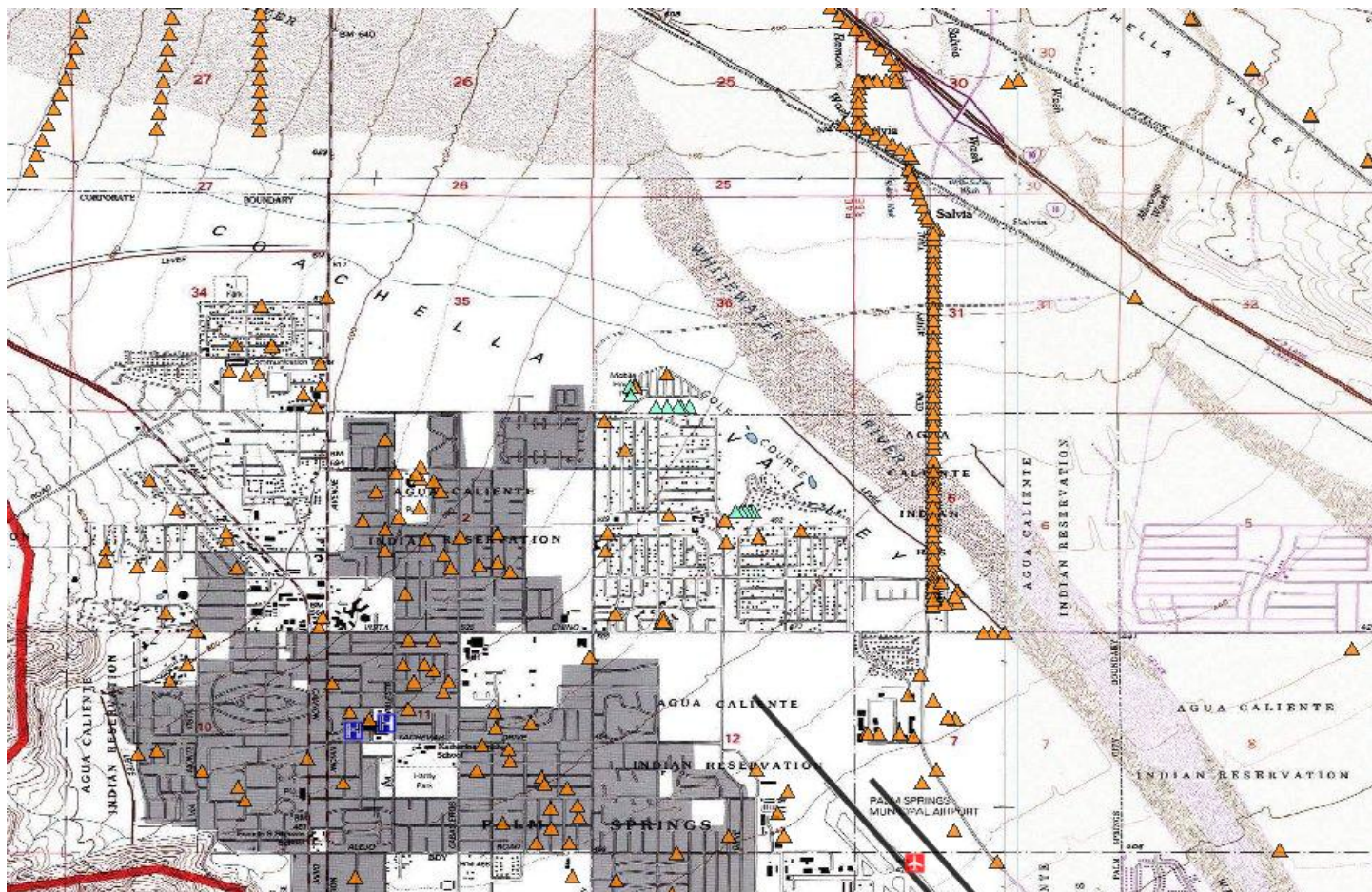
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3294-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Aeronautical Study No.
2015-AWP-3295-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-09.86N NAD 83
Longitude:	116-31-04.79W
Heights:	504 feet site elevation (SE) 18 feet above ground level (AGL) 522 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3295-OE.

Signature Control No: 245561623-247967059

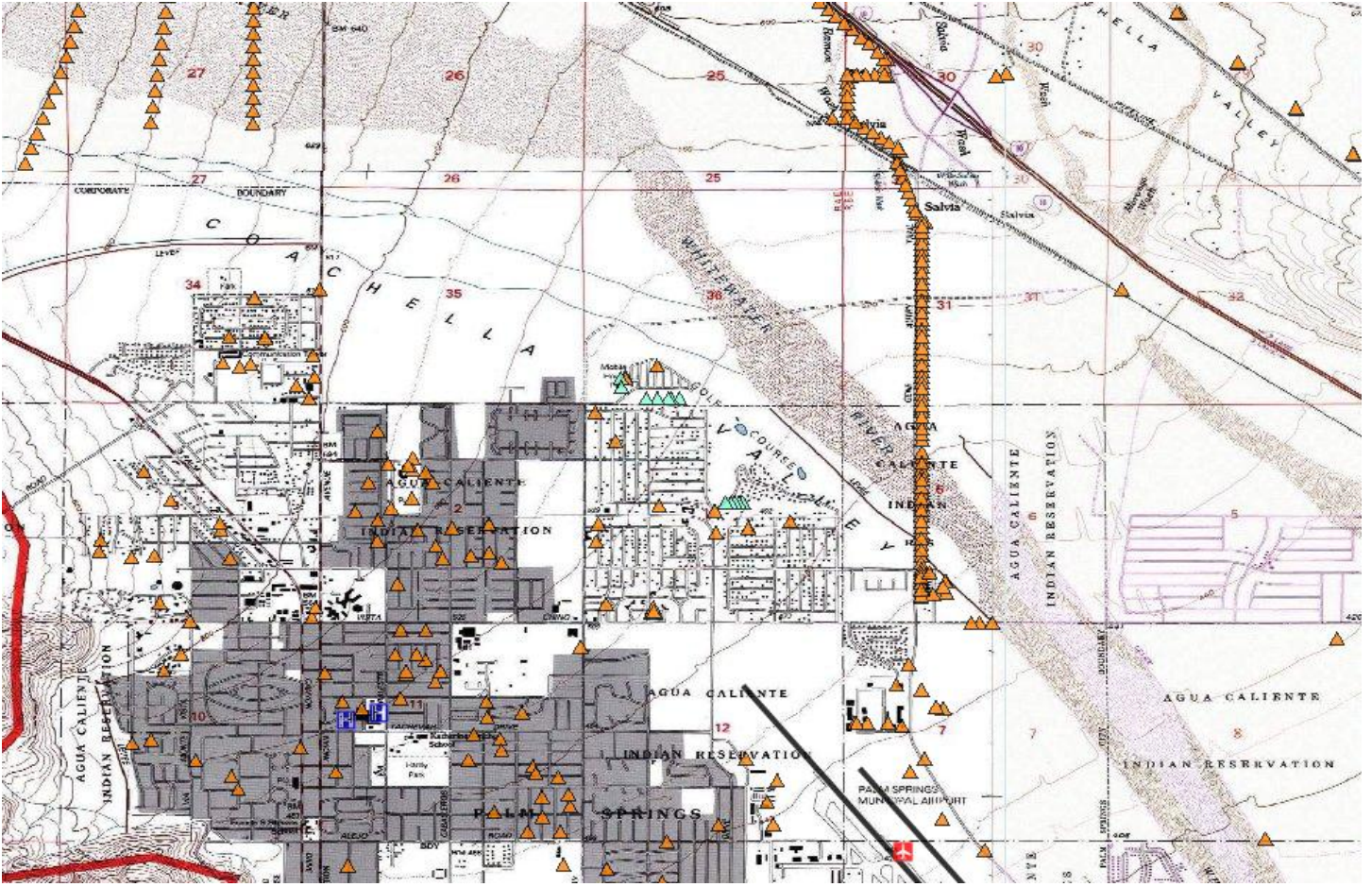
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3295-OE

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Aeronautical Study No.
2015-AWP-3296-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-09.86N NAD 83
Longitude:	116-31-03.84W
Heights:	504 feet site elevation (SE) 18 feet above ground level (AGL) 522 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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- At least 10 days prior to start of construction (7460-2, Part 1)
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3296-OE.

Signature Control No: 245561624-247967057

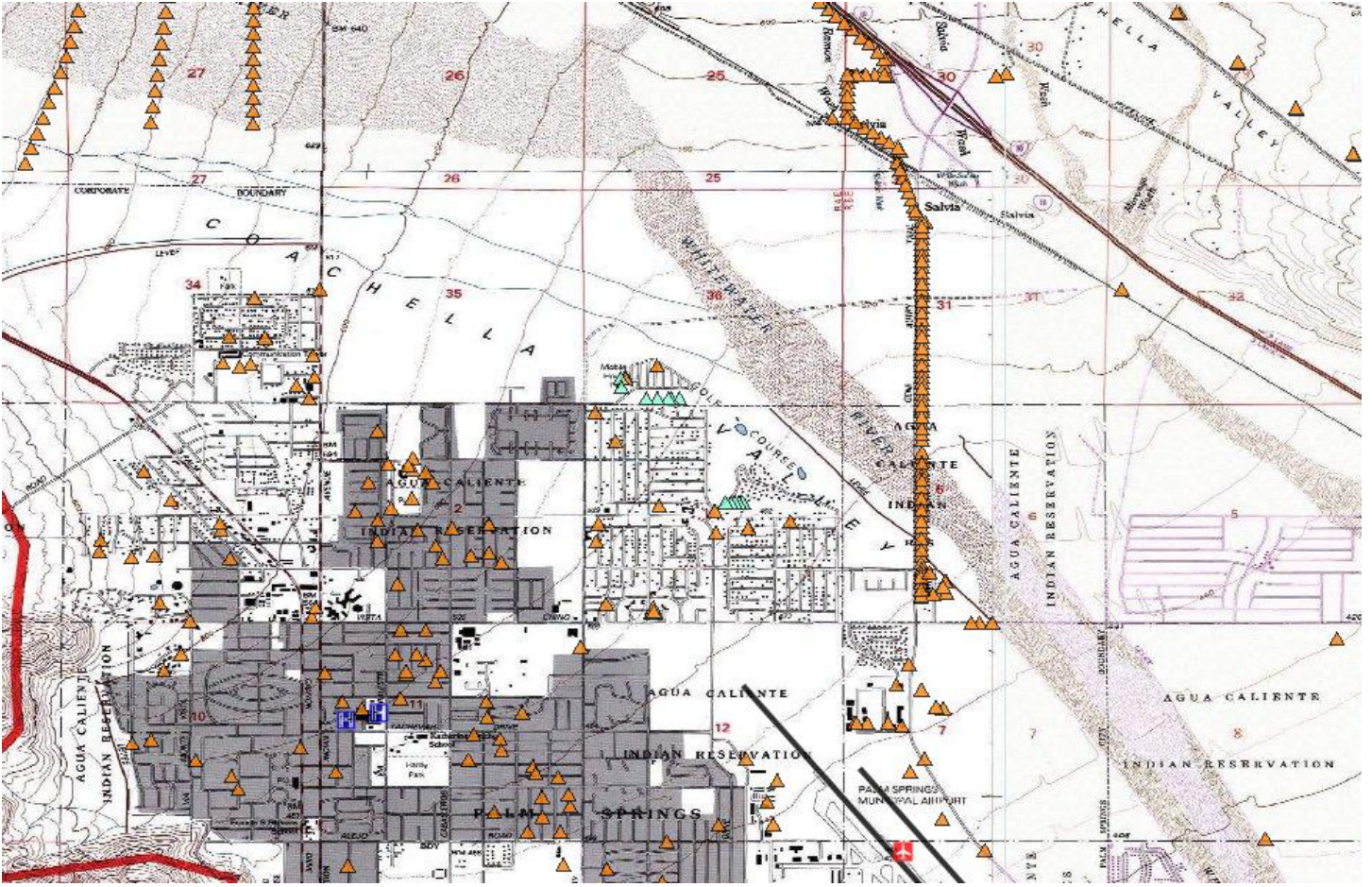
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3296-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.





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Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
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Aeronautical Study No.
2015-AWP-3297-OE

Issued Date: 04/02/2015

Eric Taylor
PS Country Club LLC
1601 Carmen Dr. Ste 211
Camarillo, CA 93010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Single Family Residential
Location:	Palm Springs, CA
Latitude:	33-51-09.87N NAD 83
Longitude:	116-31-02.89W
Heights:	503 feet site elevation (SE) 18 feet above ground level (AGL) 521 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 10/02/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3297-OE.

Signature Control No: 245561625-247967060

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3297-OE

The project proposes a TTM to redevelop the former Palm Springs Country Club golf course with approximately 429 residential units and a 5-acre public park. Units will consist of 137 single story, attached residences and 292 detached single-family residences.

Verified Map for ASN 2015-AWP-3297-OE

