Appendix L-1:
Riverside County Airport Land Use Compatibility Plans

(PART 2 of 2)
INTRODUCTION

County-owned French Valley Airport opened in 1990 as a replacement for privately owned Rancho California Airport 6 miles to the south. It is the newest airport in Riverside County and among the newest in the state. During this short period, French Valley Airport has grown to become the third busiest airport in the county, exceeded only by Palm Springs International and Riverside Municipal airports. Occupying some 261 acres, the airport has a single, 4,600-foot long runway which, as of the December 2004 adoption date of this plan, is being extended southward to a new length of 6,000 feet. The current airport master plan calls for adding a 3,600-foot parallel runway on the east. Acquisition of additional land will be required for the parallel runway.

Concurrent with the airport’s construction, the nearby cities of Temecula and Murrieta incorporated in 1989 and 1991, respectively. Formation of these new cities both responded to and fostered tremendous growth in the region. As recently as the early 1980s, the area consisted of a collection of small, unincorporated towns and sparsely populated countryside. As of early 2003, over 130,000 people resided in the two cities alone, and many more live in the surrounding unincorporated areas. Maintenance of compatibility between French Valley Airport and this rapidly growing urban area has proved challenging.

Exhibit FV–1 describes current and planned features of the airport. The adopted long-range development plan is depicted in Exhibit FV–2. Exhibit FV–3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, Exhibits FV–4 and FV–5. Exhibit FV–6 illustrates in a combined manner the noise, flight track, risk and other factors that are the source of the French Valley Airport compatibility map included in Volume 1.

A summary of information about land uses and land use policies in the airport vicinity is presented in Exhibit FV–7. Exhibit FV–8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the cities of Murrieta and Temecula. The final exhibit, FV–9 contains an initial assessment of consistencies and inconsistencies between these plans and compatibility policies set forth in Volume 1 of the Compatibility Plan.
### GENERAL INFORMATION
- **Airport Ownership**: County of Riverside
- **Year Opened**: 1989
- **Property Size**
  - Fee title: 261 acres
  - Avigation easements: Numerous
- **Airport Classification**: General Aviation
- **Airport Elevation**: 1,350 feet MSL

### AIRPORT PLANNING DOCUMENTS
- **Airport Master Plan**
  - Adopted by Riverside County Board of Supervisors, November 1995
- **Airport Layout Plan Drawing**
  - Last revised February 2004

### RUNWAY/TAXIWAY DESIGN
**Runway 18-36**
- **Critical Aircraft**: Turboprop; small business jet
- **Airport Reference Code**: B-II
- **Dimensions**: 4,600 ft. long, 75 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 30,000 lbs (single wheel)
- **Average Gradient**: 0.15% (rising to north)
- **Runway Lighting**
  - Medium-intensity edge lights (MIRL)
  - Runways 18, 36: Runway End Indicator Lights (REILs)
- **Primary Taxiways**: Full-length parallel taxiway on west

### TRAFFIC PATTERNS AND APPROACH PROCEDURES
- **Airplane Traffic Patterns**
  - Runway 18: Left traffic
  - Runway 36: Right traffic
  - Pattern altitude: 1,000 ft. AGL
- **Instrument Approach Procedures (lowest minimums)**
  - Runway 18 GPS:
    - Straight-in (1 mile visibility; 473 ft. descent height)
    - Circling (1 mile visibility, 750 ft. descent height); no circling west of runway
- **Standard Inst. Departure Procedures**: None
- **Visual Approach Aids**
  - Airport: Rotating beacon
  - Runways 18, 36: PAPI (3.0°)
- **Operational Restrictions / Noise Abatement Procedures**
  - All departures: Noise sensitive areas to north and south; use optimum rate of climb to traffic pattern altitude before departing pattern
  - Preferred calm wind runway: Runway 18

### APPROACH PROTECTION
- **Runway Protection Zones (RPZs)**
  - Runway 18: 1,000-ft. long; all on airport
  - Runway 36: 1,000-ft. long; all on airport
- **Approach Obstacles**
  - Runway 18: Road 725 feet from runway end
  - Runway 36: Road 350 feet from runway end

### BUILDING AREA
- **Location**: West side of runway at midfield
- **Aircraft Parking Capacity**
  - Hangar spaces: 60 units of various types
  - Tiedowns: 118
- **Other Major Facilities**
  - Terminal building with pilots’ lounge, restaurant, conference room, gift shop
- **Services**
  - Fuel: Jet A, 100LL (by truck & 24-hour self-service)
  - Other: Aircraft rental & charter; flight instruction

### PLANNED FACILITY IMPROVEMENTS
- **Airfield**
  - Extend runway 1,400 ft. south to 6,000 ft. total (under construction as of December 2004)
  - Establish Runway 18 VOR-DME or Localizer nonprecision approach procedure with <1 mile visibility (RPZ becomes 1,700-ft. long; all on existing airport property)
  - Construct 3,600 ft. lighted parallel runway (18L-36R) 700 ft. east of primary runway; parallel taxiway between runways
- **Building Area**
  - Add 100± hangar spaces
- **Property**
  - Fee title acquisition for parallel runway

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Exhibit FV–1

**Airport Features Summary**
French Valley Airport
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002</th>
<th>Ultimate Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>266</td>
<td>358</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>6</td>
<td>18</td>
</tr>
<tr>
<td>Turboprop</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Business Jet</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td>Helicopter</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Ultralight</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>281</td>
<td>420</td>
</tr>
</tbody>
</table>

### Aircraft Operations

<table>
<thead>
<tr>
<th></th>
<th>Current 2002</th>
<th>Ultimate Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>84,400 c</td>
<td>185,000 b</td>
</tr>
<tr>
<td>Average Day</td>
<td>231</td>
<td>506</td>
</tr>
</tbody>
</table>

**Distribution by Aircraft Type**

| Aircraft Type         | Percentage | | |
|-----------------------|------------|---|
| Single-Engine         | 79%        |   |
| Twin-Engine Piston    | 8%         | no |
| Twin-Engine, Turboprop| 5%         | change |
| Business Jet          | 6%         |   |
| Helicopter            | 1%         |   |
| Other                 | 1%         |   |

**Distribution by Type of Operation**

| Operation Type        | Percentage | | |
|-----------------------|------------|---|
| Local                 | 70%        |   |
| (incl. touch-and-goes)| no         |   |
| Itinerant             | 30%        | change |

### Time of Day Distribution

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Aircraft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>90%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>5%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>

### Runway Use Distribution

#### Piston Airplanes – Day/Evening/Night

| Runway 18(R) | Takeoffs & Landings | 70% | 56% |
| Runway 36(L) | Takeoffs & Landings | 30% | 24% |
| Runway 18L   | Takeoffs & Landings | 6%  |     |
| Runway 36R   | Takeoffs & Landings |     | 6%  |

#### Turboprops & Business Jets – Day/Evening/Night

| Runway 18     | Takeoffs & Landings | 70% | 70% |
| Runway 36     | Takeoffs & Landings | 30% | 30% |
| Runway 18L    | Takeoffs & Landings | 0%  | 0%  |
| Runway 36R    | Takeoffs & Landings | 0%  | 0%  |

#### Helicopters

| Helipad H1 | Takeoffs & Landings | 75% | no |
| Helipad H2 | Takeoffs & Landings | 10% | change |
| Helipad H3 | Takeoffs & Landings | 15% |   |

### Flight Track Usage

- Data not available

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**Notes**

- **a** Source: Airport management records and estimates
- **b** Source: Projected for compatibility planning purposes; time frame is 20+ years
- **c** Source: California Division of Aeronautics aircraft operations counter program

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Exhibit FV–3

Airport Activity Data Summary
French Valley Airport
Exhibit FV-4

Existing Noise Impacts
French Valley Airport

2002
Annual Operations 84,000
Average Annual Day 231

Source: Coffman Associates (December 2003)
Future Noise Impacts
French Valley Airport

Ultimate
Annual Operations 185,000
Average Annual Day 506

Source: Coffman Associates (December 2003)
AIRPORT SITE
- **Location**
  - Southwestern Riverside County
  - 5 miles east of Murrieta city center; 5 miles north of Temecula city center
- **Nearby Terrain**
  - Airport situated on relatively level floor of French Valley
  - Gently rolling hills nearby; no major peaks

AIRPORT ENVIRONS LAND USE JURISDICTIONS
- **County of Riverside**
  - Airport and lands north and east within unincorporated county jurisdiction
- **City of Murrieta**
  - City limits along Hwy 79, 1/2 mile west of runway
- **City of Temecula**
  - City limits 1 1/4 mile southeast, 2 miles south of runway
  - Airport within city sphere of influence

EXISTING AIRPORT AREA LAND USES
- **General Character**
  - Rapidly urbanizing area
- **Runway Approaches**
  - North (Runway 18): Industrial uses (adjacent to and within 2,000 feet of runway end); residential subdivision (1.0 mile); rural residential (beyond 1 mile)
  - South (Runway 36): Undeveloped (inside 1/2 mile); Tucalota Creek (1/4 mile); industrial; residential subdivision (1 1/4 mile)
- **Traffic Pattern**
  - East: Generally rural residential, but with residential subdivisions to northeast and southeast

PLANNED AIRPORT AREA LAND USES
- **Riverside County**
  - Light industrial and business park near runway ends
  - Medium and medium-high density residential to east beneath traffic pattern
- **City of Murrieta**
  - Business park, low density residential west of Hwy 79
- **City of Temecula**
  - Business park uses nearest airport
  - Medium-density residential farther south

ESTABLISHED AIRPORT COMPATIBILITY MEASURES
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary, advisory basis (LU 14.8)
- **City of Murrieta General Plan**
  - Residential uses discouraged under flight patterns
  - Within 60-65 CNEL, single-family residential discouraged and mobile homes prohibited; above 65 CNEL, residential prohibited, institutional uses discouraged; above 70 CNEL, institutional uses prohibited
  - No specific reference to airport compatibility or ALUC
- **City of Murrieta Zoning Codes**
  - No specific reference to airport compatibility or ALUC
- **City of Temecula General Plan**
  - Residential, educational, other institutional uses conditionally acceptable below 60 CNEL; generally unacceptable at 60-65 CNEL; discouraged above 70 CNEL
  - No specific reference to airport compatibility or ALUC
- **City of Temecula Zoning Codes**
  - No specific reference to airport compatibility or ALUC

Exhibit FV–7

Airport Environs Information
French Valley Airport
COUNTY OF RIVERSIDE: 
GENERAL PLAN (2003) AND SOUTHWEST AREA PLAN

Residential Land Use
- Compatibility Zone C
  - Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north of airport conflicts with Zone C compatibility criteria [R1]
- Compatibility Zone D
  - Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north of airport and Estate Density, Very-Low-Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations east and northeast of airport potentially conflict with the high-and-low options for Zone D [R2]
- Compatibility Zone A, B1, B2, and E
  - No inconsistencies noted

Other Policies
- General Plan
  - Acknowledgement of ALUC policies—no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict
- Zoning Codes
  - Height limit zoning not established

Non-Residential Land Use
- Compatibility Zone A
  - Office/Business Park indicated in Zone A east of airport [R3] is a potential conflict; no structures are allowed in Zone A
- Compatibility Zone B1
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to areas designated as Office/Business Park north and south of airport [R4]
- Compatibility Zone B2
  - Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to areas designated as Office/Business Park east and west of airport [R5]
- Compatibility Zone C
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to areas designated as Heavy Industrial north of airport and Office/Business Park north and south of airport [R6]
- Compatibility Zone D
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Heavy Industrial north of airport and Office/Business Park at the northern edge of the airport [R7]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit FV–9

General Plan Consistency Review (Preliminary) 
French Valley Airport
CITY OF MURRIETA:
GENERAL PLAN (1999), AND ZONING CODES

Residential Land Use
- Compatibility Zone D
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre west of airport potentially conflict with the high-and-low options for Zone D [M1]

Other Policies
- General Plan
  - No acknowledgment of ALUC coordination
  - Potential conflict: Noise policy indicates a range of 60 to 65 dB CNEL as marginally acceptable for residential development; ALUC policy for residential use is acceptable in the 55 to 60 dB CNEL range
- Zoning Codes
  - Height limit zoning not established

Non-Residential Land Use
- Compatibility Zone B1
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to the area designated as Heavy Industrial north of airport [M2]
- Compatibility Zone C
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to area designated as Heavy Industrial north of airport [M3]
- Compatibility Zone E
  - No inconsistencies noted

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit FV-9, continued
## CITY OF TEMECULA:
### GENERAL PLAN (1993), AND ZONING CODES

### Residential Land Use
- Compatibility Zone D
  - Residential designations with densities ranging from 0.4 to 2.0 dwelling units/acre and 2.1 to 5.0 dwelling units/acre southeast of airport potentially conflict with the high-and-low options for Zone D [T1]
- Compatibility Zone E
  - No inconsistencies noted

### Non-Residential Land Use
- Compatibility Zone D
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [T2]
- Compatibility Zone E
  - No inconsistencies noted

### Other Policies
- General Plan
  - No acknowledgment of ALUC coordination
  - Noise policy for residential development is consistent with ALUC policy; residential use acceptable in the 55 to 60 dB CNEL range
- Zoning Codes
  - Height limit zoning not established

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

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Exhibit FV-9, continued
Background Data: French Valley Airport and Environs

INTRODUCTION

County-owned French Valley Airport opened in 1990 as a replacement for privately owned Rancho California Airport six miles to the south. It is the newest airport in Riverside County and among the newest in the state. During this short period, French Valley Airport has grown to become the third busiest airport in the county, exceeded only by Palm Springs International and Riverside Municipal airports. Occupying some 261 acres, the airport has a single, 6,000-foot long runway, and is home to over 300 based aircraft.

Concurrent with the airport’s construction, the nearby cities of Temecula and Murrieta incorporated in 1989 and 1991, respectively. Formation of the new cities both responded to and fostered tremendous growth in the region. As recently as the early 1980s, the area consisted of a collection of small, unincorporated towns and sparsely populated countryside. As of 2008, over 200,000 people resided in the two cities alone, and many more live in the surrounding unincorporated areas. Maintenance of compatibility between French Valley Airport and this rapidly growing urban area has proved challenging.

Exhibit FV-1 describes current and planned features of the airport. The adopted long-range development plan is depicted in Exhibit FV-2. Exhibit FV-3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown on the two following maps, Exhibits FV-4 and FV-5. Exhibit FV-6 illustrates in a combined manner the noise, flight track, rsk and other factors that are the source of the French Valley Airport compatibility map included in Volume 1.

A summary of information about land uses and land use policies in the airport vicinity is presented in Exhibit FV-7. Exhibit FV-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the cities of Murrieta and Temecula. The final exhibit, FV-9, contains an initial assessment of consistencies and inconsistencies between these plans and compatibility policies set forth in Volume 1 of the Compatibility Plan.
### GENERAL INFORMATION
- **Airport Ownership:** County of Riverside
- **Year Opened:** 1989
- **Property Size:**
  - Fee title: 261 acres
  - Aviation easements: Numerous
- **Airport Classification:** General Aviation
- **Airport Elevation:** 1,390 feet MSL

### AIRPORT PLANNING DOCUMENTS
- **Airport Master Plan**
  - Adopted by Riverside County Board of Supervisors, 2010
- **Airport Layout Plan Drawing**
  - Last revised April 2010

### RUNWAY/TAXIWAY DESIGN
#### Runway 18-36
- **Critical Aircraft:** Turboprop, small business jet
- **Airport Reference Code:** 5-11
- **Dimensions:** 6,000 ft. long, 75 ft. wide
- **Pavement Strength (main landing gear configuration):**
  - 30,000 lbs (single wheel)
- **Average Gradient:** 0.2% (rising to north)
- **Runway Lighting**
  - Medium-intensity runway edge lights (MIROL)
  - Runways 18, 36: Runway End Identifier Lights (REILs)
- **Primary Taxiways:** Full-length parallel taxiway on west

### TRAFFIC PATTERNS AND APPROACH PROCEDURES
- **Airplane Traffic Patterns**
  - Runway 18: Left traffic
  - Runway 36: Right traffic
- **Pattern Altitude:** 1,000 ft. AGL
- **Instrument Approach Procedures (lowest minimums):**
  - Runway 18 GPS
    - Straight-in (1 mile visibility; 530 ft. descent height)
    - Circling (1 mile visibility, 690 ft. descent height): no circling west of runway
- **Standard Inst. Departure Procedures:**
  - Visual Approach Aids
    - Airport: Rotating beacon
    - Runways 18, 36: PAPI (3.0°)
- **Operational Restrictions / Noise Abatement Procedures**
  - All departures: Noise-sensitive areas to north and south; use optimum rate of climb to traffic pattern altitude before departing pattern
  - Preferred calm wind runway: Runway 18

### APPROACH PROTECTION
- **Runway Protection Zones (RPZs):**
  - Runway 18: 1,000-ft. long; all on airport
  - Runway 36: 1,000-ft. long; all on airport
- **Approach Obstacles**
  - Runway 18: Road 725 feet from runway end
  - Runway 36: Road 350 feet from runway end

### BUILDING AREA
- **Location:** West side of runway at midfield
- **Airport Parking Capacity**
  - Hangar spaces: 246 units of various types
  - Tiedowns: 211
- **Other Major Facilities**
  - Terminal building with pilots' lounge, restaurant, conference room, gift shop
- **Services**
  - Fuel: Jet A, 100LL (by truck & 24-hour self-service)
  - Other: Aircraft rental & charter; flight instruction

### PLANNED FACILITY IMPROVEMENTS
- **Airfield**
  - Upgrade runway edge lighting to high intensity (HIAL) and install omni directional approach lighting system or Runway 18
- **Building Area**
  - Add 130,000 square feet of hangar area
- **Property**
  - Fee title acquisition for hangar development

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**EXHIBIT FV-1**

# Airport Features Summary

**French Valley Airport**

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**Riverside County ALUCP – West County Airports Background Data (April 2010)**
### Based Aircraft

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<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2008</th>
<th>Future 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>283</td>
<td>391</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>12</td>
<td>48</td>
</tr>
<tr>
<td>Business Jet</td>
<td>6</td>
<td>19</td>
</tr>
<tr>
<td>Helicopters</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Ultralights</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>311</strong></td>
<td><strong>475</strong></td>
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</tbody>
</table>

### Time of Day Distribution

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Aircraft</td>
<td>90%</td>
<td>no</td>
</tr>
<tr>
<td>Day</td>
<td>5%</td>
<td>change</td>
</tr>
<tr>
<td>Evening</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Night</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>

### Runway Use Distribution

#### Business Jet/Turboprop – Day, Evening & Night

- **Takeoffs & Landings**
  - Runway 18: 70%, change
  - Runway 36: 30%, change

#### Single/Multi-Engine Piston – Day, Evening & Night

- **Takeoffs & Landings**
  - Runway 18: 70%, change
  - Runway 36: 30%, change

#### Helicopters

- **Takeoffs & Landings**
  - Helipad H1: 100%, no

### Aircraft Operations

<table>
<thead>
<tr>
<th>Year of Data</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>97,700</td>
<td>149,200</td>
</tr>
<tr>
<td>Average Day</td>
<td>268</td>
<td>409</td>
</tr>
</tbody>
</table>

#### Distribution by Aircraft Type

- Single-Engine: 81%, 81%
- Twin-Engine Piston: 14%, 13%
- Twin-Engine, Turboprop: 2%, 2%
- Business Jet: 4%, 3%
- Helicopter: >1%, 1%

#### Distribution by Type of Operation

- Local (incl. touch-and-go's): 65%, 65%
- Itinerant: 35%, 35%

### Flight Track Usage

Fixed-wing traffic pattern on east side of the airport and helicopter pattern on west side of the airport. Itinerant operations enter the pattern at a 45-degree angle or approach straight-in.

### Notes

*Source: 2009 French Valley Airport Master Plan*

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**Airport Activity Data**

**French Valley Airport**
2008
Annual Operations  97,700
Average Annual Day  268

Source: Coffman Associates (December 2009)

Exhibit FV-4

Existing Noise Impacts
French Valley Airport
Ultimate
Annual Operations 149,200
Average Annual Day 409

Source: Coffman Associates (December 2009)

Future Noise Impacts
French Valley Airport
### AIRPORT SITE

- **Location**
  - Southwestern Riverside County
  - 5 miles east of Murrieta city center; 5 miles north of Temecula city center
- **Nearby Terrain**
  - Airport situated on relatively level floor of French Valley
  - Gently rolling hills nearby; Part 77 terrain penetrations to the east and west of the airport (see Exhibit FV2)

### STATUS OF COMMUNITY PLANS

- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors December 2008
- **City of Murrieta**
  - General plan adopted January 2006
  - Nine specific plans cover various portions of airport environs
- **City of Temecula**
  - General plan adopted April 2005
  - Specific Plan 309 encompasses part of airport vicinity

### AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Airport and lands north and east within unincorporated county jurisdiction
- **City of Murrieta**
  - City limits along Hwy 79, ½-mile west of runway
- **City of Temecula**
  - City limits 1¼ miles southeast, 2 miles south of runway
  - Airport within city sphere of influence

### EXISTING AIRPORT AREA LAND USES

- **General Character**
  - Rapidly urbanizing area
- **Runway Approaches**
  - North (Runway 19): Office/industrial uses (adjacent to and within 2,000 feet of runway end); residential subdivision (1.0 mile); rural residential (beyond 1 mile)
  - South (Runway 36): Undeveloped (inside ½-mile); Tucalota Creek (3/4-mile); industrial; residential subdivision (1 ½ miles)
- **Traffic Pattern**
  - East: Generally rural residential, but with residential subdivisions to northeast and southeast

### PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - Light industrial and business park near runway ends
  - Low-high density residential to east beneath traffic pattern
- **City of Murrieta**
  - Business park, low density residential west of Hwy 79
- **City of Temecula**
  - Business park uses nearest airport
  - Low-density residential farther south

### ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policies N 7.1 to N 7.5)
  - Safety compatibility zones and criteria from previous compatibility incorporated into the Land Use Element of the General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8)
  - City of Murrieta General Plan
    - Within 65-70 CNEL, residential use requires an acoustical report and noise mitigation
    - Specific reference to airport compatibility in Safety Element (Goal 9) and Noise Element (N-2.1f)
  - City of Murrieta Development Codes
    - No specific reference to airport compatibility or ALUC
  - City of Temecula General Plan
    - Residential, educational, other institutional uses conditionally acceptable below 65 CNEL; generally unacceptable at 65-70 CNEL; discouraged above 70 CNEL
    - Reference to airport compatibility Public Safety Element (Policy 2.5)
  - City of Temecula Zoning Codes
    - References to airport compatibility in requirements for telecommunications facilities and antennas. No other specific reference to airport compatibility or ALUC

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**Exhibit FV-7**

**Airport Environs Information**

French Valley Airport
COUNTY OF RIVERSIDE:
GENERAL PLAN (2008) AND SOUTHWEST AREA PLAN

Residential Land Use
➢ Compatibility Zone C
  ➢ Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north and south of airport conflicts with Zone C compatibility criteria [R1]
➢ Compatibility Zone D
  ➢ Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north, south, and east of airport. Very-Low-Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations north and east of airport potentially conflict with the high-and-low options for Zone D [R2]
  ➢ Compatibility Zones A, B1, B2, and E
  ➢ No inconsistencies noted

Non-Residential Land Use
➢ Compatibility Zone A
  ➢ Business Park, Commercial Office, and Light Industrial indicated in Zone A north, south and east of airport [R3] is a potential conflict; no structures are allowed in Zone A
➢ Compatibility Zone B1
  ➢ Potential Conflict: Zone B1 intensity limits (50 people/acre with an open land requirement of 40%) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north and south of airport [R4]
  ➢ Compatibility Zone B2
  ➢ Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park east and west of airport [R5]
  ➢ Compatibility Zone C
  ➢ Potential Conflict: Zone C intensity limits (100 people/acre with an open land requirement of 30%) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north and south of airport [R6]
➢ Compatibility Zone D
  ➢ Potential Conflict: Zone D intensity limits (150 people/acre) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north, south, east, and west of airport [R7]

Other Policies
➢ General Plan
  ➢ Acknowledgement of ALUC policies – no conflict
  ➢ Established ALUC 60 3B CNEL noise contour policy for new residential development – no conflict
➢ Zoning Codes
  ➢ Height limit zoning not established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit FV-9

General Plan Consistency Review (Preliminary)
French Valley Airport
# CITY OF MURRIETA: GENERAL PLAN (2006) AND ZONING CODES

## Residential Land Use
- **Compatibility Zone B1**
  - Residential designations with densities up to 0.4 dwelling units/acre north of airport potentially conflict with the 0.2 dwelling units/acre allowed in Zone D [M1]
- **Compatibility Zone C**
  - Residential designations with densities up to 0.4 dwelling units/acre north of airport potentially conflict with the 0.2 dwelling units/acre allowed in Zone C [M2]
- **Compatibility Zone D**
  - Residential designations with densities ranging from 0.4 to 5.0 dwelling units/acre west of airport potentially conflict with the high-and-low options for Zone D [M3]

## Non-Residential Land Use
- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (50 people/acre with a 40% open land requirement) apply to the areas designated as Business Park north of airport [M4]
- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (100 people/acre with a 40% open land requirement) apply to area designated as Business Park and Community Commercial north of airport [M5]
- **Compatibility Zone D**
  - Potential Conflict: Zone C intensity limits (150 people/acre with a 10% open land requirement) apply to area designated as Business Park and Community Commercial north of airport [M6]
- **Compatibility Zone E**
  - No inconsistencies noted

## Other Policies
- **General Plan**
  - Potential conflict: Noise policy indicates a range of 60 to 65 dBA CNEL as marginally acceptable for residential development; ALUC policy for residential use is acceptable in the 55 to 60 dBA CNEL range

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Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

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Exhibit FV-P, continued
CITY OF TEMECULA:
GENERAL PLAN (2005) AND ZONING CODES

Residential Land Use
- Compatibility Zone C
  - Residential designations with densities ranging from 7 to 12 dwelling units/acre south of airport potentially conflict with the 0.2 dwelling units/acre allowed in Zone C [T1]
- Compatibility Zone D
  - Residential designations with densities ranging from 3.0 to 6.0 dwelling units/acre and 0.2 to 0.4 dwelling units/acre southeast of airport potentially conflict with the high-and-low options for Zone D [T2]
- Compatibility Zone E
  - No inconsistencies noted

Non-Residential Land Use
- Compatibility Zone D
  - Potential Conflict: Zone D intensity limits (150 people/acre) apply to areas designated as Neighborhood Commercial Business Park, and Professional Office and south of airport [T3]
- Compatibility Zone E
  - No inconsistencies noted

Other Policies
- General Plan
  - Noise policy for residential development is consistent with ALUC policy; residential use acceptable in the 55 to 60 dB CNEL range
- Zoning Codes
  - Height limit zoning established for communication towers only.

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit FV-9, continued
Inconsistent Land Use Types Within Safety Compatibility Zone

Exhibit FV-9, continued
Background Data: Flabob Airport and Environs

INTRODUCTION

Situated along the edge of the Santa Ana River just west of downtown Riverside, Flabob Airport’s long history goes back to the early days of aviation. The present airport has existed since at least 1925—some accounts say a dirt landing strip was located on the site as early as 1907. Flavio Madariaga and Bob Bogen became the airport’s owners in 1943 and gave their names to the facility. The now-nationwide Experimental Aviation Association was founded there in 1953. After languishing for many years and almost closing in the late 1990s, the airport was acquired by the Thomas W. Walthen Foundation in 2000. The new owners have removed some of the old buildings, constructed several new hangars, and repaved much of the airfield.

Today, the airport is home to some 200 aircraft, many of them vintage or experimental airplanes. Providing educational programs for local school children is another role played by the airport. Facility improvement plans call for construction of additional hangars with space for perhaps another 80 aircraft. A corresponding increase in aircraft operations can be anticipated. However, the limited land area prevents expansion of the single 3,190-foot runway (a shorter turf runway was closed in the early 1980s).

Parts of the surrounding unincorporated community of Rubidoux have existed even longer than the airport, but much of the area remained agricultural until the 1990s. The residential neighborhood to the north and a mobile home park to the east have been there for many years; the subdivision along the river’s edge just south of the airport is a recent development. Lands around the west end of the runway remain generally low-density in character and potentially could be further developed in the future.

Exhibits FL–1 through FL–3 on the following pages provides tabular and diagrammatic summaries of information about Flabob Airport and its activity levels. Current and projected noise contours are depicted in Exhibits FL–4 and FL–5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Flabob Compatibility Map are shown in Exhibit FL–6. Information about the land uses in the Flabob Airport environs is summarized in the table and map presented in Exhibits FL–7 and FL–8. Exhibit FL–9 presents a preliminary assessment of Riverside County and City of Riverside general plans relative to Compatibility Plan policies.
**CHAPTER W3  BACKGROUND DATA: FLABOB AIRPORT AND ENVIRONS**

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**GENERIC INFORMATION**
- **Airport Ownership:** Private
  (Thomas W. Wathen Foundation)
- **Year Opened:** 1925
- **Property Size**
  - Fee title: 82 acres
  - Avigation easements: None
- **Airport Classification:** General Aviation
- **Airport Elevation:** 764 feet MSL

**AIRPORT PLANNING DOCUMENTS**
- **Airport Master Plan**
  - None
- **Airport Layout Plan Drawing**
  - Last update May 2003

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**RUNWAY/TAXIWAY DESIGN**
**Runway 6-24**
- **Critical Aircraft:** Single-engine, piston
- **Airport Reference Code:** B-I (small airplanes)
- **Dimensions:** 3,190 ft. long, 50 ft. wide
  - Runway 28 threshold displaced 330 ft.
- **Pavement Strength (main landing gear configuration)**
  - 8,000 lbs. (single-wheel)
- **Average Gradient:** 0.5% (rising to east)
- **Runway Lighting**
  - Medium-intensity edge lights (MIIL); non-standard;
  - 330 ft. at approach end of Rwy 24 unlighted
- **Primary Taxiways:** Full-length parallel on north

---

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**
- **Airplane Traffic Patterns**
  - **Runways 6 & 24:** Left traffic
  - Pattern altitude: 700 ft. AGL (1,464 ft. MSL)
  - Nighttime pattern altitude: 1,000 ft. AGL, around
  - mountain
- **Instrument Approach and Departure Procedures**
  - None
- **Visual Approach Aids**
  - None
- **Operational Restrictions / Noise Abatement Procedures**
  - Runway 6 departures: Avoid overflight of trailer park,
  - 1,000 ft. east of runway
  - Mt. Rubidoux (elev. 1,340 ft. MSL plus 20 ft. cross on
  - top) ¾ mile southeast of airport
  - Flights to/from south controlled by Riverside Municipal
  - Airport airspace

---

**APPROACH PROTECTION**
- **Runway Protection Zones (RPZ)**
  - Runway 6: 1,000 ft. long (25±% on airport property)
  - Runway 24: 1,000 ft. long (25±% on airport property)
- **Approach Obstacles**
  - Runway 6: 5 ft. fence, 215 ft. from threshold
  - Runway 24: 4 ft. fence, 200 ft. from threshold

---

**BUILDING AREA**
- **Location:** North side of runway
- **Aircraft Parking Capacity**
  - Hangar spaces: 174
  - Tiedowns: 125
- **Other Major Facilities**
  - Experimental Aircraft Association quarters
- **Services**
  - Fuel: 100LL/80 (available during regular business
  - hours)
  - Other: Avionics, charter flights, flight instruction,
  - aircraft rental and sales

---

**PLANNED FACILITY IMPROVEMENTS**
- **Airfield**
  - None
- **Building Area**
  - Increase aircraft hangar spaces to 100
- **Property**
  - None

---

Exhibit FL–1

**Airport Features Summary**
Flabob Airport
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002 Data</th>
<th>Future Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>190</td>
<td>262</td>
</tr>
<tr>
<td>Twin-Engine Piston &amp; Turboprop</td>
<td>8</td>
<td>17</td>
</tr>
<tr>
<td>Business Jet</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopter</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sailplanes</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>199</strong></td>
<td><strong>280</strong></td>
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</tbody>
</table>

### Aircraft Operations

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<thead>
<tr>
<th></th>
<th>Current 2002 Data</th>
<th>Future Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>27,000</td>
<td>43,400</td>
</tr>
<tr>
<td>Average Day</td>
<td>75</td>
<td>121</td>
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</table>

#### Distribution by Aircraft Type

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>96%</td>
<td>94%</td>
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<tr>
<td>Twin-Engine Piston &amp; Turboprop</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>Business Jet</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>&lt;1%</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Sailplanes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Distribution by Type of Operation

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local (incl. touch-and-goes)</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>Itinerant</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>

### Time of Day Distribution

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Aircraft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>85%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>10%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>

### Runway Use Distribution

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Aircraft – Day/Evening/Night</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 6</td>
<td>10%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 24</td>
<td>90%</td>
<td>change</td>
</tr>
</tbody>
</table>

### Flight Track Usage

#### Current and Future

- Approaches, Runway 6
  - Primarily straight-in traffic
- Departures, Runway 6
  - Aircraft mostly follow Santa Ana River to northeast
- Approaches, Runway 24
  - Most aircraft enter left-traffic pattern from north
  - Pattern stays inside Mt. Rubidoux during daylight hours; circles around east side of mountain at night
- Departures, Runway 24
  - Unless cleared through Riverside Municipal Airport airspace to southwest, aircraft make 230°-270° left turn to depart along river or overhead the airport

### Notes

- **a** Source: Airport records
- **b** Source: Coffman Associates; projected for compatibility planning purposes; time frame is 20+ years
- **c** Source: California Division of Aeronautics aircraft operations counter program
- **d** Source: Estimated by Coffman Associates from data provided by airport staff
Exhibit FL-4

Existing Noise Impacts
Flabob Airport

2003
Annual Operations 27,000
Average Annual Day  75

Source: Coffman Associates (May 2003)
Future Noise Impacts
Flabob Airport

Exhibit FL-5

Riverside County ALUCP—West County Airports Background Data (December 2004)
Compatibility Factors Map
Flabob Airport

Riverside County Airport Land Use Commission
Riverside County Airport Land Use Compatibility Plan
West County Airports Background Data
(December 2004)

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

Noise and Overflight Compatibility Factors
15 dB CNEQ
Future Average
Annual Day

Safety and Airspace Compatibility Factors
Aircraft Departure Accident Risk Intensity Contours
(Shown only for Takeoffs to the West)
Aircraft Approach Accident Risk Intensity Contours
(Shown only for Landings from the East)
FAR Part 77 Crosswind Surface Limits
Terrain Penetration on FAR Part 77 Surfaces

Boundary Lines
Airport Property Line
City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.
**AIRPORT SITE**
- **Location**
  - Western Riverside County
  - In unincorporated community of Rubidoux
  - 2 miles northwest of Riverside Central Business District
- **Nearby Terrain**
  - Airport site generally level
  - Santa Ana River within 1 mile south and east of runway
  - Nearby high points: Mt. Rubidoux (elevation 2,655 ft.) 1 mile southeast; Pedley Hills (elevation 1,000-1,200 ft.) 1-2 miles west; hill (elevation 1,735 ft.) 1¾ miles north

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**
- **County of Riverside**
  - Airport entirely within unincorporated Riverside County
- **City of Riverside**
  - Riverside city limits within 1 mile south and east of runway

**EXISTING AIRPORT AREA LAND USES**
- **General Character**
  - Primarily urban residential, low- to moderate-density except along Santa Ana River
- **Runway Approaches**
  - East (Runway 24): Mobile home parks (¼ and ½ mile from runway end); commercial along Mission Blvd. (½ mile); Santa Ana River (¾ mile)
  - West (Runway 6): Low-density residential (near runway end); urban residential (beyond ½ mile)
- **Traffic Patterns**
  - South: Parks (Santa Ana River Regional Park; Rancho Jurupa Park); Santa Ana River; Mt. Rubidoux; urban residential east of Mt. Rubidoux
  - North: Mostly urban residential; Hwy 60 (1 mile north)

**PLANNED AIRPORT AREA LAND USES**
- **Riverside County**
  - Mostly continuation of existing development pattern
  - Park and open space lands along river
  - Additional residential south and west; infill elsewhere
  - Potential additional commercial uses along Mission Blvd.
- **City of Riverside**
  - Open space along river and on Mt. Rubidoux
  - Existing residential areas farther south and east

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

- **City of Riverside General Plan**
  - Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
  - Although intended for Riverside Municipal Airport, Transportation Element Policy T 3.8 could also apply to Flabob; policy states that “City should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety”

- **City of Riverside Zoning Codes**
  - No FAR Part 77 height limit zoning

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**Exhibit FL–7**

**Airport Environs Information**

**Flabob Airport**
### Residential Land Use

- **Compatibility Zone A**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations east and west of airport [R1] conflict with Zone A compatibility criteria; no structures are allowed in Zone A

- **Compatibility Zone B1**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and High-Density Residential (8.1 to 14.0 dwelling units/acre) designation west and east of airport [R2], respectively, conflict with Zone 1 compatibility criteria

- **Compatibility Zone B2**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation south of airport [R3] conflict with Zone B2 compatibility criteria

- **Compatibility Zone C**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations west of the airport and High-Density Residential (8.1 to 14.0 dwelling units/acre) designation east of the airport [R4] conflict with Zone C compatibility criteria

- **Compatibility Zone D**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north and south of airport [R5] potentially conflict with the high-and-low options for Zone D

- **Compatibility Zone E**
  - No inconsistencies noted

### Non-Residential Land Use

- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Other Public/Institutional northwest of airport [R6]

### Other Policies

- **General Plan**
  - Acknowledgement of ALUC policies—no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict

- **Zoning Codes**
  - Height limit zoning not established

---

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
### CITY OF RIVERSIDE: GENERAL PLAN (1993), AND ZONING CODES

#### Residential Land Use
- **Compatibility Zone C**
  - No inconsistencies noted
- **Compatibility Zone D**
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre southeast of airport [CIR1] potentially conflict with the high-and-low options for Zone D
- **Compatibility Zone E**
  - No inconsistencies noted

#### Other Policies
- **General Plan**
  - No acknowledgment of ALUC coordination
  - Noise policy conditionally allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL
- **Zoning Codes**
  - Height limit zoning not established

---

*Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.*

Exhibit FL-9, continued
Background Data: Hemet-Ryan Airport and Environs

Introduction

Hemet-Ryan Airport is owned and operated by the County of Riverside and serves the cities of Hemet, San Jacinto, and other nearby communities in the east-central portion of western Riverside County. The airport sits at an elevation of 1,517 feet in the San Jacinto Valley at the foot of the San Jacinto Mountains. The airport today (2005) comprises 440 acres and has two paved runways plus defined, but unpaved, areas used for sailplane and tow plane operations. The primary runway, 5-23, is 4,315-feet in length and 100-feet wide. The second runway—designated 4-22 but parallel to the primary runway—is restricted to sailplane and towplane operations. It is 2,045 feet long and 25 feet wide. Hemet-Ryan Airport provides storage for approximately 250 based aircraft, about half of which are sailplanes. A California Department of Forestry and Firefighting fire attack base is located at the airport as well. Total annual aircraft operations, including sailplane operations, were estimated at 70,000 in 2002.

A draft Airport Master Plan (AMP) for Hemet-Ryan was completed in late 2004. The plan is currently undergoing environmental review. Airport data in the exhibits that follow in this chapter are based upon material in the draft plan and are subject to change when the AMP is adopted. Major proposed airfield changes include extending Runway 5-23 by 985 feet to the southwest and reducing Runway 4-22 to a length of 1,485 feet. The plan projects the based aircraft population to increase to 335 by 2025. Aircraft operations are projected to reach 100,000 at that time.

Exhibit HR–1 describes current and planned features of the airport. The draft long-range development plan is depicted in Exhibit HR–2. Exhibit HR–3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, Exhibits HR–4 and HR–5 (subject to revision with AMP adoption). Exhibit HR–6 illustrates in a composite manner the noise, flight track, risk and other factors that are the source of the Hemet-Ryan Airport compatibility map to be included in Volume 1. The central area of the city of Hemet lies directly to the east of the airport along the runway approach corridor. The city is expanding westward, both north and south of the airport. Lands to the west remain generally rural. A summary of information about land uses and land use policies in the airport vicinity is presented in Exhibit HR–7. Exhibit HR–8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the city of Hemet as of 2004. The final exhibit, HR–9 [to be added], contains an initial assessment of consistencies and inconsistencies between these plans and compatibility policies set forth in Volume 1 of the Compatibility Plan.
## CHAPTER W5  BACKGROUND DATA: HEMET-RYAN AIRPORT AND ENVIRONS

### GENERAL INFORMATION
- **Airport Ownership:** County of Riverside
- **Property Size**
  - Fee title: 440 acres
  - Avigation easements: 45 acres
- **Airport Classification:** General Aviation
- **Airport Elevation:** 1,517 feet MSL

### AIRPORT PLANNING DOCUMENTS
- **Airport Master Plan**
  - Last comprehensive update in 1982; draft update completed 2004, undergoing environmental review
- **Airport Layout Plan Drawing**
  - Last approval: January 19, 2000

### RUNWAY/TAXIWAY DESIGN

#### Runway 4-22
- **Critical Aircraft:** Restricted to sailplanes and tow planes
- **Airport Reference Code:** A-I
- **Dimensions:** 2,045 ft. long, 25 ft. wide
  - Adjacent unpaved area used for sailplane landings
- **Pavement Strength:** 5,000 lbs (for aircraft with single-wheel main landing gear configuration)
- **Average Gradient:** 0.29% (rising to east)
- **Runway Lighting:** None
- **Primary Taxiways:** None

#### Runway 5-23
- **Critical Aircraft:** Medium business jet
- **Airport Reference Code:** B-II
- **Dimensions:** 4,315 ft. long, 100 ft. wide
- **Pavement Strength (landing gear configuration):**
  - 80,000 lbs (single wheel)
  - 130,000 lbs (dual wheel)
- **Average Gradient:** 0.25% (rising to east)
- **Runway Lighting**
  - Medium-intensity edge lights
- **Primary Taxiways:** Full-length parallel on south

#### Tow Plane Landing Area
- **Critical Aircraft:** Tow plane
- **Dimensions:** approx. 600 feet long
  - Located east of Runway 4-22
- **Surface:** Dirt

## TRAFFIC PATTERNS AND APPROACH PROCEDURES

### TRAFFIC PATTERNS
- Runways 4, 23: Left traffic
- Runways 5, 22: Right traffic
- Pattern altitude: 1,000 ft. AGL

### APPROACH PROCEDURE

#### Instrument Approach Procedures (lowest minimums)
- **Runway 5 RNAV (GPS)**
  - Straight-in (1 mi. visibility; 855 ft. descent ht.)
  - Circling (1mi. visibility; 948 ft. descent height)
- **NDB-A**
  - Circling (1¼ mi visibility; 1,248 ft. descent height)

#### Visual Approach Aids
- **Airport:** Rotating beacon
- **Runway 23:** Precision Approach Path Indicator (3.0°)

### Operational Restrictions / Noise Abatement Procedures
- Runway 4-22 restricted to sailplanes and towplanes

## APPROACH PROTECTION

### Runway Protection Zones (RPZ)
- Runways 4, 5, 22: 1,000-ft. long; on airport property
- Runway 23: 1,000-ft. long; majority on airport property, except small portion in southern corner; avigation easement on remaining piece
- **Approach Obstacles**
  - None

## BUILDING AREA

### Location
- Primary area south of runways; sailplane facilities north of runways

### Aircraft Parking Capacity
- Hangars: 103
- Tiedowns: 79; plus parking for 100+ sailplanes

### Other Major Facilities
- Commercial sailplane operations
- Fire attack base
- Riverside County Sheriff’s Aviation Unit base

### Services
- **Fuel:** Jet, Jet A, 100LL (FBO fuel truck service)
- **Other:** Flight instruction; aircraft maintenance; sailplane launching; aircraft rental; charter; avionics repair

## POTENTIAL FACILITY IMPROVEMENTS (pending ALUCP adoption)

### Airfield
- Extend Runway 5-23 to 5,300 feet
- Upgrade GPS approach to future end of Runway 5 to provide ¾-mile visibility minimums; resulting RPZ mostly on existing airport property
- Reduce Runway 4-22 length to 1,485 feet with lead-in taxiway for sailplane launching
- Relocate sailplane landing area

### Building Area
- Add up to 50 T-hangars and 24 box hangars

### Property
- Acquire 24 acres fee simple in approach to Runways 22 and 23
- Acquire 3 acres of approach protection easement on remainder of future Runway 5 RPZ.

---

Exhibit HR–1

## Airport Features Summary

**Hemet-Ryan Airport**

---

Riverside County ALUCP—West County Airports Background Data  (January 2006 Draft)
### Based Aircraft

| Aircraft Type          | Current 2002 | Future 2025 | Ultimate  
|------------------------|--------------|-------------|---------
| Single-Engine          | 110          | 165         |         
| Twin-Engine Piston     | 9            | 12          | data    
| Turboprop              | 1            | 6           | not     
| Business Jets          | 1            | 4           | available 
| Sailplanes             | 120          | 140         |         
| Helicopters            | 6            | 8           |         
| **Total**              | **247**      | **335**     |         |

### Aircraft Operations

|                | Current 2002 | Future 2025 | Ultimate |
|----------------|--------------|-------------|----------
| **Total**      |              |             |          |
| **Annual**     | 70,000       | 100,000     |          |
| **Average Day**| 192          | 274         |          |

#### Distribution by Aircraft Type

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current</th>
<th>Future</th>
<th>Ultimate</th>
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<tbody>
<tr>
<td>Single-Engine</td>
<td>71%</td>
<td>67%</td>
<td>data</td>
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<tr>
<td>Twin-Engine Piston</td>
<td>1%</td>
<td>2%</td>
<td>not</td>
</tr>
<tr>
<td>Turboprop</td>
<td>1%</td>
<td>4%</td>
<td>available</td>
</tr>
<tr>
<td>Business Jets</td>
<td>&lt;1%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Sailplanes</td>
<td>24%</td>
<td>20%</td>
<td></td>
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<tr>
<td>Helicopters</td>
<td>3%</td>
<td>3%</td>
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#### Distribution by Type of Operation

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<th>Future</th>
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<td><strong>Local</strong></td>
<td>60%</td>
<td>55%</td>
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<tr>
<td>(mostly tow plane &amp; sailplane operations; limited touch-and-goes)</td>
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<td></td>
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<tr>
<td><strong>Itinerant</strong></td>
<td>40%</td>
<td>45%</td>
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### Time of Day Distribution

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<th>Time of Day</th>
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<th>Future &amp; Ultimate</th>
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</thead>
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<tr>
<td>All Aircraft</td>
<td>93.0%</td>
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<tr>
<td>Day</td>
<td>93.0%</td>
<td></td>
</tr>
<tr>
<td>Evening</td>
<td>5.0%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>

### Runway Use Distribution

#### Takeoffs & Landings

- **Single-Engine, Variable Pitch (excluding tow planes)**
  - Day/EVENING/NIGHT
    - Runway 5: 3%
    - Runway 23: 48%
    - Runway 4: 1%
    - Runway 22: 48%
  - Day/EVENING/NIGHT
    - Runway 5: 5%
    - Runway 23: 95%
    - Runway 4: 0%
    - Runway 22: 0%

- **Other Airplanes**
  - **Day/EVENING/NIGHT**
    - Runway 5: 3%
    - Runway 23: 48%
    - Runway 4: 1%
    - Runway 22: 48%

#### Landings

- **Single-Engine, Variable Pitch**
  - **Day/EVENING/NIGHT**
    - Runway 4: 2%
    - Runway 22: 98%

### Flight Track Usage

#### Current, Future, Ultimate

- **Approaches, Runway 5**
  - All Airplanes: 100% straight in
- **Approaches, Runway 23**
  - Business Jets: 100% straight in or extended base leg
  - Others: 100% left pattern
- **Approaches, Runway 4**
  - Single-engine, variable pitch (excluding tow planes): 100% left pattern
- **Approaches, Runway 22**
  - Single-engine, variable pitch: 100% right pattern
- **Approaches, Dirt Strip**
  - Tow planes land on dirt strip north of Runway 23
  - Sailplanes land on dirt strip between paved runways
- **Approaches, Helipad**
  - 100% from north
  - Departures, Runway 5
  - Business Jets: 100% straight out
  - Others: 100% right downwind
  - Departures, Runway 23
  - All Airplanes: 100% straight out
  - Departures, Runway 4
  - Single-engine, variable pitch (excluding tow planes): 100% left pattern
  - Departures, Runway 22
  - Single-engine, variable pitch: 100% right pattern
  - Departures, Dirt Strip
  - Tow planes and sailplanes depart from Runway 22
  - Departures, Helicopters
  - Helicopters depart to south

### Notes

- **Source:** Hemet-Ryan Airport Master Plan (December 2004 Draft)
- **Source:** 2022 Airport Master Plan forecast assumed as 2025 for compatibility planning purposes
- **Source:** Estimated/projected by Mead & Hunt for compatibility planning purposes; reflects time frame beyond 20 years

---

**Exhibit HR-3**

**Airport Activity Data Summary**

Hemet-Ryan Airport

**Riverside County ALUCP—West County Airports Background Data (January 2006 Draft)**
To be added at later date
To be added at later date
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AIRPORT LOCATION AND NEARBY TOPOGRAPHY

- **Location**
  - West-central Riverside County
  - 3 miles west of Hemet city center
- **Topography**
  - Situated in southern end of San Jacinto Valley; valley floor elevations 1,500–1,600 feet MSL
  - Base of San Jacinto Mountains 10 miles east; Mt. San Jacinto peak (elevation 10,804 feet) 20 miles east
  - Lower nearby hills including: Lakeview Mountains (max. elev. 2,649 ft.) to northwest; Double Butte (elev. 2,574 ft.) to west; Domenigoni Mountains to south; Santa Rosa Hills (max. elev. 3,343 ft.) to southeast
  - Diamond Valley Lake 2.5 miles south

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Western and southern portions of airport environs in unincorporated county jurisdiction
- **City of Hemet**
  - Entire airport property and most of airport environs within city limits
  - Sphere of influence extends 3 miles south of airport
- **City of San Jacinto**
  - Nearest point to airport 2½ miles north (encompasses northern edge of airport FAR Part 77 airspace area)

EXISTING AIRPORT AREA LAND USES

- **General Character**
  - On western edge of Hemet urbanized area
  - Mostly undeveloped to northwest and southwest
- **Runway Approaches**
  - Southwest (Rwy 5): Road (1,200 ± feet from runway end); agricultural lands beyond
  - Northeast (Rwy 23): Vacant land to 1 ± mile along centerline; commercial and industrial uses to each side
- **Traffic Pattern**
  - North: Mostly undeveloped except toward east; mobile home park adjacent to airport
  - South: Undeveloped to southwest; new residential subdivisions south and southeast

PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - Mostly Estate Residential (2-acre minimum parcels) within 1± mile of runway end; low- and medium-density residential beyond
  - State Route 79 realignment proposed west of airport; various alternatives under study
- **City of Hemet**
  - Additional regional commercial uses planned along Florida Avenue (St. Rte 74)
  - Residential subdivision development to continue north and south of airport plus infill to east
  - Runway approaches planned for industrial uses

ESTABLISHED COMPATIBILITY MEASURES

- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8)
  - Comply with Hemet-Ryan Airport CLUP (Harvest Valley/Winchester Area Plan 1.1)

- **City of Hemet General Plan (1992)**
  - Public Health and Safety Element sets maximum noise level standard for new residential development at 65 dB CNEL based on contours in 1986 ALUC plan
  - Development intensities within safety zones to be limited in accordance with ALUC plan criteria
  - Dedication of avigation easements required as part of development review process for airport area projects

Exhibit HR–7

Airport Environ Information

Hemet-Ryan Airport
Background Data:  
Perris Valley Airport and Environs

INTRODUCTION

Privately owned Perris Valley Airport is a major skydiving center known nationally and internationally. The airport serves both as the departure point for jump aircraft and as the landing spot for skydivers. Aircraft as large as a specially configured DC-9 serve as jump planes. A high volume of ultralight aircraft operations also takes place there. Beyond these functions, Perris Valley Airport has minimal other activity and does not provide parking or services for other private aircraft. For State Airport Permit purposes, the airport is considered a public-use facility.

Now situated within the Perris city limits, Perris Valley Airport’s history dates to at least the World War II era when it served as an alternate landing strip for gliders. Skydiving activity began in the early 1960s. The airport has a single paved, unlighted runway, oriented north-northwest/south-southeast (designated Runway 15-33) and presently published as being 5,100 feet long. Ultralights use a separate turf strip in the southwestern corner of the property. Skydivers land in a turf area east of the runway. The property consists of approximately 82 acres with an additional 18 acres, encompassing the north end of the runway, leased from the adjacent property owner.

In conjunction with preparation of this Compatibility Plan, several issues with the existing runway configuration have been identified and a solution proposed. The northerly (Runway 15) runway protection zone (RPZ) extends onto property that the airport does not control. To avoid precluding all development of this property, the City of Perris has requested that the RPZ be shifted onto airport-controlled property. So as not to eliminate all use of the north end of the runway, establishment of declared distances and modification of the Runway 15 displaced threshold location is recommended. Additionally, to provide 240 feet of runway safety area and object free area at the runway ends, as dictated by Federal Aviation Administration standards, a slight shift of each runway end is recommended. The net effect will be reduction of the published runway length to approximately 4,840 feet with 3,850 feet available for landings from the north. Although used as the basis for the Compatibility Plan, these modifications are subject to acceptance by the airport owners and approval by the California Division of Aeronautics through amendment of the State Airport Permit.

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are
made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

Nearby land uses vary from agricultural to urban. To the south and east are agricultural lands within the flood plain of the San Jacinto River. To the west is mostly industrial. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. Also, residential areas within the newly incorporated City of Menifee are only a mile south of the runway.

The Perris General Plan anticipates extensive additional development surrounding the airport. Concurrently with the preparation of this Perris Valley Airport Compatibility Plan, the City of Perris has been preparing a Downtown Specific Plan covering over one square mile immediately north of the airport. Intensive commercial and mixed use development is planned for this area. Close coordination between city and ALUC staffs has enabled substantial consistency between the two plans. The ALUC reviewed the draft Specific Plan in June 2010 and found it to be consistent with the anticipated Compatibility Plan. Additionally, a separate specific plan is expected to be prepared for the lands south and east of the airport. Proposals have been brought forward in recent years to develop residential uses in this presently agricultural area.

Exhibits PV–1 through PV–3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV–2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV–4 and PV–5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV–6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV–7 through PV–9.
### GENERAL INFORMATION
- **Airport Ownership:** Private
- **Year Opened:** 1942
- **Property Size**
  - Fee title: 82 acres
  - Lease: 18 acres
- **Airport Classification:** General Aviation
- **Airport Elevation:** 1,413 feet MSL

### AIRPORT PLANNING DOCUMENTS
- **Airport Master Plan:**
  - None
- **Airport Layout Plan Drawing:**
  - None
- Aircraft Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning (pending)

### RUNWAY/TAXIWAY DESIGN
**Runway 15-33**
- **Critical Aircraft:** DC-9-21
- **Airport Reference Code:** B-I (small airplanes)
- **Dimensions:** 5,100 ft. 11g, 50 ft. wide
  - Runway 15 displaced threshold
    - Published as 1,900 ft.
    - Marked at 650 ft.
  - Runway 33 displaced threshold
    - Published as 144 ft.
    - Marked at runway end
- **Pavement Strength (main landing gear configuration)**
  - 8,000 lbs. (single-wheel)
- **Average Gradient:** 0.5% (rising to north)
- **Runway Lighting:** none
- **Primary Taxiways:** none

### TRAFFIC PATTERNS AND APPROACH PROCEDURES
- **Airplane Traffic Patterns**
  - Runway 15: Right traffic
  - Runway 33: Left traffic
  - Pattern altitude: 1,000 ft. AGL (2,413 ft. MSL)
- **Instrument Approach and Departure Procedures**
  - None
- **Visual Approach Aids**
  - None
- **Operational Restrictions / Noise Abatement Procedures**
  - Runway 15 departures: Avoid residential area to northeast
  - Flights to/from east controlled by March Air Reserve Base airspace

### APPROACH PROTECTION
- **Runway Protection Zones (RPZ)**
  - Runway 15: 1,000 ft. long (0% on airport property)
  - Runway 33: 1,000 ft. long (0% on airport property)
- **Approach Obstacles**
  - Runway 15: 30 ft. trees, 150 ft. from runway
  - Runway 33: none

### BUILDING AREA
- **Location:** Most facilities west of runway
- **Aircraft Parking Capacity**
  - Hangar space: 10,030 sq. ft.
  - Tie downs: 24
- **Services**
  - Fuel: 100LL/80 (available during regular business hours) Emergency only
  - Other: ultralight flight instruction, aircraft rental and sales
  - Skydiving
- **Other Major Facilities**
  - Indoor skydiving training facility

### PLANNED FACILITY IMPROVEMENTS
- **Airfield**
  - Recommended runway length reduction to approximately 4,840 feet to provide standard 240 feet of runway safety area and object free area length at each end
  - Recommended Runway 15 RPZ shift onto airport-controlled property; Runway 15 displaced threshold to become approximately 990 feet; with establishment of declared distances full pavement length remains usable for takeoffs on Runway 15
- **Building Area**
  - Increase aircraft hangar space to 20,000 sq. ft.
- **Property**
  - None

---

**Exhibit PV-1**

**Airport Features Summary**

Perris Valley Airport
Exhibit PV-2

**Airport Diagram**

Perris Valley Airport

**PROPOSED LENGTHS**

**Declared Distances**

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<td></td>
<td>15</td>
<td>33</td>
</tr>
<tr>
<td>TORA</td>
<td>4,840'</td>
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<td>TODA</td>
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<td>4,840'</td>
</tr>
<tr>
<td>ASDA</td>
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<td>4,840'</td>
</tr>
<tr>
<td>LDA</td>
<td>3,850'</td>
<td>4,840'</td>
</tr>
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</table>

Note: all lengths are approximate and unofficial.

Source: Mead & Hunt, Inc. (Jura 2010)
**Based Aircraft**

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<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2009 Data</th>
<th>Future Ultimate</th>
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<tbody>
<tr>
<td>Single-Engine</td>
<td>10</td>
<td>12</td>
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<tr>
<td>Twin-Engine Piston</td>
<td>6</td>
<td>8</td>
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<tr>
<td>&amp; Turboprop</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Business Jet</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Helicopter</td>
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<td>2</td>
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<tr>
<td>Ultralights</td>
<td>130</td>
<td>130</td>
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<td><strong>Total</strong></td>
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**Aircraft Operations**

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<tr>
<td><strong>Total</strong></td>
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</tr>
<tr>
<td>Annual</td>
<td>34,000</td>
<td>52,000</td>
</tr>
<tr>
<td>Average Day</td>
<td>94</td>
<td>141</td>
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</table>

**Distribution by Aircraft Type**

- Single-Engine: 8% 8%
- Twin-Engine Piston & Turboprop: 90% 90%
- Business Jet: 1% 1%
- Helicopter: 1% 1%
- Ultralights: 10% 10%

**Distribution by Type of Operation**

- Local: 80% 80%
- Itinerant: 20% 20%

---

**Time of Day Distribution**

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<tr>
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<th>Future</th>
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<tbody>
<tr>
<td>All Aircraft</td>
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<tr>
<td>Day (7am-7pm)</td>
<td>98%</td>
<td>ro</td>
</tr>
<tr>
<td>Evening (7pm-10pm)</td>
<td>2%</td>
<td>change</td>
</tr>
<tr>
<td>Night (10pm-7am)</td>
<td>0%</td>
<td></td>
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**Runway Use Distribution**

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<tr>
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<th>Current</th>
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<tr>
<td>DC-9 and Helicopters</td>
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<td></td>
</tr>
<tr>
<td>Day/Evening/Night</td>
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<td></td>
</tr>
<tr>
<td>Takeoffs</td>
<td></td>
<td></td>
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<tr>
<td>Runway 15</td>
<td>20%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 33</td>
<td>80%</td>
<td>change</td>
</tr>
<tr>
<td>All Other Aircraft</td>
<td></td>
<td></td>
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<tr>
<td>Day/Evening/Night</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 15</td>
<td>30%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 15 Midfield</td>
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<td>change</td>
</tr>
<tr>
<td>Runway 33</td>
<td>40%</td>
<td></td>
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<tr>
<td>All Aircraft</td>
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<td>Day/Evening/Night</td>
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<td>Landings</td>
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<tr>
<td>Runway 15</td>
<td>30%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 33</td>
<td>70%</td>
<td>change</td>
</tr>
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</table>

**Flight Track Usage**

- Approaches, Runway 15
  - Primarily right traffic
- Departures, Runway 15
  - Aircraft turn to west
- Approaches, Runway 33
  - Aircraft enter left-traffic pattern from north
- Departures, Runway 33
  - Unless cleared through March ARB airspace to east, aircraft make left turn to depart

---

Notes:

- Source: Airport records
- Source: Mead Hunt; projected for compatibility planning purposes; time frame is 20+ years (excludes ultralights)
- Source: Airport Operator, June 2008 and May 2010 (excludes ultralights)
- Airport operates with arrivals from south (Runway 33) and departures toward south (Runway 15) for convenience and noise abatement to the extent that winds allow; prevailing winds dictate use of Runway 33 in late afternoon; data estimated by airport staff

---

**Exhibit PV-3**

**Airport Activity Data Summary**

Perris Valley Airport
Exhibit PV-4

**Existing Noise Impacts**
Perris Valley Airport

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<tr>
<th>Year</th>
<th>Annual Operations</th>
<th>Average Annual Day</th>
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<tr>
<td>2008</td>
<td>34,000</td>
<td>94</td>
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</tbody>
</table>

Source: Mead & Hunt, Inc (June 2010)
Ultimate Noise Impacts
Perris Valley Airport

Riverside County ALUCP—West County Airports Background Data (July 2010 Draft)
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### Airport Site
- **Location**
  - Western Riverside County
  - 1 miles southeast of Perris Central Business District
- **Nearby Terrain**
  - Airport site generally level
  - San Jacinto River adjacent to south end of runway
  - Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,250± ft.)

### Airport Environs Land Use Jurisdictions
- **City of Perris**
  - Airport entirely within incorporated Perris city limits
- **County of Riverside**
  - Riverside County within 2 miles west and east of runway
- **City of Menifee**
  - 1 mile south of airport

### Status of Community Plans
- **City of Perris**
  - General Plan, adopted April 2005
  - Downtown Specific Plan, reviewed by ALUC June 2010; city adoption pending
- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- **City of Menifee**
  - City incorporated in 2008. County General Plan currently in effect

### Existing Airport Area Land Uses
- **General Character**
  - Mixed uses of industrial, residential, and rural
  - Central Perris to north
  - Orange Empire Railway Museum on west
- **Runway Approaches**
  - North (Runway 15): Road at runway end; undeveloped parcel north of road; BNSF rail line 700 feet from runway end; urban residential beyond ½ mile; I-215 1+ miles from runway
  - South (Runway 33): San Jacinto River channel at runway end; undeveloped within 1 mile; residential beyond 1 mile
- **Traffic Patterns**
  - West: Mixture of subdivisions and undeveloped land

### Planned Airport Area Land Uses
- **City of Perris**
  - Increased intensity development within square mile area of Downtown Specific Plan north of airport
  - Office and light industrial area nearest to runway end; commercial focus (mostly 3-story limit) in central business district to northwest; additional residential elsewhere
  - Potential residential development south of airport
- **Riverside County**
  - Mostly continuation of existing development patterns
  - Park and open space lands along river
  - Potential additional industrial uses along I-215.
- **City of Menifee**
  - To be determined

### Established Airport Compatibility Measures
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dBA CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

- **City of Perris General Plan**
  - Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- **City of Perris Zoning Codes**
  - No FAR Part 77 height limit zoning
- **City of Menifee**
  - None yet established

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**Exhibit PV-7**

**Airport Environs Information**

Perris Valley Airport

Riverside County ALUCP—West County Airports Background Data (July 2010 Draft)

W8–9
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Background Data: Riverside Municipal Airport and Environs

INTRODUCTION

Owned and operated by the City of Riverside, Riverside Municipal Airport is situated inside the western portion of the city limits. The airport occupies some 441 acres on the flat lands of the Santa Ana River plain. It has two intersecting runways—the primary runway running roughly east/west and a shorter, crosswind runway aligned north/south. A precision instrument approach procedure is established from the west, although most of the aircraft operations are in the opposite direction. An air traffic control tower serves the airport. Exhibit RI–1 lists other major features of the airport. From a land use compatibility standpoint, the most significant improvement planned for the airport is a 750-foot easterly extension of the runway. Establishment of a nonprecision instrument approach procedure from the east also is planned. These modifications are reflected on the airport layout plan approved by the city in 2001 (Exhibit RI–2).

Updated airport activity forecasts prepared for the city anticipate some 160,000 annual operations in 2025 compared to just over 110,000 in 2002/03 (Exhibit RI–3). Beyond this time frame, the already evident trend toward more use of the airport by turboprop aircraft, business jets, and helicopters is expected to be much stronger. A corresponding “ultimate” forecast of 220,000 annual operations (included in Exhibit RI–3) reflects this trend. The noise impacts associated with each of these activity levels are depicted in Exhibits RI–4, RI–5, and RI–6. Because the noisiest aircraft will be eliminated from the fleet over time, the future noise impact area is about the same as at present even with the projected activity increases. However, the substantially higher jet aircraft activity indicated in the ultimate forecast results in the ultimate noise contours being significantly larger than the other two contour sets. The ultimate activity levels and noise impact area is used as the basis for the Riverside Municipal Airport compatibility map included in Volume 1. These noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit RI–7.

The surrounding area is heavily urbanized, especially to the east and south. Much of this development is not in conformance with either the former or new compatibility criteria. The opportunities for additional development in the airport environs are limited, however. Most such development can occur only as either infill or redevelopment. Information regarding local land uses and land use compatibility policies of the City of Riverside and Riverside County is summarized in Exhibit RI–8 and current general plan designations of the two jurisdictions are mapped in Exhibit RI–9. The final exhibit (RI–10) contains a preliminary assessment of inconsistencies between the city and county general plans and the Compatibility Plan.
## General Information
- **Airport Ownership:** City of Riverside
- **Year Opened:** c. 1930
- **Property Size**
  - Fee Title: 441 acres
  - Avigation Easements: Required for all development in airport influence area; acreage uncertain
- **Airport Classification:** General Aviation
- **Airport Elevation:** 818 feet MSL

## Airport Planning Documents
- **Airport Master Plan**
  - Adopted by Riverside City Council, November 1999
- **Airport Layout Plan Drawing**
  - Last updated January 2001
- **FAR Part 150 Airport Noise Compatibility Program**
  - Approved by FAA, March 1995

### Runway/Taxiway Design

#### Runway 9-27
- **Critical Aircraft:** Small business jet
- **Airport Reference Code:** B-II
- **Dimensions:** 5,401 ft. long, 100 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 48,000 lbs (single wheel)
  - 70,000 lbs (dual wheel)
  - 110,000 lbs (dual-tandem wheel)
- **Average Gradient:** 1.1% (rising to east)
- **Runway Lighting**
  - Medium-intensity edge lights (MIRL)
  - Runway 9: Approach lights (MALSR)
  - Runway 27: Runway End Identifier Lights (REILs)
- **Primary Taxiways:** Full-length parallel on south

#### Runway 16-34
- **Critical Aircraft:** Single-engine, piston
- **Airport Reference Code:** B-I
- **Dimensions:** 2,851 ft. long, 48 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 40,000 lbs (single wheel)
  - 50,000 lbs (dual wheel)
  - 80,000 lbs (dual-tandem wheel)
- **Average Gradient:** 0.8% (rising to north)
- **Runway Lighting**
  - Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Full-length parallel taxiway on west

## Building Area
- **Location:** Southeast quadrant of airport
- **Aircraft Parking Capacity**
  - Hangar spaces: 137 indiv. units; add’l in large hangars
  - Tiedowns: Uncertain
- **Other Major Facilities**
  - Air traffic control tower
  - Lighted helipad southeast of runway intersection
  - Terminal building with pilots' lounge, restaurant
- **Services**
  - Fuel: Jet A, 100LL (by truck)
  - Other: Aircraft rental & charter; flight instruction

## Traffic Patterns and Approach Procedures
- **Airplane Traffic Patterns**
  - Runways 9, 27, 34: Left traffic
  - Runway 16: Right traffic
  - Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- **Instrument Approach Procedures (lowest minimums)**
  - Runway 9 ILS:
    - Straight-in (1½-mile visibility; 200 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
  - Runway 9 VOR or GPS
    - Straight-in (1½-mile visibility; 466 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height)
  - Two additional procedures provide circling only
- **Standard Inst. Departure Procedures:** None
- **Visual Approach Aids**
  - Airport: Rotating beacon
  - Runway 27: Visual Approach Slope Indicator (3.0°)
  - Runway 34: Precision Approach Slope Indicator
- **Operational Restrictions / Noise Abatement Procedures**
  - Runway 16-34 usage limited to 12,500-lb aircraft

## Approach Protection
- **Runway Protection Zones (RPZs)**
  - Runway 9: 2,500 ft. long; ≥½ on airport or road r.o.w.
  - Runway 27: 1,000 ft. long; all on airport property
  - Runway 16: 1,000 ft. long; ½ on airport property
  - Runway 34: 1,000-ft. long; <½ on airport property
- **Approach Obstacles:** None

## Planned Facility Improvements
- **Airfield**
  - Extend Rwy 9-27 eastward to 6,153 ft. length
  - Establish Rwy 27 straight-in nonprecision approach
- **Building Area**
  - Increase based aircraft parking
- **Property**
  - None

Exhibit RI–1

### Airport Features Summary

**Riverside Municipal Airport**
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002</th>
<th>Future 2025</th>
<th>Ultimate</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twin-Engine Piston &amp; Turboprop</td>
<td>24</td>
<td>100</td>
<td>data</td>
<td></td>
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<tr>
<td>Business Jets</td>
<td>1</td>
<td>50</td>
<td>available</td>
<td></td>
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<tr>
<td>Helicopters / Others</td>
<td>10</td>
<td>50</td>
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</tr>
<tr>
<td>Total</td>
<td>240</td>
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### Aircraft Operations

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<th>Current 2002</th>
<th>Future 2025</th>
<th>Ultimate</th>
<th>Source</th>
</tr>
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<tbody>
<tr>
<td>Total Annual</td>
<td>114,100</td>
<td>160,800</td>
<td>220,000</td>
<td>[Air Traffic Control (ATC) tower counts plus estimated night operations](Air Traffic Control (ATC) tower counts plus estimated night operations)</td>
</tr>
<tr>
<td>Average Day</td>
<td>312</td>
<td>441</td>
<td>603</td>
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<td>Distribution by Aircraft Type</td>
<td></td>
<td></td>
<td></td>
<td>[Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)](Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004))</td>
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<tr>
<td>Single-Engine</td>
<td>84%</td>
<td>62%</td>
<td>41%</td>
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</tr>
<tr>
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<td>10%</td>
<td>8%</td>
<td>5%</td>
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<td>Twin-Engine, Turboprop</td>
<td>2%</td>
<td>11%</td>
<td>23%</td>
<td></td>
</tr>
<tr>
<td>Business Jet</td>
<td>1%</td>
<td>17%</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Helicopters / Other</td>
<td>3%</td>
<td>2%</td>
<td>11%</td>
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</table>

### Time of Day Distribution

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<thead>
<tr>
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<th>Future &amp; Ultimate</th>
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<td>Single-Engine</td>
<td>Day</td>
<td>80%</td>
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<td>Evening</td>
<td>18%</td>
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<td></td>
<td>Night</td>
<td>2%</td>
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<td>Other Aircraft</td>
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<td></td>
<td>Evening</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Night</td>
<td>1%</td>
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### Runway Use Distribution

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</thead>
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<td>Business Jets &amp; Turbo Props Day/Evening/Night Takeoffs</td>
<td>Runway 9</td>
<td>10%</td>
</tr>
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<td></td>
<td>Runway 7</td>
<td>90%</td>
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<td></td>
<td>Runway 16</td>
<td>0%</td>
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<td></td>
<td>Runway 34</td>
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<tr>
<td>Landings</td>
<td>Runway 9</td>
<td>10%</td>
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<tr>
<td></td>
<td>Runway 7</td>
<td>90%</td>
</tr>
<tr>
<td></td>
<td>Runway 16</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Runway 34</td>
<td>0%</td>
</tr>
<tr>
<td>Other Airplanes – Day/Evening/Night Takeoffs &amp; Landings</td>
<td>Runway 9</td>
<td>9%</td>
</tr>
<tr>
<td></td>
<td>Runway 7</td>
<td>88%</td>
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<tr>
<td></td>
<td>Runway 16</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td>Runway 34</td>
<td>2%</td>
</tr>
</tbody>
</table>

### Flight Track Usage

Data summary not available
Exhibit RI-4

Existing Noise Impacts
Riverside Municipal Airport

2003
Annual Operations 114,100
Average Annual Day 312

Source: Coffman Associates (August 2003)
Future Noise Impacts
Riverside Municipal Airport

2025
Annual Operations 160,800
Average Annual Day 441

Source: Coffman Associates (August 2003)
Exhibit RI-6

Ultimate Noise Impacts
Riverside Municipal Airport

Ultimate
Annual Operations 220,000
Average Annual Day 603

Source: Coffman Associates (August 2003)
### AIRPORT SITE

- **Location**
  - Western Riverside County
  - Three miles west of Riverside city center
- **Nearby Terrain**
  - Generally level terrain in immediate area
  - Santa Ana River 1.0 mile north.
  - Nearby high points include Twin Buttes 3 mi. southwest and Mt. Rubidoux (elev. 1,339 ft.) 4 mi. northeast

### AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Unincorporated area north of Santa Ana River
- **City of Riverside**
  - Airport property and lands east, west, and south in city limits

### STATUS OF COMMUNITY PLANS

- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- **City of Riverside**
  - General Plan adopted September 1993

### EXISTING AIRPORT AREA LAND USES

- **General Character**
  - Highly urbanized in all directions
- **Runway Approaches**
  - West (Runway 9): Union Pacific rail line (600 ft. from runway end); Van Buren Blvd. (0.2 mi.); Sky Links Golf Course west of road; residential area (1.0 mile)
  - East (Runway 27): Residential and commercial/business uses (0.4 mi. from runway end); continuous urban beyond
  - North (Runway 16): Central Ave. (400 ft.); industrial area north of road; Santa Ana River (1.0 mi.)
  - South (Runway 34): Arlington Ave. (500 ft.); mini storage south of road; residential area (0.2 miles)

### PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - North: Open space and industrial uses.
- **City of Riverside**
  - North: Industrial uses
  - East: Residential and commercial/business uses
  - South: Industrial and commercial uses immediately south of the Airport. These areas are bordered by residential areas.
  - West: Industrial and manufacturing uses bordering the airport. Open space and residential uses are located beyond these areas.

### ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

- **City of Riverside General Plan (1993)**
  - Residential development deemed conditionally acceptable in 60–70 CNEL range; normally unacceptable at 70–75 CNEL; clearly unacceptable above 75 CNEL
  - Transportation Element Policy T 3.8 states that city “should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety”

- **City of Riverside Zoning Codes**
  - Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airport
  - No FAR Part 77 height limit zoning

Exhibit RI–8

### Airport Environs Information

Riverside Municipal Airport
COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND JURUPA AREA PLAN

Non-Residential Land Use

- Compatibility Zone D
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to the areas designated as Heavy Industrial, Light Industrial/Warehousing, and Office/Business Park north of the airport [R1]

Other Policies

- General Plan
  - Acknowledgement of ALUC policies–no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development–no conflict

- Zoning Codes
  - No height limit zoning established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
CITY OF RIVERSIDE:  
GENERAL PLAN (1993), AND ZONING CODES

Residential Land Use
- **Compatibility Zone C**
  - Residential designations with densities ranging from 0.4 to 2.0 dwelling units/acre west of the airport [CIR1] conflict with Zone C compatibility criteria
- **Compatibility Zone D**
  - In accordance with Policy RI.2.3(a), residential densities are unrestricted in this portion of Zone D [CIR2]

Other Policies
- **General Plan**
  - No acknowledgment of ALUC coordination
  - Noise policy conditionally allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL
- **Zoning Codes**
  - Height limit zoning not established

Non-Residential Land Use
- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to the area designated as Heavy Industrial north of the airport [CIR3]
- **Compatibility Zone B2**
  - Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to the areas designated as Light Industrial/Warehousing north, Light Industrial/Warehousing and Public/Institutional south of the airport [CIR4]
- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to the areas designated as Other Public/Institutional and Light Industrial/Warehousing north of airport and Light Industrial east of the airport [CIR5]
- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to the areas designated as Light Industrial and Other Public/Institutional north of airport and Heavy Industrial/Warehousing south of the airport [CIR6]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit RI–10, continued
Vol. 2 March Air Reserve Base

COMING SOON
Background Data: Bermuda Dunes Airport and Environs

INTRODUCTION

Situated in the center of the Coachella Valley, privately owned Bermuda Dunes Airport is a major point of general aviation access to the surrounding desert communities of eastern Riverside County. The airport particularly caters to corporate-type, twin-engine propeller aircraft and small business jets. More than half of the aircraft operations are by aircraft of these types. Activity is particularly seasonal in character with average winter days experiencing double the annual average traffic.

The physical facilities of Bermuda Dunes Airport are constrained. The airport occupies only some 100 acres of land. At 5,000 feet in length, its single roughly east/west runway is adequate for the aircraft mix that operates there, but the lateral clearances are marginal for some of the larger aircraft. A straight-in nonprecision instrument approach procedure is available, but the good desert weather minimizes the necessity of its use. These and other features of the airport are further described in Exhibit BD–1 and shown on the airport layout plan, Exhibit BD–2. The airport’s small size limits in potential for growth. Future aircraft activity is projected to reach no more than 75,000 annual operations, about 75% more than at present (Exhibit BD–3). The runway constraints and space to park aircraft both serve to prevent a significantly higher number. Although construction of some additional aircraft parking is planned, no changes to the runway are contemplated.

Exhibits BD–4 through BD–7 depict the airport’s existing and projected noise impacts, both for an annual average day and an average day of the peak season. The impacts fall predominantly along the extended runway centerline. For both noise abatement and aircraft performance reasons, the aircraft traffic pattern is elongated. To the west—the principal departure direction—the noise impacts fall along the Interstate 10 corridor. The extended traffic pattern and noise impacts are key factors in the configuration of the airport’s compatibility zones (Exhibit BD–8).

Except to the north, much of the land near Bermuda Dunes Airport is developed with a variety of urban uses. To the north, extensive new residential development is on-going. The airport itself is located in the unincorporated community of Bermuda Dunes, but is surrounded by the cities of Indio to the north and east, Palm Desert to the west, and La Quinta to the south. Exhibit BD–9 describes the nearby land uses and the compatibility policies of these jurisdictions. A map of planned land uses in the area, simplified from the respective general plans, is presented in Exhibit BD–10. Exhibit BD–11 assesses the consistency status between these general plans and the Compatibility Plan.
**GENERAL INFORMATION**
- Airport Ownership: Private
  (Bermuda Dunes Airport Corp.)
- Year Opened: 1962
- Property Size
  - Fee title: 100± acres
  - Avigation easements: None
- Airport Classification: General Aviation
- Airport Elevation: 73 feet MSL

**AIRPORT PLANNING DOCUMENTS**
- Airport Master Plan
  - None
- Airport Layout Plan Drawing
  - Last updated 2001
- Bermuda Dunes Airport Noise Study
- Riverside County Permit
  - Airport operates under Riverside County Conditional Use Permit expiring 2023

**RUNWAY/TAXIWAY DESIGN**
**Runway 10-28**
- Critical Aircraft: Small business jet
- Airport Reference Code: B-I (small airplanes)
- Dimensions: 5,002 ft. long, 70 ft. wide
  - Runway 28 threshold displaced 300 feet
- Pavement Strength (main landing gear configuration)
  - 70,000 lbs (dual wheel)
- Average Gradient: 0.6% (rising to west)
- Runway Lighting
  - Low-intensity edge lights (LIRL)
- Primary Taxiways: Full-length parallel on south

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**
- Airplane Traffic Patterns
  - Runways 10 and 28: Left traffic
  - Pattern altitude: 1,000 ft. AGL (1,500 ft. advised for turbine aircraft)
- Instrument Approach Procedures (best minimums)
  - Runway 28 VOR
    - Circling (1 mi. visibility, 847 ft. min. descent height)
  - Runway 28 RNAV (GPS)
    - Nonprecision straight-in or circling (1¼ mi. visibility; 954 ft. min. descent height)
- Visual Approach Aids
  - Airport: Rotating beacon
  - Runway 28: VASI (3.0°)
- Operational Restrictions / Noise Abatement Procedures
  - No turbine aircraft operations 11:00 p.m.–6:00 a.m.
  - No agricultural operations without prior authorization
  - Parallel twy closed to aircraft with >65 ft. wingspan
  - Intersection departures prohibited
  - No straight-in approaches when other aircraft inbound
  - Runway 28 approaches: Maintain pattern altitude until turning to final approach if pattern extends beyond Whitewater River
  - Runway 28 departures: Make 10° right turn to follow railroad tracks
  - Runway 10 approaches: Maintain pattern altitude until crossing Washington St.

**BUILDING AREA**
- Location: South of Runway 28 approach end
- Aircraft Parking Capacity
  - Hangar spaces: 60± of various types
  - Tiedowns: 100± paved spaces, including transient spaces; 100± overflow spaces on turf
- Other Major Facilities
  - Terminal Building
- Services
  - Fuel: 100LL, Jet A (available 6:30 a.m.–8:30 p.m.; no self-service fueling)
  - Other: Aircraft repairs; flight instruction; sales and charter

**POTENTIAL FACILITY IMPROVEMENTS**
- Airfield
  - No changes planned
- Building Area
  - 100± additional hangar spaces contemplated for additional land area
- Property
  - 12± acres south of Runway 10 approach end planned for transfer to airport; land currently vacant and under same corporate ownership as airport

Exhibit BD–1

Airport Features Summary
Bermuda Dunes Airport
## Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002 Data</th>
<th>Future Ultimate</th>
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<tbody>
<tr>
<td>Single-Engine</td>
<td>85</td>
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</tr>
<tr>
<td>Twin-Engine</td>
<td>22 data</td>
<td></td>
</tr>
<tr>
<td>(piston &amp; turboprop)</td>
<td>not available</td>
<td></td>
</tr>
<tr>
<td>Business Jets</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Helicopters</td>
<td>3</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>116</strong></td>
<td><strong>250</strong></td>
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## Time of Day Distribution

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<th>Future</th>
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<td><strong>Business Jets &amp; Turboprops</strong></td>
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<tr>
<td>Day</td>
<td>90%</td>
<td>no</td>
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<tr>
<td>Evening</td>
<td>8%</td>
<td>change</td>
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<tr>
<td>Night</td>
<td>2%</td>
<td></td>
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<tr>
<td><strong>Other Aircraft</strong></td>
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<tr>
<td>Day</td>
<td>81%</td>
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<td>15%</td>
<td>change</td>
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<td>Night</td>
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## Aircraft Operations

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<th>Future Ultimate</th>
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<tr>
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<td>115</td>
<td>205</td>
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<td>Average Day, Annual</td>
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### Distribution by Aircraft Type

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<th>Aircraft Type</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>42%</td>
<td>40%</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>Twin-Engine, Turboprop</td>
<td>10%</td>
<td>12%</td>
</tr>
<tr>
<td>Business Jet</td>
<td>33%</td>
<td>36%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>5%</td>
<td>4%</td>
</tr>
</tbody>
</table>

### Distribution by Type of Operation

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local (incl. touch-and-goes)</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>Itinerant</td>
<td>75%</td>
<td>80%</td>
</tr>
</tbody>
</table>

## Flight Track Usage

### (Current & Future)

- Takeoffs, Runway 10 – All Aircraft
  - 80% left turn or traffic pattern
  - 20% straight out
- Takeoffs, Runway 28 – Business Jets & Turboprops
  - 10% left turn or downwind departure
  - 60% noise abatement turn (10° right turn to rail line)
  - 90% straight out
- Takeoffs, Runway 28 – Piston Airplanes
  - 30% left turn or traffic pattern
  - 65% noise abatement turn (10° right turn to rail line)
  - 5% straight out
- Takeoffs, Both Runways – Helicopters
  - 100% straight out along freeway
- Landings, Both Runways – All Airplanes & Helicopters
  - 80% traffic pattern
  - 20% traffic pattern

## Notes

- **a** Source: Airport management records
- **b** Projections based upon physical capacity of airport property for parking aircraft; time frame is indefinite, but is assumed to be at least 20 years in the future
- **c** Source: Estimated by Mead & Hunt from information provided by airport management and/or from California Division of Aeronautics acoustical counter data
Exhibit BD-4

Existing Noise Impacts: Average Annual Day
Bermuda Dunes Airport

2003
Annual Operations 42,000
Average Annual Day 115

Source: Mead & Hunt, Inc. (August 2003)
2003
Annual Operations 42,000
Average Peak Season Day 230

Source: Mead & Hunt, Inc. (May 2003)

Exhibit BD-5

Existing Noise Impacts: Average Peak Season Day
Bermuda Dunes Airport

Riverside County A/LUP—East County Airports Background Data (December 2004)
Exhibit BD-6

Future Noise Impacts: Average Annual Day
Bermuda Dunes Airport

Ultimate
Annual Operations 75,000
Average Annual Day 205

Source: Mead & Hunt, Inc. (August 2003)
Future Noise Impacts: Average Peak Season Day
Bermuda Dunes Airport

Source: Mead & Hunt, Inc. (August 2003)
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## AIRPORT SITE

- **Location**
  - Central Riverside County
  - 13 miles southeast of Palm Springs
- **Nearby Terrain**
  - Situated on floor of Coachella Valley at 70± ft. elevation; relatively flat terrain nearby
  - East face of San Jacinto Mountains 5± miles southwest; Indio Mtn. (elev. 2,226 ft.) 6 miles southwest
  - Indio Hills 4± miles northeast

## AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Airport and adjacent lands to south part of unincorporated community of Bermuda Dunes
- **City of Indio**
  - City limits adjoin airport to north and east
- **City of La Quinta**
  - City boundary 1.3± miles south
  - Sphere of influence has minor northward extension
- **City of Palm Desert**
  - City boundary 1.3± miles west

## EXISTING AIRPORT AREA LAND USES

- **General Character**
  - Union Pacific Railroad line and Interstate 10 border north side of airport
  - Mostly urbanized south of freeway; partially developed, partially agriculture to north
- **Runway Approaches**
  - West (Runway 10): Mixture of undeveloped land and low-density residential plus freeway right-of-way
  - East (Runway 28): Freeway overpass within 1,000 ft. of runway end; undeveloped lands, highway r.o.w. beyond
- **Traffic Pattern**
  - North: Predominantly agricultural with some low-density and newer medium-density residential
  - South: Residential area of Bermuda Dunes

## STATUS OF COMMUNITY PLANS

- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2004
- **City of Indio**
  - General Plan adopted October 1993
  - Land use map updated October 1998
  - General Plan update in progress as of mid 2003
- **City of La Quinta**
  - General Plan adopted early 2002
  - Land use map updated March 2002
- **City of Palm Desert**
  - General Plan update in progress as of mid 2003

## PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - Mostly continuation/infill of existing land use pattern
  - Light industrial area at west end of runway
- **City of La Quinta**
  - South: Low-density residential planned for annexation area adjacent to south edge of Bermuda Dunes
- **City of Palm Desert**
  - West: Minimal changes anticipated; land use pattern largely established
  - No land use planning yet done for future Bermuda Dunes area annexation

- **City of Indio**
  - North: New industrial and community commercial areas north of Interstate 10, across from airport west of Jefferson Street
  - Northeast: New residential planned development east of Jefferson Street; neighborhood commercial adjacent to freeway
  - East: Industrial and commercial uses for ±2 miles along extended Runway 28 centerline
  - Southeast: Low-density residential (5 du/ac) ±¾ mile from runway end including beneath traffic pattern

---

**Exhibit BD–9**

**Airport Environs Information**

Bermuda Dunes Airport
## Established Compatibility Measures

### Riverside County
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

### City of Indio
- **Indio General Plan (1993)**
  - Public Health and Safety element policies on airports and associated implementation measures implement 1986 ALUC compatibility plan (pp. 5-28–5-30)
  - No schools to be located within 2 miles of airport
  - Development proposals involving General Plan amendment to be submitted to ALUC for review (no mention made of zoning changes)
  - High risk and critical facility uses prohibited in airport influence area
  - Residences permitted within 65-CNEL contour if insulated to achieve 45 CNEL interior maximum
  - Navigation easements required for all new land uses in airport influence area

- **Other Policies**
  - No apparent reference to airport compatibility matters, including airport-related height limits, or to ALUC referral requirements in zoning code

### City of La Quinta
- **City of La Quinta General Plan (2002)**
  - Bermuda Dunes Airport not specifically mentioned, only Desert Resorts Regional Airport
  - Program 4.1 calls for new standards to “maximize the need for public safety” for development near airports

### City of Palm Desert
- No mention of airport in general plan or zoning code
- No specific airport compatibility policies
- Structure height limits, including antennas, 70 feet or less depending upon zoning district

Exhibit BD–9, continued
### General Plan Consistency Review (Preliminary)

**Bermuda Dunes Airport Environs**

<table>
<thead>
<tr>
<th><strong>Residential Land Use</strong></th>
<th><strong>Non-Residential Land Use</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Compatibility Zone B2</strong></td>
<td>A potential conflict exists in Zone A; half of Zone A is designated as Light Industrial/Warehousing west of airport [R6]; no structures are allowed in Zone A</td>
</tr>
<tr>
<td>Medium-Density Residential (2.1 to 5.0 dwelling units per acre) and Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations south of runway [R2] conflict with Zone B2 compatibility criteria</td>
<td><strong>Compatibility Zone C</strong></td>
</tr>
<tr>
<td><strong>Compatibility Zone C</strong></td>
<td>Potential Conflict: Zone C intensity limits (75 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Light Industrial/Warehousing northwest of airport [R7]</td>
</tr>
<tr>
<td>At 8.1 to 14.0 dwelling units per acre, the area designated as High-Density Residential west and northwest of airport [R3] conflicts with Zone C compatibility criteria</td>
<td><strong>Compatibility Zone D</strong></td>
</tr>
<tr>
<td><strong>Compatibility Zone D</strong></td>
<td>Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Light Industrial/Warehousing northwest of airport [R8]</td>
</tr>
<tr>
<td>Medium-Density Residential (2.1 to 5.0 dwelling units per acre) and Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations north of airport [R4] potentially conflict with the high- and low options for Zone D</td>
<td><strong>Compatibility Zone E</strong></td>
</tr>
<tr>
<td>Medium-Density Residential (2.1 to 5.0 dwelling units per acre) designation south of airport [R5] potentially conflicts with the high- and low options for Zone D</td>
<td>No inconsistencies noted</td>
</tr>
</tbody>
</table>

**Other Policies**

- **General Plan**
  - Acknowledgement of ALUC policies—no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict
- **Zoning Codes**
  - No height limit zoning established

---

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
## City of Indio: General Plan (1998), and Zoning Codes

### Residential Land Use

- **Compatibility Zone B1**
  - Area northwest of airport [IN1] designated as Medium-Density Residential (8.1 to 14.0 dwelling units per acre) conflicts with Zone B1 compatibility criteria.

- **Compatibility Zone C**
  - Area northwest of airport [IN2] indicated as Medium-Density Residential (8.1 to 14.0 dwelling units per acre) designation conflicts with Zone C compatibility criteria.
  - At 2.1 to 5.0 dwelling units per acre, Country Estates and Residential-Low designations, and Equestrian Estates (0.4 to 2.0 dwelling units/acre) designation southeast of airport [IN3] conflict with Zone C compatibility criteria.

- **Compatibility Zone D**
  - At 2.1 to 5.0 dwelling units per acre, Country Estates and Residential-Low designations northeast of airport and Equestrian Estates (0.4 to 2.0 dwelling units per acre) designation north of airport [IN4] potentially conflict with the high- and low options for Zone D.
  - Country Estates and Residential-Low (2.1 to 5.0 dwelling units per acre) designations south and southeast of airport [IN5] potentially conflict with the high- and low options for Zone D.

- **Compatibility Zone E**
  - No inconsistencies noted.

### Non-Residential Land Use

- **Compatibility Zone A**
  - High-Intensity Commercial/Office use indicated in half of Runway 28 protection zone [IN6] is a potential conflict; no structures are allowed in Zone A.

- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (25 people/acre)apply to area designated High-Intensity Commercial/Office northwest of airport [IN7].
  - Potential Conflict: Zone B1 intensity limits (25 people/acre)apply to areas designated as High-Intensity Commercial/Office and Office/Business Park east of airport [IN8].

- **Compatibility Zone B2**
  - Potential Conflict: Zone B2 intensity limits (100 people/acre)apply to area southeast of airport [IN9] designated as Office/Business Park.

- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to area designated as High-Intensity Commercial/Office northwest of airport [IN10].

- **Compatibility Zone E**
  - No inconsistencies noted.

### Other Policies

- **General Plan**
  - Basic approach to implement ALUC policies through incorporation of the ALUC Compatibility Plan; implementation measures are outlined in the General Plan’s Public Health and Safety elements.
  - The general plan should be amended to incorporate the current ALUC Compatibility Plan with respect to Bermuda Dunes Airport.
  - Noise policy allows residences up to 65 dB CNEL if insulated to achieve 45 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL even if interior 45 dB CNEL criterion is met; policy does not state what set of noise contours are to be used in application of this criteria.

- **Zoning Codes**
  - Height limit zoning not established.

---

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

---

**Exhibit BD–11, continued**
### City of La Quinta: General Plan (2002), and Zoning Codes

#### Residential or Non-Residential Land Use
- **Compatibility Zone E**
  - No consistencies noted

#### Other Policies
- **General Plan**
  - No acknowledgement of ALUC policies
  - Noise contours for new residential development not established; the general plan should be amended to include a 60 dB CNEL noise contour policy to be consistent with the ALUC Plan
- **Zoning Codes**
  - Height limit zoning not established

---

**Exhibit BD–11, continued**
### Residential Land Use

- **Compatibility Zone C**
  - Low-Density Residential (2.1 to 5.0 dwelling units per acre) and Medium-Density Residential (5.1 to 8.0 dwelling units per acre) designations west of airport [P1] conflict with Zone C compatibility criteria

- **Compatibility Zone D**
  - Low-Density Residential (2.1 to 5.0 dwelling units per acre) and Medium-Density Residential (5.1 to 8.0 dwelling units per acre) designations west and southwest of airport [P2] potentially conflict with the high- and low options for Zone D

### Other Policies

- **General Plan**
  - No acknowledgement of ALUC policies
  - Noise contours for new residential development not established; the general plan should be amended to include a 60 dB CNEL noise contour policy to be consistent with the ALUC Plan

- **Zoning Codes**
  - Height limit zoning not established

---

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
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Background Data: 
Blythe Airport and Environs

INTRODUCTION

Blythe Airport provides general aviation access to the Colorado River region of southeastern California and western Arizona. The airport has had limited commercial airline service in the past and potentially could again in the future. As of 2003, total annual aircraft operations equal about 25,000. For long-range compatibility planning purposes, this number is assumed to potentially reach 58,000, including some airline operations.

Owned by Riverside County and leased to the City of Blythe, the airport covers more than 3,900 mostly undeveloped acres. It features two intersecting runways. The primary runway, currently 6,562 feet long, is proposed in the 2001 Airport Master Plan to be extended to 10,012 feet.

Current and proposed airport features are described and illustrated in Exhibits BL–1 and BL–2. Current and future airport activity data is summarized in Exhibit BL–3. Associated current and long-range noise contours are included in Exhibits BL–4 and 5. A third set of noise contours is presented in Exhibit BL–6. These contours—originally depicted in the 2001 Airport Master Plan—reflect a theoretical “ultimate” level of airport activity, including a large volume of large jet transport aircraft operations. The “ultimate” contours are shown here for informational purposes—they were not explicitly considered in creation of the Blythe Airport compatibility zones. Exhibit BL–7 depicts the long-range (Exhibit BL–5) contours, together with flight track locations, risk data, and other factors that were used to determine the compatibility zone boundaries.

Much of the airport environs consist of unpopulated desert. The center of Blythe lies some six miles east, but some urbanization extends along Interstate 10 to within about half of that distance. The city’s general plan shows future residential development reaching to within a mile of the east end of the east/west runway. Another population center, the unincorporated community of Nicholls Warm Springs, lies less than a mile southwest of the airport. Primary aircraft flight tracks pass near or sometimes over this community.

Information about the airport environs is summarized in Exhibit BL–8. Planned land uses for the area are illustrated in Exhibit BL–9. Exhibit BL–10 assesses the relationship between the county and city general plans for the area and the criteria indicated in the Compatibility Plan.
### General Information
- **Airport Ownership:** County of Riverside
  - Leased to City of Blythe
- **Year Opened:** 1942
- **Property Size**
  - Fee title: 3,904 acres
  - Avigation easements: 17± acres
- **Airport Classification:** General Aviation
- **Airport Elevation:** 397 feet MSL

### Airport Planning Documents
- **Airport Master Plan**
  - Adopted November 2001
- **Airport Layout Plan Drawing**
  - Adopted November 2001

### Runway/Taxiway Design

#### Runway 8-26
- **Critical Aircraft:** Small business jet
- **Airport Reference Code:** B-II
- **Dimensions:** 6,562 ft. long, 150 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 80,000 lbs (single wheel)
  - 160,000 lbs (dual wheel)
  - 300,000 lbs (dual-tandem wheel)
- **Average Gradient:** 0.03%
- **Runway Lighting**
  - Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Full-length parallel on south

#### Runway 17-35
- **Critical Aircraft:** Small business jet
- **Airport Reference Code:** B-II
- **Dimensions:** 5,820 ft. long, 100 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 52,000 lbs (single wheel)
  - 76,000 lbs (dual wheel)
  - 135,000 lbs (dual-tandem wheel)
- **Average Gradient:** 0.08%
- **Runway Lighting**
  - Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Partial eastern parallel, south end of runway

### Traffic Patterns and Approach Procedures
- **Airplane Traffic Patterns**
  - All runways: Left traffic
  - Pattern altitude: 800 ft. AGL
- **Instrument Approach Procedures (best minimums)**
  - Runway 26 VOR/DME or GPS:
    - Straight-in (1 mi. visibility; 366 ft. descent height); approach course aligned 25° right of rwy centerline
    - Circling (1 mi. visibility; 443 ft. descent height)
  - VOR / GPS-A: Circling (1 mi. vis.; 443 ft. descent ht.)
- **Standard Inst. Departure Procedures:** None
- **Visual Approach Aids**
  - Airport: Rotating beacon
  - Runways 17, 26, & 35: VASI (all 3.0˚)
- **Operational Restrictions / Noise Abatement Procedures:**
  - Runway 26: Use wide traffic pattern
  - Runway 35: Use wide pattern; establish final approach 2 n.m. from touchdown
  - Runway 17 Departures: Make climbing left turn
  - Aircraft weighing over 12,500 lbs: Avoid residential area 1.5 n.m. southwest, below 2,000 ft.

### Approach Protection
- **Runway Protection Zones (RPZ)**
  - Runways 8, 17, & 26: 1,700-ft. long; all on airport
  - Runway 35: 1,700-ft. long; most on airport property; outer 200± ft. within avigation easement
- **Approach Obstacles**
  - Runway 17: Fence 354 ft. from runway end
  - Runway 26: Power plant (1 mile from runway end) produces visual and thermal plume

### Building Area
- **Location:** Southeast quadrant of airport
- **Aircraft Parking Capacity**
  - Hangars: 11 individual units; 1 large conventional
  - Tiedowns: 16
- **Other Major Facilities**
  - Aviation-related: Airline terminal; National Weather Service facility
  - Other: Various federal and county facilities
- **Services**
  - Fuel: Jet A, 100LL (during regular business hours)
  - Other: Flight instruction; aircraft rental; air cargo; air ambulance

### Planned Facility Improvements
- **Airfield**
  - Extend Runway 8-26 and parallel taxiway 3,450 ft. west to ultimate length of 10,012 ft.
  - Extend Runway 17-35 parallel taxiway to full length
  - No instrument approaches improvements planned
- **Building Area**
  - Provide lease areas for private hangar development
- **Property**
  - No fee acquisition planned
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 1999</th>
<th>Future 2020</th>
<th>Ultimate</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Single-Engine</td>
<td>11</td>
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<tr>
<td>Twin-Engine Piston</td>
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<tr>
<td>Turboprop</td>
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<tr>
<td>Turbojet</td>
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<td>1</td>
<td></td>
</tr>
<tr>
<td>Helicopters</td>
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<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>15</strong></td>
<td><strong>29</strong></td>
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</tr>
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### Aircraft Operations

<table>
<thead>
<tr>
<th></th>
<th>Current 1999</th>
<th>Future 2020</th>
<th>Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Annual</td>
<td>24,650</td>
<td>58,100</td>
<td>230,000</td>
</tr>
<tr>
<td>Average Day</td>
<td>68</td>
<td>159</td>
<td>630</td>
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</table>

#### Distribution by Aircraft Type

<table>
<thead>
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<th>Aircraft Type</th>
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<th>Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Engine</td>
<td>85%</td>
<td>82%</td>
<td>83%</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>11%</td>
<td>11%</td>
<td>9%</td>
</tr>
<tr>
<td>Twin-Engine,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turboprop</td>
<td>2%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>Business Jet</td>
<td>2%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Transport Jet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

#### Distribution by Type of Operation

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Current 1999</th>
<th>Future 2020</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local (incl.</td>
<td>50%</td>
<td>38%</td>
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</tr>
<tr>
<td>touch-and-goes)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Itinerant</td>
<td>50%</td>
<td>62%</td>
<td>available</td>
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### Time of Day Distribution

<table>
<thead>
<tr>
<th></th>
<th>Current 1999</th>
<th>Future 2020</th>
<th>Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piston-Engine, Local</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>88%</td>
<td>82%</td>
<td>83%</td>
</tr>
<tr>
<td>Evening</td>
<td>10%</td>
<td>10%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>2%</td>
<td>2%</td>
<td></td>
</tr>
<tr>
<td>All Aircraft, Itinerant</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>85%</td>
<td>83%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>10%</td>
<td>10%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>5%</td>
<td>5%</td>
<td></td>
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</tbody>
</table>

### Runway Use Distribution

<table>
<thead>
<tr>
<th></th>
<th>Current 1999</th>
<th>Future 2020</th>
<th>Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piston-Engine – Day/Evening/Night</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 8</td>
<td>5%</td>
<td>no</td>
<td></td>
</tr>
<tr>
<td>Runway 26</td>
<td>50%</td>
<td>change</td>
<td></td>
</tr>
<tr>
<td>Runway 35</td>
<td>15%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turboprops – Day/Evening/Night</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 8</td>
<td>5%</td>
<td>no</td>
<td></td>
</tr>
<tr>
<td>Runway 26</td>
<td>75%</td>
<td>change</td>
<td></td>
</tr>
<tr>
<td>Runway 17</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 35</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business Jets – Day/Evening/Night</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 8</td>
<td>5%</td>
<td>no</td>
<td></td>
</tr>
<tr>
<td>Runway 26</td>
<td>85%</td>
<td>change</td>
<td></td>
</tr>
<tr>
<td>Runway 17</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 35</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Flight Track Usage

No data available

### Notes

- **a** Source: 2001 Airport Master Plan estimates
- **b** Source: 2001 Airport Master Plan forecast
- **c** Source: 2001 Airport Master Plan runway capacity forecast
- **d** Source: 2001 Airport Master Plan forecast plus 2,200 airline operations
- **e** Includes B-727-huskit, A-300, and B-747-400
Exhibit BL-4

Existing Noise Impacts
Blythe Airport

1999
Annual Operations 24,650
Average Annual Day 68

Source: Blythe Airport Master Plan (November 2001)
2020
Annual Operations 58,100
Average Annual Day 159

Source: Coffman Associates (December 2002)

Exhibit BL-5

Future Noise Impacts
Blythe Airport

Riverside County ALUCP—East County Airports Background Data (October 2004)
Ultimate Noise Impacts
Blythe Airport

Exhibit BL-6

Ultimate
Annual Operations 230,000
Average Annual Day 630

CHAPTER E3  BACKGROUND DATA: BLYTHE AIRPORT AND ENVIRONS

AIRPORT SITE
- **Location**
  - Eastern Riverside County
  - 6 miles west of Blythe city center
- **Nearby Terrain**
  - Relatively flat terrain nearby

AIRPORT ENVIRONS LAND USE JURISDICTIONS
- **County of Riverside**
  - Entire airport within unincorporated area
- **City of Blythe**
  - Current city limits border east airport property

STATUS OF COMMUNITY PLANS
- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- **City of Blythe**
  - General Plan adopted 1989
  - Adoption of updated plan anticipated in late 2005

EXISTING AIRPORT AREA LAND USES
- **General Character**
  - Interstate 10 located south of airport property
  - Primarily surrounded by agricultural uses and open space to the north, east, and west; residential development south of airport
  - Power plant located east of the airport
- **Runway Approaches**
  - West (Runway 8): Agriculture and open desert lands; Blythe Drag Racing Sandtrack (approx. 0.6 mile from runway end)
  - East (Runway 26): Agriculture, open desert lands; power plant (1 mile from runway end)
  - North (Runway 17): Agriculture and open desert lands
  - South (Runway 35): Residential uses (0.7 mile from runway end); open desert lands beyond
- **Traffic Patterns**
  - Mostly agriculture and open desert lands except as noted above

PLANNED AIRPORT AREA LAND USES
- **Riverside County**
  - Agriculture; no planned development currently identified for nearby areas
- **City of Blythe**
  - Agriculture and industrial uses planned for areas east of airport property

ESTABLISHED AIRPORT COMPATIBILITY MEASURES
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- **City of Blythe General Plan**
  - No reference to airport land use compatibility issues
- **City of Blythe Zoning Codes**
  - No airport-related height limit zoning

Exhibit BL–8

Airport Environ Information
Blythe Airport
### Residential Land Use

- **Compatibility Zone A**
  - No inconsistencies noted

- **Compatibility Zone B1**
  - Medium-Density Residential designation (2.1 to 5.0 dwelling units/acre) south of airport [R1] exceeds Zone B1 compatibility criteria

- **Compatibility Zone C**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations (south and east of airport) and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation (south of airport) exceeds Zone C compatibility criteria [R2]

- ** Compatibility Zone D**
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation south, southwest and east of the airport potentially conflict with the high-and-low options for Zone D [R3]

- **Compatibility Zone E**
  - No inconsistencies noted

### Non-Residential Land Use

- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R4]

- **Compatibility Zone B2**
  - Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R5]

- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R6]

- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Light Industrial/Warehousing, Low-Intensity Commercial/Office, and Office/Business Park south of airport [R7]

### Other Policies

- **General Plan**
  - Acknowledgement of ALUC policies—no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict

- **Zoning Codes**
  - No height limit zoning established

---

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

---

**Exhibit BL–10**

**General Plan Consistency Review (Preliminary)**

Blythe Airport Environ
### CITY OF BLYTHE:
**GENERAL PLAN (1989-draft), AND ZONING CODES**

<table>
<thead>
<tr>
<th>Non-Residential Land Use</th>
<th>Other Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Compatibility Zone B1</td>
<td>- General Plan</td>
</tr>
<tr>
<td>- Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to area designated as Heavy Industrial east of airport [B2]</td>
<td></td>
</tr>
<tr>
<td>- Compatibility Zone C</td>
<td></td>
</tr>
<tr>
<td>- Potential Conflict: Zone C intensity limits (75 people/acre) apply to area designated as Heavy Industrial east of airport [B1]</td>
<td></td>
</tr>
<tr>
<td>- Compatibility Zone D</td>
<td></td>
</tr>
<tr>
<td>- Potential Conflict: Zone D intensity limits (100 people/acre) apply to area designated as Heavy Industrial east of airport [B2]</td>
<td></td>
</tr>
<tr>
<td>- Zoning Codes</td>
<td></td>
</tr>
<tr>
<td>- Height limit zoning not established</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit BL–10, continued
Introduction

Banning Municipal Airport sits at a 2,200-foot elevation in the midst of the San Gorgonio Pass of central Riverside County. The pass separates the 10,000-foot-high ranges of the San Bernardino Mountains to the north and the San Jacinto Mountains to the south as well as the low lands of the Los Angeles Basin to the west and the Coachella Valley to the east. This location makes the airport a highly important component of the regional airport system. Additionally, the airport is home to some 75 aircraft belonging to businesses and residents of Banning, Beaumont, and other nearby communities.

The airport consists of a single east/west runway nearly 5,000 feet in length. Aircraft operate under visual procedures—no instrument approach procedures have been created. Exhibit BN–1 describes other major features of the airport. The airport layout plan (Exhibit BN–2) was last updated in 1990 and does not show the modification to the runway’s eastern end which resulted in a minor reduction of the length. No major airfield improvements are indicated in the Airport Master Plan adopted by the city in 1989.

The volume of aircraft operations at Banning Municipal Airport is low relative to the number of based aircraft. The surrounding terrain and often strong winds limit flight training activity. The city’s Master Plan, though, anticipates that activity could eventually grow some seven-fold and this assumption is reflected in the compatibility planning for the airport (Exhibit BN–3).

Nearby land uses are largely compatible with the airport operations both at present and in the future. Aircraft noise impacts (Exhibits BN–4 and BN–5) mostly overlap noise from Interstate 10 and the Union Pacific Railroad line which parallel the runway to the north. Exhibit BN–6 shows the factors upon which the Compatibility Map for the airport (included in Volume 1) is based. Features of the airport environs are described in Exhibit BN–7. Existing land uses directly to the west consist of a mixture of light industrial, residential, and vacant land. Planned uses are industrial as shown in Exhibit BN–8. To the east, beginning just beyond the runway end, lies a portion of the Morongo Indian Reservation. The Riverside County Airport Land Use Commission has no authority over potential development of this land, but no plans for development are known. A preliminary review of the compatibility status between the City of Banning and Riverside County general plans and the compatibility plan for Banning Municipal Airport is included in Exhibit BN–9.
**CHAPTER E1  BACKGROUND DATA: BANNING MUNICIPAL AIRPORT AND ENVIRONS**

**GENERAL INFORMATION**
- **Airport Ownership:** City of Banning
- **Year Opened:** 1945
- **Property Size**
  - Fee title: 185± acres
  - Avigation easements: Acreage uncertain
- **Airport Classification:** General Aviation
- **Airport Elevation:** 2,219 feet MSL

**AIRPORT PLANNING DOCUMENTS**
- **Airport Master Plan**
  - Adopted by City Council, c. 1989
- **Airport Layout Plan Drawing**
  - Last updated December 1990

**RUNWAY/TAXIWAY DESIGN**

### Runway 8-26
- **Critical Aircraft:** Medium twin, small business jet
- **Airport Reference Code:** B-II
- **Dimensions:** 4,960 ft. long, 150 ft. wide
  - Runway 26 end relocated 232 ft. from pavement end
- **Pavement Strength (main landing gear configuration)**
  - 12,500 lbs (single-wheel)
- **Average Gradient:** 2.4%
- **Runway Lighting**
  - Medium-intensity edge lights
- **Primary Taxiways:** Full-length parallel on south

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**
- **Airplane Traffic Patterns**
  - Runway 26: Right traffic
    - Pattern altitude: 1,000 ft. AGL
- **Instrument Approach Procedures**
  - None
- **Visual Approach Aids**
  - Airport: Rotating beacon
  - Runway 26: Precision Approach Path Indicator (3.5°)
- **Operational Restrictions / Noise Abatement Procedures**
  - No straight-in landings
  - Runway 26 departures: no intersection departures; no turns below 2900 feet MSL

**APPROACH PROTECTION**
- **Runway Protection Zones (RPZ)**
  - Runway 8: 1,000-ft. long; all on airport property
  - Runway 26: 1,000-ft. long; none on airport property
  - [FAA waiver letter dated 1/27/78]
- **Approach Obstacles**
  - None

**BUILDING AREA**
- **Location:** North and south sides of Runway 8 approach end
- **Aircraft Parking Capacity**
  - Hangar spaces: 65±
  - Tiedowns: 30±
- **Other Major Facilities**
  - Administration bldg.
- **Services**
  - Fuel: 100LL (by attendant, 8 am to 5 pm)
  - Other: Aircraft maintenance

**PLANNED FACILITY IMPROVEMENTS**
- **Airfield**
  - Construct partial parallel taxiway on north side
- **Building Area**
  - Construct additional hangars
- **Property**
  - Acquire 94± acres of land south of airport for building area expansion

---

**Exhibit BN–1**

**Airport Features Summary**

**Banning Municipal Airport**

---

*Riverside County ALUCP—East County Airports Background Data (October 2004)*
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>2002 Data</th>
<th>Ultimate</th>
</tr>
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<tbody>
<tr>
<td>Current</td>
<td>Future</td>
<td></td>
</tr>
<tr>
<td>Single-Engine</td>
<td>70</td>
<td>193</td>
</tr>
<tr>
<td>Twin-Engine, Piston</td>
<td>0</td>
<td>23</td>
</tr>
<tr>
<td>Twin-Engine, Turboprop</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Turbojet</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopters</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>75</strong></td>
<td><strong>225</strong></td>
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### Aircraft Operations

<table>
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<tr>
<th></th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>12,000</td>
<td>70,000</td>
</tr>
<tr>
<td>Average Day</td>
<td>33</td>
<td>192</td>
</tr>
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<td></td>
</tr>
<tr>
<td><strong>Distribution by Aircraft Type</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Engine</td>
<td>77%</td>
<td>81%</td>
</tr>
<tr>
<td>Twin-Engine, Piston</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>Twin-Engine, Turboprop</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>Business Jet</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>17%</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Notes

- **a** Source: FAA Airport Master Record (Form 5010)
- **b** Source: Banning Municipal Airport Master Plan Report (1989); original projection was for 2008, but is assumed here to be for an indefinite time frame at least 20 years in the future
- **c** Source: California Division of Aeronautics aircraft operations counter program plus estimated helicopter operations
- **d** Source: Airport Master Plan projection of airplane operations plus estimated 3,000 future helicopter operations; time frame is assumed to be beyond 20 years
- **e** Source: Estimated by Mead & Hunt from information provided by airport staff

### Time of Day Distribution

<table>
<thead>
<tr>
<th>All Aircraft</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>95%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>3%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>2%</td>
<td></td>
</tr>
</tbody>
</table>

### Runway Use Distribution

<table>
<thead>
<tr>
<th>All Airplanes – Day &amp; Evening</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 8</td>
<td>10%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 26</td>
<td>90%</td>
<td>change</td>
</tr>
</tbody>
</table>

### Flight Track Usage

<table>
<thead>
<tr>
<th>All Airplanes – Night</th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 8</td>
<td>0%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 26</td>
<td>100%</td>
<td>change</td>
</tr>
</tbody>
</table>

| Helicopters                  |         |        |
| Takeoffs & Landings (Helipad) |         |        |
| Runway 8 direction            | 10%     | no     |
| Runway 26 direction           | 90%     | change |

#### Current & Future
- Takeoffs, Runway 8
  - 30% straight out
  - 70% left turn
- Takeoffs, Runway 26
  - 65% straight out
  - 35% right turn
- Landings, both runways
  - 100% traffic pattern (no straight in)
- Helicopters follow freeway alignment; helipad is north of approach end of Runway 8

<table>
<thead>
<tr>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a</strong> Source: FAA Airport Master Record (Form 5010)</td>
</tr>
<tr>
<td><strong>b</strong> Source: Banning Municipal Airport Master Plan Report (1989);</td>
</tr>
<tr>
<td>original projection was for 2008, but is assumed here to be for an</td>
</tr>
<tr>
<td>indefinite time frame at least 20 years in the future</td>
</tr>
<tr>
<td><strong>c</strong> Source: California Division of Aeronautics aircraft operations</td>
</tr>
<tr>
<td>counter program plus estimated helicopter operations</td>
</tr>
<tr>
<td><strong>d</strong> Source: Airport Master Plan projection of airplane operations</td>
</tr>
<tr>
<td>plus estimated 3,000 future helicopter operations; time frame is</td>
</tr>
<tr>
<td>assumed to be beyond 20 years</td>
</tr>
<tr>
<td><strong>e</strong> Source: Estimated by Mead &amp; Hunt from information provided by</td>
</tr>
<tr>
<td>airport staff</td>
</tr>
</tbody>
</table>

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**Exhibit BN-3**

**Airport Activity Data Summary**

**Banning Municipal Airport**
Exhibit BN-4

Existing Noise Impacts
Banning Municipal Airport

<table>
<thead>
<tr>
<th>Year</th>
<th>Operations</th>
<th>Average Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002/2003</td>
<td>12,000</td>
<td>33</td>
</tr>
</tbody>
</table>

Source: Mead & Hunt, Inc. (August 2003)
Future Noise Impacts
Banning Municipal Airport

Ultimate
Annual Operations 70,000
Average Annual Day 192

Source: Mead & Hunt, Inc. (August 2003)
Riverside County ALUCP—East County Airports Background Data (October 2004)
# Airport Site

- **Location**
  - North-central Riverside County
  - 1¼ mile east of Banning city center

- **Nearby Terrain**
  - Situated in San Gorgonio Pass at 2,200± ft. elevation
  - Base of San Jacinto Mountains 1 mile south; Mt. San Jacinto peak (elevation 10,804 ft.) 12 miles southeast
  - Base of San Bernardino Mountains 2+ miles north, Mt. San Gorgonio peak (elevation 11,499 ft.) 12 miles north

---

# Airport Environs Land Use Jurisdictions

- **County of Riverside**
  - Lands under unincorporated county jurisdiction within ¼ mile southeast and ¼ mile southwest of runway

- **City of Banning**
  - Entire airport property within city limits
  - Urbanized area of city lies west and northwest

- **Morongo Indian Reservation**
  - Reservation lands immediately east of runway (including Runway 26 RPZ) and within 0.6 miles north and 1 mile south
  - Indian lands not subject to ALUC authority

---

# Status of Community Plans

- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003

- **City of Banning**
  - General Plan adopted May 1986

- **Morongo Indian Reservation**
  - No known land use plans

---

# Existing Airport Area Land Uses

- **General Character**
  - Mixed use area on eastern edge of city
  - Union Pacific Railroad line and Interstate 10 border north side of airport

- **Runway Approaches**
  - West (Runway 8): Mixture of industrial and scattered residential uses; high school south of final approach course, 1¼ mile from runway end
  - East (Runway 26): Undeveloped desert lands

- **Traffic Pattern**
  - North: Freeway/railroad corridor and undeveloped land except to northwest

---

# Planned Airport Area Land Uses

- **Riverside County**
  - Southwest and Southeast: No currently identified development planned for nearby areas

- **City of Banning**
  - West: Industrial uses along approach; mostly very low density residential south of Barbour Street
  - North: New industrial area north of freeway; infill residential and mixed use to northwest
  - South: Airport-related industry, including automobile drag strip adjoining airport; very-low-density residential south of Charles Street

- **Morongo Indian Reservation**
  - No known development plans for lands adjoining east end of airport

---

# Established Airport Compatibility Measures

- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

- **City of Banning General Plan**
  - New single-family residential land uses deemed normally acceptable up to 60 dB CNEL and conditionally acceptable up to 70 dB CNEL
  - Certification that interior noise level will not exceed 45 dB CNEL required for residential development where outdoor noise exceeds 85 dB CNEL

- **City of Banning Zoning Codes**
  - Mostly 35-foot height limit in city; higher allowed in industrial zones and with conditional use permit
  - Height limits established to protect airport airspace (specific language is outdated)

---

**Exhibit BN–7**

**Airport Environs Information**

Banning Municipal Airport
COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND PASS AREA PLAN

Residential Land Use
- Compatibility Zones A, B1, C, and D
  - No unincorporated land east of airport, except Morongo Indian Reservation
  - Indian land not subject to ALUC authority
- Compatibility Zone B2
  - No unincorporated land
- Compatibility Zone E
  - No unincorporated land north and east of airport, except Morongo Indian Reservation
  - Indian land not subject to ALUC authority

Non-Residential Land Use
- Compatibility Zone E
  - Potential Conflict: no references to airspace protection height limitations in the Pass Area Plan

Other Policies
- General Plan
  - Acknowledgement of ALUC policies—no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict
- Zoning Codes
  - No height limit zoning established

MORONGO INDIAN RESERVATION
- Compatibility Zones A, B1, C, D, and E
  - Potential inconsistencies in land use development east of airport [M1]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
### City of Banning: General Plan (1986), and Zoning Codes

#### Residential Land Use
- **Compatibility Zone C**
  - Residential designations with densities ranging from 0.4 to 2.0 dwelling units/acre are inconsistent with Zone C compatibility criteria; existing development south of Lincoln Street is nonconforming

#### Other Policies
- **General Plan**
  - No acknowledgment of ALUC coordination
  - Noise Element policy conditionally allowing new residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL even if interior 45 dB CNEL criterion is met; policy does not state what set of noise contours are to be used in application of this criterion
- **Zoning Codes**
  - Height limit zoning established to protect airport airspace (specific language is outdated)

#### Non-Residential Land Use
- **Compatibility Zone A**
  - Zone A (west) entirely on airport property
- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to area designated as Light Industrial/Warehousing northern and southern edges of airport [B1]
- **Compatibility Zone B2**
  - Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to area designated as Light Industrial/Warehousing north and south of airport [B2]
  - Plans for an automobile drag-strip south of runway is a potential conflict with Zone B2 compatibility criteria (100 people/acre) depending upon the location and intensity of the development
- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to areas designated as Light Industrial/Warehousing, Heavy Industrial and Other Public/Institutional west of airport [B3]
- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Heavy Industrial and Low-Intensity Commercial/Office north of airport [B4]
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to area designated as Light Industrial/Warehousing and south of airport [B5]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit BN–9, continued
Background Data: Chiriaco Summit Airport and Environs

Introduction

Chiriaco Summit Airport is a low-activity airport situated in the midst of the desert at the eastern edge of the Coachella Valley. The airport serves as an access point to nearby Joshua Tree National Park as well as a stopover or emergency landing site for aircraft crossing the desert. No aircraft are based there and total operations are estimated at only some 4,000 annually.

The airport’s history is considerably more active. Established at the outset of World War II and known initially as Shavers Summit Army Air Field, the airport was part of Camp Young, the command post for the Army’s Desert Training Center (later renamed the California-Arizona Maneuver Area). More than a million men trained at bases in the surrounding desert. The area’s history is documented at the General Patton Memorial Museum located adjacent to the airport.

Except for the museum, a truck stop, and a few other buildings at the small community of Chiriaco Summit at the west end of the runway, the airport environs are nearly unpopulated. Much of this development is within the approach zone of the airport. However, the very-low activity levels of the airport, together with the fact that most aircraft approach from and depart toward the opposite end of the runway, minimize any compatibility conflicts.

Data regarding the airport and its usage is portrayed Exhibits CS–1 through CS–5 on the following pages. Land use information is summarized in Exhibits CS–6 and CS–7.
### General Information
- **Airport Ownership**: County of Riverside
- **Year Opened**: 1942; County-owned since 1947
- **Property Size**
  - Fee title: 570 acres
  - Avigation easements: None
- **Airport Classification**: General Aviation
- **Airport Elevation**: 1,713 feet MSL

### Airport Planning Documents
- **Airport Master Plan**: None
- **Airport Layout Plan Drawing**: January 1992

### Runway/Taxiway Design
**Runway 6-24**
- **Critical Aircraft**: Single engine, piston
- **Airport Reference Code**: A-I
- **Dimensions**: 4,600 ft. long, 50 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 6,000 lbs (single wheel)
- **Average Gradient**: 0.9% (rising to west)
- **Runway Lighting**: None
- **Primary Taxiways**: No parallel taxiway; only a connecting taxiway between apron and Rwy 6 approach end

### Traffic Patterns and Approach Procedures
- **Airplane Traffic Patterns**
  - Runways 6 & 24: Left traffic
- **Instrument Approach and Departure Procedures**: None
- **Visual Approach Aids**: None
- **Operational Restrictions / Noise Abatement Procedures**
  - Line of sight limited to 1,400 feet from either end of runway
  - Daytime operations only

### Approach Protection
- **Runway Protection Zones (RPZ)**
  - Runway 6: 1,000 ft. long; all on airport property
  - Runway 24: 1,000 ft. long; all on airport property
- **Approach Obstacles**: None

### Building Area
- **Location**: Southwest corner of airport property
- **Aircraft Parking Capacity**
  - Hangar spaces: 0
  - Tiedowns: 4
- **Other Major Facilities**
  - General Patton Memorial Museum
  - Service station; mini-market
  - Restaurant
  - Water and sewage treatment plant
- **Services**
  - None; airport unattended

### Planned Facility Improvements
- **Airfield and Building Area**: None
- **Property**: None

---

Exhibit CS–1

**Airport Features Summary**

Chiriaco Summit Airport
### BASED AIRCRAFT

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002 data</th>
<th>Future 2025 forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Turboprop</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Turbojet</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Helicopters</td>
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<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2</strong></td>
<td><strong>5</strong></td>
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### AIRCRAFT OPERATIONS

<table>
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<th></th>
<th>Current 2002 data</th>
<th>Future 2025 forecast</th>
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</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>4,000</td>
<td>5,200</td>
</tr>
<tr>
<td>Average Day</td>
<td>11</td>
<td>14</td>
</tr>
</tbody>
</table>

**Distribution by Aircraft Type**

- Single-Engine: 95%
- Twin-Engine Piston: 5% (no change)
- Twin-Engine, Turboprop: 0% (no change)
- Business Jet: 0%
- Helicopter: 0%

**Distribution by Type of Operation**

- Local: 3%
- (incl. touch-and-goes): no change
- Itinerant: 97% (change)

### TIME OF DAY DISTRIBUTION

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All Aircraft</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>95%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>5%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

### RUNWAY USE DISTRIBUTION

<table>
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</thead>
<tbody>
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<td><strong>All Airplanes – Daylight Hours</strong></td>
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</tr>
<tr>
<td>Takeoffs</td>
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<td>Runway 6</td>
<td>67%</td>
<td>no</td>
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<td>Runway 24</td>
<td>33%</td>
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<tr>
<td>Landings</td>
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<tr>
<td>Runway 6</td>
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<tr>
<td>Runway 24</td>
<td>83%</td>
<td>change</td>
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</table>

### FLIGHT TRACK USAGE

**Current & Future**

- Approaches, Both Runways
  - Mostly left-hand pattern, some straight-in, depending upon direction of arrival
- Departures, Both Runways
  - Mostly straight-out, some left-hand pattern, depending upon direction of travel

### Notes

- **a** Source: Airport management records and estimates
- **b** Source: Estimated/Projected for compatibility planning purposes
- **c** Source: California Division of Aeronautics aircraft operations counter program
Exhibit CS-4

Future Noise Impacts
Chiriaco Summit Airport

Source: Coffman Associates (November 2003)
### Chapter E4
**Background Data: Chiriaco Summit Airport and Environs**

#### Exhibit CS–6

**Airport Site**
- **Location**
  - Eastern Riverside County
  - 30 miles east of Indio; 65 miles west of Blythe
  - Eastern edge of small community of Chiriaco Summit
- **Nearby Terrain**
  - Airport on desert floor (elevation 1,713 ft. MSL) at saddle between mountain ranges (Shavers Valley)
  - Cottonwood and Eagle Mountains to north; summit (elev. 5,350 ft.) 6 miles northwest
  - Orocopia Mountains to south; summit (elev. 3,816 ft.) 8 miles south

**Airport Environments Land Use Jurisdictions**
- **County of Riverside**
  - Located entirely within unincorporated Riverside County
- **National Park Service**
  - Joshua Tree National Park north of airport

**Status of Community Plans**
- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003

**Existing Airport Area Land Uses**
- **General Character**
  - Primarily uninhabited desert
  - Joshua Tree National Park boundary, 0.5± mi. north
- **Runway Approaches**
  - West (Runway 6): Chiriaco Summit (approx. 2 dozen buildings—industrial, commercial, and residential) 1,500± feet from runway end; desert beyond
  - East (Runway 24): Undeveloped desert lands
- **Traffic Pattern**
  - Interstate 10 parallel to runway, 1,000 ft. south
  - Desert north and south

**Planned Airport Area Land Uses**
- **Riverside County**
  - West: Continuation of commercial designation for Chiriaco Summit community; open space rural with rural village beyond (overlay allows densities up to 8 dwelling units per acre)
  - South: Open space rural along freeway
  - East and North: Open space conservation habitat (no development)

**Established Airport Compatibility Measures**
- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary, advisory basis (LU 14.8)

---

**Airport Environments Information**

Chiriaco Summit Airport
### COUNTY OF RIVERSIDE: GENERAL PLAN (2003) AND EASTERN COACHELLA VALLEY AREA PLAN

#### Residential Land Use
- Compatibility Zone A, B1, B2, C, and E
  - No inconsistencies noted

#### Non-Residential Land Use
- Compatibility Zone A, B1, B2, C, and E
  - No inconsistencies noted

#### Other Policies
- **General Plan**
  - Acknowledgement of ALUC policies
  - Established ALUC 60 dB CNEL noise contour policy for new residential development
- **Zoning Codes**
  - No height limit zoning established

---

**Exhibit CS–8**

---

**General Plan Consistency Review (Preliminary)**

Chiriaco Summit Airport Environ
Background Data: Desert Center Airport and Environs

Introduction

Desert Center is situated in a remote area of eastern Riverside County, literally—as the same suggests—in the center of the desert. The nearest cities—Indio to the west and Blythe to the east—are both more than 50 miles away via Interstate 10. The area’s population is mostly clustered near the freeway interchange and nearby at the Lake Tamarisk retirement community and golf course.

Desert Center Airport was originally constructed early in World War II as one of numerous training facilities that were part of the Army’s California-Arizona Maneuver Area. Known then as Desert Center Army Air Field, it had two runways capable of accommodating B-24 aircraft, an aircraft parking area, and more than 40 buildings. Today, the airport is owned by Riverside County and operated primarily for emergency access to the local community. One runway and a small aircraft parking apron remain, but there are no services and no aircraft are based there.

Data regarding the airport’s facilities and usage are summarized in the tables and maps on the following pages (Exhibits DC–1 through DC–4).

Surrounding land uses consist of desert and some agricultural areas. The nearest populated areas are more than 3 miles distant. There are no existing land use compatibility conflicts and none are anticipated. An assessment of local land use conditions and plans is presented in Exhibits DC–5 and DC–6.
### General Information
- **Airport Ownership:** County of Riverside
- **Year Opened:** 1942; County-owned since 1947
- **Property Size**
  - Fee title: 1,129 acres
  - Avigation easements: None
- **Airport Classification:** General Aviation
- **Airport Elevation:** 559 feet MSL

### Runway/Taxiway Design
**Runway 5-23**
- **Critical Aircraft:** Single engine, piston
- **Airport Reference Code:** B-II
- **Dimensions:** 4,200 ft. long, 50 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 45,000 lbs (single wheel)
  - 80,000 lbs (dual wheel)
  - 140,000 lbs (dual-tandem wheel)
- **Average Gradient:** 0.9% (rising to west)
- **Runway Lighting**
  - None
- **Primary Taxiways:** No parallel taxiway; only a connecting taxiway between apron and Rwy 5 approach end

### Traffic Patterns and Approach Procedures
**Airplane Traffic Patterns**
- Runways 5 & 23: Left traffic
- Pattern Altitude: 1,000 feet AGL
**Instrument Approach and Departure Procedures**
- None
**Visual Approach Aids**
- None
**Operational Restrictions / Noise Abatement Procedures**
- Daytime operations only

### Approach Protection
**Runway Protection Zones (RPZ)**
- Runway 5: 1,000 ft. long; all on airport property
- Runway 23: 1,000 ft. long; all on airport property
- **Approach Obstacles**
  - None

### Building Area
- **Location:** Southwest corner of airport property
- **Aircraft Parking Capacity**
  - Hangar spaces: 0
  - Tiedowns: 3
- **Other Major Facilities**
  - None
- **Services**
  - None; airport unattended

### Planned Facility Improvements
- **Airfield and Building Area**
  - None
- **Property**
  - None

---

**Exhibit DC–1**

### Airport Features Summary
**Desert Center Airport**

---

*Riverside County ALUCP—East County Airports Background Data (October 2004)*
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002 data</th>
<th>Future 2025 forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Turboprop</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Turbojet</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Helicopters</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>0</strong></td>
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### Aircraft Operations

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<th>Current 2002 data</th>
<th>Future 2025 forecast</th>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>150 c</td>
<td>2,300</td>
</tr>
<tr>
<td>Average Day</td>
<td>&lt;1</td>
<td>6</td>
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#### Distribution by Aircraft Type

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current (%)</th>
<th>Future (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>95%</td>
<td></td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>5%</td>
<td>no</td>
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<tr>
<td>Twin-Engine, Turboprop</td>
<td>0%</td>
<td>change</td>
</tr>
<tr>
<td>Business Jet</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Helicopter</td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

#### Distribution by Type of Operation

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<thead>
<tr>
<th>Type of Operation</th>
<th>Current (%)</th>
<th>Future (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local (incl. touch-and-goes)</td>
<td>50%</td>
<td>no</td>
</tr>
<tr>
<td>Itinerant</td>
<td>50%</td>
<td>change</td>
</tr>
</tbody>
</table>

### Time of Day Distribution

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All Aircraft</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>80%</td>
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</tr>
<tr>
<td>Evening</td>
<td>20%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>0%</td>
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</tr>
</tbody>
</table>

### Runway Use Distribution

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<tr>
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<th>Current</th>
<th>Future</th>
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</thead>
<tbody>
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<td><strong>All Airplanes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Runway 5</td>
<td>60%</td>
<td>no</td>
</tr>
<tr>
<td>Runway 23</td>
<td>40%</td>
<td>change</td>
</tr>
</tbody>
</table>

### Flight Track Usage

#### Current & Future

- Approaches, Both Runways
  - Mostly left-hand pattern, some straight-in, depending upon direction of arrival
- Departures, Both Runways
  - Mostly straight-out, some left-hand pattern, depending upon direction of travel

### Notes

- **a** Source: Airport management records and estimates
- **b** Source: Estimated/projected for compatibility planning purposes
- **c** Source: California Division of Aeronautics aircraft operations counter program

---

**Exhibit DC–3**

**Airport Activity Data Summary**

**Desert Center Airport**
Exhibit DC-4

**Future Noise Impacts**

Desert Center Airport

<table>
<thead>
<tr>
<th>Year</th>
<th>Annual Operations</th>
<th>Average Annual Day</th>
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</thead>
<tbody>
<tr>
<td>2025</td>
<td>150</td>
<td>&lt;1</td>
</tr>
</tbody>
</table>

Source: Coffman Associates (December 2003)
## Airport Environs Information

**Desert Center Airport**

### AIRPORT SITE

- **Location**
  - Eastern Riverside County
  - 55 miles east of Indio; 50 miles west of Blythe
  - 4 miles northeast of community of Desert Center

- **Nearby Terrain**
  - Airport in flat desert lands of Chuckwalla Valley, elevation 559 feet MSL
  - Coxcomb Mtns to north, Eagle Mtns to west, Chuckwalla Mtns to south, Palen Mtns to east all 7+ miles distant with peak elevations 3,000 to 4,000 feet

### AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Located entirely within unincorporated Riverside County

### STATUS OF COMMUNITY PLANS

- **Riverside County**
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003

### EXISTING AIRPORT AREA LAND USES

- **General Character**
  - Primarily uninhabited desert; some agriculture

- **Runway Approaches**
  - Southwest (Runway 5): Desert; agriculture; Lake Tamarisk retirement community, 3 miles from runway
  - Northeast (Runway 23): Desert

- **Traffic Patterns**
  - Desert; Highway 177, 1.5 miles northwest

### PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - Open space rural lands (1 dwelling unit per 20 acres) entirely surrounding airport

### ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- **Riverside County General Plan**
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND DESERT CENTER AREA PLAN

### Residential Land Use
- **Compatibility Zones A – D**
  - No inconsistencies noted

### Non-Residential Land Use
- **Compatibility Zones A – D**
  - No inconsistencies noted

### Other Policies
- **General Plan**
  - Acknowledgement of ALUC policies
  - Established ALUC 60 dB CNEL noise contour policy for new residential development
- **Zoning Codes**
  - No height limit zoning established

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**General Plan Consistency Review (Preliminary)**

Desert Center Airport Environrs
Background Data:
Jacqueline Cochran Regional Airport and Environ

INTRODUCTION

Built during World War II and used by both the Army and the Navy, Jacqueline Cochran Regional Airport has had several name changes. As a civilian facility, it was called Thermal Airport from 1948 to 1998. To better reflect its regional function, the name was then changed to Desert Resorts Regional Airport. The most recent name change, to honor the pioneering woman pilot, took place in 2004.

The airport is located in the lower Coachella Valley of central Riverside County at an elevation of 114 feet below sea level. The facility has two runways: the primary, north/south runway (17-35) is 8,500 feet in length; and a northwest/southeast runway (12-30) measures 5,000 feet. A new master plan for the airport, completed in 2004, calls for extension of Runway 17-35 southward to a length of 10,000 feet. A future parallel, north/south runway that had been included in previous plans has been deleted from the current master plan. A summary of major existing and planned features of the airport is presented in Exhibit JC–1. Exhibit JC–2 depicts the updated airport layout plan drawing.

Annual aircraft operations at Jacqueline Cochran Regional Airport were estimated at 65,000 in 2002. The master plan projects this activity to reach some 110,000 by 2022 and continue to grow along with the urbanization of the Coachella Valley. Growth in business jet usage of the airport is expected to be particularly strong. For long-range compatibility planning purposes, an “ultimate” activity level of 220,000 annual operations is assumed. Further activity data is detailed in Exhibit JC–3. Noise impacts generated by the current, future, and ultimate activity levels are shown in Exhibits JC–4 through JC–6. The “ultimate” contours are also representative of a peak-season day in 2022. Exhibit JC–7 presents a compilation of the noise, risk, and other factors that form the basis for the compatibility map included in Chapter 3.

Land uses in the vicinity of the airport are in transition. As of 2004, the immediate environs are mostly agriculture or undeveloped. However, urban areas of the city of Coachella are barely a mile north. Coachella, as well as La Quinta to the west, plan to expand their cities southward. Within the unincorporated county area, a major development—Kohl Ranch—is proposed immediately south of the airport. This urbanization will pose challenges for long-term airport/land use compatibility. Exhibits JC–8 and JC–9 present tabular and map summaries of current and planned land uses around the airport. Exhibit JC–10 detail tabular and mapping of significant conflicts between the compatibility plan and local land use plans.
**CHAPTER E6  BACKGROUND DATA:  JACQUELINE COCHRAN REGIONAL AIRPORT AND ENVIRONS**

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**GENERAL INFORMATION**
- **Airport Ownership:** County of Riverside
- **Property Size**
  - Fee title: 1,752 acres
  - Avigation easements: None
- **Airport Classification:** Transport
- **Airport Elevation:** minus 114 feet MSL

**AIRPORT PLANNING DOCUMENTS**
- **Airport Master Plan**
  - Approved by Riverside County Board of Supervisors
  - December 2004
- **Airport Layout Plan Drawing**
  - Approved by Riverside County Board of Supervisors
  - December 2004

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**RUNWAY/TAXIWAY DESIGN**

**Runway 12-30**
- **Critical Aircraft:** Medium twin
- **Airport Reference Code:** B-II
- **Dimensions:** 5,000 ft. long, 100 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 20,000 lbs (single wheel)
- **Average Gradient:** 0.22% (rising to northwest)
- **Runway Lighting:**
  - Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Full-length parallel on southwest

**Runway 17-35**
- **Critical Aircraft:** Boeing Business Jet 2
- **Airport Reference Code:** D-III
- **Dimensions:** 8,500 ft. long, 150 ft. wide
- **Pavement Strength (main landing gear configuration)**
  - 174,000 lbs (dual wheel)
- **Average Gradient:** 0.24% (rising to north)
- **Runway Lighting:**
  - Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Full-length parallel on west

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**
- **Airplane Traffic Patterns**
  - All runways: Left traffic
  - Pattern altitude: 1,000 ft. AGL
- **Instrument Approach Procedures (lowest minimums)**
  - Runway 30 VOR/DME
    - Straight-in (1 mi. visibility, 240 ft. descent height)
    - Circling (1 mi. visibility, 340 ft. descent height)
  - Runway 30 RNAV (GPS)
    - Straight-in (1 mi. visibility, 260 ft. descent height)
    - Circling (1 mi. visibility, 320 ft. descent height)
  - Runway 35 RNAV (GPS)
    - Straight-in (1 mi. visibility, 700 ft. descent height)
    - Circling (1 mi. visibility, 700 ft. descent height)
  - All runways VOR
    - Circling (1½ mi. visibility, 1,100 ft. descent height)
- **Standard Inst. Departure Procedures:** None
- **Visual Approach Aids**
  - Airport: Rotating beacon
  - Runway 35: Precision Approach Path Indicator (3.0°)
  - Runway 17: Visual Approach Slope Indicator (3.0°)
- **Operational Restrictions / Noise Abatement Procedures** None

**APPROACH PROTECTION**
- **Runway Protection Zones (RPZs)**
  - Runway 17: 1,700-ft. long; majority on airport property
  - Runway 35: 1,000-ft. long; ½ on airport property
  - Runways 12 and 30: 1,000-ft. long; all on airport
- **Approach Obstacles**
  - Runway 17: Road
  - Runway 30: Trees 580 ft. beyond runway end

**BUILDING AREA**
- **Location:** North side of airport, between runways
- **Aircraft Parking Capacity**
  - Hangar spaces: 56
  - Tiedowns: 43
- **Other Major Facilities**
  - Riverside County fire station
- **Services**
  - Fuel: 100LL, Jet A (24-hour call out)
  - Other: Aircraft rental, maintenance and storage; seasonal sailplane rides

**POTENTIAL FACILITY IMPROVEMENTS**
- **Airfield**
  - Extend Runway 35 to 10,000-ft.
  - Establish Runway 35 straight-in precision approach
  - Establish Runway 17 nonprecision approach
  - Construct helicopter facility south of Taxiway A
- **Building Area**
  - Add up to 130 hangar spaces
  - Expand transient apron for large business jets
- **Property**
  - Acquire 128 acres for Runway 35 extension and RPZ
  - Acquire 62 acres for future aviation use west of Runway 35 approach end
  - Acquire 8 acres for Runway 17 RPZ
  - Release 60 acres on north and south as excess to aviation needs

---

**Exhibit JC–1**

**Airport Features Summary**
Jacqueline Cochran Regional Airport
### BASED AIRCRAFT

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current a</th>
<th>Future a</th>
<th>Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2002 data</td>
<td>2025</td>
<td></td>
</tr>
<tr>
<td>Single-Engine</td>
<td>51</td>
<td>161</td>
<td></td>
</tr>
<tr>
<td>Twin-Engine Piston &amp; Turboprop</td>
<td>14</td>
<td>54</td>
<td>not</td>
</tr>
<tr>
<td>Business Jets</td>
<td>2</td>
<td>4</td>
<td>available</td>
</tr>
<tr>
<td>Total</td>
<td>71</td>
<td>255</td>
<td></td>
</tr>
</tbody>
</table>

### AIRCRAFT OPERATIONS

<table>
<thead>
<tr>
<th></th>
<th>Current a</th>
<th>Future a</th>
<th>Ultimate b</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2002 data</td>
<td>2025</td>
<td></td>
</tr>
<tr>
<td>Total Annual</td>
<td>65,000</td>
<td>110,000</td>
<td>220,000</td>
</tr>
<tr>
<td>Average Day</td>
<td>178</td>
<td>301</td>
<td>603 c</td>
</tr>
</tbody>
</table>

#### Distribution by Aircraft Type

- Single-Engine: 35% (29%), 25%
- Twin-Engine Piston: 15% (12%), 10%
- Twin-Engine, Turboprop: 22% (23%), 24%
- Business & Large Jet: 26% (33%), 37%
- Helicopters / Other: 2% (3%), 4%

#### Distribution by Type of Operation

**Local (incl. touch-and-goes)**
- Single-Engine: 34% (34%), 33%
- Twin-Engine Piston: 30% (30%), 30%
- Turboprop: 10% (10%), 10%
- All Others: 100% (100%), 100%
- Total: 19% (15%), 14%

**Itinerant**
- Single-Engine: 66% (66%), 67%
- Twin-Engine Piston: 70% (70%), 70%
- Turboprop: 90% (90%), 90%
- All Others: 100% (100%), 100%
- Total: 57% (55%), 76%

### TIME OF DAY DISTRIBUTION

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future &amp; Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>95.0%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>3.0%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>2.0%</td>
<td></td>
</tr>
</tbody>
</table>

| Twin-Engine, Piston                |         |                   |
| Day                                | 96.0%   | no                |
| Evening                            | 2.5%    | change            |
| Night                              | 1.5%    |                   |

| Large (Charter) Jets               |         |                   |
| Day                                | 90%     | no                |
| Evening                            | 5%      | change            |
| Night                              | 5%      |                   |

| Business Jets & Other Aircraft     |         |                   |
| Day                                | 98.0%   | no                |
| Evening                            | 1.5%    | change            |
| Night                              | 0.5%    |                   |

### RUNWAY USE DISTRIBUTION

<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Future &amp; Ultimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Takeoffs &amp; Landings</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Single & Twin-Engine, Piston – Day/Evening/Night**
  - Runway 17: 20% (no change)
  - Runway 35: 70% (no change)
  - Runway 12: 3% (change)
  - Runway 30: 7% (change)

- **Twin-Engine Turboprop & Helicopter – Day/Evening/Night**
  - Runway 17: 22% (change)
  - Runway 35: 74% (change)
  - Runway 12: 1% (change)
  - Runway 30: 3% (change)

- **Small Business Jets – Day/Evening/Night**
  - Runway 17: 10% (change)
  - Runway 35: 86% (change)
  - Runway 12: 0% (change)
  - Runway 30: 4% (change)

- **Medium Business Jets & Large Jets – Day/Evening/Night**
  - Runway 17: 5% (change)
  - Runway 35: 95% (change)

### FLIGHT TRACK USAGE

- **Current & Future**
  - Approaches, Runway 17: 90% right traffic; 10% straight in
  - Approaches, Runway 35: 60% left traffic; 40% straight in
  - All: 100% straight in
  - Departures, Runway 17: 100% straight out
  - Others: 60% left turns; 10% right turns; 30% straight
  - Departures, Runway 35: 80% left; 10% right; 10% straight
  - Others: 80% left turns; 10% right turns; 10% straight
  - Departures, Runways 12 & 30: 100% straight out

### Notes

- Source: Jacqueline Cochran Regional Airport Master Plan (December 2004) and Environmental Baseline Data/CEQA Initial Study (December 2004); 2022 Airport Master Plan forecast assumed as 2025 for compatibility planning purposes
- Estimated/projected by Mead & Hunt for compatibility planning purposes; reflects time frame beyond 20 years
- Ultimate annual average day also representative of future peak season average day

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**Airport Activity Data Summary**

Jacqueline Cochran Regional Airport
Exhibit JC-4

Existing Noise Impacts
Jacqueline Cochran Regional Airport

2002
Annual Operations 65,000
Average Annual Day 178

Source: Jacqueline Cochran Regional Airport Master Plan (September 2004)

Riverside County ALUCP—East County Airports Background Data (December 2004 Draft)
2025

Annual Operations  110,000
Average Annual Day   301

Source: Jacqueline Cochran Regional Airport Master Plan (September 2004)

Future Noise Impacts
Jacqueline Cochran Regional Airport
Ultimate Noise Impacts
Jacqueline Cochran Regional Airport
**Airport Environs Information**

Jacqueline Cochran Regional Airport

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### AIRPORT SITE

- **Location**
  - Central Riverside County
  - 25 miles southeast of Palm Springs
  - 10 miles northeast of Salton Sea

- **Nearby Terrain**
  - Situated on floor of Coachella Valley at elevation of 114 ft. below sea level; mostly flat terrain nearby
  - Santa Rosa Mountains 10± miles southwest; Toro Peak (elev. 8,716 ft.) 16 miles southwest
  - Mecca Hills 2± miles northeast; Little San Bernardino Mountains 8± miles northeast (peak elevations mostly 5,000-6,000 feet MSL)

### AIRPORT ENVIRONS LAND USE JURISDICTIONS

- **County of Riverside**
  - Airport within unincorporated county jurisdiction
  - Community of Thermal at northeast corner of airport

- **City of Coachella**
  - City limits touch northwest corner of airport (area is within Augustine Indian Reservation) and within 1 mile north of Runway 17 approach end
  - City sphere including additional area north west of airport

- **City of Indio**
  - Nearest point within city limits, 4 miles northwest (outside airport influence area)

- **City of La Quinta**
  - Southern extension of city within 3 miles west

### EXISTING AIRPORT AREA LAND USES

- **General Character**
  - Predominantly agriculture or undeveloped desert within 1 mile; urban areas farther north

- **Runway Approaches**
  - Northwest (Runway 12): Undeveloped near runway; high school 2.0 miles from runway end
  - Southeast (Runway 30): Agriculture and undeveloped
  - North (Runway 17): Undeveloped near runway; Hwy 111, 1½ miles from runway end
  - South (Runway 35): Agriculture, undeveloped desert

- **Traffic Patterns**
  - Southwest: Agriculture and undeveloped
  - East: Community of Thermal on northeast; agriculture elsewhere

### PLANNED AIRPORT AREA LAND USES

- **Riverside County**
  - North: Heavy & light industrial within 1 mile of runway
  - East: Additional urban uses (residential, light industrial, commercial) in Thermal; agriculture south of town
  - South: New community (Kohl Ranch) along extended runway centerline; open space & industrial up to 1 mile beyond existing runway end
  - West: Vista Santa Rosa Policy Area to remain agricultural & rural residential

- **City of Coachella**
  - Light industrial north of airport
  - Commercial & low-density residential along Hwy 86 beyond 1 mile from airport
  - Very-low-density residential in West Coachella

- **City of La Quinta**
  - Low-density residential to west outside city sphere
  - New community to south, as in county plan; outside city sphere of influence

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Exhibit JC–8


**Established Airport Compatibility Measures**

**Riverside County**

- Riverside County General Plan
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports’ 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)

- Kohl Ranch Specific Plan
  - Incorporates safety compatibility guidelines from 1992 ALUC Comprehensive Land Use Plan
  - Sets guidelines for water features to minimize bird attraction
  - No mention of noise standards noted

**City of Coachella**

- City of Coachella General Plan
  - “… designate land use patterns to avoid conflicts between new development and flight approaches to the airport, and to avoid placing conflicting land uses adjacent to airport property” (pg 18)
  - “Within the Thermal Airport Master Plan boundary, the Thermal Airport Master Plan is the official General Plan land use diagram, except where specific land uses have been assigned. The Master Plan should be consulted for a detailed understanding of allowable land uses and maximum densities or intensities.” (Land Use Element)

**City of La Quinta**

- General Plan Land Use Element
  - “City shall consider airport Master Plans in all development proposals adjacent to … airport” (Policy 4)
  - “Coordinate and cooperate with Riverside County Airport [Land Use?] Commission …” to assure that the airport continues to meet the city’s existing and future transportation, commercial, and emergency needs (Policy 9)

Exhibit JC–8, continued

Residential Land Use

- **Compatibility Zone B1**
  - Medium-Density Residential (2.1 to 5.0 dwelling units per acre) designation south of 62nd Avenue [R1] conflicts with Zone B1 compatibility criteria.

- **Compatibility Zone C**
  - Medium-Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Very-High Density Residential (14.1 to 20.0 dwelling units per acre) designations south of airport [R2] conflict with Zone C compatibility criteria.

- **Compatibility Zone D**
  - Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations west of airport [R3] potentially conflict with the high- and low-density options for Zone D.
  - Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and High-Density Residential (8.1 to 14.0 dwelling units per acre) designations east of airport [R4] potentially conflict with the high- and low-density options for Zone D.
  - Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Highest Density Residential (>20 dwelling units per acre) designations south of airport [R5] potentially conflict with the high- and low-density options for Zone D.

- **Compatibility Zone E**
  - No inconsistencies noted.

Non-Residential Land Use

- **Compatibility Zone A**
  - A potential conflict exists in Zone A; a portion of the northeast corner of Zone A (north of Airport Boulevard) is designated as Heavy Industrial/Warehousing [R6]; no structures are allowed in Zone A; site proposed for airport acquisition.

- **Compatibility Zone B1**
  - Potential Conflict: Zone B1 intensity limits (25 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing (north and south of airport) and Low and High Intensity Commercial/Office south of the airport [R7].

- **Compatibility Zone B2**
  - Potential Conflict: Zone B2 intensity limits (100 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing east of airport [R8].

- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing north and south of airport [R9], High Intensity Commercial/Office south of airport [R10], and Light Industrial/Warehousing and Low-Intensity Commercial/Office west of the airport [R11].

- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Heavy Industrial, Light Industrial/Warehousing, and Low-Intensity Commercial north, south, and east of airport [R12].

- **Compatibility Zone E**
  - No inconsistencies noted.

Other Policies

- **General Plan**
  - Acknowledgement of ALUC policies—no conflict.
  - Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict.

- **Zoning Codes**
  - No height limit zoning established.

Augustine Indian Reservation

- **Compatibility Zone C**
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to Indian lands northwest of airport [A1].

- **Compatibility Zone D**
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to Indian lands northwest of airport [A2].

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
CHAPTER E6  BACKGROUND DATA: JACQUELINE COCHRAN REGIONAL AIRPORT AND ENVIRONS

CITY OF COACHELLA: GENERAL PLAN (1998), AND ZONING CODES

Residential Land Use

- Compatibility Zone D
  - Residential land use designations with densities ranging from 5.1 to 8.0 dwelling units per acre north of the airport [C1] potentially conflict with the high- and low options for Zone D
- Compatibility Zone E
  - No inconsistencies noted

Non-Residential Land Use

- Compatibility Zone C
  - Potential Conflict: Zone C intensity limits (75 people/acre) apply to area designated as Light Industrial/Warehousing north of airport [C2]
- Compatibility Zone D
  - Potential Conflict: Zone D intensity limits (100 people/acre) apply to areas designated as Light Industrial/Warehousing and Low-Intensity Commercial/Office northwest and northeast of airport [C3]
- Compatibility Zone E
  - No inconsistencies noted

Other Policies

- General Plan
  - The Circulation Element "encourages implementation of the Thermal Airport Master Plan as it relates to safety, land use, and noise."
  - No acknowledgment of ALUC coordination
  - The General Plan should be amended to incorporate the current ALUC Compatibility Plan with respect to Jacqueline Cochran Regional Airport
  - Noise policy conditionally allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL

- Zoning Codes
  - Airport height limit zoning not established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit JC–10, continued
Background Data: 
Palm Springs International Airport 
and Environs

Introduction

Palm Springs International Airport, the sole air carrier airport in Riverside County, provides both scheduled airline and general aviation access to the Coachella Valley and surrounding desert region. Airlines serving the airport provide nonstop service all along the west coast, including Canada, and as far east as Chicago. In 2002, almost 1.3 million enplaning and deplaning passengers passed through the airport. Together with general aviation activity, total aircraft operations reached nearly 110,000. Some 127 general aviation aircraft are based at the airport.

A new Master Plan, adopted by the Palm Springs City Council in May 2003, envisions continued growth of the airport. Total airline passengers are projected to reach 2.7 million in 2020, over double the present passenger volume. Aircraft operations and based aircraft are both expected nearly double, reaching 170,000 and 220, respectively. To accommodate this growth, major improvements to the airline terminal and construction of new general aviation aircraft hangars are planned. Establishment of a precision instrument approach procedure from the south is proposed, but no physical changes to the runway system are included in the plan.

From a land use compatibility perspective, the projected increases in airport activity might be expected to result in greater impacts. However, airline and corporate jets are the major source of current noise impacts and these aircraft will get quieter as newer models are added to the airline and general aviation fleets. The effect on Palm Springs International Airport noise impacts is that the long-range (2022) noise contours are expected to be slightly smaller than the present contours despite the projected activity growth. The larger, current contours are therefore used for compatibility planning purposes.

Lands in the immediate vicinity of the airport are heavily urbanized. Residential uses predominate to the north and industrial uses to the south. Except for additional industrial development planned along the airport’s northeast side and as infill to the south, most opportunities for new land use development are two miles or more distant.

Information about the airport and its surroundings is summarized on the following pages. Exhibits PS–1 through PS–7 focus on the airport’s features, activity, and noise impacts. Current and planned land uses are described in the tables and maps presented in Exhibits PS–8 through PS–10.
### General Information
- **Airport Ownership:** City of Palm Springs
- **Year Opened:** 1939
- **Property Size**
  - Fee title: 932 acres
  - Avigation easements: 16 acres
- **Airport Classification:** Primary Commercial Service
- **Airport Elevation:** 474 feet MSL

### Airport Planning Documents
- **Airport Master Plan**
  - Adopted by City Council, May 2003
- **Airport Layout Plan Drawing**
  - Last updated, May 2003
- **FAR Part 150 Airport Noise Compatibility Program**
  - Approved by FAA, June 1994

### Runway/Taxiway Design
**Runway 13R-31L**
- **Critical Aircraft:** DC-10, B-747
- **Airport Reference Code:** D-IV
- **Dimensions:** 10,000 ft. long, 150 ft. wide
  - Runway 13R end displaced 3,000 ft.
  - Runway 31L end displaced 1,500 ft.
- **Pavement Strength:** (main landing gear configuration)
  - 105,000 lbs (single wheel)
  - 200,000 lbs (dual wheel)
  - 330,000 lbs (dual-tandem wheel)
  - 800,000 lbs (double-dual-tandem-wheel)
- **Average Gradient:** 0.8% (rising to north)
- **Runway Lighting:** High-intensity edge lights (HIRL)
- **Primary Taxiways:** Full-length parallel on both sides

**Runway 13L-31R**
- **Critical Aircraft:** Medium twin
- **Airport Reference Code:** B-II
- **Dimensions:** 4,952 ft. long, 75 ft. wide
- **Pavement Strength:** (main landing gear configuration)
  - 12,500 lbs (single wheel)
  - 60,000 lbs (dual wheel)
- **Average Gradient:** 0.9% (rising to north)
- **Runway Lighting:** Medium-intensity edge lights (MIRL)
- **Primary Taxiways:** Full-length parallel on east side

### Traffic Patterns and Approach Procedures
- **Airplane Traffic Patterns**
  - Runways 13L, 13R: Left traffic
  - Runways 31L, 31R: Right traffic
- **Pattern Altitude:** 1,000 ft. AGL small aircraft, 1,500 ft. AGL others
- **Instrument Approach Procedures (lowest minimums)**
  - Runway 31L VOR or GPS-B
    - Circling (1¼ mile visibility, 1,900 ft. descent height)
- **Standard Inst. Departure Procedures (initial direction)**
  - Runways 13L/R: Climbing left turn to 040°
  - Runways 31L/R: Climbing right turn
- **Visual Approach Aids**
  - Runway 13R: VASI (3.0°); REIL
  - Runway 31L: PAPI (3.0°); REIL
  - Runway 13L: PAPI (3.5°); REIL
  - Runway 31R: PAPI (3.5°); REIL
- **Operational Restrictions / Noise Abatement Procedures**
  - Calm winds: Use Runway 13
  - Noise-sensitive area all quadrants; use quiet flight procedures
  - Runways 13R, 31L thresholds displaced for noise abatement

### Approach Protection
- **Runway Protection Zones (RPZ)**
  - Rwys 13L, 31R: 1,000 ft. long; all on airport property
  - Runway 13R: 1,700 ft.; most on airport
  - Runway 31L: 1,700 ft.; ½ on airport
- **Approach Obstacles**
  - Runway 13R: None close in; distant rising terrain
  - Runway 31L: None close in; distant rising terrain

### Building Area
- **Location:** South side and northwest along property line
- **Aircraft Parking Capacity**
  - Hangar spaces: 75 (includes FBO, Skywest hangars)
  - Tiedowns: 90
- **Other Major Facilities**
  - Air traffic control tower
  - Pilots lounge
- **Services**
  - Fuel: 100LL, Jet A (via truck, 6:00 a.m. to 10:00 p.m.)
  - Commercial airline service
  - Other: Aircraft rental & instruction; aircraft maintenance & modification; sightseeing tours

### Planned Facility Improvements
- **Airfield**
  - Add approach light system to Runway 31L
  - Establish Rwy 31L Cat. I precision inst. approach
- **Building Area**
  - Replace air traffic control tower
  - Expand terminal apron
- **Property**
  - No planned acquisition

---

Exhibit PS–1

**Airport Features Summary**

Palm Springs International Airport
### Based Aircraft

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002 Data</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>99</td>
<td>152</td>
</tr>
<tr>
<td>Twin-Engine Piston</td>
<td>20</td>
<td>35</td>
</tr>
<tr>
<td>Turboprop</td>
<td>4</td>
<td>18</td>
</tr>
<tr>
<td>Turbojet</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>Helicopters</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>127</strong></td>
<td><strong>220</strong></td>
</tr>
</tbody>
</table>

### Airline Activity

<table>
<thead>
<tr>
<th>Enplaned Passengers</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>642,458</td>
<td>1,350,000</td>
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</table>

<table>
<thead>
<tr>
<th>Air Carrier Operations</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>35,786</td>
<td>56,460</td>
</tr>
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</table>

### Aircraft Operations

<table>
<thead>
<tr>
<th></th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual</td>
<td>109,544</td>
<td>170,260</td>
</tr>
<tr>
<td>Average Day</td>
<td>304</td>
<td>473</td>
</tr>
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</table>

#### Distribution by Aircraft Type

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Engine</td>
<td>51%</td>
<td>49%</td>
</tr>
<tr>
<td>Twin-Engine Piston &amp; Turboprop</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>Business Jet</td>
<td>8%</td>
<td>11%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Airline, Jet &amp; Turboprop</td>
<td>35%</td>
<td>32%</td>
</tr>
</tbody>
</table>

#### Distribution by Type of Operation

<table>
<thead>
<tr>
<th>Operation</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local (incl. touch-and-goes)</td>
<td>14%</td>
<td>14%</td>
</tr>
<tr>
<td>Itinerant</td>
<td>86%</td>
<td>86%</td>
</tr>
</tbody>
</table>

### Time of Day Distribution

#### Airline

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>77%</td>
<td>76%</td>
</tr>
<tr>
<td>Evening</td>
<td>14%</td>
<td>19%</td>
</tr>
<tr>
<td>Night</td>
<td>9%</td>
<td>5%</td>
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#### Other Airplanes

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<thead>
<tr>
<th>Time of Day</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>78%</td>
<td>no</td>
</tr>
<tr>
<td>Evening</td>
<td>15%</td>
<td>change</td>
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<tr>
<td>Night</td>
<td>7%</td>
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</table>

#### Helicopters

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>81%</td>
<td>no</td>
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<tr>
<td>Evening</td>
<td>15%</td>
<td>change</td>
</tr>
<tr>
<td>Night</td>
<td>4%</td>
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### Runway Use Distribution

#### General Aviation, Local

<table>
<thead>
<tr>
<th>Runway</th>
<th>Takeoffs &amp; Landings</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>13L</td>
<td></td>
<td>35%</td>
<td>no</td>
</tr>
<tr>
<td>31R</td>
<td></td>
<td>65%</td>
<td>change</td>
</tr>
<tr>
<td>13R</td>
<td></td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>31L</td>
<td></td>
<td>0%</td>
<td></td>
</tr>
</tbody>
</table>

#### General Aviation, Itinerant

<table>
<thead>
<tr>
<th>Runway</th>
<th>Takeoffs &amp; Landings</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>13L</td>
<td></td>
<td>17%</td>
<td>no</td>
</tr>
<tr>
<td>31R</td>
<td></td>
<td>32%</td>
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<tr>
<td>13R</td>
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<td>18%</td>
<td></td>
</tr>
<tr>
<td>31L</td>
<td></td>
<td>33%</td>
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</table>

#### Business Jet & Commuter Airline

<table>
<thead>
<tr>
<th>Runway</th>
<th>Takeoffs &amp; Landings</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>13L</td>
<td></td>
<td>4%</td>
<td>no</td>
</tr>
<tr>
<td>31R</td>
<td></td>
<td>5%</td>
<td>change</td>
</tr>
<tr>
<td>13R</td>
<td></td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>31L</td>
<td></td>
<td>60%</td>
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</table>

#### Air Carrier

<table>
<thead>
<tr>
<th>Runway</th>
<th>Takeoffs &amp; Landings</th>
<th>Current 2002</th>
<th>Future 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>13L</td>
<td></td>
<td>0%</td>
<td>no</td>
</tr>
<tr>
<td>31R</td>
<td></td>
<td>0%</td>
<td>change</td>
</tr>
<tr>
<td>13R</td>
<td></td>
<td>35%</td>
<td></td>
</tr>
<tr>
<td>31L</td>
<td></td>
<td>65%</td>
<td></td>
</tr>
</tbody>
</table>

### Flight Track Usage

- Approaches generally straight-in except for tough-and-go
- Departures turn eastward to avoid residential areas and San Jacinto Mountains

### Notes

- Source: Airport management records
- Source: 2003 Airport Master Plan forecast for 2020 assumed as 2025 for compatibility planning purposes
- Source: 2003 Airport Master Plan estimates
Exhibit PS-4

Existing Noise Impacts
Palm Springs International

Source: Palm Springs International Airport Master Plan (May 2003)
2025
Annual Operations 170,300
Average Annual Day 473

Source: Palm Springs International Airport Master Plan (May 2003)

Exhibit PS-5

Future Noise Impacts
Palm Springs International
Exhibit PS-6

Modeled Flight Tracks
Palm Springs International Airport
AIRPORT SITE
- Location
  - Central Riverside County
  - Eastern edge of city; 2 miles from Palm Springs central business district
- Nearby Terrain
  - Flat floor of Coachella Valley in immediate vicinity; airport elevation 474 ft. MSL
  - Murray Hill (elevation 2,210 ft.) 4± miles south
  - Base of San Jacinto Mountains 3 miles west; Mt. San Jacinto peak (elevation 10,804 ft.) 10± miles west

AIRPORT ENVIRONS LAND USE JURISDICTIONS
- County of Riverside
  - Nearest unincorporated area 2½ miles north
- City of Cathedral City
  - City limits within ¼ mile east of airport and 2 miles southeast (along runway approach)
- City of Palm Springs
  - Airport entirely within the city limits
- City of Rancho Mirage
  - City limits 3± miles southeast along future precision instrument approach route

STATUS OF COMMUNITY PLANS
- City of Cathedral City
  - General plan adopted July 2002
- City of Palm Springs
  - General Plan adopted March 1993
- City of Rancho Mirage
  - General Plan adopted 1996

EXISTING AIRPORT AREA LAND USES
- General Character
  - Mostly urban uses, particularly residential, except undeveloped desert land to northeast and southeast
- Runway Approaches
  - Northwest (Runways 13R/L): Residential within ½ mile of Rwy 13R end (landing threshold displaced 3,000 ft.); religious facility 4,000± ft. from runway end; desert beyond 1½ mile
  - Southeast (Runways 31R/L): Generally undeveloped desert within ½ miles, except some commercial/industrial uses within ¼ mile of Rwy 31L end (landing threshold displaced 1,500 ft.); urban residential and golf courses beyond 1½ mile
- Traffic Patterns
  - Northeast: Whitewater River Storm Channel (1 mile distant); residential and golf course beyond
  - No pattern on southwest

PLANNED AIRPORT AREA LAND USES
- City of Cathedral City
  - Southeast: Mostly existing resort/low-density residential and open space; scattered commercial uses
- City of Palm Springs
  - North: Industrial uses bordering airport property; existing low-density residential beyond
  - East: Industrial uses adjacent to airport
  - Southeast: Large industrial area off runway ends
  - South and West: Infill of existing urban uses
- City of Rancho Mirage
  - West of Hwy 111 beneath future ILS approach corridor: Infill commercial and industrial uses

ESTABLISHED AIRPORT COMPATIBILITY MEASURES
- City of Cathedral City General Plan
  - Single-family residential conditionally acceptable within 55-CNEL contour; normally unacceptable within 70-CNEL contour
  - Multi-family residences and other noise-sensitive development conditionally acceptable within 60 CNEL noise contour and normally unacceptable above 70 CNEL
- City of Palm Springs General Plan
  - Residential uses normally acceptable between 60 and 70 CNEL; rural/low-density residential clearly unacceptable above 70 CNEL; medium- to high-density residential normally unacceptable between 70 and 75 CNEL and clearly unacceptable above 75 CNEL
- City of Palm Springs Zoning Codes
  - Within Airport (A) zone, height of structures limited to 30 feet; soundproofing and avigation easement guidelines established
  - No airport-related height limit zoning
- City of Rancho Mirage General Plan
  - Residential and other noise-sensitive uses conditionally acceptable below 55 CNEL; generally unacceptable above 65 CNEL

Exhibit PS–8

Airport Environ Information
Palm Springs International Airport
## CITY OF CATHEDRAL CITY: GENERAL PLAN (2002)

### Residential Land Use
- **Compatibility Zone C**
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre and 5.1 to 8.0 dwelling units/acre conflict with Zone C compatibility criteria south-southeast of airport [C1]

- **Compatibility Zone D**
  - Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre 5.1 to 8.0 dwelling units/acre east and southeast of airport potentially conflict with the high-and-low options of Zone D [C2]

### Non-Residential Land Use
- **Compatibility Zone D**
  - Zone D intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office south-southeast of airport [C3]

### Other Policies
- **General Plan**
  - No acknowledgement of ALUC coordination
  - Noise policy allowing up to 70 dB CNEL for residential development conflicts with Compatibility Plan limit of 60 dB CNEL

- **Zoning Codes**
  - No airport-related height limit zoning established

---

*Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.*
CITY OF PALM SPRINGS:
GENERAL PLAN (1993), AND ZONING CODES

Residential Land Use
- **Compatibility Zone B1**
  - Residential development within this zone is existing and therefore not in conflict with the ALUCP
- **Compatibility Zone C**
  - Planned residential development in these areas north of airport are consistent with Policy PS.2.2 which allows residential densities of either less than 0.2 du/ac or between 3.0 and 15.0 du/ac [P1a]
  - Residential designations with densities ranging from 2.1 to 5.0 du/acre southeast of airport are consistent with Policy PS.2.2 [P1b]
- **Compatibility Zone D**
  - Planned residential development in these areas are consistent with Policy PS.2.3 which allows residential densities of either less than 0.2 du/ac or at least 3.0 du/ac [P2]
- **Compatibility Zone E**
  - No inconsistencies noted

Other Policies
- **General Plan**
  - No acknowledgment of ALUC coordination
  - Noise policy allows residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL
- **Zoning Codes**
  - No height limit zoning established

Non-Residential Land Use
- **Compatibility Zone A**
  - Light Industrial/Warehousing designation at the northern edge of airport and Other Public/Institutional designation at the southern edge of the airport conflict with Zone A compatibility criteria; no structures are allowed in Zone A [P3]
- **Compatibility Zone B1**
  - Basic Zone B1 intensity limits (25 people/acre) apply to areas designated as Light Industrial Warehousing at the north-western edge of the airport [P4]
  - Within the designated portion of Zone B1, Policy PS.2.4(a) permits usage intensities of 40 to 50 people per acre depending upon the amount of open land on the site. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P5]
- **Compatibility Zone C**
  - Planned Light Industrial Warehousing on the north side of the airport are assumed to be consistent with the basic intensity limit of 75 people/acre; high-intensity uses must be prevented, however [P6]
  - Within the designated portion of Zone C, Policy PS.2.4(b) permits usage intensities of 80 to 100 people per acre depending upon the amount of open land on the site. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P7]
- **Compatibility Zone D**
  - Basic intensity limit in Zone D is 100 people/acre. Most of the Light Industrial/Warehousing uses planned for this area are expected to be consistent with these criteria, but specific higher-intensity uses such as retail stores may not be [P8]
- **Compatibility Zone E**
  - No inconsistencies noted

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit PS–10, continued
CITY OF RANCHO MIRAGE:
GENERAL PLAN (1998)

Non-Residential Land Use
- Compatibility Zone E
  - No inconsistencies noted

Other Policies
- General Plan
  - No acknowledgement of ALUC coordination
  - Noise policy conditional acceptance of up to 65 dB CNEL for residential development conflicts with Compatibility Plan limit of 60 dB CNEL
- Zoning Codes
  - No airport-related height limit zoning established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.
Legend

- Inconsistent
- Potentially Inconsistent
- Consistent as Noted in Table

Exhibit PS-10, continued
RESOLUTION NO. 04-02
ADOPTING THE BANNING AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC sections 21670 et seq., as amended; and,

WHEREAS, PUC section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Airport Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on January 20, 1993, the Riverside County ALUC adopted the Banning Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the "Handbook"); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004 and September 16, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Banning Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code Sections 21000 et. seq. to the Plan; now, therefore, and

WHEREAS, the City of Riverside presented evidence that the environs of the airport plan is an urban and noisier area and as such a higher threshold of 65CNEL should be utilized in this portion of the City.

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on March 10, 2005, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Riverside Municipal Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Riverside Municipal Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Riverside Municipal Airport Comprehensive Land Use plan adopted on August 20, 1998.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Hogan and seconded by Commissioner Goldenbaum at a regularly scheduled meeting held on the 10th day of March, 2005 by the following vote;

AYES: Commissioners: Stephens, Butler, Housman, Hogan, Goldenbaum and Bradley

NOES: Commissioners: None

ABSENT: Commissioners: Lightsey, Pratt

Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 10th day of March, 2005.

Executive Director, Riverside County Airport Land Use Commission
WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code sections 21000 et seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Banning Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Banning Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Banning Airport Comprehensive Land Use plan adopted on January 20, 1993.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Ardsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote:

AYES: Commissioners: Stephens, Van Ardsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

\[Signature\]
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October, 2004.

\[Signature\]
Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-07
ADOPTING THE BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code Sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC Sections 21670 et seq., as amended; and,

WHEREAS, PUC Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on May 29, 1986, the Riverside County ALUC adopted the Bermuda Dunes Airport Land Use Plan; and,

WHEREAS, pursuant to PUC Section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the "Handbook"); and,

WHEREAS, pursuant to PUC Section 21675(a), an ALUCP shall be based on the affected airport's long range master plan or with the approval of the California Division of Aeronautics, an airport layout plan; and,

WHEREAS, in a letter dated September 27, 2004, the California Division of Aeronautics approved for compatibility planning purposes the use of the Bermuda Dunes airport layout plan depicted in the Background Data volume of the ALUCP; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004, September 16, 2004, October 14, 2004, and November 18, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Bermuda Dunes Airport Land Use Compatibility Plan (hereafter, referred to as "the Plan"); and,
WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and,

WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code Sections 21000 et. seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on December 9, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Bermuda Dunes Airport Layout Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Bermuda Dunes Airport Land Use Compatibility Plan as represented by the draft plan dated April 2004 and Addendum #1 dated December 9, 2004, is hereby adopted and, thereon, replaces and otherwise supersedes the Bermuda Dunes Airport Comprehensive Land Use plan adopted on May 29, 1986.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Hogan and seconded by Commissioner Goldenbaum at a regularly scheduled meeting held on the 9th day of December, 2004 by the following vote;

AYES: Commissioners: Goldenbaum, Hogan, Lightsey, Stephens, Butler, Housman and Alberg

NOES: Commissioners: NONE

WITNESS, my hand this 9th day of December, 2004.
AIRPORT LAND USE COMMISSION  COUNTY OF RIVERSIDE

RESOLUTION NO. 04-04
ADOPTING THE BLYTHE AIRPORT LAND USE COMPATIBILITY PLAN

Whereas, California Public Utilities Code Section 21670 et. Seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC sections 21670 et seq., as amended; and,

WHEREAS, Public utilities Code Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP) for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on July 15, 1992, the Riverside County ALUC adopted the Blythe Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC section 21647.7 (a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004 and September 16, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Blythe Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code section 21000 et. seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Blythe Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Blythe Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Blythe Airport Comprehensive Land Use Plan adopted on July 15, 1992.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code section 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Arsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote;

AYES: Commissioners: Stephens, Van Arsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October, 2004.

Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-01
ADOPTING THE CHIRIACO SUMMIT AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code (PUC) sections 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC sections 21670 et seq., as amended; and,

WHEREAS, PUC section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Airport Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on July 15, 1992, the Riverside County ALUC adopted the Chiriaco Summit Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004 and September 16, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Chiriaco Summit Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code sections 21000 et. seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Chiriaco Summit Airport Layout Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Chiriaco Summit Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Chiriaco Summit Airport Comprehensive Land Use plan adopted on July 15, 1992.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Arsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote:

AYES: Commissioners: Stephens, Van Arsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

[Signature]
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October, 2004.

[Signature]
Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-03
ADOPTING THE CORONA MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN

Whereas, California Public Utilities Code (PUC) sections 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC sections 21670 et seq., as amended; and,

WHEREAS, PUC section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP) for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on March 17, 1993, the Riverside County ALUC adopted the Corona Municipal Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004 and September 16, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Corona Municipal Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,

WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code sections 21000 et. seq. to the Plan; now, therefore,
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Corona Municipal Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Corona Municipal Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Corona Municipal Airport Comprehensive Land Use plan adopted on March 17, 1993.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Arsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote;

AYES: Commissioners: Stephens, Van Arsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.

Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-05
ADOPTING THE DESERT CENTER AIRPORT LAND USE COMPATIBILITY PLAN

Whereas, California Public Utilities Code Section 21670 et. Seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC sections 21670 et seq., as amended; and,

WHEREAS, Public utilities Code Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP) for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on July 15, 1992, the Riverside County ALUC adopted the Desert Center Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC section 21647.7 (a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004 and September 16, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Desert Center Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, Caltrans Division of Aeronautics has reviewed the Airport Layout Plan submitted as part of the plan and approved the usage of that plan for the preparation of the land use compatibility plan; and,

WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code section 21000 et. Seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Desert Center Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that the Desert Center Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Desert Center Airport Comprehensive Land Use plan adopted on July 15, 1992.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code section 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Arsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote;

AYES: Commissioners: Stephens, Van Arsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

Richard Lightsey
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.

Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-08
ADOPTING THE FLABOB AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code Sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC Sections 21670 et seq., as amended; and,

WHEREAS, PUC Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on March 30, 1984, the Riverside County ALUC adopted the Flabob Airport Interim Airport Influence Area; and, on April 26, 1984 adopted the Riverside County Airport Land Use Plan

WHEREAS, pursuant to PUC Section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC Section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or with the approval of the California Division of Aeronautics, an airport layout plan; and,

WHEREAS, in a letter dated September 27, 2004, the California Division of Aeronautics approved for compatibility planning purposes the use of the Flabob airport layout plan depicted in the Background Data volume of the ALUCP; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004, September 16, 2004, October 14, 2004, and November 18, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Flabob Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and,

WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code sections 21000 et seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on December 9, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Flabob Airport Layout Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Flabob Airport Land Use Compatibility Plan as represented by the draft plan dated April 2004 is hereby adopted and, thereon, replaces and otherwise supersedes the Flabob Airport Comprehensive Land Use plan adopted on March 30, 1984, and the Riverside County Airport Land Use Plan adopted April 26, 1984.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Goldenbaum and seconded by Commissioner Lightsey at a regularly scheduled meeting held on the 9th day of December, 2004 by the following vote;

**AYES:** Commissioners: Goldenbaum, Lightsey, Butler, Stephens, Hogan, Housman and Alberg

**NOES:** Commissioners: NONE

[Signature]
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 9th day of December, 2004.

[Signature]
Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 04-09
ADOPTING THE FRENCH VALLEY AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code Sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC Sections 21670 et seq., as amended; and,

WHEREAS, PUC Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on January 15, 1997, the Riverside County ALUC adopted the French Valley Airport Comprehensive Land Use Plan; and,

WHEREAS, pursuant to PUC Section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or, with the approval of the California Division of Aeronautics, an airport layout plan; and,

WHEREAS, the master plan for French Valley Airport adopted by the Riverside County Board of Supervisors in November 1995 remains in effect as county policy regarding future development of the airport and has been used as the basis for the ALUCP; and

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, 2004, September 16, 2004, October 14, 2004, and November 18, 2004, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed French Valley Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,
WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and

WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code Sections 21000 et. seq. to the Plan; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the French Valley ALUC, in regular session assembled on December 9, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the French Valley Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that French Valley Airport Land Use Compatibility Plan as represented by the draft plan dated April 2004 and Addendum #1 dated December 9, 2004, is hereby adopted and, thereon, replaces and otherwise supersedes the French Valley Airport Comprehensive Land Use plan adopted on January 15, 1998.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Hogan and seconded by Commissioner Butler at a regularly scheduled meeting held on the 9th day of December, 2004 by the following vote:

AYES: Commissioners: Hogan Goldenbaum, Lightsey, Stephens, Butler, Housman and Alberg

NOES: Commissioners: NONE

[Signature]
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 9th day of December, 2004.

[Signature]
Executive Director, Riverside County Airport Land Use Commission
RESOLUTION NO. 05-02
ADOPTING THE PALM SPRINGS INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code Sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC Sections 21670 et seq., as amended; and,

WHEREAS, PUC Sections 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Airport Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on October 10, 1974, the Riverside County ALUC adopted the Palm Springs International Airport Land Use Plan; and, on April 26, 1984 the ALUC adopted the Riverside County Airport Land Use Plan.

WHEREAS, pursuant to PUC section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, September 16, October 14, November 18, and December 9, 2004 and February 10th, 2005 at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Palm Springs International Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,

WHEREAS, as required by PUC Section 21675(C), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and
RESOLUTION NO. 04-06
ADOPTING PROCEDURES OF THE LAND USE COMPATIBILITY PLANS

WHEREAS, California Public Utilities Code (PUC) sections 21674(f), the Riverside County Airport Land Use Commission (ALUC) is authorized to adopt rules and regulations as necessary to carry out its duties as set forth under PUC sections 21670 et. seq.; and,

WHEREAS, on August 19, 1998, pursuant to PUC section 21674(f), the ALUC adopted rules and regulations that in part govern the ALUC's review of land development projects; and,

WHEREAS, ALUC has or will adopt an Airport Land Use Compatibility Plan (ALUCP) for certain public airports; and,

WHEREAS, upon adoption by the ALUC, each ALUCP will be used by the ALUC to review land development projects in accord with PUC sections 21670 et. seq., and, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that as to any conflict between an adopted ALUCP and the ALUC's adopted rules and regulations, the ALUCP shall prevail and supersede the rules and regulations.

The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Ardsdale at a regularly scheduled meeting held on the 14th day of October, 2004 by the following vote;

AYES: Commissioners: Stephens, Van Ardsdale, Butler, Housman and Lightsey

NOES: Commissioners: None

ABSENT: Commissioners: Goldenbaum and Pratt

Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.
RESOLUTION NO. 05-01
ADOPTING THE RIVERSIDE MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, California Public Utilities Code Sections (PUC) 21670 et. seq., requires each county in the state with an airport or landing strip operated for the benefit of the general public, to establish a Commission called the Airport Land Use Commission (ALUC) that will promote public health, welfare and safety for those areas around the public use airports in said county; and,

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC and did in 1982, augment the ALUC with two members selected by the committee of Mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to PUC Sections 21670 et seq., as amended; and,

WHEREAS, PUC Section 21675 provides that an ALUC shall formulate and adopt an Airport Land Use Compatibility Plan (ALUCP), formerly, Comprehensive Land Use Plan, for each operating, public use airport and that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport; and,

WHEREAS, on August 20, 1998, the Riverside County ALUC adopted the Riverside Municipal Airport Comprehensive Land Use Plan Airport Influence Area; and,

WHEREAS, pursuant to PUC Section 21647.7(a), the formulation, adoption and amendment of an ALUCP shall be guided by information contained in Airport Land Use Planning Handbook published by the Division of Aeronautics of the California Department of Transportation (hereafter referred to as the “Handbook”); and,

WHEREAS, pursuant to PUC section 21675(a), an ALUCP shall be based on the affected airport’s long range master plan or airport layout plan; and,

WHEREAS, a duly noticed public hearing was held before the Riverside County ALUC on August 12, September 16, October 14, November 18, and December 9, 2004 and February 10, 2005, at which time all public and affected government agency comments, testimony and evidence were presented as to the proposed Riverside Municipal Airport Land Use Compatibility Plan (hereafter, referred to as “the Plan”); and,

WHEREAS, as required by PUC Section 21675(C), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and
WHEREAS, the Commission in its review of the Plan considered the requirements and application of Public Resources Code Sections 21000 et. seq. to the Plan; now, therefore, and

WHEREAS, the City of Palm Springs presented evidence that the environs of the airport plan is an urban and noisier area and as such a higher threshold of 65CNEL should be utilized in the City of Palm Springs.

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on March 10, 2005 that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Palm Springs International Airport Master Plan.

BE IT FURTHER RESOLVED by the Riverside County ALUC that Palm Springs International Airport Land Use Compatibility Plan is hereby adopted and, thereon, replaces and otherwise supersedes the Palm Springs International Airport Comprehensive Land Use plan adopted on October 10, 1974 and the Airport Land Use Plan adopted April 26, 1984.

BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 et seq.

The foregoing resolution was adopted on a motion by Commissioner Hogan and seconded by Commissioner Goldenbaum at a regularly scheduled meeting held on the 10th day of March, 2005 by the following vote;

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Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 10th day of March, 2005.

Executive Director, Riverside County Airport Land Use Commission
RIVERSIDE COUNTY
AIRPORT LAND USE PLAN

Formulated
by

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Adopted April 26, 1984
RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

COMPOSITION

Friend Frank Wilson, Chairman
P. Gillar Boyd, Jr.
Edward C. Butler
William Harker
Tookie Hensley
Donald Slotten
John Wingate

STAFF

D. L. Canady, Aviation Director
R. D. Tingey, Assistant Aviation Director
Cathy Malone, Secretary
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CHAPTER I

INTRODUCTION

A. Legal Background

1. California State Law (Public Utilities Code, Article 3.5, Sections 21670-21678 as amended) created the requirement for an Airport Land Use Commission in each county and assigned the commission the following powers and duties:

(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses.

(b) To coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.

(c) To prepare and adopt an airport land use plan pursuant to Section 21675.

(d) To review the plans, regulations and other actions of local agencies and airport operators pursuant to Section 21676.

(e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.

2. The Riverside County Airport Land Use Commission was established December 14, 1970 when the Board of Supervisors acting in conjunction with the mayors of the cities in the county designated the existing five member aviation commission to assume the planning responsibilities of an airport land use commission. On August 29,
1972, the Board, in response to the mayors of the cities in the county, augmented the five member commission by two additional members to be appointed from time to time by a selection committee of the mayors.

3. The Riverside County Airport Land Use Commission adopted Rules and Regulations that became effective July 29, 1971 and revised them in October 1972. The Rules and Regulations were rewritten and adopted June 17, 1983. A copy of the newest Rules and Regulations is contained in Appendix A.

B. Historical Background

1. The Commission has designated interim airport-influenced areas around nearly all public use airports within the County. Local planning agencies affected by these designations have been encouraged to consult with the Commission and its staff concerning planning actions and regulations affecting the influenced areas.

2. On October 10, 1974, the Commission defined the final boundaries of the Palm Springs Municipal Airport-influenced area and adopted, as their official comprehensive land use plan for the influenced area, "A Specific Plan for the Airport Portion of the Transportation Element of the Palm Springs General Plan, September 1974." Subsequently, the City of Palm Springs adopted the same plan as a part of their general plan and modified their city zoning plan accordingly. The City of Palm Springs acted as lead agency in this matter and prepared the Draft and Final Environmental Impact Report for this plan.

3. An interim airport-influenced area around the Hemet-Ryan Airport was designated by the Airport Land Use Commission (ALUC) August 30, 1973. The ALUC asked the City of Hemet and the County Planning Department to prepare "area" land-use plans for their respective jurisdictions
within the interim-influenced area. Higher priority work in both agencies and the fact that existing land use then appeared to be compatible with the airport, precluded response to the ALUC's request.

In 1977, a proposed residential development within the City of Hemet, but under the approach to the airport, posed a threat to the future viability of the airport. Hearings on this project resulted in its eventual denial by the City of Hemet and led directly to a concerted effort by the City of Hemet, County Planning Department and ALUC to prepare a joint airport land use plan for the Hemet-Ryan airport-influenced area.

A proposed land use plan and draft environmental impact report were prepared by Aviation and Planning Department staff and presented to the County Planning Commission September 13, 1978. The County Planning Commission approved the plan, as revised, during the hearing process on March 14, 1979. The EIR was certified in early 1980 and the Board of Supervisors approved the plan June 10, 1980.

The City of Hemet prepared a plan for their jurisdictional area. Their plan - "Specific Land Use Plan for Southwest Area" and supporting EIR were adopted by the Hemet City Council, June 26, 1979.

The ALUC on October 17, 1980 designated a final airport-influenced area and adopted both the approved City and County Plans as their land use plan.

Subsequently, contested planning actions within the City of Hemet highlighted inadequacies of the approved land use plans. A subcommittee of members of all involved jurisdictions was formed to
research and discuss the problem. This subcommittee first met June 17, 1982 and by December 1982 produced a "Position Paper" defining an enlarged planning boundary around the airport and proposed policies for land use within the boundary.

The City of Hemet acted as lead agency and prepared a Draft Environmental Impact Report. The City Council ultimately certified the EIR and adopted the "Position Paper" policies July 26, 1983. The ALUC on September 22, 1983 adopted the narrative, policies, exhibits and appendix of the "Position Paper" as a complete amendment to and replacement for the "Hemet-Ryan Airport Land Use Plan" that had been adopted in 1980. The County Planning Department has included the "Position Paper" policies in its recently adopted new General Plan.

4. With this background, it is apparent that a great deal of effort has gone into the development of the airport land use plans completed and in progress. It is also apparent that, for the most part, real emphasis is not placed on the development of these airport land use plans until a crisis in land use near an airport develops. It is the intent of the Airport Land Use Commission to build upon the experience gained in these past actions to prepare a single document airport land use plan modeled after the Hemet-Ryan Plan, modified as necessary to fit specific situations, that will apply to the remaining public use airports within the County.
CHAPTER II

Airport Influenced Area Boundaries and Land Use Planning Areas

A. Review

1. As mentioned in Chapter I, interim airport-influenced boundaries have been designated at all public use airports in the County except Chiriaco Summit, Rancho California and Thompson Transportation Center. Final boundaries have been designated for the Palm Springs Municipal Airport and the Hemet-Ryan Airport. Experience in developing the final boundaries at these two airports led to a change in the ALUC's Rules and Regulations for defining airport-influenced boundaries.

2. As a result, each interim influenced boundary must be reviewed against the new criteria and the area redesignated or a new influenced area boundary defined, if deemed necessary.

B. Airport Influenced Area Boundaries

1. Airport Influenced Area Boundaries will be determined by the ALUC on the basis of the type of airport, type of aircraft expected to use the airport, aircraft flight patterns and altitudes, noise levels, Federal Aviation Administration (FAA) criteria concerning objects affecting navigable airspace as established in Part 77 of the Federal Aviation Regulations (FAR Part 77) or a combination of these factors.

2. The boundaries will be adjusted in so far as possible to follow roads, section lines, canals, aqueducts, or other natural features that will provide for easy identification of the boundaries.

3. If practicable, parcel maps will be used in defining the boundaries.
4. Existing land uses within the airport-influenced boundaries will be documented so that those areas already devoted to incompatible uses can be identified.

C. Land Use Planning Areas

1. Three land use planning areas will be determined by the AUC within each airport-influenced area boundary described in B above. The description of each planning area will be based upon the criteria below. This criteria may be changed, as necessary, to meet conditions for specific airports.

2. Area I

The imaginary approach surface defined by FAR Part 77, Objects Affecting Navigable Airspace, as the approach surfaces for the size and type of runways at each airport. These areas are always centered on the runway centerlines extended.

3. Area II

An area defined by the AUC to be those areas of significant safety concern. These safety concerns are due to aircraft maneuvering, ascending, descending, turning, and changing power settings when landing or taking off from the airport. These areas may bend to accurately reflect actual flight paths utilized.

4. Area III

The outer boundary of each airport-influenced area, as defined by the AUC per paragraph B above. Areas I and II are considered to be a part of Area III.

5. The provisions for adjusting boundaries described in paragraphs B, 2 and 3 above, will be used in so far as possible in describing the boundaries of the Land Use Planning Areas.
CHAPTER III

Airport Land Use Commission Policies and Rationale

A. Safety Considerations

1. Policy 1: Area I shall be kept free of all high risk land uses.

(See Appendix B). Residential development (2½ acre lot size and larger) will be permitted only within areas designated by the AUC to be so far removed from the actual flight paths or to be in areas where aircraft will have gained sufficient altitude that they no longer pose a relative safety threat, should inflight problems occur.

2. Rationale for Policy 1: The approach surfaces are specifically defined by Federal Aviation Regulations. These areas carry the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Aircraft have a higher tendency to have problems within these zones due to changing power settings to take-off or land. The convergence of all aircraft landing and taking-off within these narrow zones also means that the noise levels are highest in these zones. Due to these factors and the accepted Federal definition of the boundary of these surfaces, the area was deemed inappropriate for housing and high risk uses. Certain areas of approach zones may be deemed appropriate for large lot (dispersed) residential use because over this area aircraft have achieved higher altitude and may be turning out of the approach zone away from the area in question. Therefore, the relative risk is not as great as in other areas of the approach zone.

3. Policy 2: Area II shall have a minimum residential lot size of 2½ acres. Agricultural, industrial and commercial uses are acceptable in this area.

4. Rationale for Policy 2: Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in
this area are similar to those in Area I, the approach zones, but the
influence of the same factors of landing, take-off and noise are not
as severe and the aircraft are higher in altitude. Therefore, the
proposed policy is not as severe. The boundaries of the area will
be established to coincide as much as possible to areas where aircraft
would be in the landing - take-off pattern and would be turning and
applying or reducing power (again, higher risk of something happening.)

B. Noise Considerations

1. Policy 3 - Within Area III, avigation easements will be required for
   all land uses. The height of the avigation easements will be from
   runway ground elevation within Area I, the defined approach surfaces,
   and from 150 feet above runway ground level elevation throughout the
   remainder of Areas II and III.

2. Rationale for Policy 3. Activity directly related to the airports does
   not extend much beyond the area defined as the airport-affected
   area. This is the area influenced by airport operations
   and aircraft noise. Prospective buyers of land within the area should
   be notified that aircraft will be in the area and that some may be noisy
   or produce other ancillary effects such as glare or vibration. Aviga-
   tion easements are a legal basis wherein the landowner basically acknow-
   ledges that aircraft and ancillary effects are present in the airspace
   overhead, and gives up any future right to sue regarding the acknowledged
   effects and their impact upon the enjoyment of his property or change
   in property value. Avigation easements are permitted and defined by
   the Public Utilities Code, Section 21652. The requirement for avigation
   easements allows property to be developed in the airport-affected
   area for residential and other land uses, but offers constructive
   notice to future buyers; and protection to the airport that people
choosing to live and/or work in the influenced area will not have a legal basis for suit, which would jeopardize the airport operation and presence.

3. Policy 4 - New housing to be constructed within the noise level specified by the ALUC for each airport shall be sound-proofed as necessary to achieve interior annual noise levels attributable to exterior sources, not to exceed 45 dB (CNE of Ldn) in any habitable room with windows closed.

4. Rationale for Policy 4. An important element of this plan is the selection of a noise standard determining residential land use compatibility. There is a great deal of information available on the subject. Not all of the information is consistent. The State of California Noise Standards for Airports established 65 CNEL as the long range (1986) criteria for excluding residential uses without soundproofing. The Environmental Protection Agency uses 55 Ldn (equivalent to CNEL) as the minimum outdoor level of noise that they can predict with confidence will not be detrimental to health or welfare. The County of Riverside General Plan establishes 60 Ldn or CNEL as the level above which residential uses should be discouraged. In addition to these various recommended standards, some references (see Appendix C) point out that the acceptable noise standard may vary according to location. These studies suggest that, because of the difference in background noise levels, the standard for quiet rural areas could be as much as 20 dB less than for established but very noisy urban residential communities near busy roads, industrial areas, or airports. These studies also suggest that the standard could be adjusted based upon previous exposure and community attitudes by as
much as 15 dB from a community with no prior experience with the intruding noise (such as at a new airport) to those communities that have had considerable previous exposure and are aware that the noise source is necessary and operating for their benefit (such as military airports) or that the noise will not continue indefinitely (such as emergency or fire bomber operation). Because of these various considerations, the AUC expects to establish an appropriate noise standard at each airport based upon all of the mentioned considerations. This standard will be an integral part of that specific airport land use plan and will delineate that area within which soundproofing of new housing will be acceptable.

5. Airport Consideration

Policy 5 - Development of Airport Master Plans or Layout Plans, or changes to existing plans of any public use airport that involve significant changes in land use, noise sources, or policy changes in size or type of aircraft to use the airport will, prior to finalizing or modifying the plans, be referred to the AUC for consideration.

6. Rationale for Policy 5. New master plans, layout plans or changes thereon or physical expansion of airports that change the operational capabilities of the airport may require changes in the airport land use plan pertaining to that airport. Thus, referral to the AUC is necessary. It is also required by Section 21676 (c) of the PUC. The Commission must make a determination within 60 days from date of referral whether the proposed action is consistent or inconsistent with AUC Land Use Plan for that airport. A public agency may, under certain conditions, over-rule the AUC recommendations.
CHAPTER IV

Riverside County Airport Land Use Plans

A. Introduction

This chapter will document by reference, the airport land use plans as formulated and adopted by the ALUC for each public use airport in the County. Thus, this chapter will be amended from time to time to incorporate the individual plans as they are prepared and approved by the various jurisdictions involved and the ALUC. At this time, plans have been formulated for two airports, Palm Springs Municipal and Hemet Ryan.

B. Airport Land Use Plans

1. Palm Springs Municipal Airport. Plan prepared by City of Palm Springs. Adopted by the ALUC October 10, 1974. Plan is on file with the Riverside County Aviation Department.

2. Hemet Ryan Airport. Plan prepared jointly by City of Hemet, County of Riverside and ALUC. Adopted by the ALUC September 22, 1983. Plan is on file with Riverside County Aviation Department.
CHAPTER V

IMPLEMENTATION

A. Consultation with Affected Local Planning Agencies

1. Subsequent to the designation or redesignation of interim airport-influenced areas and designation of planning boundaries (per Chapter II), local planning agencies whose jurisdiction or projected LAFCO approved sphere of influence are affected by these designations will be notified. Their cooperation in the finalization of the boundaries will be sought. If required, a subcommittee structure of ALUC commissioners will be designated to hear and consult with local commissioners to resolve differences. Subcommittees organized under this concept will, after considering all facets and negotiating solution acceptable to individual subcommittee members, prepare a position paper delineating their recommendations to their respective jurisdiction.

2. Before final consideration of airport-influenced areas, associated planning boundaries and individual Airport Land Use Plans, environmental documentation required by Commission rules for implementing the California Environmental Quality Act will be prepared by the local jurisdiction with the cooperation of the ALUC. The Commission will consider the results of this documentation prior to finalizing planning boundaries and land use plans.

B. Land Use Changes after Finalization of Planning Boundaries

1. After final adoption of the Airport Land Use Plan and planning boundaries by the ALUC, the plan will be considered as the comprehensive land use plan required by Section 21675 of the PUC.

2. The plan designating final planning boundaries and land uses therein will be provided each jurisdiction affected. The affected jurisdiction's general plan, and any applicable specific plan, shall be amended within
180 days of receipt of the ALUC plan to be consistent with that plan per Section 65302.3 of the California Government Code (General Plan Law).

3. In the event that the legislative body of the affected jurisdiction does not concur with any provisions of the ALUC approved plan, it may satisfy the provision of the Government Code Section 65302.3 by over-riding the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the legislative purposes defined in Section 21670 of the PUC.

4. If the affected public agency over-rides the ALUC plan and does not itself operate the public owned airport involved, the operator of the involved airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agencies decision to over-ride the ALUC plan.

C. Land Use Changes Before Finalization of the Planning Boundaries

1. After redesignation of the interim airport-influenced boundaries per Chapter II A2 affected local jurisdictions will be notified. They will be asked to refer all land use cases (Tentative Tract Maps, Parcel Maps, Conditional Use Permits, Changes of Zone, General Plan and Specific Plans) that would change or have the potential to change property within the interim-influenced area from currently compatible uses to uses that would be incompatible with the airport activities to the ALUC for review and recommendation.

2. ALUC recommendation before finalization of this plan and planning boundaries would fall within the powers and duties assigned the ALUC per Section 21674 of the PUC. That is, "to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses." Local agencies would be encouraged to consider the ALUC recommendations.
Appendix B

HIGH RISK LAND USE EXAMPLES

The following is a list of examples of high risk land uses. In general, high risk land uses have one or more of the following characteristics:

(1) high concentration of people,
(2) critical facilities, and
(3) flammable or explosive materials.

The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities:

Places of Assembly:
- auditoriums, churches, schools, carnivals, drive-in theaters, etc.

High Patronage Services:
- bowling alleys, restaurants, theaters, motels, banks, etc.

Large Retail Outlets:
- department stores, supermarkets, drug stores, etc.

Residential:
- smaller than 2-1/2 acre lot sizes.

Critical Facilities:
- telephone exchanges, radio/t.v. studies, hospitals, etc.

Flammables:
- bulk fuel storage, gasoline and liquid petroleum service stations, manufacture of plastics, breweries, feed and flour mills, etc.

Source: Hemet Ryan Airport Land Use Plan
## APPENDIX C

**Adjustments to the Measured Community Noise Equivalent Level (CNEL) to Obtain Normalized CNEL**

<table>
<thead>
<tr>
<th>Type of Correction</th>
<th>Description</th>
<th>Amount of Correction to be Added to Measured CNEL in dB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seasonal Correction</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summer (or year-round operation).</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Winter only (or windows always closed).</td>
<td></td>
<td>-5</td>
</tr>
<tr>
<td><strong>Correction for Outdoor Residual Noise Level</strong></td>
<td>Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).</td>
<td>+10</td>
</tr>
<tr>
<td></td>
<td>Quiet suburban or rural community (not located near industrial activity).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).</td>
<td>+5</td>
</tr>
<tr>
<td></td>
<td>Noisy urban residential community (near relatively busy roads or industrial areas).</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Very noisy urban residential community</td>
<td>-5</td>
</tr>
<tr>
<td><strong>Correction for Previous Exposure and Community Attitudes</strong></td>
<td>No prior experience with the intruding noise.</td>
<td>+5</td>
</tr>
<tr>
<td></td>
<td>Community has had some previous exposure to intruding noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to noise previously, but the people are aware that bona fide efforts are being made to control the noise.</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.</td>
<td>-5</td>
</tr>
<tr>
<td></td>
<td>Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances</td>
<td>-10</td>
</tr>
</tbody>
</table>

**Pure Tone or Impulse**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount of Correction to be Added to Measured CNEL in dB</th>
</tr>
</thead>
<tbody>
<tr>
<td>No pure tone or impulsive character.</td>
<td>0</td>
</tr>
<tr>
<td>Pure tone or impulsive character present.</td>
<td>+5</td>
</tr>
</tbody>
</table>
Figure III - 8

COMPARATIVE CNEL VALUES AT VARIOUS LOCATIONS

Source: California Office of Noise Control
HEMET RYAN AIRPORT
COMPREHENSIVE AIRPORT
LAND USE PLAN

1992
Members

City of Hemet
Planning Commission
Claude Thomas

City Councilman
James Quinn

Riverside County
Planning Commission
Carole Donahoe

Airport Land Use Commission
Robert Lindquist

Airport User Group
Hemet-Ryan Aero Club
De Witt Hazelton

Staff

City of Hemet
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Mark Goldberg

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Planning Department
Jerry Jolliffe

Aviation Department
Judy M. Ross
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9-5-89
INTRODUCTION

In May, 1982, the Riverside County Board of Supervisors, Hemet City Council, and Airport Land Use Commission (ALUC) appointed representatives to the Hemet-Ryan Subcommittee. The purpose of the subcommittee was to assess the need for a new noise study, re-evaluate the Hemet-Ryan Airport Land Use Plan, adopted in 1980, and discuss other issues, including land use, which pertain to the continuing operations of Hemet-Ryan Airport. The subcommittee met monthly to discuss a variety of issues including: area land use, noise, safety, flight patterns and airport operations. This report summarizes the subcommittee's major findings and includes proposed policies for the Hemet-Ryan Airport influence areas. The proposed policies relate to land use, noise and airport operations, and are recommended as policies for the Hemet-Ryan Airport Land Use Plan.

The Hemet Ryan Airport Land Use Plan Subcommittee was reconvened by the Riverside County Airport Land Use Commission (ALUC) during the ALUC's regular May 1987 meeting. The Airport Land Use Plan had been implemented five years prior. Changes have occurred at the airport, and the Master Plan Study was completed. These changes warranted the review of the Airport Land Use Plan.

The membership of the reconvened subcommittee to review the Hemet-Ryan Airport Land Use Plan was approved by the Airport Land Use Commission during their June 4, 1987 regular meeting.
The subcommittee, as appointed, met monthly to discuss the various issues they deemed relative to improve the existing Hemet Ryan Airport Land Use Plan, dated December 1982.

**HISTORY/BACKGROUND**

In September of 1940, less than three months after construction had started, aircraft operations began at the Hemet-Ryan Airport. Ryan Field, as it was called then, owed its beginning to the rapid expansion of the Army Air Corps in the hectic months before the United States entered World War II.

Named after T. Clyde Ryan, the field was built on 318 acres of land purchased by the County for lease to the Ryan School of Aeronautics. The school, an affiliated of Mr. Ryan's Aeronautical Company headquartered in San Diego, was one of several civilian schools selected to train the many eager cadets entering the Army's pilot training program.

The entry of the United States into the war increased training activities at the field, and by war's end, more than 10,000 pilots had learned to fly at Ryan Field. After a great deal of petitioning by citizens of Hemet and the County, the War Assets Administration, by quit claim, returned the leased land to the County along with 72 additional acres that the military had acquired.
CURRENT OPERATIONS

Since then, the County has maintained and expanded facilities at the field. A layout plan for development of the airport was approved by the County Board of Supervisors, and development has followed this plan. Nearly 38 additional acres have been acquired. The runway was extended and repaired and numerous repairs to existing buildings have been made. An additional runway extension is planned for the future.

The 428 acres represents a current land value of over $9,000,000. The runways, taxiways and buildings are valued at about $4,500,000. In addition, the combined California Department of Forestry/United States Forest Service air attack base represents a $5,000,000 investment if the facility had to be duplicated at another airport. The combined air attack base spend $2,700,000 in 1987, and $3,500,000 in 1988, for fire bomber flight time, standby time, retardant, and landing fees.

The airport has provided adequate facilities for general aviation, including business and recreational flying to the area for nearly 42 years; and, for over 27 years it has served as a fire bomber base. For most of this time, the aviation activities have been compatible with the surrounding land uses. However, over the last few years, development pressures have arisen in both the City of Hemet and unincorporated areas to permit urbanization of the area around the airport. This has led to
some potential incompatibilities with aviation activities that are perceived by some as a threat that may eventually curtail operations at the airport.

RYAN AIRPORT - AREA GROWTH

The County Airport Land Use Commission (ALUC) designated an interim airport-influenced area around the airport in 1973 based upon a noise study prepared in 1972, as well as flight safety considerations. The Airport Land Use Commission asked the County Planning Department and the Manager of the City of Hemet to prepare airport area land use plans per state legislation to protect the airport from future incompatible uses.

Higher priority work in both agencies and the fact that the then existing land uses appeared compatible with the airport, precluded response to the Airport Land Use Commission's request.

Late in 1977, a developer proposed a 900-unit residential development within the City of Hemet just east of the airport. The Airport Land Use Commission implored the City of Hemet to disapprove the development. It was eventually defeated. This skirmish over residential encroachment toward the airport led, in 1978, to a cooperative effort to prepare an "Airport Land Use Plan" for the Hemet-Ryan Airport that could be adopted by the City, the County, and the Airport Land Use Commission. A plan was approved by the City as a part of its Southwest Area Plan adopted by the City Council June 26, 1979. The County Board of
Supervisors approved its plan on June 10, 1980. Finally, the Airport Land Use Commission adopted both plans formally October 17, 1980. Many of the land use designations in the plan were based upon noise contours that had been mapped in 1978 by a consultant using a computer program based upon operational data provided by the County Aviation Department.

During the plan preparation and adoption process (May 1978 - October 17, 1980), the City of Hemet approved Planned Community Development (PCD) projects for large planned developments east and south of the airport. When these developments were reviewed by the Airport Land Use Commission there was concern with the number of residences involved under the 1986 - 55 Ldn noise contour. There were special concerns with the Lewis Homes Planned Community Development. The Airport Land Use Commission felt that the City had not acted in good faith by approving these Planned Community Developments during the preparation and approval cycle of the Airport Land Use Plan. The City felt that it had considered all aspects of the airport's influence and had acted in full accord with the Southwest Area Plan.

In mid-1982, the Riverside County Aviation Commission voted to oppose the City of Hemet Annexation No. 100. The property is located at the northeast end of the runway under the Federal Aviation Administration defined approach zone. The Commission was concerned with the possibility of incompatible land uses. The Riverside County Board of Supervisors also adopted a position
in opposition to the Annexation. The Local Agency Formation Commission denied the annexation application without prejudice. A refiling based on resolution of the land use concerns, is anticipated.

FORMATION OF HEMET-RYAN AIRPORT SUBCOMMITTEE

As the controversy became more intense, both jurisdictions, as well as the County Planning Commission and Board of Supervisors, became aware that only through a spirit of cooperation could these matters be solved. Since all agencies professed a sincere desire to protect the airport, the new City of Hemet Director of Community Development proposed the formation of a subcommittee comprised of two members each from the Hemet City Planning Commission, County Planning Commission and ALUC, staffed by employees of each jurisdiction. The subcommittee would research and discuss the problem and subsequently report to their separate jurisdictions the proposed policies for land use around the airport. This subcommittee first met on June 17, 1982.

During the course of discussion of the subcommittee, many factors were considered. Safety of flight operations as well as safety and welfare of persons on the ground were discussed. Specific risk areas were mapped and defined. Noise effects were considered with relationship to the flight patterns and altitudes of various types of aircraft involved in taking off from or landing at the airport.

8 9/8/89
Land uses already committed were identified and discussed as well as trade-offs in those areas that could be negotiated.

Federal Aviation Administration imaginary surfaces prescribed in Federal Aviation Regulations (FAR), Part 77 were used in many cases to define critical areas where aircraft maneuvering created special risk or noise considerations. A need for a new noise study was discussed at length. The subcommittee decided that a new noise study was not necessary at this time because their land use recommendations considered not only noise but flight hazards due to aircraft entering and leaving the flight patterns, reducing or increasing engine settings, turning, ascending and descending, and flying at low altitudes immediately after take off by fire bombers which are heavily loaded.

Finally, the subcommittee tied all of these factors into this report to their separate jurisdictions with the policy statements, land uses, and aviation controls recommended herein.

An Airport Land Use Plan was approved by the City as a part of its Southwest Area Plan adopted by the City Council June 26, 1979. The County Board of Supervisors approved its plan on June 10, 1980. Finally, the Airport Land Use Commission adopted both plans formally October 17, 1980. Many of the land use designations in the plan were based upon noise contours that had been mapped in 1978 by a consultant using a computer program.
based upon operational data provided by the County Aviation Department.

The City of Hemet acted as lead agency in the preparation of the Environmental Impact Report. The Environmental Impact Report was adopted by the City of Hemet on July 26, 1983.

In September 22, 1983 the Airport Land Use Commission certified the Environmental Impact Report and adopted the "Position Paper" of the Hemet-Ryan Airport Subcommittee as the Land Use Plan for Hemet-Ryan Airport.

Periodic reviews of Land Use Plans are permitted under PUC 21676. The PUC 21676 indicates that the plan may be reviewed as often as necessary but only can be amended once per year.

The current Hemet-Ryan Airport Land Use Plan is five (5) years old. The Riverside County Board of Supervisors had approved the Master Plan Study for the Hemet-Ryan Airport on May 17, 1988. The Master Plan Study addresses and guides the future development of the Hemet-Ryan Airport. The subcommittee had reviewed the Master Plan Study Board adopted recommendations in the update to the Hemet-Ryan Airport Land Use Plan. The Hemet-Ryan Airport Land Use Plan considers the Master Plan Study as their twenty (20) year long range plan for the Hemet-Ryan Airport.

The following pages present the reconvened subcommittee's findings and policy recommendations.
I. RELATIVE RISK CONCEPT

Relative Risk Principle:
The purpose of this document is to identify potential risks and noise associated with aircraft and airport operations as that risk and noise relates to existing and future land uses within the horizontal surface or area of influence of the airport. This assessment of noise and risk will be used by Riverside County, the City of Hemet, and the Riverside County Airport Land Use Commission in making land use decisions. Three areas are defined herein; Area I, Area of Extreme Risk; Area II, Area of High Risk; and Area III, Area of Moderate Risk. The concept is that each successive area is influenced by less relative risk and less noise than the preceding area. The areas were defined by use of characteristic flight paths of various aircraft using the airport, and existing and projected noise contours. Details of the selection criteria which defines each area is listed in the section defining the relative risk areas.
II. DEFINITIONS

A. Critical Facilities:
   Examples (including but not limited to):
   1. Telephone Exchanges
   2. Electrical Transformer Relays
   3. Radio HV Studies

B. Discretionary Review:
   Land Uses
   There exists a wide variety of land uses categories. To deal with the review of such land uses in a practical manner, a discretionary review procedure is employed.
   The discretionary review procedure is located in Section VIII, Discretionary Review Procedures, page 36.

C. Hazardous Materials:
   Examples (including, but not limited to):
   1. Flammable Liquids
   2. Flammable Materials
   3. Combustible Materials
   4. Explosive Materials
   5. Pesticides
   6. Cleaning Agents
   7. Compressed Gas
   8. Feed and Flour Mills
   9. Plastics Manufacturing/Storage
  10. Breweries
D. Institutional:
   Examples (including but not limited to):
   1. School
   2. Church and Similar Uses
   3. Motel
   4. Hospital
   5. Nursing Home
   6. Health Facilities
   7. Clinic
   8. Care Homes
   9. Convalescent Facilities
   10. Day Care

E. Places of Assembly
   Any structure, public or private, or premise, or portion thereof with a capacity for occupancy of over 50 persons which is designed or used for entertainment, amusement, instruction, education, worship, deliberation, display, meeting, awaiting transportation or for the consumption of food and drink.

   Examples (including but not limited to):
   1. Auditorium
   2. Theatre
   3. Recreation/Entertainment Facilities
   4. Shopping Mall
   5. Restaurant
6. Church
7. Clubhouse
8. Arena
9. Stadium
10. Circus
11. Major Retail Outlets
12. Funeral Homes
13. Bowling Alleys
14. Motels
15. Banks
16. Professional Office Buildings
17. Labor Intensive Industrial Operations
III. RELATIVE RISK AREAS

A. AREA I: Area of Extreme Risk

The imaginary approach surface defined by Federal Aviation Regulations (Federal Aviation Regulations (FAR), Volume XI, Part 77, Objects Affecting Navigable Airspace), as the approach surfaces for the size and types of runways at the airport.

This area was designated by the subcommittee as the highest relative risk area due to the convergence of flight paths and the resultant high volume of aircraft. Aircraft are descending or ascending, changing power settings, and performing critical turns; thus, the possibility of an aircraft related incident occurring is higher in these areas. The noise level is also higher due to the lower altitude of aircraft.
B. AREA II: Area of High Risk

An area defined by the subcommittee on July 29, 1982, and revised October 1982, to be an area of greatest safety concerns. The safety concerns are due to aircraft ascending, descending, turning, and changing power settings when landing at or taking off from the airport.

Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude; therefore, the policies are not as severe. The boundaries of the area were established to coincide as much as possible to areas where aircraft would be in the landing - take-off generalized pattern and would be turning and applying or reducing power (again, higher risk of something happening).
C. TRANSITION AREA:
The subcommittee determined that the distinction from Area II to Area III is very abrupt. In Area II, residential dwelling units are on large acreage (2-1/2 acres per dwelling unit). In Area III, a wide range of land uses are permitted. The subcommittee reviewed several issues to create a smoother transition. The issues included density, height, institutional uses, place of assembly, and hazardous materials.
D. AREA III: Area of Moderate Risk

The outer boundary of the Area of Moderate Risk is based upon the outer radius of the imaginary horizontal surface of the airport as defined in Federal Aviation Regulations (FAR), Part 77. This area is normally used to determine whether obstructions exist within the area where aircraft are most likely to be maneuvering. It was designated by the Airport Subcommittee as the Area of Moderate Risk due to the flight paths and aircraft noise which are present in the entire area. The boundaries of Area III for planning purposes have been adjusted to follow roads or section lines for easy identification. It is bounded by Eaton Avenue on the north, Palm Avenue on the east, Simpson Avenue on the south, and the section line dividing Sections 2 and 3, 10 and 11, 14 and 15, 22 and 23, and N 1/2 of Sections 26 and 27, T5S, R2W, SBB & M on the west.
IV. FAA PART 77 STANDARDS

A. Height
Part 77 applies:

1. To any object of natural growth, terrain, permanent or temporary construction or alteration including equipment or materials and apparatus of a permanent or temporary nature.

2. To alteration of any permanent or temporary existing structure, equipment or materials by a change in height or lateral dimensions.

B. Construction or Alterations which require notice to the FAA Administrator includes:

1. Any construction or alteration more than 200' above ground level.

2. Any construction of alteration of a greater height than the imaginary surface extending upward and outward.

3. Overcrossings of highways, railroads, or other forms of mobile transportation with heights above the average grade of:
Forms | Height
---|---
a. Interstate Highways | 17'
b. Public Roadway | 15'
c. Private Road | 10'
d. Railroad | 23'
e. Other forms in the amount equal to the height of the highest form of mobile object.

4. Construction or alteration which would effect an instrument approach area.

C. Construction or Alteration Not Requiring Notice

1. Any object shielded by existing structures of a permanent or substantial character and natural terrain.

2. Any antenna structure of 20' or less except if it increases the height of an existing structure.

3. Any air navigation facility fixed by a functional purpose.

4. Any construction or alteration which notice is required by other FAA regulations.
D. Submittal of Notices

Applicant must submit notice by completing Form 7460-1, Notice of Proposed Construction or Alteration, and submitting the form to the Chief, Air Traffic Division, FAA Regional Office. The notices must be submitted 30 days prior to the date of proposed construction or alteration is scheduled to begin or the date the construction permit is filed. In cases of emergency involving essential public service, health, or safety that requires immediate construction or alteration, notice may be sent by telephone with executed FAA Form 7460-1 within 5 days thereafter.

A proposed structure over 200' above ground level is a presumed hazard to air navigation and the applicant has the burden of proof of overcoming that presumption.
V. LAND USE POLICIES

A. AREA I: Area of Extreme Risk

Policies

Area I shall be kept free of all high risk land uses. In general, high risk land uses have one or more of the following characteristics:

1) Hazardous Material Facilities
2) Institutional Uses
3) Places of Assembly
4) Critical Facilities
5) Residential Use
   a. No residential uses shall be permitted within Area I one mile from the runway threshold.
   b. Residential lot sizes larger than 2-1/2 acres per dwelling unit shall be subject to discretionary review.

Permitted Uses
1. Agriculture
2. Open Space

Discretionary Review Uses
1. Commercial
2. Industrial
3. Residential uses larger than 2-1/2 acres per dwelling unit.
B. AREA II: Area of High Risk

Policies
1. Area II shall have a minimum residential lot size of 2-1/2 acres or greater

2. Public and Private schools shall not be permitted in Area II.

3. Institutional uses, places of assembly and hazardous material facilities shall not be permitted in Area II.

Permitted Uses
1. Industrial
2. Agricultural
3. Minimum Residential lot sizes larger than 2-1/2 acres per dwelling unit.

Discretionary Uses
1. Commercial

C. TRANSITION AREA

Policies
1. The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary.
2. If 50% or more of the project site is in the Transition Area, it shall be considered part of the Transition Area.

3. The Transition Area shall not extend beyond the outer boundary of Area III or extend into Area I.

4. Residential density in the Transition Area is limited to not more than 20 dwelling units per acre and maybe less pending a discretionary review. All multiple family dwelling units shall be subject to a discretionary review.

5. All structures shall be limited to 35' in height or two stories, whichever is less.

6. Any Institutional Uses, Places of Assembly, and Public and Private Schools shall require a discretionary review as to its location and relative risk area.

7. Commercial, Industrial, Manufacturing, and Agriculture uses which are two stories in height or less shall be permitted in this area subject to relevant standards.

8. Activities involving hazardous materials shall be subject to a discretionary review.

Permitted Uses

1. Commercial

2. Industrial

3. Manufacturing

4. Agricultural
Discretionary Uses
1. Residential dwelling units
2. Institutional
3. Places of Assembly
4. Public and Private Schools
5. Hazardous Material Facilities

D. **AREA III: Area of Moderate Risk**

Policies
1. Permitted Uses
   a. Wide range of uses are permitted

2. Discretionary Uses
   a. Structures over 35' or 2 stories, whichever is greater.
   b. Institutional
   c. Places of Assembly
   d. Hazardous Materials
   e. Public & Private Schools

E. **NOISE AND SOUNDPROOFING REQUIREMENTS**

1. Avigation Easements shall be required for all land uses in Areas I, II, and III.

2. Any habitable structures to be constructed in the 2005 average annual day 60 CNEL noise contour (as defined in the Noise Contour Study dated January, 1989, prepared by
Brown-Butin Association, Inc.), shall be soundproofed as necessary to achieve 45 Ldn interior sound levels or quieter. All building plans shall be signed by a qualified acoustical engineer certifying that the 45 Ldn level will be achieved based on construction materials and design of the proposed structure.

3. The Riverside County Aviation Director shall control the flight operations and facilities at the Hemet-Ryan Airport so as not to increase the 60 CNEL noise contours projected in Exhibit 5.

F. LEGAL, NONCONFORMING APPROVALS

1. Description

The first Airport Land Use Plan for Hemet-Ryan Airport was adopted by the Airport Land Use Commission on October 17, 1980. Several land use plans for large planned communities were approved by the City of Hemet prior to that date and prior to the adoption of the first Airport Land Use Plan in 1982. These plans, in some cases, do not conform with the current airport land use plans, but due to prior approval, can be constructed. It has been a goal of the City of Hemet and the Airport Land Use Commission to reduce residential densities in these plans when the developers request amendments.
2. Preapproved Development should be addressed in two forms:
   a. Proponents are encouraged to reduce density in the total project.
   b. Within each segment of the project, proponents are encouraged to shift development to areas of less risk, while attempting to reduce the total density of the project.
Exhibit 6
Preapproved Development
City of Hemet
July 1982

A. Diamond Valley Investors
B. Lewis Homes - Terra Linda
C. Page Ranch
D. Seven Hills
   North portion
   South portion
* Adoption of Hemet/Ryan Airport
  Land Use Plan by the Riverside
  County Board of Supervisors
E. Broadmoor
F. Wagner

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G. General Policies

1. The ALUC finds the standard policy statements provided in the Hemet-Ryan Airport Land Use Plan are reasonable and promote consistent land uses within the airport influenced areas. The ALUC will promote these concepts throughout the land use plans around public use airports within the County.

2. Before any major airport change is planned, involving land use, noise sources or policy changes, a subcommittee made up of representatives from the City of Hemet, County of Riverside, and the Airport Land Use Commission shall be formed to evaluate these changes and forward their recommendations to the Hemet City Council, Riverside County Board of Supervisors, and the Riverside County Airport Land Use Commission.

3. The subcommittee stands behind its work as a reasonable basis for land use and airport decisions. The policies stated herein is a group effort and are supported by the entire group based on present conditions; therefore, the subcommittee feels that any major changes involving noise sources, land use or airport related policies, which may change the present conditions, should be reviewed by the subcommittee to achieve the same level of discussion and concurrence attained in this document.
for recommendation to the Hemet City Council, Riverside Board of Supervisors, and the Riverside County Airport Land Use Commission.

4. Discretionary Review of Land Use Not Listed
The study of land uses, noise, and relative risk has been comprehensive; however, if a land use is not listed herein, it shall be subject to discretionary review to determine the relative risk and impact of noise relative to the appropriateness of the proposed land use.
VI. DISCRETIONARY REVIEW PROCEDURES

A. Discretionary Review

There is a wide variation in the nature of some land use categories. To deal with the review of such land uses in a practical manner, a discretionary review procedure is employed. Examples of land use issues requiring discretionary review include but are not limited to: density exceeding 20 dwelling units per acre in Area III or any multiple family dwelling units in the transition area, structures in excess of 35' or 2 stories in height (whichever is greater), institutional uses, places of assembly, public and private schools and hazardous material facilities.

B. Procedures

The Airport Land Use Commission shall hold at least one public hearing on each application for discretionary use. The hearing shall be set and notice given as prescribed in Section 65091 of the Government Code and notice shall also be mailed to all affected agencies.

C. Action by Commission:

The Airport Land Use Commission, following the public hearing, shall recommend findings of consistency or inconsistency of the proposed use with the Hemet Ryan Airport
Land Use Plan based on facts presented, discussed at the public hearing, and the findings that are consistent with the Airport Land Use Commission's purpose under PUC 21674.

A finding of consistency or inconsistency shall be based upon minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:

1. Structure Height
2. Population Density
3. Nature of the Land Use Activity
4. Noise
5. Relevant Safety Factors
6. Institutional Uses
7. Places of Assembly