Appendix L-1:

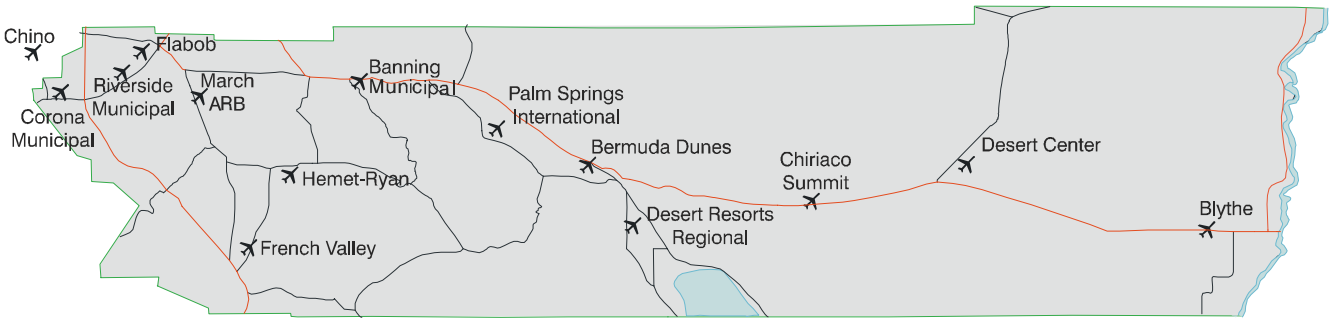
Riverside County Airport Land Use Compatibilty Plans

(PART 1 of 2)

Riverside County Airport Land Use Compatibility Plan

Volume 1
Policy Document

October 14, 2004



Adopted
by
Riverside County Airport Land Use Commission

Riverside County Airport Land Use Compatibility Plan

Volume 1
Policy Document

October 14, 2004

Adopted
by
Riverside County Airport Land Use Commission

by

Santa Rosa, California

and

Coffman Associates
Kansas City, Missouri

Riverside County Airport Land Use Commission

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Introduction

OVERVIEW OF THE PLAN

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development.

General Applicability

As adopted by the Riverside County Airport Land Use Commission (ALUC), this *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports. Also spelled out in the plan are the procedural requirements associated with the compatibility review of development proposals.

This plan replaces compatibility plans for individual airports adopted by the ALUC at various times from 1974 through 1998. The specific airports covered by this document and the date when the present plan was adopted with respect to each airport are listed in Table 1A. If a new adoption date is not indicated in the table, the earlier compatibility plan remains in effect for that airport. As required by state law, either this plan or an earlier one has been adopted for all of the public-use and military airports in the county. Preparation of compatibility plans for private-use airports is at the option of the ALUC. Note that Chino Airport situated in San Bernardino County is among the airports included in Table 1A. This *Compatibility Plan* pertains only to the portion of that airport's influence area which extends into Riverside County.

Along with the airport names and plan adoption dates, Table 1A lists the names of the local government entities—the County of Riverside and/or cities within the county—whose jurisdictions extend into the adopted or potential influence area of the respective airport. The parts of each jurisdiction affected by the plan are depicted in the compatibility maps included in Chapter 3.

AIRPORT / OWNERSHIP	ADOPTION DATE	JURISDICTIONS AFFECTED*	
Public-Use Airports in Riverside County			
Banning Municipal City of Banning	October 14, 2004	City of Banning	County of Riverside
Bermuda Dunes Private	December 9, 2004	City of Indio City of La Quinta	City of Palm Desert County of Riverside
Blythe City/County of Riverside	October 14, 2004	City of Blythe	County of Riverside
Chiriaco Summit County of Riverside	October 14, 2004	County of Riverside	
Corona Municipal City of Corona	October 14, 2004	City of Corona City of Norco	County of Riverside
Desert Center County of Riverside	October 14, 2004	County of Riverside	
Jacqueline Cochran Regional *(formerly Desert Resorts Regional)* County of Riverside		City of Coachella	County of Riverside
Flabob Private	December 9, 2004	City of Riverside	County of Riverside
French Valley County of Riverside	December 9, 2004	City of Murrieta City of Temecula	County of Riverside
Hemet-Ryan County of Riverside		City of Hemet	County of Riverside
Palm Springs International City of Palm Springs	March 10, 2005	City of Palm Springs City of Cathedral City	City of Rancho Mirage
Riverside Municipal City of Riverside	March 10, 2005	City of Riverside	County of Riverside
Military Airports in Riverside County			
March Air Reserve Base U.S. Air Force		City of Moreno Valley City of Perris	City of Riverside County of Riverside March JPA
Private-Use Airports Riverside County			
Perris Valley Private		City of Perris	County of Riverside
Skylark Private		City of Lake Elsinore	County of Riverside
Public-Use Airports in Nearby Areas of Adjacent Counties			
Chino County of San Bernardino		County of Riverside	

* Riverside County jurisdictions within adopted airport influence area (approximately 2 miles of small general aviation airports or 3 miles of major general aviation, airline, and military airports); not listed, but also subject to this *Compatibility Plan*, are any special districts or school districts within an airport influence area.

Table 1A

Compatibility Plan Adoption Status

Additional details regarding the purpose, scope, and applicability of the *Compatibility Plan* are set forth in the countywide policies chapter that follows.

Statutory Requirements

Powers and Duties

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. (See Appendix A herein for a copy of the statutes). Although the law has been amended numerous times since then, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> "...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use compatibility plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Limitations

This fundamental objective notwithstanding, airport land use commissions are limited in their powers to achieve it. Two limitations are explicitly written into the law: ALUCs have no authority over either existing land uses (Section 21674(a)) or the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, but the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses**—The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports that is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

  For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered "devoted to" a particular use, even if the activity has not begun, once local government commitments along with substantial construction investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm once a vesting tentative map, development agreement, or other land use entitlement has been approved. (See Chapter 2 for the definition of *existing land use* as adopted by the Riverside County Airport Land Use Commission).

- **Operation of Airports**—Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs can-

not, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, Riverside County and each city affected by an airport land use compatibility plan is required to make its general plan consistent with the ALUC plan (or to overrule the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

One final limitation worth noting is that ALUCs have no jurisdiction over federal lands such as lands controlled by the U.S. Forest Service, Bureau of Land Management, or Indian tribes. ALUCs can merely inform these agencies about the ALUC policies and seek their cooperation.

Riverside County Airport Land Use Commission

State law provides two basic options regarding the structure of airport land use commissions: a standard format or designation of an existing body to serve as the ALUC. Among California's 58 counties, these two formats are used in roughly equal proportions.

Membership on ALUCs structured in the standard manner is specified to be as follows:

- Two members appointed by the county board of supervisors;
- Two members appointed by a selection committee of mayors of the county's cities;
- Two members appointed by airport managers; and
- A seventh member, representing the general public, appointed by the other six.

The designated body format has several possibilities. Most common is for a single- or multi-county council of governments or similar entity to be designated as the ALUC. Other types of bodies that serve as ALUCs in some counties include the county planning commission, the county airport commission, or the county board of supervisors.

The Riverside County Airport Land Use Commission first met in 1971 with the Riverside County Airport Commission designated to serve the ALUC function. Two city representatives were later added, then, beginning in 1998, the Commission assumed the standard format that continues today. The county agency assigned to provide support staff to the ALUC has also varied over the years. Since 1998, this responsibility has rested with the Riverside County Economic Development Agency (EDA). This agency also functions as management for the county-owned airports. A member of the EDA staff serves as the ALUC Executive Director.

Relationship of the ALUC to County and City Governments

The fundamental relationship between the Riverside County Airport Land Use Commission and the governments of Riverside County and the affected cities in the county is set by the State Aeronautics Act. The ALUC is not simply an advisory body for the Riverside County Board of Supervisors or city councils in the manner that their respective planning commissions are. Rather, it is more equivalent to a Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the Board or city councils. The ALUC does not need county or city approval in order to adopt this *Compatibility Plan* or to carry out ALUC land use project review responsibilities.

Another aspect of the relationship between the ALUC and county and city governments concerns implementation of the *Compatibility Plan*. As noted earlier, although the ALUC has the sole authority to adopt this plan and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the local governments. Actions that Riverside County and the affected cities can take to implement the *Compatibility Plan* are outlined later in this chapter.

POLICY FRAMEWORK

The policies in Chapter 2 and 3 of this *Compatibility Plan Policies Document* are based upon two primary sources: state laws and guidelines; and master plans for the respective airports.

State Laws and Guidelines

Many of the procedures that govern how ALUCs operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for ALUC adoption of compatibility plans, including which airports should or can be included and some of the steps involved in the plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the ALUC. The types of actions that local jurisdictions must submit for review are specified, for example.

With respect to airport land use compatibility criteria, the statutes say little, however. Instead, a section of the law enacted in 1994 refers to another document, the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, ALUCs shall "be guided by" the information contained in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports. The policies in this *Compatibility Plan*, including the individual airport compatibility maps, take into account the guidance provided by the current edition of the *Airport Land Use Planning Handbook*, dated January 2002.

An additional function of the *Airport Land Use Planning Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Specifically, Section 21096 requires that lead agencies must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

The most recent edition of the *Handbook* was completed in January 2002 and is available for downloading from the Division of Aeronautics web site (www.dot.ca.gov/hq/planning/aeronaut).

Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are mostly off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency that owns and/or operates the airport. In contrast, the major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the California Division of Aeronautics.

The compatibility plan for each of the airports within the jurisdiction of the Riverside County Airport Land Use Commission is based upon the respective airport master plan or, as allowed by the statutes, a state-approved airport layout plan. The status of the master plan and layout plan for each airport is indicated in the background data volumes of this *Compatibility Plan*.

PLAN IMPLEMENTATION

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). Note that similar requirements apply to local agency overruling of ALUC actions concerning individual development proposals for which ALUC review is mandatory (Section 21676.5(a)) and airport master plans (Section 21676(c)).

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions

affected by this *Compatibility Plan* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

[An initial assessment of the consistency between the current local general plans and the compatibility criteria and other policies set forth in this ALUC *Compatibility Plan* is contained in the background data chapter for each airport.]

Compatibility planning issues can be reflected in a general plan in several ways:

- **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.

- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.

- **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Compatibility Plan Policy Document*—specifically, Chapter 2 plus the policies and maps for the relevant airports from Chapter 3. Applicable background information from Volumes 2 and 3 could be included as well if desired. Changes to the community's existing general plan would be minimal. Policy reference to the ALUC plan would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.

- **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix G.)

Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects that either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan, as it pertains to each specific airport, is adopted by the Airport Land Use Commission and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

PLAN CONTENTS

The *Riverside County Airport Land Use Compatibility Plan* is organized into three volumes.

This first volume contains the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The present introductory chapter serves to set the overall context of airport land use compatibility planning in general and for airports in Riverside County in particular. The most important components of the plan are found in Chapters 2 and 3. Chapter 2 outlines the policies, including airport land use compatibility criteria, applicable around all airports in the county. Additionally, the policies define the types of actions to be submitted for ALUC review and the procedures that the ALUC will follow in making compatibility determinations. Chapter 3 presents the compatibility maps for each airport together with any policies applicable only to that airport. Also included in this volume are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning.

Volumes 2 and 3 present various background data regarding each airport and its environs. Data for airports in western Riverside County is included in Volume 2; data regarding eastern county airports is found in Volume 3. In addition to serving as a convenient information reference for each airport, the material in Volumes 2 and 3 serves to document the data and assumptions upon which the compatibility map for each airport was based.

2

Countywide Policies

1. General Applicability

1.1. Purpose

The purpose of this *Riverside County Airport Land Use Compatibility Plan* is to articulate procedures and criteria, established in accordance with the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), that:

1.1.1. *Riverside County Airport Land Use Commission (ALUC):* The ALUC:

(a) Shall utilize when reviewing proposed land use development in Riverside County for compatibility with airport activity.

(b) Shall utilize when evaluating certain types of airport development proposals that also are subject to ALUC review and are addressed by the *Compatibility Plan*.

1.1.2. *County of Riverside and Affected Cities in the County:* The county and cities:

(a) Shall each apply when modifying their respective general plans and zoning ordinances to be consistent with the Commission's *Compatibility Plan*.

(b) Shall consider when making other planning decisions regarding the proposed development of lands impacted by airport operations.

(c) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

1.1.3. *Special Districts and School Districts:* Special districts and school districts:

(a) Shall apply when creating plans and making other planning decisions regarding proposed facilities and other development affecting or affected by airport operations.

(b) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

1.1.4. *County of San Bernardino:* The county of San Bernardino should recognize as the basis for coordination with the Riverside County ALUC and the county of Riverside regarding airport impacts, specifically with regard to Chino Airport, that overlap the common boundary between the counties.

1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

1.2.1. *Aeronautics Act:* Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.

1.2.2. *Airport:* Each of the public-use or military airports, as listed in Policy 1.3.1(a), situated within or affecting lands within Riverside County, or any other new public-use airport which might be created within the boundaries of Riverside County.

1.2.3. *Airport Influence Area:* An area, as delineated in Chapter 3 herein, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *airport influence area* constitutes the area within which certain land use actions are subject to ALUC review. The term *airport influence area* is synonymous with the term *airport referral area* as well as to the term *planning area* as referred to in Public Utilities Code Section 21675.

1.2.4. *Airport Land Use Commission (ALUC):* The Riverside County Airport Land Use Commission.

1.2.5. *Aviation-Related Use:* Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

1.2.6. *Avigation Easement:* An easement that conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)

1.2.7. *Community Noise Equivalent Level (CNEL):* The noise metric adopted by the state of California for describing airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.

1.2.8. *Compatibility Plan:* This document, the *Riverside County Airport Land Use Compatibility Plan*.

1.2.9. *Compatibility Zone:* Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.

1.2.10. *Existing Land Use:* A land use that either physically exists or for which local government commitments to the proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

(a) A tentative parcel or subdivision map has been approved and not expired;

(b) A vesting tentative parcel or subdivision map has been approved;

(c) A development agreement has been approved and remains in effect;

(d) A final subdivision map has been recorded;

(e) A use permit or other discretionary entitlement has been approved and not yet expired; or

(f) A valid building permit has been issued.

1.2.11. *Federal Aviation Regulations (FAR) Part 77:* The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.

1.2.12. *Gross Acreage:* Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.

1.2.13. *Height Review Overlay Zone:* Areas of land in the vicinity of an airport where the ground lies above an FAR 77 surface or less than 35 feet beneath such surface.

1.2.14. *Heliport:* A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded. Personal-use heliports may or may not require a state permit depending upon their location and other factors.

1.2.15. *Infill:* Development of vacant or underutilized land within areas that are already largely developed or used more intensively. See Policy 3.3.1(a) for criteria used to identify infill areas for compatibility planning purposes.

1.2.16. *Local Jurisdiction:* The County of Riverside or any city or other government agency (except state or federal government agencies or Indian tribes) having jurisdiction over land uses within their boundaries.

1.2.17. *Major Land Use Action:* Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.

1.2.18. *Nonconforming Use:* In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming land use is one which exists (see definition of "existing land use" in Policy 1.2.10) as of the plan's adoption date, but which does not conform with the compatibility criteria set forth herein.

1.2.19. *Project; Land Use Action; Development Proposal:* Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

1.3. Geographic Scope

As established by the Riverside County Airport Land Use Commission, the geographic scope of the *Riverside County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at any of the airports listed in Table 1A for which the ALUC has specifically adopted these procedures; also those lands on which the uses could negatively affect any of the same airports.

(b) All lands within Riverside County that could be negatively affected by present or future aircraft operations at Chino Airport situated in San Bernardino County as well as lands in Riverside County on which the uses could negatively affect usage of that airport.

(c) The specific limits of the influence area for each of the above airports are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

1.3.2. *Countywide Impacts on Flight Safety:* Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of aircraft flight in Riverside County. The specific uses of concern are identified in Policy 1.5.2(c).

1.3.3. *New Airports:* The site and environs of any new airport that may be proposed anywhere in the county, including within incorporated cities, and that requires an Airport Permit from the California Department of Transportation (agricultural airports, personal-use airports, and seaplane landing sites are generally exempt from state permit requirements).

1.3.4. *Heliports:* The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) that may exist or be proposed anywhere within Riverside County, including within incorporated cities.

1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns:* The Commission is concerned only with the potential impacts related to:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

1.4.2. *Airport Impacts Not Considered:* Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission. Also, in accordance with state law (Public Utilities Code Section 21674(e)), neither this *Plan* nor the

ALUC have authority over the operation of any airport (including where and when aircraft fly, airport security, and other such matters).

1.5. Types of Actions Reviewed

1.5.1. *Actions Which Always Require ALUC Review:* As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's *Plan* prior to their approval by the local jurisdiction:

(a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)).

(b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)).

(c) Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c)).

(d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (Public Utilities Code Section 21664.5).

(e) Any proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5) if the facility requires a state airport permit.

1.5.2. *Other Land Use Actions Subject to ALUC Review:* In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

(a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law provides that the ALUC may require the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)). Only those actions that the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.

(b) After a local agency has revised its general plan or specific plan (see Section 3.2) or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.

(1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3. ALUC review of these types of projects can serve to enhance their compatibility with airport activity.

(2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.

(3) Because the ALUC acts in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the Commission.

(c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. This policy is intended to address circumstances that arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 3.3.2 and 3.3.3.)

(d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Executive Director. If the Executive Director determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Executive Director to approve proposed actions having no apparent compatibility issues of significance.

1.5.3. *Major Land Use Actions:* The scope or character of certain *major land use actions,* as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.

(a) Actions affecting land uses within any compatibility zone.

(1) Any proposed expansion of the sphere of influence of a city or special district.

(2) Proposed pre-zoning associated with future annexation of land to a city.

(3) Proposed development agreements or amendments to such agreements.

(4) Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.

(5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

(6) Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.

(7) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).

(8) Any off-airport, nonaviation use of land within *Compatibility Zone A* of any airport.

(9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

- 35 feet within *Compatibility Zone B1*, *B2*, or a *Height Review Overlay Zone*;
- 70 feet within *Compatibility Zone C*; or
- 150 feet within *Compatibility Zone D* or *E*.

(10) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations that receives a finding of anything other than "not a hazard to air navigation."

(11) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:

- Electrical interference with radio communications or navigational signals;
- Lighting which could be mistaken for airport lighting;
- Glare in the eyes of pilots of aircraft using the airport; and
- Impaired visibility near the airport.

(12) Projects having the potential to cause attraction of birds or other wildlife that can be hazardous to aircraft operations to be increased within the vicinity of an airport.

(b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission. (See Policy 1.2.5 for definition of *aviation-related use*.)

(c) Regardless of location within Riverside County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)

(d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

1.5.4. *Intercounty Coordination:* Where an airport influence area crosses the Riverside County line, affected jurisdictions outside Riverside County are asked to maintain coordination with the Riverside County ALUC on airport land use compatibility issues. In particular:

(a) The County of San Bernardino should inform the Riverside County ALUC regarding proposed plans for development of Chino Airport that may change the character or magnitude of impacts within the Riverside County portion of the airport influence area. (See map in Chapter 3).

(b) Any other county adjacent to Riverside County or any city or other agency within such counties that may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Riverside County boundary should inform the Riverside County ALUC of such proposal.

(c) Riverside County ALUC review of such actions is advisory only. The ALUC has no jurisdiction over development outside Riverside County boundaries.

2. REVIEW PROCESS

2.1. General

2.1.1. *Timing of Project Submittal:* Proposed actions listed in Section 1.5 *should* be submitted to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Executive Director's) review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all projects *must* be submitted to the Commission for review prior to final approval by the local government entity.

2.1.2. *Public Input:* Where applicable, the Commission shall provide public notice and obtain public input in accordance with Public Utilities Code Section 21675.2(d) before acting on any plan, regulation, or other land use proposal under consideration.

2.2. Review Process for Community Land Use Plans and Ordinances

2.2.1. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.

(a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and overrule the Commission in accordance with Public Utilities Code Section 21676(b) (Government Code Section 65302.3).

(b) Prior to taking action on a proposed amendment, the local agency must submit a draft of the proposal to the Commission for review and approval.

(c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the Commission modify the areas defined as "infill" in accordance with Policy 3.3.1. The Commission will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.

2.2.2. *Subsequent Reviews of Related Land Use Development Proposals:* As indicated in Policies 1.5.1(a) and 1.5.1(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development actions that are consistent with applicable, previously re-

viewed, local plans, ordinances, and regulations are subject to Commission review only under the conditions indicated in Policies 1.5.2 and 2.3.5.

2.2.3. *Commission Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:

(a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Section 3.2 must be met.

(b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications that the Commission may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.

(c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts or shortcomings upon which its determination is based.

2.2.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (Public Utilities Code Section 21676(d)).

(a) The 60-day review period may be extended if agreed upon in writing by the submitting agency or project applicant.

(b) The date of referral is deemed to be the date on which all applicable project submittal information is received by the Commission Executive Director.

(c) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(d) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(e) The referring agency shall be notified of the Commission's action in writing.

2.2.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a community land use plan or ordinance, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Sections 21676(a) and (b)). The ALUC authorizes the Executive Director to respond as appropriate.

2.3. Review Process for Major Land Use Actions

2.3.1. *Project Submittal Information:* A proposed major land use action submitted to the Commission (or to the ALUC Executive Director) for review shall include:

(a) The following information:

(1) Property location data (assessor's parcel number, street address, subdivision lot number).

(2) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(3) A description of the existing and proposed uses of the land in question.

(4) The type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).

(5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.

(6) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(7) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

(8) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.

(9) Any staff reports regarding the project that may have been presented to local agency decision makers.

(10) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.

(b) Any applicable review fees as established by the Riverside County Airport Land Use Commission.

2.3.2. *ALUC Executive Director's Choices:* When reviewing major land use actions in accordance with Policy 1.5.2(d), the ALUC Executive Director has two choices of action:

(a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. Upon said finding, the Executive Director is authorized to approve such projects on behalf of the Commission

(b) Find that the proposed project may be inconsistent with the *Compatibility Plan*. The Executive Director shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices:* When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

(a) Find the project consistent with the *Compatibility Plan*.

(b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).

(c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.

2.3.4. *Response Time:* In responding to major land use actions submitted for review, the policy of the Riverside County Airport Land Use Commission is that:

(a) When a major land use action is submitted for review on a mandatory basis as required by Policy 1.5.2.(a):

(1) Reviews by the ALUC Executive Director shall be completed within 30 days of when a complete application is submitted.

(2) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.

(3) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Executive Director.

(4) If the ALUC Executive Director or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the compatibility plan.

(b) When a major land use action is submitted on an optional basis in accordance with Policy 1.5.2(b), review by the ALUC Executive Director and/or the Commission should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the submitting agency.

(c) Regardless of action or failure to act on the part of the ALUC Executive Director or the Commission, the proposed action still must comply with other applicable local, state, and federal laws and regulations.

(d) The referring agency shall be notified of the ALUC Executive Director's and/or the Commission's action in writing.

2.3.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a major land use action for which ALUC review is mandatory, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676.5(a)). The ALUC authorizes the Executive Director to respond as appropriate.

2.3.6. *Subsequent Review:* Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:

(a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).

(b) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of compatibility. Proposed changes warranting a new review include, but are not limited to, the following:

(1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;

(2) An increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;

(3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or

(4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 3.3.6.

(c) The local jurisdiction concludes that further review is warranted.

2.4. Review Process for Airport Master Plans and Development Plans

2.4.1. *Project Submittal Information:* An airport master plan or development plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available.

(a) At a minimum, information to be submitted shall include:

(1) A layout plan drawing of the proposed facility showing the location of:

- Property boundaries;
- Runways or helicopter takeoff and landing areas;
- Runway or helipad protection zones;
- Aircraft or helicopter approach/departure flight routes.

(2) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(3) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.

(4) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.

(5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.

(6) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.

(7) Identification and proposed mitigation of impacts on surrounding land uses.

(b) Any applicable review fees as established by the Riverside County Airport Land Use Commission shall accompany the application.

2.4.2. *Commission Action Choices for Plans of Existing Airports:* When reviewing airport master plans or expansion plans for existing public-use airports, the Commission has three action choices:

(a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.

(b) Find the airport plan inconsistent with the Commission's *Plan.*

(c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.

2.4.3. *Commission Action Choices for Reviews of New Airports or Heliports:* When reviewing proposals for new airports or heliports, the Commission's choices of action are:

(a) Approve the proposal as being consistent with the specific review policies listed in Section 5.2 below.

(b) Approve the proposal and adopt a *Compatibility Plan* for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (Public Utilities Code Section 21675(a)).

(c) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

2.4.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (Public Utilities Code Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

2.4.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding an airport master plan or development plan, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676(c)). The ALUC authorizes the Executive Director to respond as appropriate.

3. COMPATIBILITY CRITERIA FOR LAND USE ACTIONS

3.1. Basic Criteria

3.1.1. *Basic Land Use Compatibility Criteria:* The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.

3.1.2. *Function of Supporting Criteria:* The Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice.

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) [1]	Other Uses (people/ac) [2]			Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
			Average [6]	Single Acre [7]	with Bonus [8]			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [9]	› Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Aboveground bulk storage of hazardous materials [11] › Critical community infrastructure facilities [12] › Hazards to flight [9]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >35 feet tall [14] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] › Airspace review required for objects >70 feet tall [15] › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	**(1)** ≤0.2 (average parcel size ≥5.0 ac.) *or* [16] **(2)** ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses [10] › Hazards to flight [9]	› Airspace review required for objects >70 feet tall [15] › Children's schools, hospitals, nursing homes discouraged [17] › Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	› Hazards to flight [9]	› Airspace review required for objects >100 feet tall [15] › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [18]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall [14] › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Table 2A

Basic Compatibility Criteria

NOTES:

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.

[4] The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

[5] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.

[6] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[7] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.

[8] An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.

[9] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.

[10] Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

[11] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.

[12] Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.

[13] NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.

[14] Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

[15] This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.

[16] Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.

[17] Discouraged uses should generally not be permitted unless no feasible alternative is available.

[18] Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

3.1.3. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

(a) Any subdivision of land for residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* shall not result in a density greater than that indicated in the Compatibility Criteria matrix, Table 2A.

(1) Secondary units, as defined by state law, shall be excluded from density calculations.

(2) Clustering of development shall be limited in accordance with Policy 4.2.5(a)(2).

(b) Within *Compatibility Zone D*, local land use jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. Additionally, a high-density option is provided. This option requires that densities be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). See Table 3A for an explanation of the rationale behind these options.

(c) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.

(d) Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.

(1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.

(2) Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.

3.1.4. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.

(a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

(1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

(b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 4.2.5(b) and listed in Table 2A unless special risk reduction building design measures are taken as described in Policy 4.2.6.

(c) The noise exposure limitations cited in Policy 4.1.4 and listed in Table 2B shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 4.1.6 shall also be considered.

3.1.5. *Prohibited Uses:* Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an airport influence area. See Policy 4.2.3 and Table 2A. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

3.1.6. *Other Development Conditions:* All types of proposed development shall be required to meet the additional conditions listed in Table 2A for the respective compatibility zone where the development is to be located. Among these conditions are the following:

(a) Avigation Easement Dedication: See Policy 4.3.5.

(b) Deed Notice: See Policy 4.4.3.

(c) Real Estate Disclosure: See Policy 4.4.2.

(d) Noise Level Reduction: See Policy 4.1.6.

(e) Airspace Review: See Policy 4.3.3.

3.2. General Plan Consistency with Compatibility Plan

In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished (see Appendix F for additional guidance):

3.2.1. *Elimination of Conflicts:* No direct conflicts can exist between the two plans.

(a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.

(b) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations that reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations that merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 3.3.2 and 3.3.3.

(c) To be consistent with the *Compatibility Plan*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other approved limit.

3.2.2. *Establishment of Review Process:* Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan*.

(a) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.

(b) Local jurisdictions have the following choices for satisfying this evaluation requirement:

(1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan (this requires both that the compatibility criteria be identified and that project review procedures be described);

(2) The ALUC's compatibility plan can be adopted by reference (in this case, the project review procedure must be described in a separate instrument presented to and approved by the ALUC); and/or

(3) The general plan can indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

3.3. Special Conditions

3.3.1. *Infill:* Where development not in conformance with the criteria set forth in this *Compatibility Plan* already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within *Compatibility Zones A* or *B1*.

(a) A parcel can be considered for *infill* development if it meets *all* of the following criteria plus the applicable provisions of either Sub-policy (b) or (c) below:

(1) The parcel size is no larger than 20.0 acres.

(2) At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this *Plan* unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.

(d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:

(a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.

(b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.

(c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).

3.3.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:

(a) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.

(b) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage that can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.

(c) Any nonresidential use that has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.

(d) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.

(e) The above exceptions do no apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.

(f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

3.3.4. *Development by Right:* Nothing in these policies prohibits:

(a) Construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.

(b) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Policy 1.2.10 for definition).

(c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in the Compatibility Criteria matrix, Table 2A.

3.3.5. *Parcels Lying within Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.

3.3.6. *Other Special Conditions:* The compatibility criteria set forth in this *Plan* are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

(a) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.

(b) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

(c) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.

(d) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

(e) Special conditions that warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

4. SUPPORTING COMPATIBILITY CRITERIA

4.1. Noise

4.1.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

4.1.2. *Noise Contours:* The evaluation of airport/land use noise compatibility shall consider both the current and future Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapter 3 of this *Plan*.

(a) At most airports in the county, anticipated growth in aircraft operations results in projected future noise contours being larger than current ones. However, in some instances, factors such as introduction of a quieter aircraft fleet mix, planned changes to the configuration of airport runways, or expected modifications to flight procedures can result in current contours being larger than the future contours in some or all of the airport environs. In these cases, a composite of the contours for the two time frames shall be considered in compatibility analyses.

(b) For airport at which aircraft activity has substantial seasonal or weekly characteristics, noise contours associated with the peak operating season or days of the week shall be taken into account in assessing land use compatibility.

(c) Projected noise contours included in Chapter 3 are calculated based upon forecasted aircraft activity as indicated in an airport master plan or that is considered by the Riverside County Airport Land Use Commission to be plausible (refer to activity data in the Background Data volumes). The Airport Land Use Commission or the entities that operate airports in Riverside County should periodically review these projected noise level contours and update them if appropriate.

4.1.3. *Application of Noise Contours:* The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use on a specific site or a portion thereof. Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.6.)

4.1.4. *Noise Exposure in Residential Areas:* Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports covered by this *Plan* is 60 dB for all airports except low-activity outlying airports (Chiriaco Summit and Desert Center) for which the criterion is 55 dB. These standards shall be based upon noise contours calculated as described above.

4.1.5. *Noise Exposure for Other Land Uses:* Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.

4.1.6. *Interior Noise Levels:* Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, theaters, and mortuaries;
- Office buildings; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Chapter 3 of this *Plan* shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

Land Use Category	CNEL (dB) 50–55	55–60	60–65	65–70	70–75
Residential *					
single-family, nursing homes, mobile homes	++	o	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

Land Use Acceptability		Interpretation/Comments
++	*Clearly Acceptable*	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	*Normally Acceptable*	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	*Marginally Acceptable*	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
–	*Normally Unacceptable*	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
– –	*Clearly Unacceptable*	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

* Subtract 5 dB for low-activity outlying airports (Chiriaco Summit and Desert Center)

Table 2B

Supporting Compatibility Criteria: Noise

(2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.

4.1.7. *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.

(1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the Commission may seek additional data and may take into account noise from these ground-based sources.

(2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 2.4 herein.

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport. However, aircraft noise modeling programs have the capability of including noise from this source. At airports where engine testing takes place or is proposed, the ALUC may need to ascertain whether the noise was or was not included in the noise contour calculations.)

4.1.8. *Construction of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

4.2. Safety

4.2.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.

(b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

4.2.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)

4.2.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

(a) Uses Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.

(1) This general policy may be superseded by airport specific policies (see Chapter 3).

(2) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C* and *D* provided that these facilities meet the maximum intensity standards listed in the Compatibility Criteria matrix, Table 2A.

(b) Multi-story Buildings: In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:

(1) Within *Compatibility Zone A,* new occupied structures are not permitted.

(2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.

(3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.

(c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

(1) Within *Compatibility Zone A,* manufacture or storage of any such substance is prohibited.

(2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:

- Fuel or hazardous substances stored in underground tanks.

- On-airport storage of aviation fuel and other aviation-related flammable materials.
- Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).

(3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

(d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:

(1) Within *Compatibility Zone A,* all such uses are prohibited.

(2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

4.2.4. *Open Land:* In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area should be:

(1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of approximately 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

(d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan*. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

4.2.5. *Limitations on Clustering:* Policy 4.2.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.

(a) Clustering of new residential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zones B1*, *B2*, and *C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.

(b) Unless special design measures as listed in Policy 4.2.6 are utilized, usage intensity of new nonresidential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.

(3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.6. *Risk Reduction Through Building Design:* The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

(a) This intensity bonus is not applicable within *Compatibility Zone A* (no buildings are permitted) or *E* (densities and intensities are not limited) and shall not be applied to buildings situated within *Compatibility Zones B1*, *B2*, or *C* for runways routinely used by large aircraft (aircraft having a maximum certificated takeoff weight of more than 12,500 pounds).

(b) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:

- Using concrete walls;
- Limiting the number and size of windows;
- Upgrading the strength of the building roof;
- Avoiding skylights;
- Enhancing the fire sprinkler system;
- Limiting buildings to a single story; and
- Increasing the number of emergency exits.

(c) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

(d) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

4.3. Airspace Protection

4.3.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts "aeronautical studies" of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

4.3.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapter 3.

4.3.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do

not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

(a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

(b) Within *Compatibility Zone B1*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within *Compatibility Zone B*2, ALUC review is required for any proposed object taller than 35 feet.

(d) Within *Compatibility Zones C* and *D*, ALUC review is required for any proposed object taller than 70 feet.

(e) Within *Compatibility Zone E*, ALUC review is required for any proposed object taller than 100 feet.

(f) Within the *Height Review Overlay Zone*, ALUC review is required for any proposed object taller than 35 feet above the ground. The approximate extent of the *Height Review Overlay Zone* is indicated on the respective *Compatibility Map* included for each airport in Chapter 3.

4.3.4. *Height Restriction Criteria:* The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

(a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within *Compatibility Zones B1*, *B2*, or *Height Review Overlay Zone*:

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zones C* and *D*, generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zone E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

4.3.5. *Avigation Easement Dedication:* As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A*, *B1*, or *B2* or a

Height Review Overlay Zone shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix G.

4.3.6. *FAA Notification:* Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the Public Utilities Code, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

(a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.

(b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration and the FAA findings if available.

4.3.7. *Other Flight Hazards:* New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports.)*

4.4. Overflight

4.4.1. *Policy Objective:* Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

4.4.2. *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.

(a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

(b) The statutes define an *airport influence area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The *airport influence area* for each of the airports in Riverside County subject to this *Compatibility Plan* is indicated on that airport's *compatibility map* contained in Chapter 3 herein.

(c) Where disclosure is required, the following statement shall be provided:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(d) For the purposes of this *Compatibility Plan*, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such local jurisdiction policies also should be applied to lease or rental agreements for existing residential property.

4.4.3. *Deed Notices:* In addition to the preceding real estate transfer disclosure requirements, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area. (Note that the *avigation easement* required by Policy 4.3.5 to be dedicated in conjunction with development in *Zones A, B1, B2,* and the *Height Review Overlay Zone* serves as a deed notice in those locations.) The notice shall include the language indicated above with respect to real estate transfer disclosures.

4.4.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* is strongly discouraged.

(b) In *Compatibility Zone D*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

5. COMPATIBILITY CRITERIA FOR AIRPORT DEVELOPMENT ACTIONS

5.1. Criteria for Master or Development Plans of Existing Airports

5.1.1. *Substance of Review:* When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

(a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or that (2) include a higher proportion of larger or noisier aircraft.

(b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.

5.1.2. *Noise Impacts of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

(a) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.

5.1.3. *Consistency Determination:* The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on;

(a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.

(b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.2.5 for definition of aviation-related use).

5.2. Criteria for Proposed New Airports or Heliports

5.2.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

(a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.

(b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.

(c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

5.2.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.

(a) Questions to be considered should include:

(1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?

(2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:

- Location of flight tracks so as to minimize the impacts;
- Other operational procedures to minimize impacts;
- Installation of noise barriers or structural noise insulation;
- Acquisition of property interests (fee title or easements) on the impacted land.

(b) The noise impact assessment criteria listed in Policy 5.1.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

3

Individual Airport Policies and Compatibility Maps

CHAPTER OVERVIEW

The policies and maps presented in this chapter provide the connection between the countywide compatibility criteria outlined in Chapter 2 and the specific features and surrounding geography of each individual airport. Included for each airport is the overall compatibility map that works in conjunction with the Basic Compatibility Criteria matrix (Table 2A) in Chapter 2. Maps of the noise contours and airspace protection (height limit) surfaces associated with the supporting policies are also found in this chapter. The airspace protection surfaces are as defined by Federal Aviation Regulations Part 77 for the respective airport.

Additionally, at some airports, special conditions as provided for in Countywide Policy 3.3.6(e) of Chapter 2 may be acknowledged by the Airport Land Use Commission in adoption of this *Compatibility Plan*. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. Where any such additional policies have been adopted for a particular airport, they are listed in the following sections of this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this plan. For most airports, no special policies are noted and the countywide policies prevail.

The general concepts used to develop the compatibility zone boundaries depicted on the compatibility map for each airport are summarized in Table 3A. This description of the impact characteristics for each compatibility zone helps to ensure a consistent approach to map preparation. In other words, subject to the limited number of zones delineated, the noise and safety impacts affecting lands within one part of a particular zone should be similar to the impacts in another part of the same zone both for a given airport environs and compared to other airports.

Additional factors taken into account in the creation of the individual airport compatibility maps include:

- The existing airport runway configuration and any proposed changes as identified in an adopted airport master plan or approved layout plan;
- The locations of common visual traffic patterns and instrument flight tracks;

- Noise contours, typically for long-range future activity levels, but also current contours at airports where some or all of the existing contours are larger than the future ones;
- Areas of aircraft accident risk as indicated in data included in the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics; and
- Other guidance regarding delineation of safety zones as noted in the state *Handbook*.

Finally, the basic compatibility zone boundaries defined by the above factors are refined as appropriate to recognize local geographic features. Where these boundaries fall near existing roads or parcel lines, the latter features are often used as the formal zone boundaries shown in the accompanying maps.

Also see Appendix H for further discussion of airport land use compatibility concepts.

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A *Runway Protection Zone and within Building Restriction Line*	*Noise Impact: Very High* ➤ Includes 65-CNEL contour at airports where this contour extends beyond RPZs *Note: In all zones, contours for peak-season average day, rather than annual average day, are used for airports with strong seasonal activity characteristics*	*Risk Level: Very High* ➤ Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing ➤ Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing ➤ Nearly 40% of off-runway general aviation accidents near airports occur in this zone
B1 *Inner Approach/ Departure Zone*	*Noise Impact: High* ➤ Generally encompasses 60-CNEL contour (55-CNEL at outlying airports) ➤ Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open	*Risk Level: High* ➤ Encompasses areas overflown by aircraft at low altitudes—typically only 200 to 400 feet above runway ➤ Some 10% to 20% of off-runway general aviation accidents near airports take place here ➤ Object heights restricted to as little as 50 feet
B2 *Adjacent to Runway*	*Noise Impact: Moderate to High* ➤ Encompasses 55-CNEL contour lateral to runway ➤ Exposed to loud single-event noise from take-offs and jet thrust-reverse on landing; also from pre-flight run-ups	*Risk Level: Low to Moderate* ➤ Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff ➤ About 3% of off-runway general aviation accidents near airports happen in this zone ➤ Object heights restricted to as little as 35 feet
C *Extended Approach/ Departure Zone*	*Noise Impact: Moderate* ➤ Encompasses most of 55-CNEL contour beyond runway ends ➤ Aircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities	*Risk Level: Moderate* ➤ Includes areas where aircraft: › Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude › On departure, normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route heading › On an instrument approach procedure, have descended below about 500 feet AGL ➤ Some 10% to 15% of off-runway general aviation accidents near airports occur in this zone ➤ Object heights restricted to as little as 50 feet
D *Primary Traffic Patterns*	*Noise Impact: Moderate* ➤ Contains remaining 55-CNEL contour, if any ➤ Aircraft at or above traffic pattern except for instrument approaches ➤ More concern with respect to individual loud events than with cumulative noise contours ➤ Residential density criteria for this zone provide two options on basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels	*Risk Level: Low* ➤ Aircraft on instrument approaches below 1,000 feet ➤ About 20% to 30% of general aviation accidents take place in this zone, but large area encompassed means low likelihood of accident occurrence in any given location ➤ Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area) ➤ Object height limits generally at least 100 feet
E *Other Airport Environs*	*Noise Impact: Low* ➤ Beyond 55-CNEL contour ➤ Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ➤ Only 10% to 15% of near-airport accidents here ➤ Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
******* *Height Review Overlay*	*Noise Impact: Low* ➤ Individual noise events slightly louder because high terrain reduces altitude of overflights	*Risk Level: Moderate* ➤ Modest risk because high terrain constitutes airspace obstruction ➤ Concern is tall single objects (e.g., antennas)

Table 3A

Compatibility Zone Factors

BN. BANNING MUNICIPAL AIRPORT

BN.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Banning Municipal Airport is based upon the airport master plan adopted by the City of Banning in 1989.

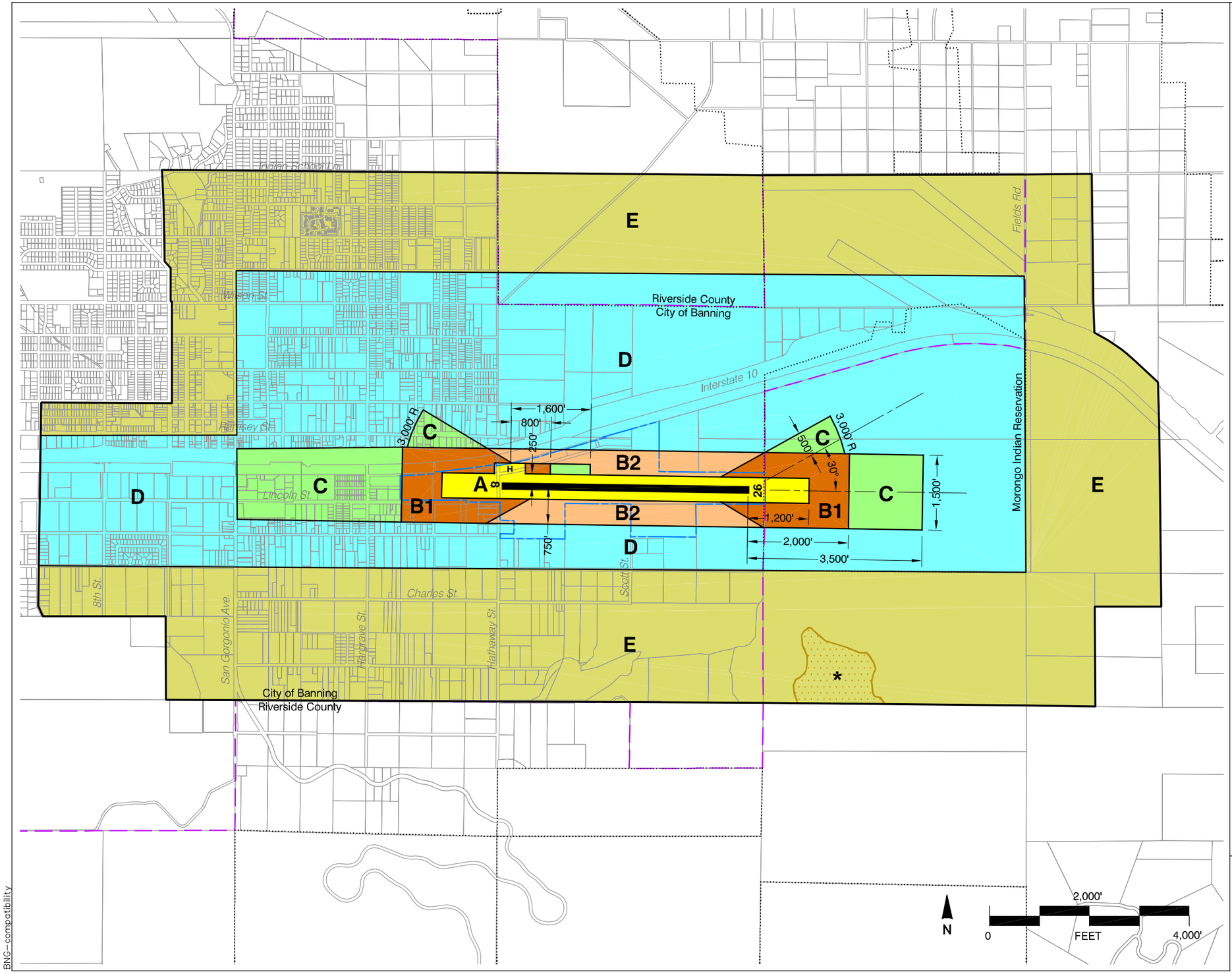
1.2 *Airfield Configuration:* A minor change in the runway configuration (elimination of a displaced threshold in favor of relocation of the runway's eastern end) occurred as a result of a pavement overlay project in the 1990s. The existing helipad north of the runway's west end is included in the compatibility planning analysis. No further airfield changes are planned.

1.3 *Airport Activity:* The *Compatibility Plan* reflects the master plan's long-range activity projection plus additional helicopter operations. The resulting 70,000 operations activity level is anticipated to be beyond the minimum 20-year time frame required for compatibility plans by the State Aeronautics Act.

1.4 *Airport Influence Area:* Because mountains north and south of the airport greatly restrict where aircraft fly, the airport's impacts are not as far reaching as the extents of the FAR Part 77 conical surface. Conveniently situated roads and other geographic features have therefore been used to define a smaller airport influence area boundary.

BN.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

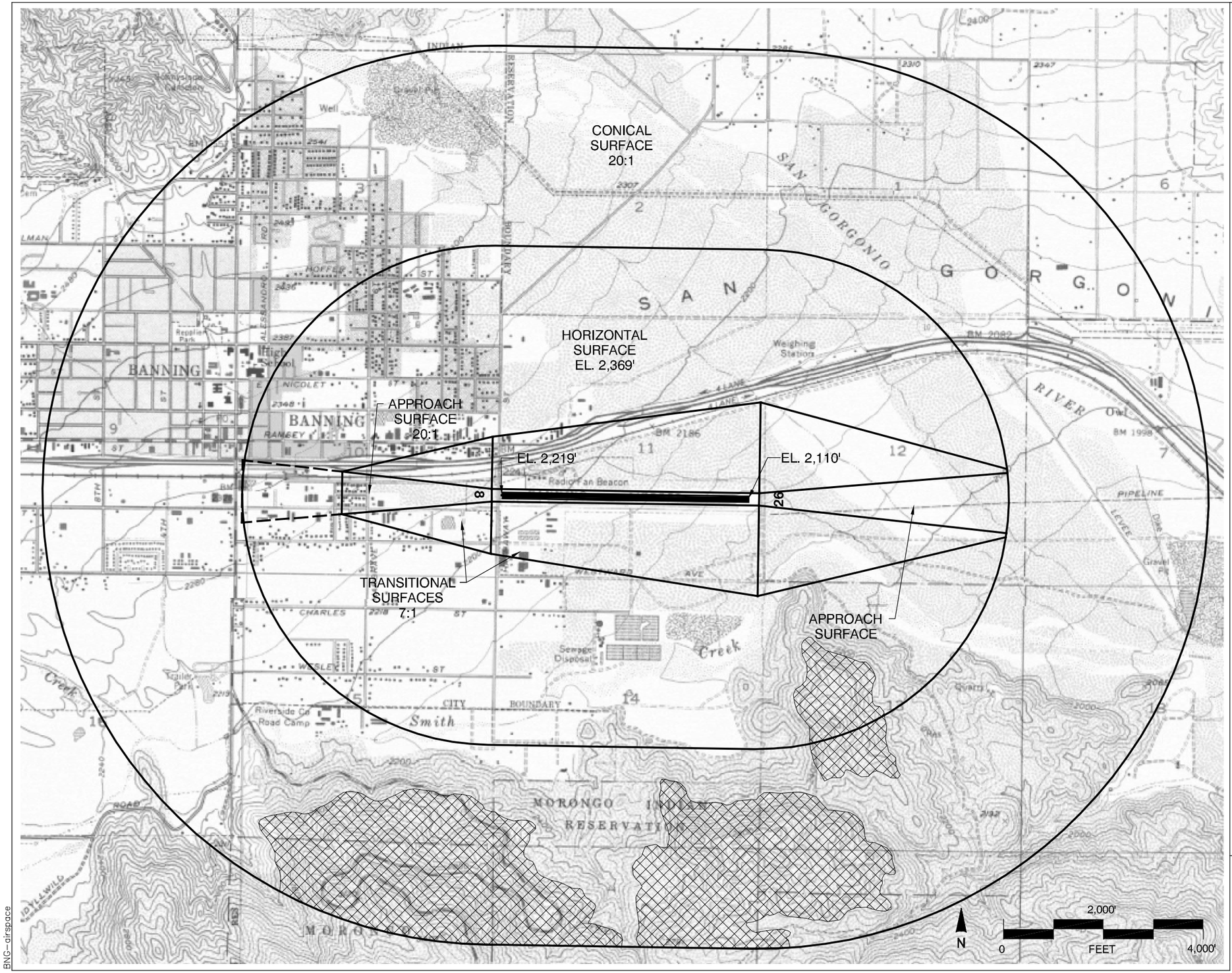
(Adopted October 2004)

Map BN-1

Compatibility Map

Banning Municipal Airport

BNG--compatibility



LEGEND

Ground penetration of depicted FAR Part 77 Surfaces

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

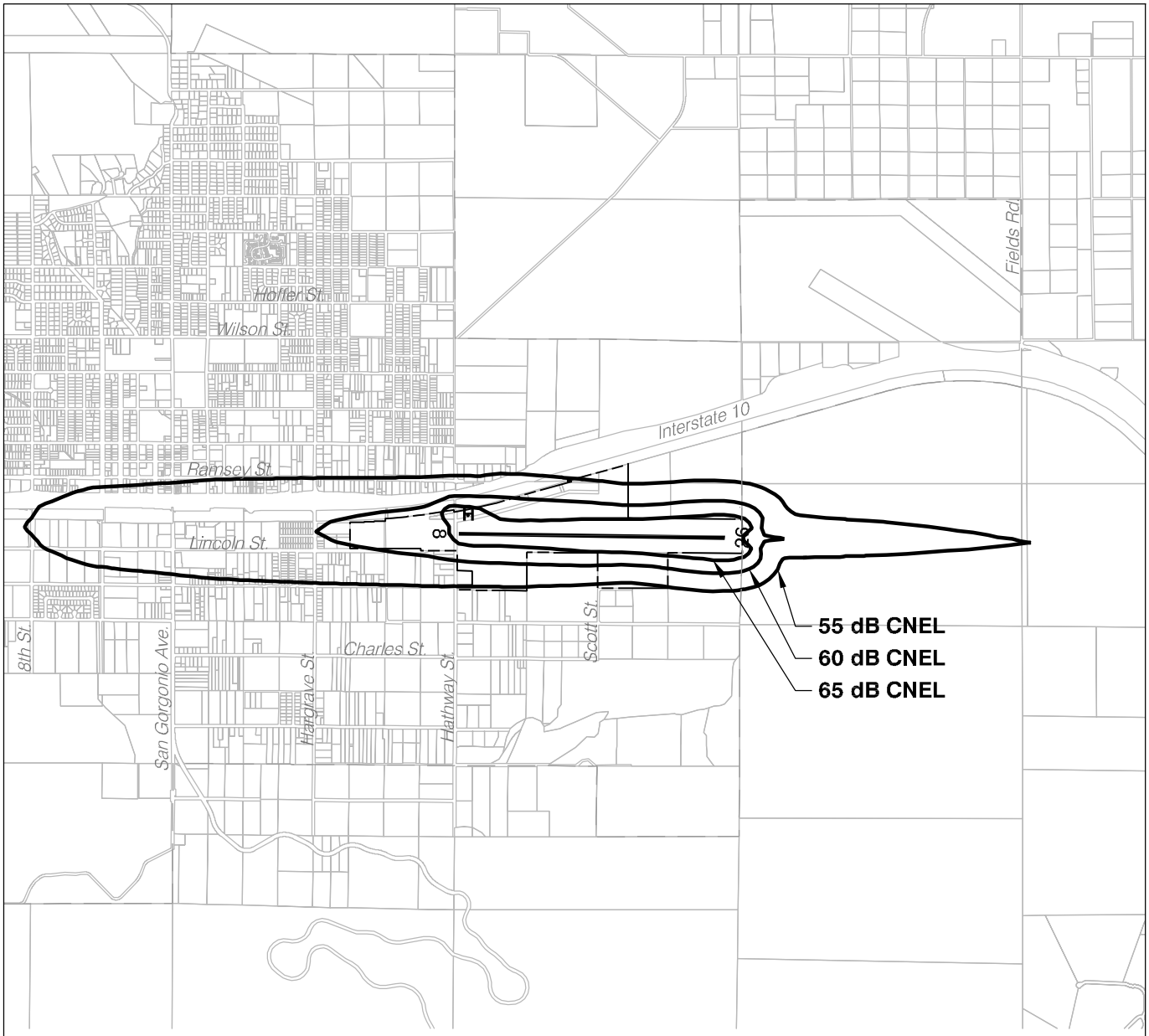
(Adopted October 2004)

Map BN-2

Airspace Plan

Banning Municipal Airport

BNG—airspace



H = Helipad

Ultimate	
Annual Operations	70,000
Average Annual Day	192

N

0 3,000' 6,000'

FEET

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

BNG–noise–compatibility

Map BN-3

Noise Compatibility Contours

Banning Municipal Airport

BD. BERMUDA DUNES AIRPORT

BD.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Bermuda Dunes Airport. The *Compatibility Plan* is based upon the airport layout plan prepared by the airport owner in 2001.

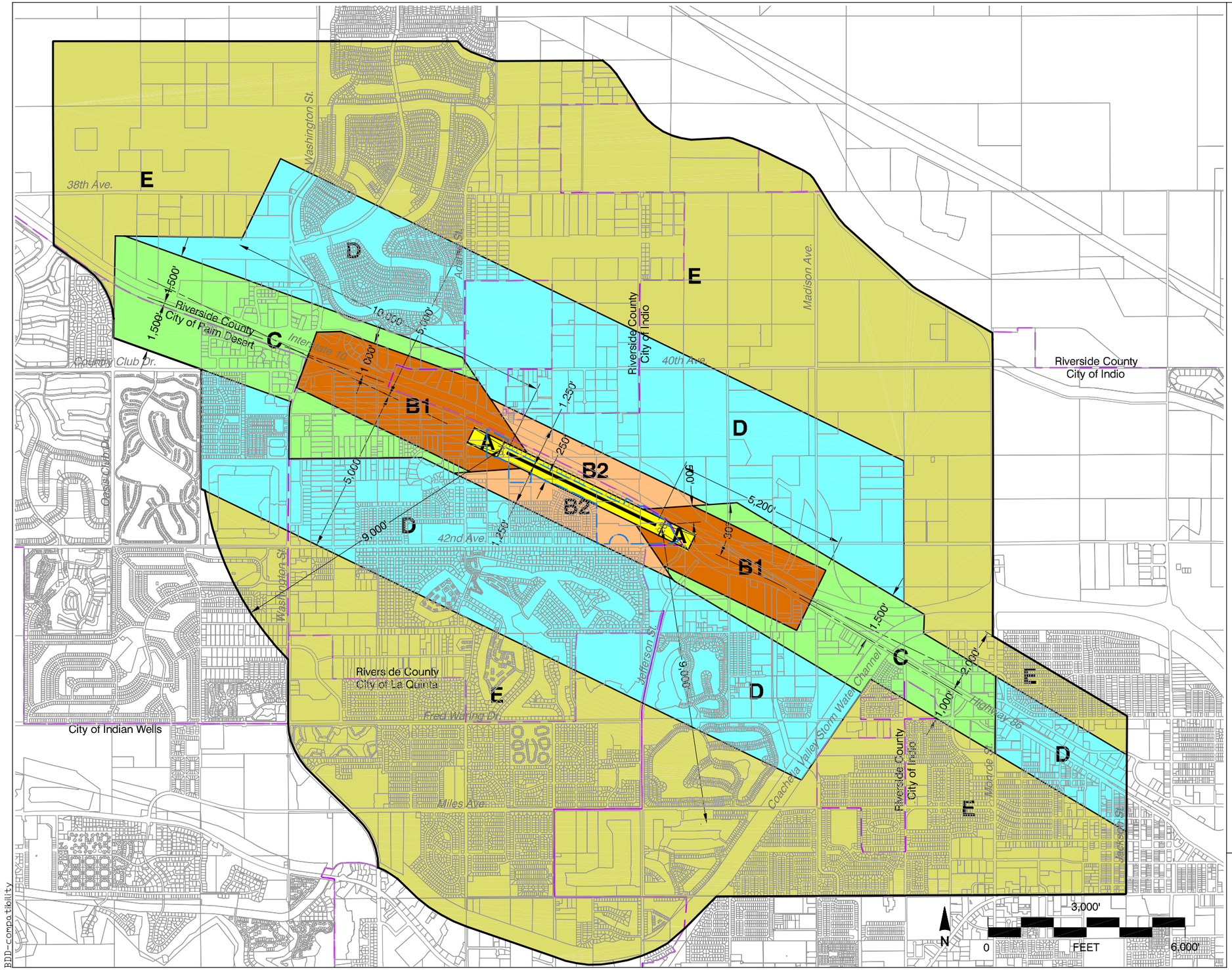
1.2 *Airfield Configuration:* No changes in the existing configuration of the airport runway or approaches is anticipated.

1.3 *Airport Activity:* The *Compatibility Plan* for Bermuda Dunes Airport anticipates that the airport could eventually reach approximately 75,000 annual operations, an 80% increase over it's estimated present activity level. This beyond-20-year projection is assumed to be the airport's capacity and is based upon the aircraft parking constraints. Activity at Bermuda Dunes Airport is highly seasonal. Airport management records indicate that average days during the peak (Winter) season experience twice the number of aircraft operations as the annual average day and peak days can produce even higher activity levels. Noise contours reflecting the ultimate activity levels on an average day of the peak season are used for the purposes of the *Compatibility Plan*.

1.4 *Airport Influence Area:* Two factors are the primary determinants of the Bermuda Dunes Airport influence area. To the north and south the outer edge of the FAR Part 77 conical surface defines the boundary. To the northeast, east, and west, extensions are provided along the runway approach and departure routes reflecting the traffic patterns and noise impacts of jet aircraft operations.

BD.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

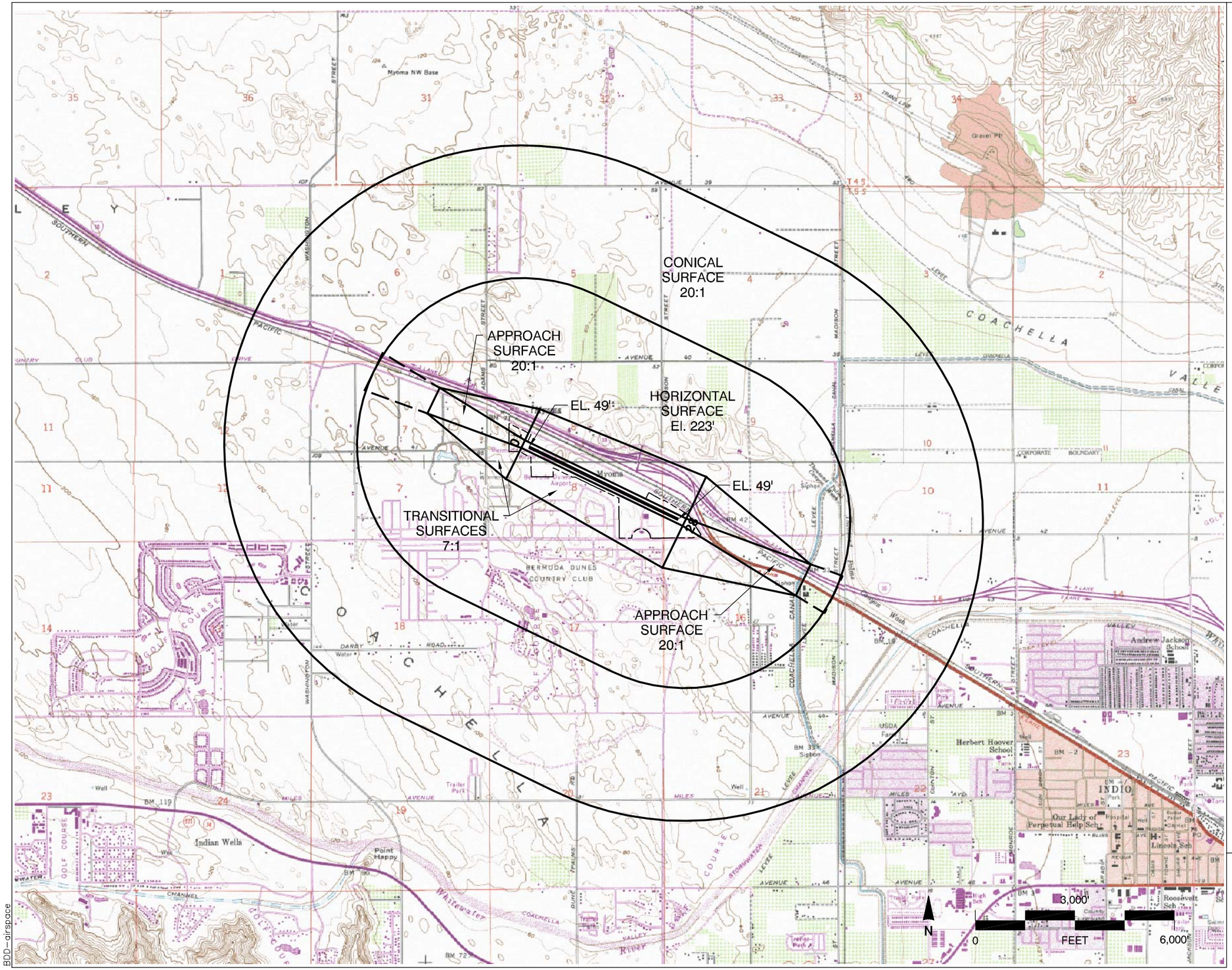
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted December 2004)

Map BD-1

Compatibility Map

Bermuda Dunes Airport



Note: No ground penetrations of depicted FAR Part 77 Surfaces

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

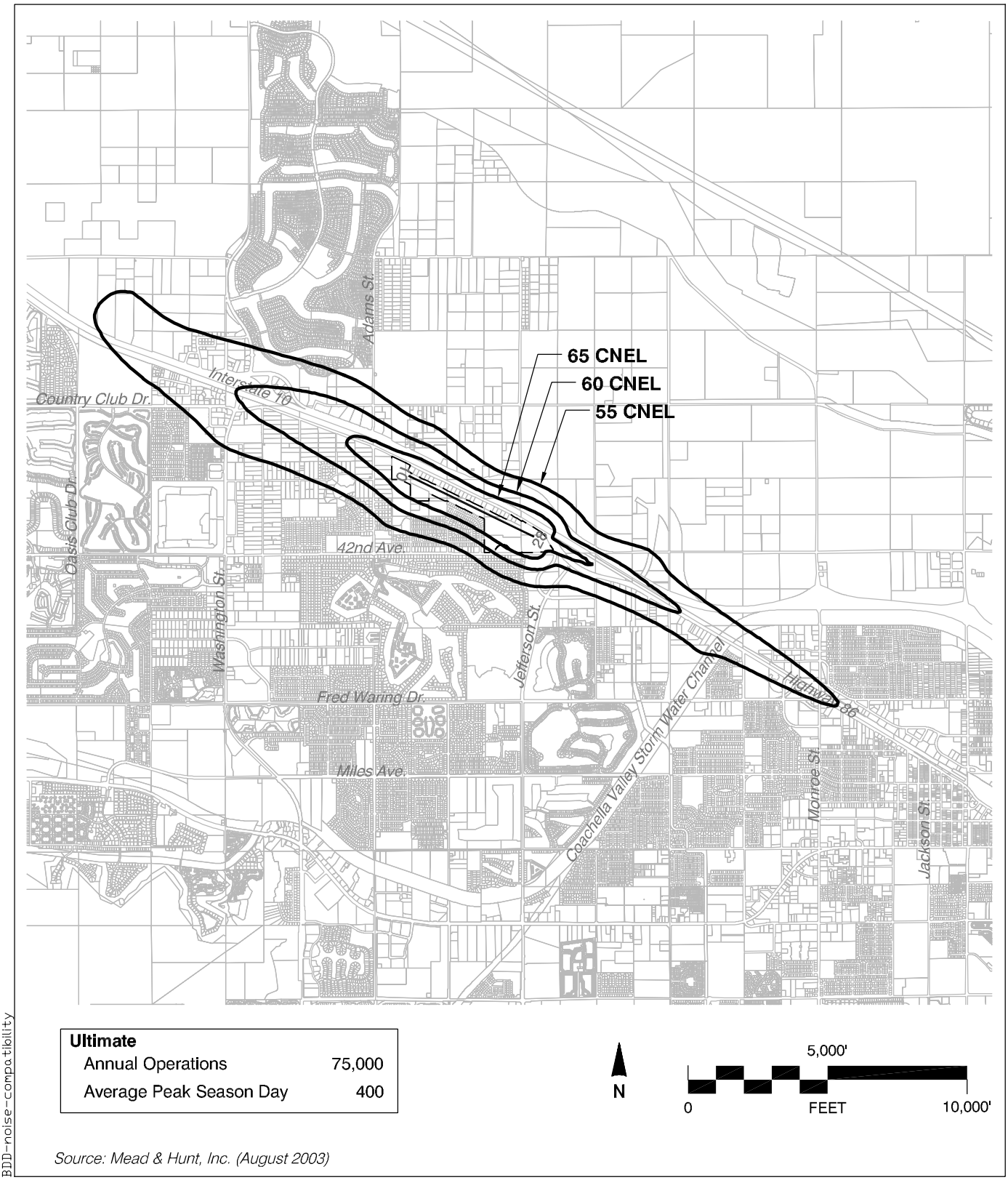
(Adopted December 2004)

Map BD-2

Airspace Plan

Bermuda Dunes Airport

BDD-airspace



BDD-noise-compatibility

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

Map BD-3

Noise Compatibility Contours

Bermuda Dunes Airport

BL. BLYTHE AIRPORT

BL.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Blythe Airport is based upon the *Airport Master Plan* adopted by the Riverside County Board of Supervisors in 2001.

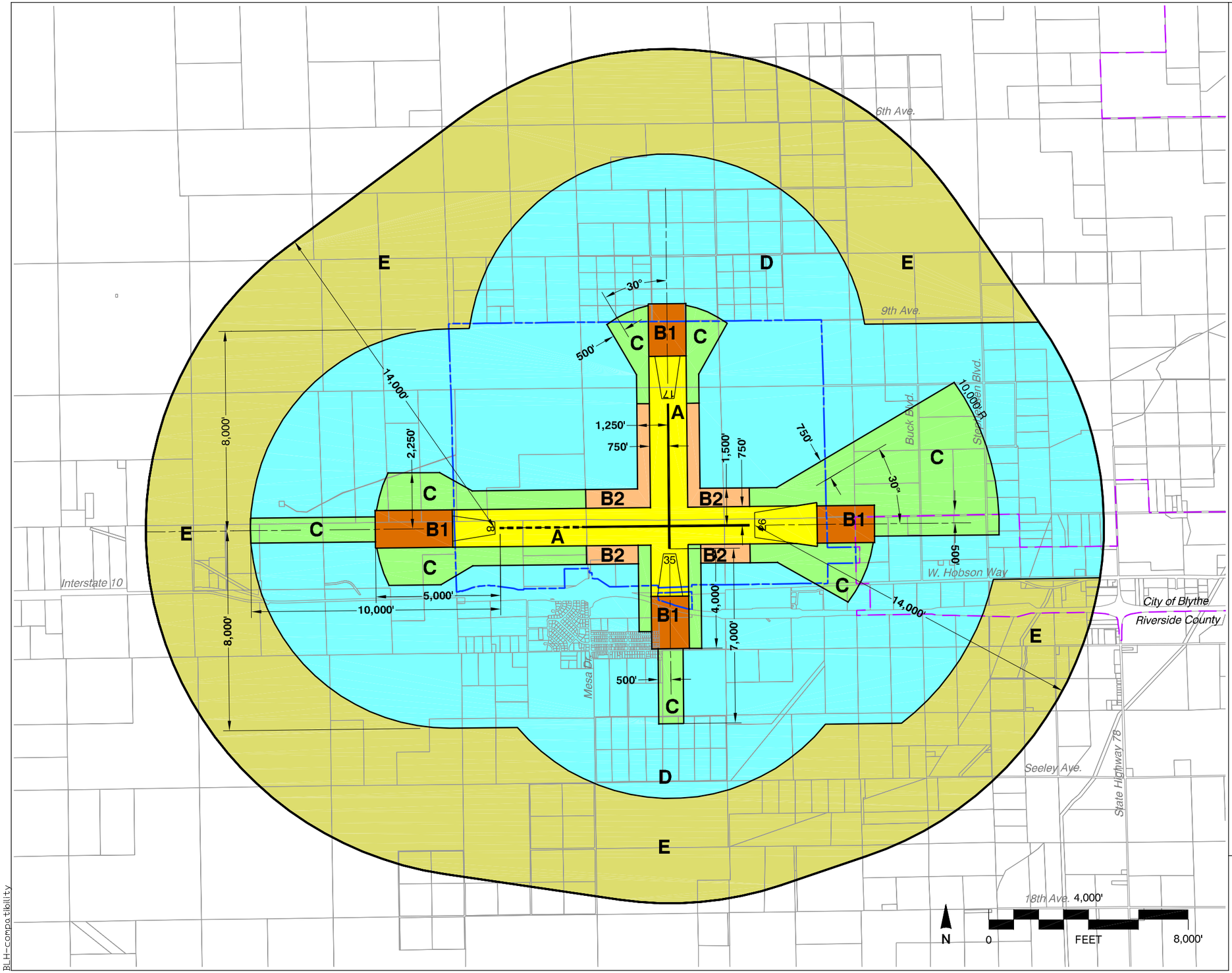
1.2 *Airfield Configuration:* The *Airport Master Plan* proposes extension of Runway 8-26 3,450 feet westward to a total length of 10,012 feet. No improvements to instrument approach capabilities are planned. These features are reflected in the *Compatibility Plan*.

1.3 *Airport Activity:* The *Compatibility Plan* assumes a long-range future activity level of 58,100 annual aircraft operations, including up to 2,200 airline aircraft operations. Total operations in 2003 are less than half of this number and there is no airline service. The long-range numbers are consistent with the *Master Plan* forecast. The *Master Plan* also describes a theoretical "ultimate" airport activity level that includes a large volume of large jet transport aircraft operations. Because the *Master Plan* does not contain recommendations, beyond extension of the runway, that would help generate activity of this magnitude, the "ultimate" activity level has not been explicitly reflected in preparation of the Compatibility Map for Blythe Airport.

1.4 *Airport Influence Area:* The airport influence area boundary is defined by the outer edge of the FAR Part 77 conical surface.

BL.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

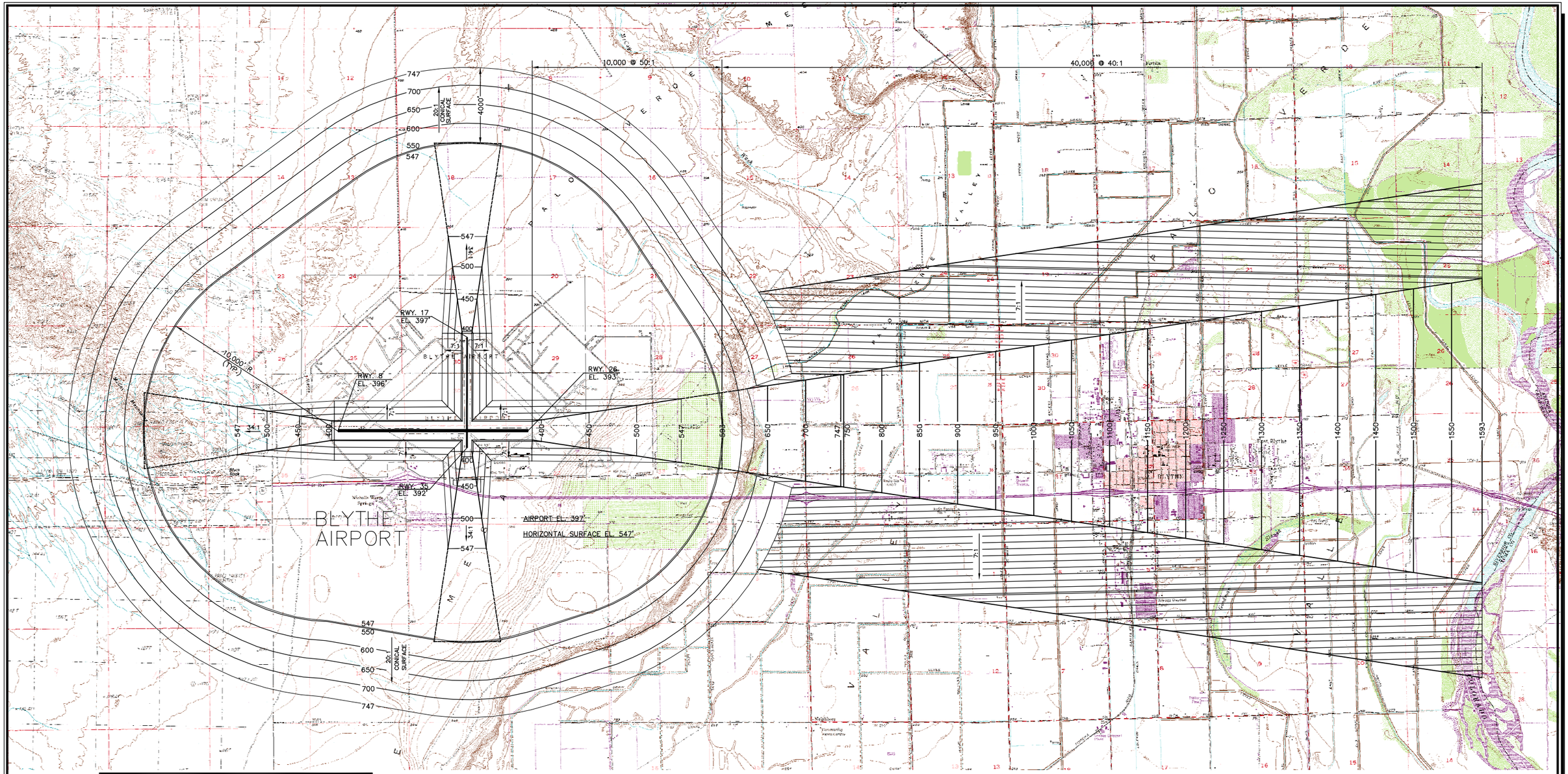
(Adopted October 2004)

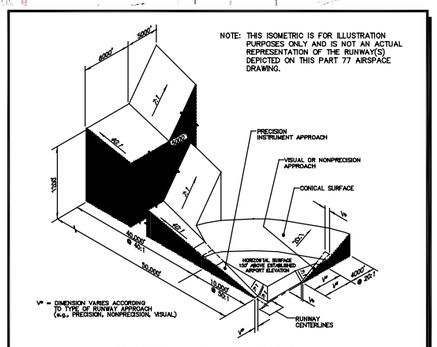
Map BL-1

Compatibility Map

Blythe Airport

BLH-compatibility



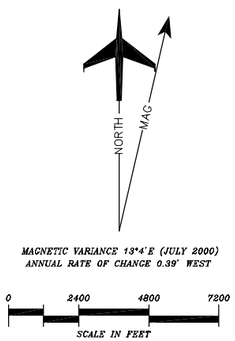


ISOMETRIC VIEW OF SECTION
THRU CENTERLINE OF RUNWAYS
N.T.S.

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition

NO OBSTRUCTIONS
NOTED WITHIN ANY
PART 77 AIRSPACE SURFACE



MAGNETIC VARIANCE 13°4'E (JULY 2000)
ANNUAL RATE OF CHANGE 0.39' WEST

0 2400 4800 7200
SCALE IN FEET

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 04 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 5, 6, and 7 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, sheet 5, 6, and 7 of these plans.
5. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

Adopted by ALUC
October 2004

No.	REVISIONS	DATE	BY	APP'D
2	REVALIDATION	9/15/97	–	–
1	FAA ALP APPROVED	8/22/88	–	–

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

BLYTHE AIRPORT

PART 77 AIRSPACE PLAN

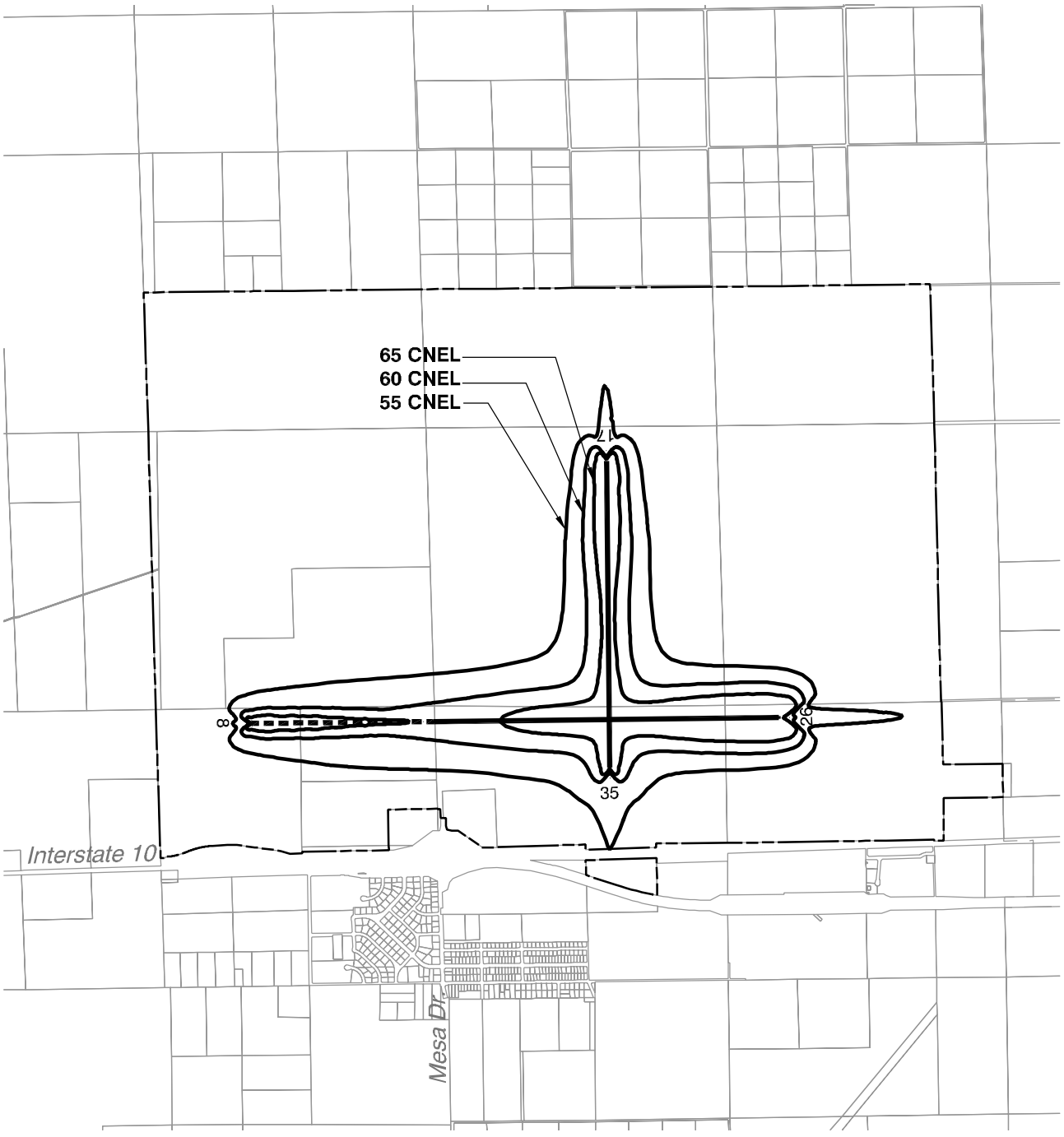
BLYTHE, CALIFORNIA

PLANNED BY: James M. Harris P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris, P.E.

September 13, 2000 SHEET 4 OF 9

Coffman Associates
Airport Consultants

Map BL-2



2020	
Annual Operations	58,100
Average Annual Day	159

N

0 3,000' 6,000' FEET

Source: Coffman Associates (December 2002)

BLH–noise–compatibility

Map BL-3

Noise Compatibility Contours

Blythe Airport

CH. CHINO AIRPORT

CH.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The Compatibility Map for Chino Airport is based upon the Airport Master Plan dated February 28, 2006, adopted by the County of San Bernardino.

1.2 *Airfield Configuration:* The Master Plan calls for modification to each of the airport's three runways. The primary runway, 8R-26L, will remain at its present 7,000-foot length, but establishment of a precision instrument approach to the east (26L) end is proposed. The northern parallel runway, 8L-26R, is to be extended 662 feet eastward to a new length of 5,500 feet. The crosswind runway, 3-21, was shortened at both ends, resulting in a length of 4,919 feet.

1.3 *Airport Activity:* The Master Plan projects total aircraft operations to increase to 209,400 in 2025 compared to 167,629 recorded in 2007. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. For the purposes of this *Compatibility Plan*, the Master Plan 2025 forecast is deemed applicable to 2028, the required minimum 20-year forecast period.

1.4 *Airport Influence Area:* The Chino Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the east encompassing additional lands along the existing and future precision instrument approach paths. The influence area includes lands within both Riverside and San Bernardino counties. However, the policies of this *Compatibility Plan* apply only to Riverside County.

CH.2 Additional Compatibility Policies

2.1 *Geographic Applicability:* Although Chino Airport is situated within the County of San Bernardino, it is included within this *Riverside County Airport Land Use Compatibility Plan* because its impacts extend into Riverside County. As adopted by the Riverside County Airport Land Use Commission, the maps in this section, these Additional Compatibility Policies, and the Countywide policies in Chapter 2 are applicable only to lands within the County of Riverside and jurisdictions within the county. The Riverside County ALUC has no authority over lands within the County of San Bernardino. Compatibility zones are shown within San Bernardino County only to give context to zones within Riverside County.

2.2 *Calculation of Compatibility Zone D Residential Densities:* Residential densities in Compatibility Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

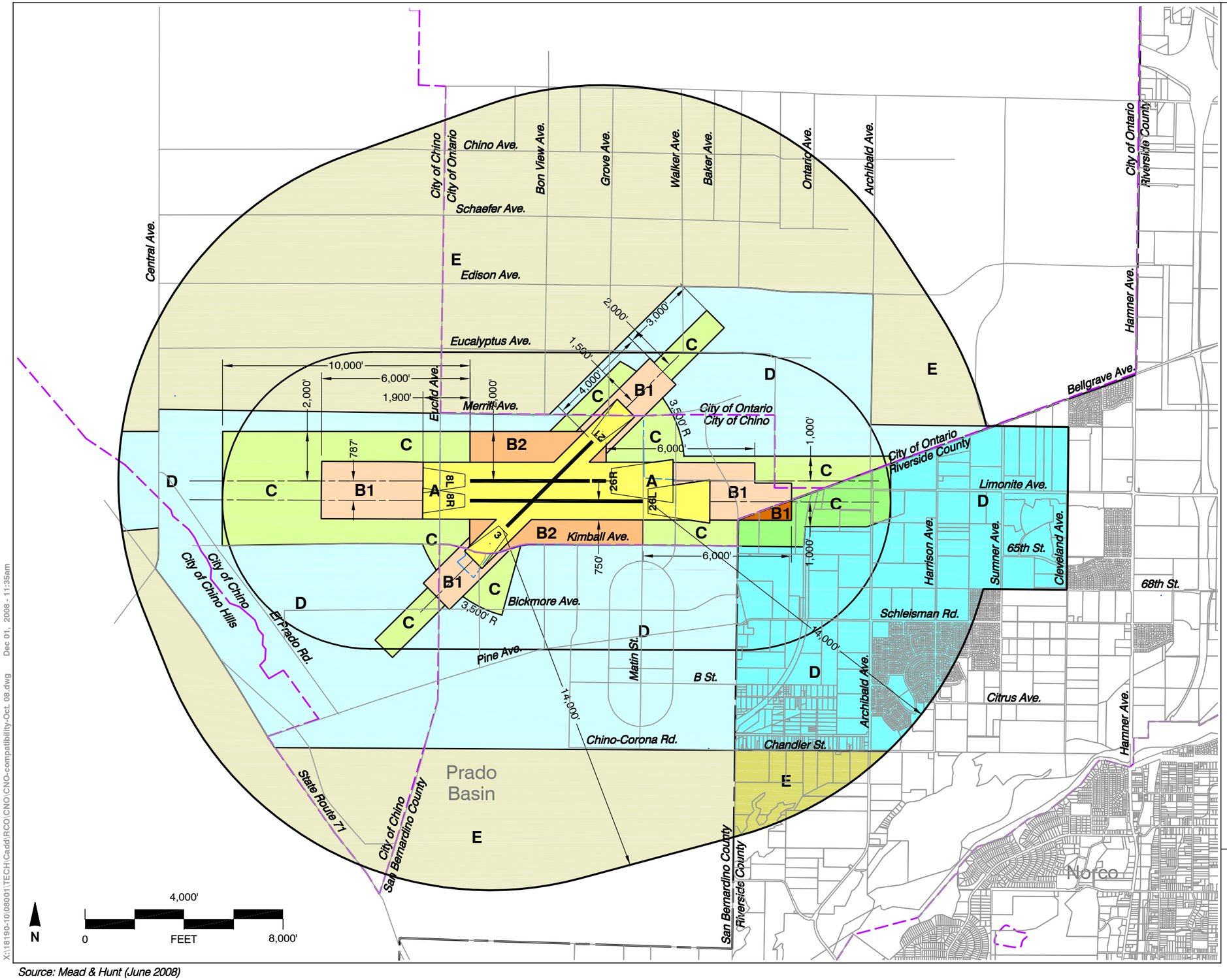
2.3 *Maximum Average Residential Lot Size in Compatibility Zone D Areas and Consistency of the County's Medium Density Residential Designation:* The Medium Density Residential designation shall be considered substantially consistent with the "higher intensity option" for Compatibility Zone D, provided that it is not implemented through zoning which would require a minimum net residential lot size greater than 0.2 acre. Projects in Compatibility Zone D shall be considered to be "substantially consistent" with the "higher intensity option" for Compatibility Zone D if the average size of residential lots (excluding lots utilized as common areas, public facilities, recreational areas, drainage basins, and open space) – either the mean or median – is 8,712 square feet (0.2 acre) or less in area.

2.4 *Nonresidential Intensity in Compatibility Zone B1:* An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.

2.5 *Compatibility Zone D Rural Lifestyle Neighborhood Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than or equal to 1.0 dwelling units per acre, but less than or equal to 2.0 dwelling units per acre, may be permitted in those portions of Compatibility Zone D located not more than one-half mile northerly of Chandler Street and westerly of Archibald Avenue.

2.6 *Compatibility Zone D Non-residential Intensities*: The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Compatibility Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.

2.7 *Calculation of Concentration of People*: The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1), shall be evaluated as having an intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction.



Source: Mead & Hunt (June 2008)

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Legend

Compatibility Zones

- Airport Influence Area Boundary*
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- County Line

Note

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

See Chapter 2, Table 2A, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

Riverside County
Airport Land Use Commission

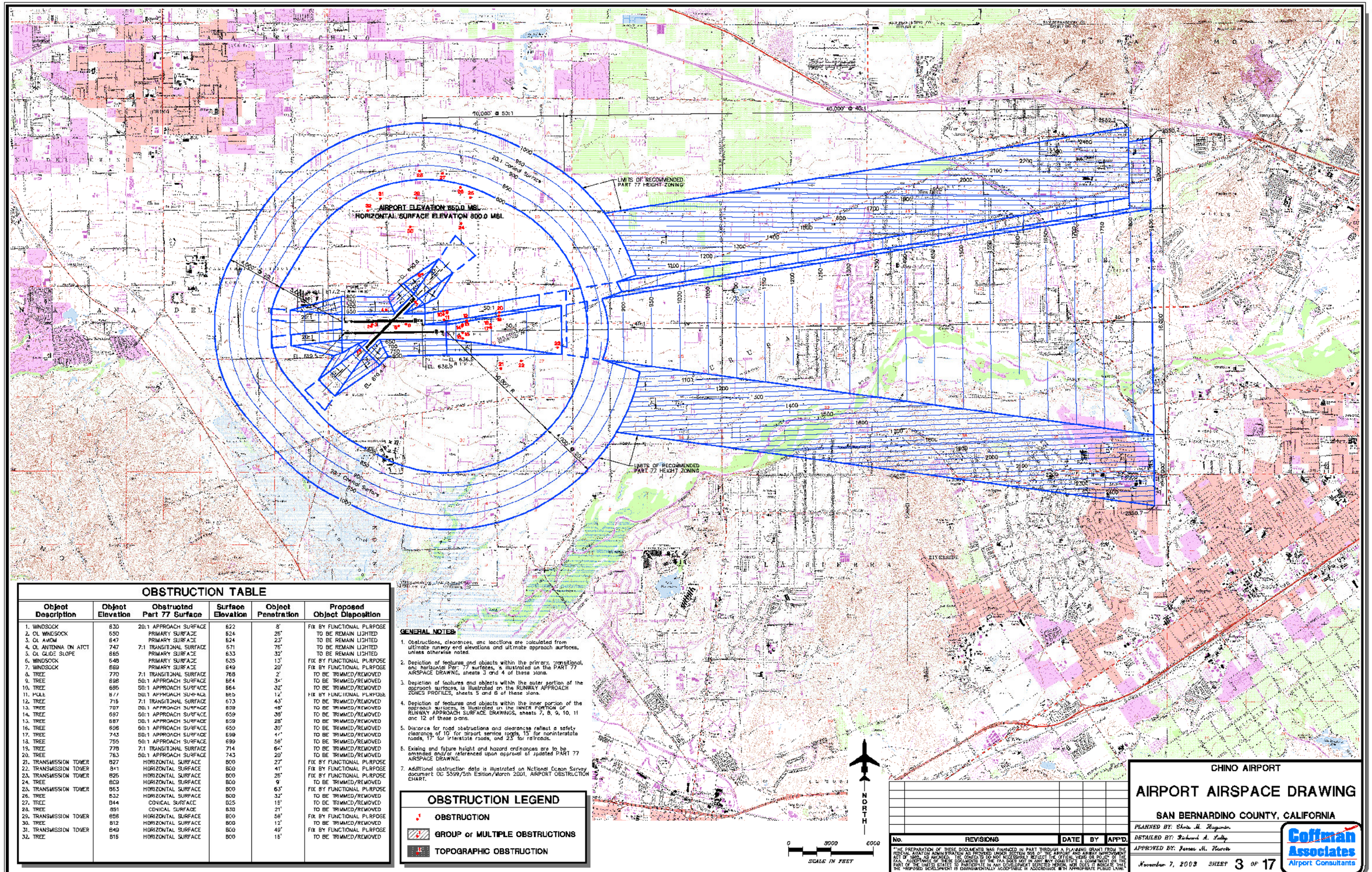
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted September 2008)

Map CH-1

Compatibility Map

Chino Airport



OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. WINDSOCK	830	20:1 APPROACH SURFACE	622	8'	FIX BY FUNCTIONAL PURPOSE
2. OL WINDSOCK	650	PRIMARY SURFACE	624	26'	TO BE REMAIN LIGHTED
3. OL AWOS	647	PRIMARY SURFACE	624	23'	TO BE REMAIN LIGHTED
4. OL ANTENNA ON ATCT	747	7:1 TRANSITIONAL SURFACE	671	76'	TO BE REMAIN LIGHTED
5. OL GLIDE SLOPE	685	PRIMARY SURFACE	633	32'	TO BE REMAIN LIGHTED
6. WINDSOCK	648	PRIMARY SURFACE	635	13'	FIX BY FUNCTIONAL PURPOSE
7. WINDSOCK	669	PRIMARY SURFACE	649	20'	FIX BY FUNCTIONAL PURPOSE
8. TREE	770	7:1 TRANSITIONAL SURFACE	768	2'	TO BE TRIMMED/REMOVED
9. TREE	698	50:1 APPROACH SURFACE	664	34'	TO BE TRIMMED/REMOVED
10. TREE	696	50:1 APPROACH SURFACE	664	32'	TO BE TRIMMED/REMOVED
11. POLE	677	50:1 APPROACH SURFACE	665	12'	FIX BY FUNCTIONAL PURPOSE
12. TREE	716	7:1 TRANSITIONAL SURFACE	673	43'	TO BE TRIMMED/REMOVED
13. TREE	707	50:1 APPROACH SURFACE	659	48'	TO BE TRIMMED/REMOVED
14. TREE	697	50:1 APPROACH SURFACE	659	38'	TO BE TRIMMED/REMOVED
15. TREE	687	50:1 APPROACH SURFACE	659	28'	TO BE TRIMMED/REMOVED
16. TREE	688	50:1 APPROACH SURFACE	659	30'	TO BE TRIMMED/REMOVED
17. TREE	743	50:1 APPROACH SURFACE	699	44'	TO BE TRIMMED/REMOVED
18. TREE	755	50:1 APPROACH SURFACE	699	56'	TO BE TRIMMED/REMOVED
19. TREE	778	7:1 TRANSITIONAL SURFACE	714	64'	TO BE TRIMMED/REMOVED
20. TREE	763	50:1 APPROACH SURFACE	743	20'	TO BE TRIMMED/REMOVED
21. TRANSMISSION TOWER	827	HORIZONTAL SURFACE	800	27'	FIX BY FUNCTIONAL PURPOSE
22. TRANSMISSION TOWER	841	HORIZONTAL SURFACE	800	41'	FIX BY FUNCTIONAL PURPOSE
23. TRANSMISSION TOWER	826	HORIZONTAL SURFACE	800	26'	FIX BY FUNCTIONAL PURPOSE
24. TREE	809	HORIZONTAL SURFACE	800	9'	TO BE TRIMMED/REMOVED
25. TRANSMISSION TOWER	863	HORIZONTAL SURFACE	800	63'	FIX BY FUNCTIONAL PURPOSE
26. TREE	832	HORIZONTAL SURFACE	800	32'	TO BE TRIMMED/REMOVED
27. TREE	844	CONICAL SURFACE	825	19'	TO BE TRIMMED/REMOVED
28. TREE	851	CONICAL SURFACE	830	21'	TO BE TRIMMED/REMOVED
29. TRANSMISSION TOWER	858	HORIZONTAL SURFACE	800	58'	FIX BY FUNCTIONAL PURPOSE
30. TREE	812	HORIZONTAL SURFACE	800	12'	TO BE TRIMMED/REMOVED
31. TRANSMISSION TOWER	849	HORIZONTAL SURFACE	800	49'	FIX BY FUNCTIONAL PURPOSE
32. TREE	815	HORIZONTAL SURFACE	800	15'	TO BE TRIMMED/REMOVED

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheets 3 and 4 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheets 5 and 6 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 7, 8, 9, 10, 11 and 12 of these plans.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
7. Additional obstruction data is illustrated on National Ocean Survey document OC 5599/5th Edition/March 2001, AIRPORT OBSTRUCTION CHART.

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

No.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS DOES NOT IN AND OF ITSELF CONSTITUTE A FINDING OR COMMITMENT BY THE FAA OR ANY PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

CHINO AIRPORT

AIRPORT AIRSPACE DRAWING

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: Chris M. Higgins

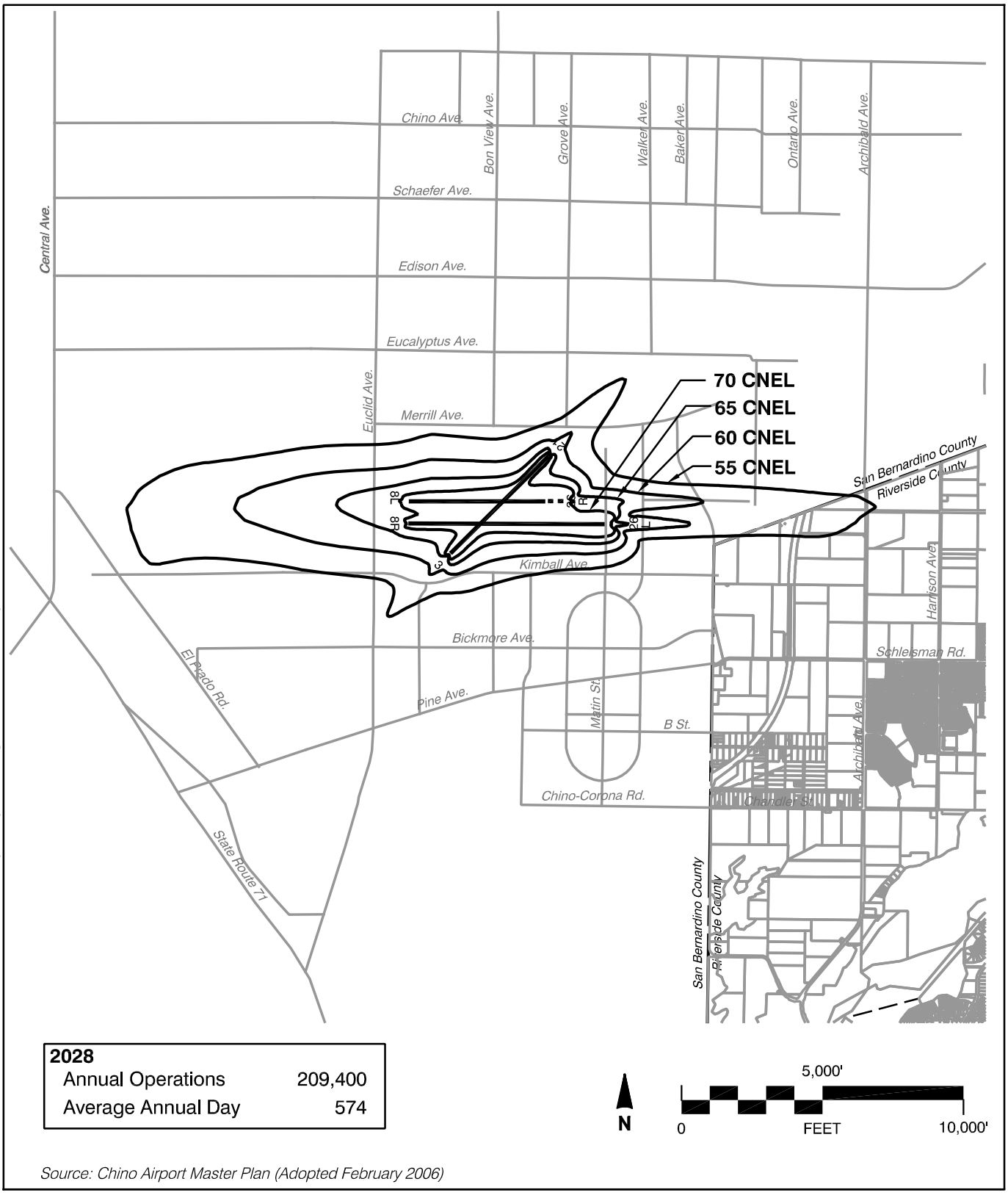
DETAILED BY: Richard A. Selby

APPROVED BY: James M. Harris

November 7, 2003 SHEET 3 OF 17

Coffman Associates
Airport Consultants

Map CH-2



Source: Chino Airport Master Plan (Adopted February 2006)

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Map CH-3

Future Noise Impacts

Chino Airport

CS. CHIRIACO SUMMIT AIRPORT

CS.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* No master plan has ever been prepared for this airport and none is expected to be done in the future. An airport layout plan was drawn in 1992 and serves as the basis for the Compatibility Plan.

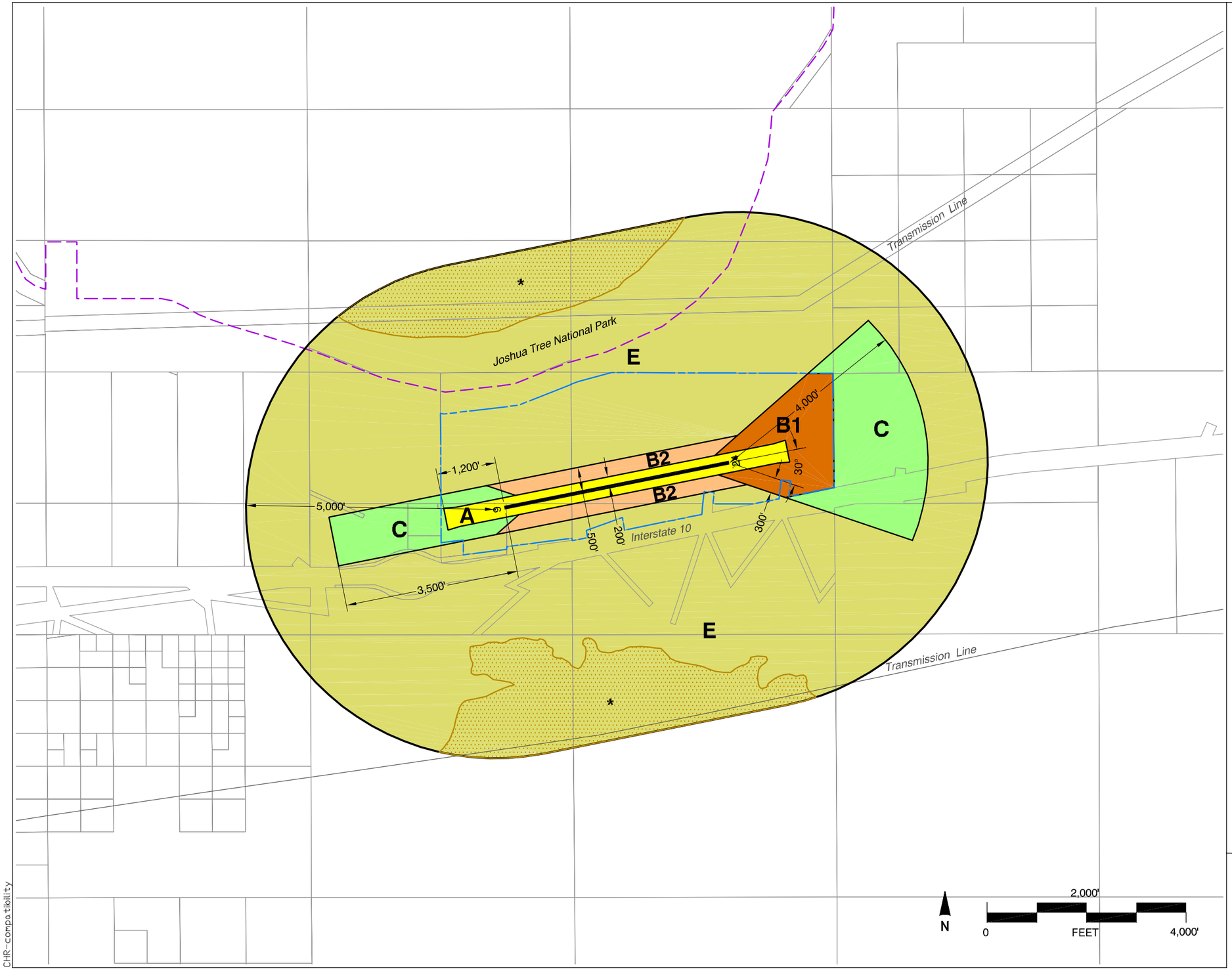
1.2 *Airfield Configuration:* The Compatibility Map is based on the existing airfield configuration. No airfield changes are anticipated.

1.3 *Airport Activity:* A modest increase in operations is anticipated—from approximately 4,000 annually at present to 5,200 in 20 years. Most aircraft are assumed to land from and takeoff toward the east.

1.4 *Airport Influence Area:* Because of the low volume of operations, the outer edge of the FAR Part 77 horizontal surface is used to define the influence area boundary.

CS.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- Joshua Tree National Park

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

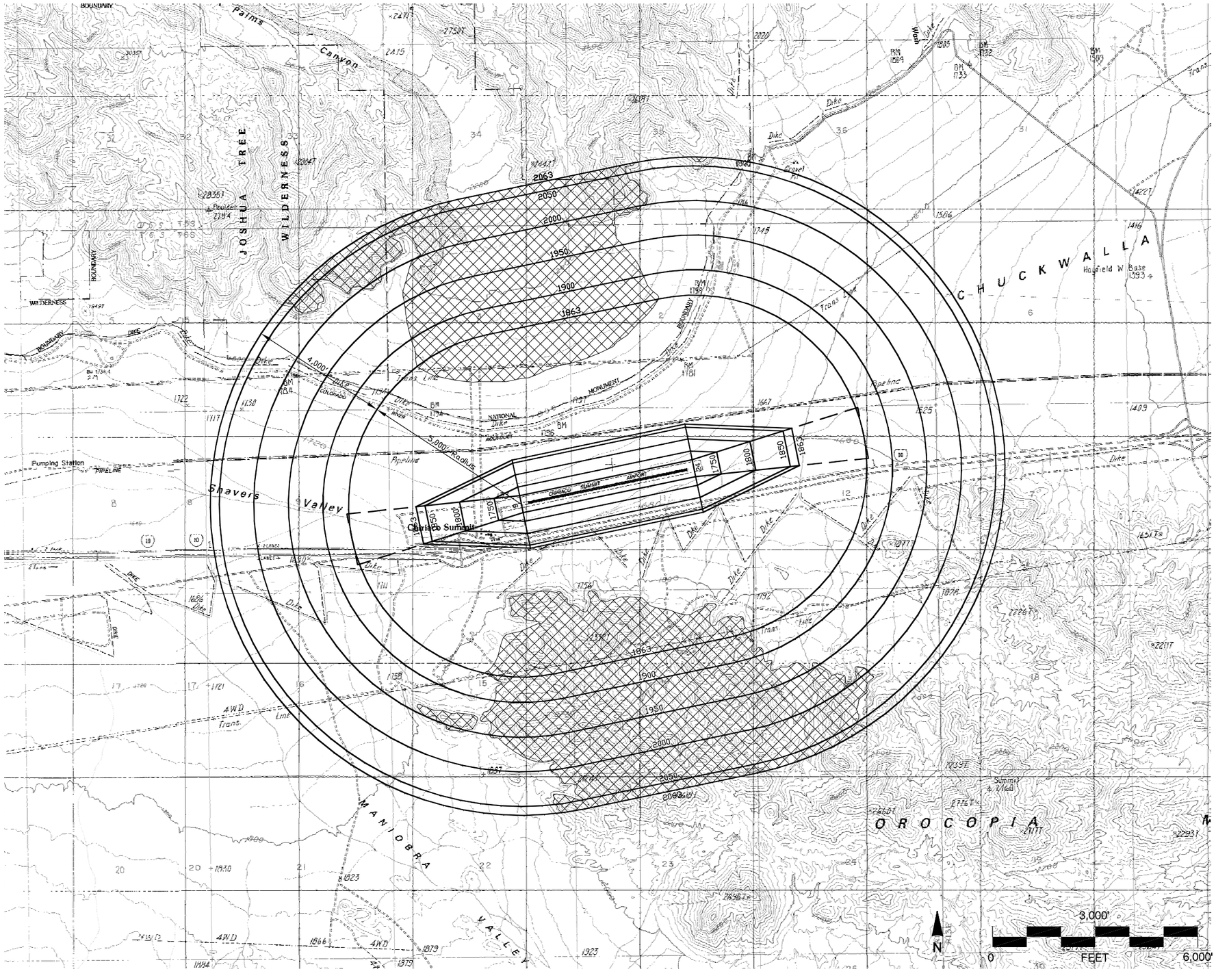
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted October 2004)

Map CS-1

Compatibility Map

Chiriaco Summit Airport



LEGEND

Ground penetration of depicted FAR Part 77 Surfaces

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

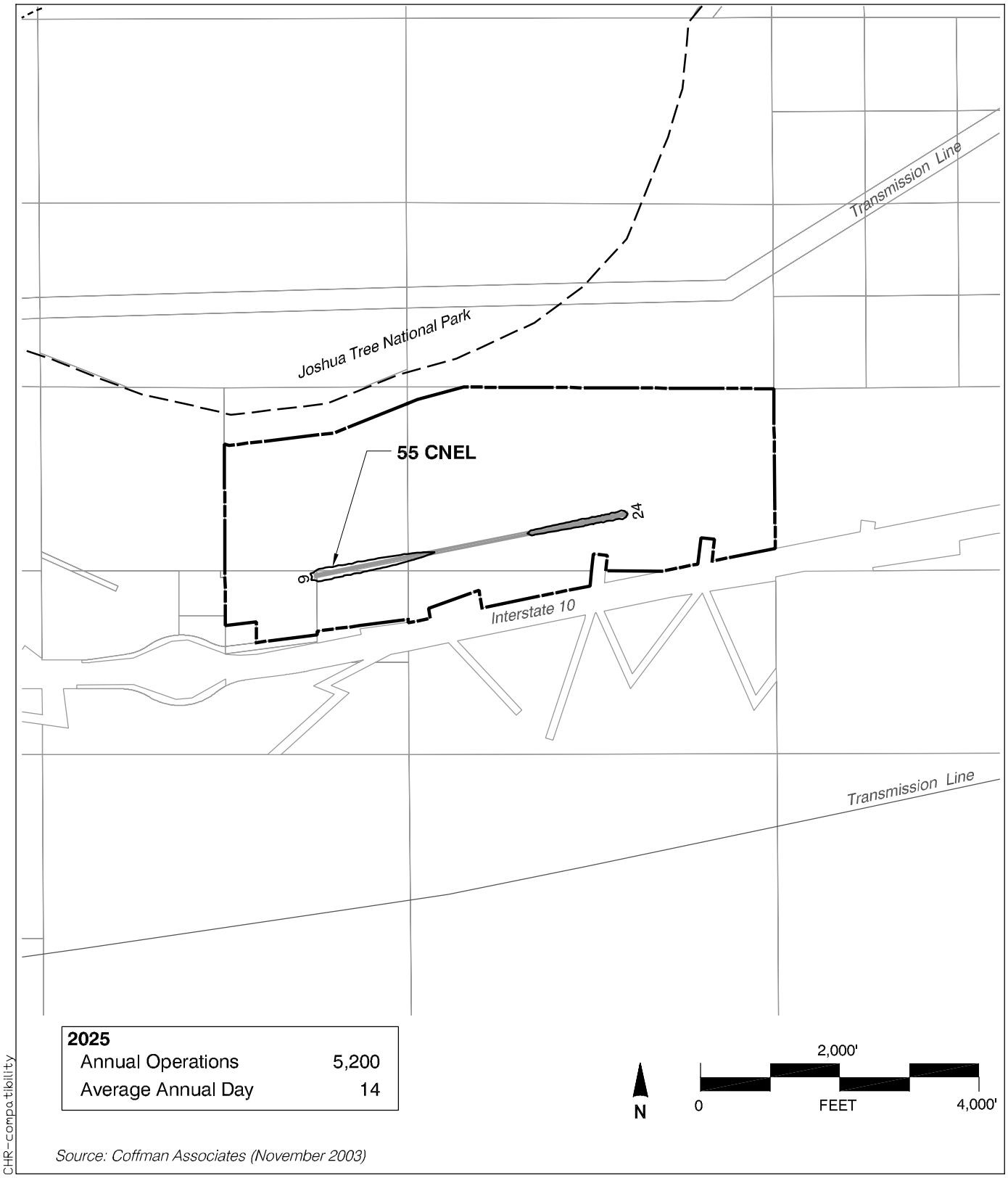
(Adopted October 2004)

Map CS-2

Airspace Plan

Chiriaco Summit Airport

CHR-airspace



Source: Coffman Associates (November 2003)

Map CS-3

Noise Compatibility Contours

Chirlaco Summit Airport

CO. CORONA MUNICIPAL AIRPORT

CO.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The last master plan for Corona Municipal Airport was completed in 1977 and has not been updated since 1987. The latest airport layout plan drawing dates from 1977. The city does not anticipate updating the plan in the foreseeable future.

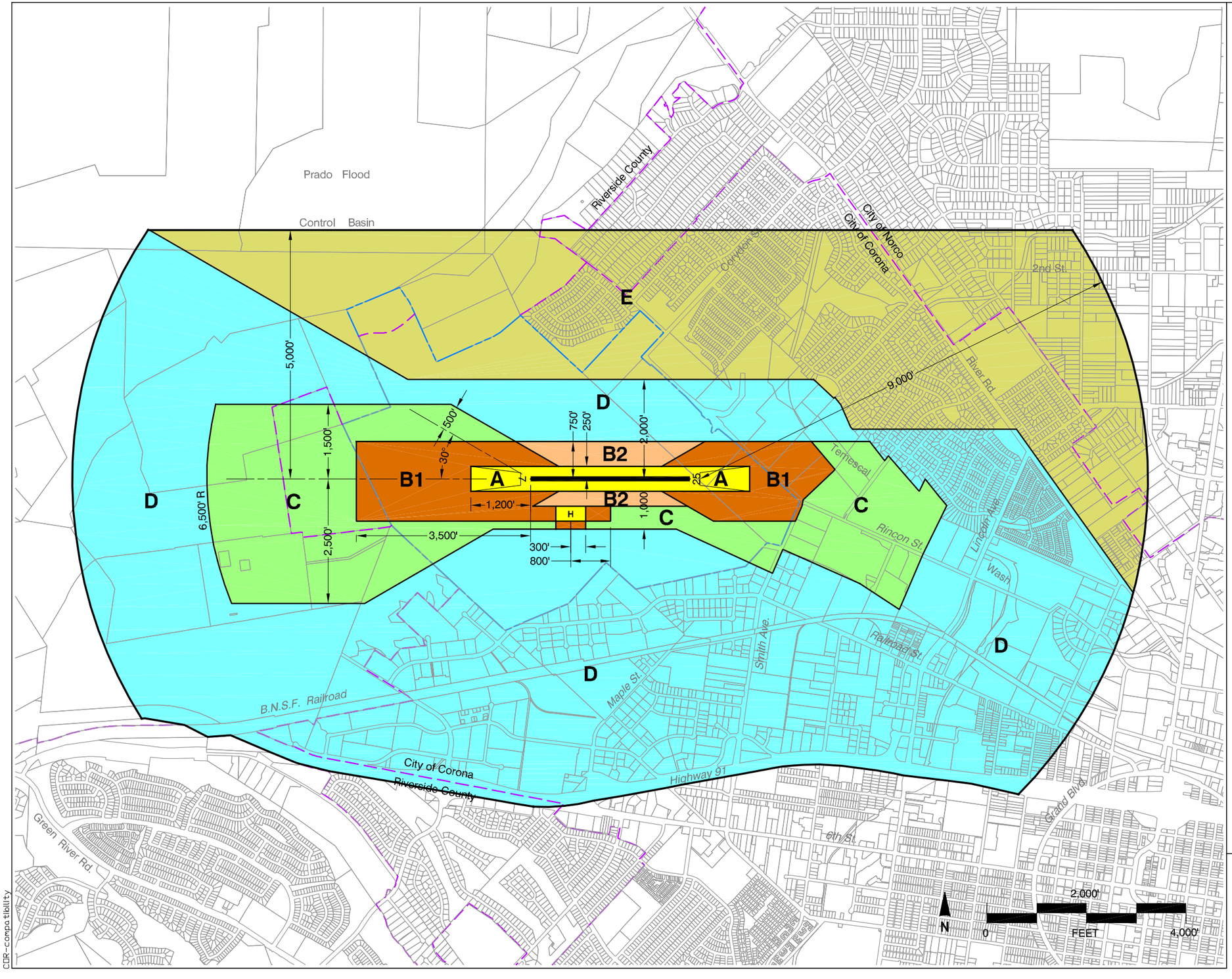
1.2 *Airfield Configuration:* The 1977 airport layout plan depicts a proposed second runway. The city has eliminated this concept from consideration, however. The Corona Municipal Airport Compatibility Map in this section is therefore based on the premise that no changes will be made to the existing airfield configuration.

1.3 *Airport Activity:* Development restrictions established by the U.S. Army Corps of Engineers as the owner of the airport property prevent significant expansion of the airport facilities. The activity levels used in preparation of future airport noise contours assume that some additional aircraft could be based within the existing developed area of the airport and that a modest increase in aircraft utilization may occur. Total aircraft operations, currently estimated at 64,000 annually, are projected to reach no higher than 100,000.

1.4 *Airport Influence Area:* The airport influence area boundary is pulled inward from the outer edge of the airport's FAR Part 77 conical surface to better reflect where aircraft actually fly. To the south, the traffic pattern generally remains north of Highway 91. To the north, the infrequent overflights are normally close to the airport.

CO.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

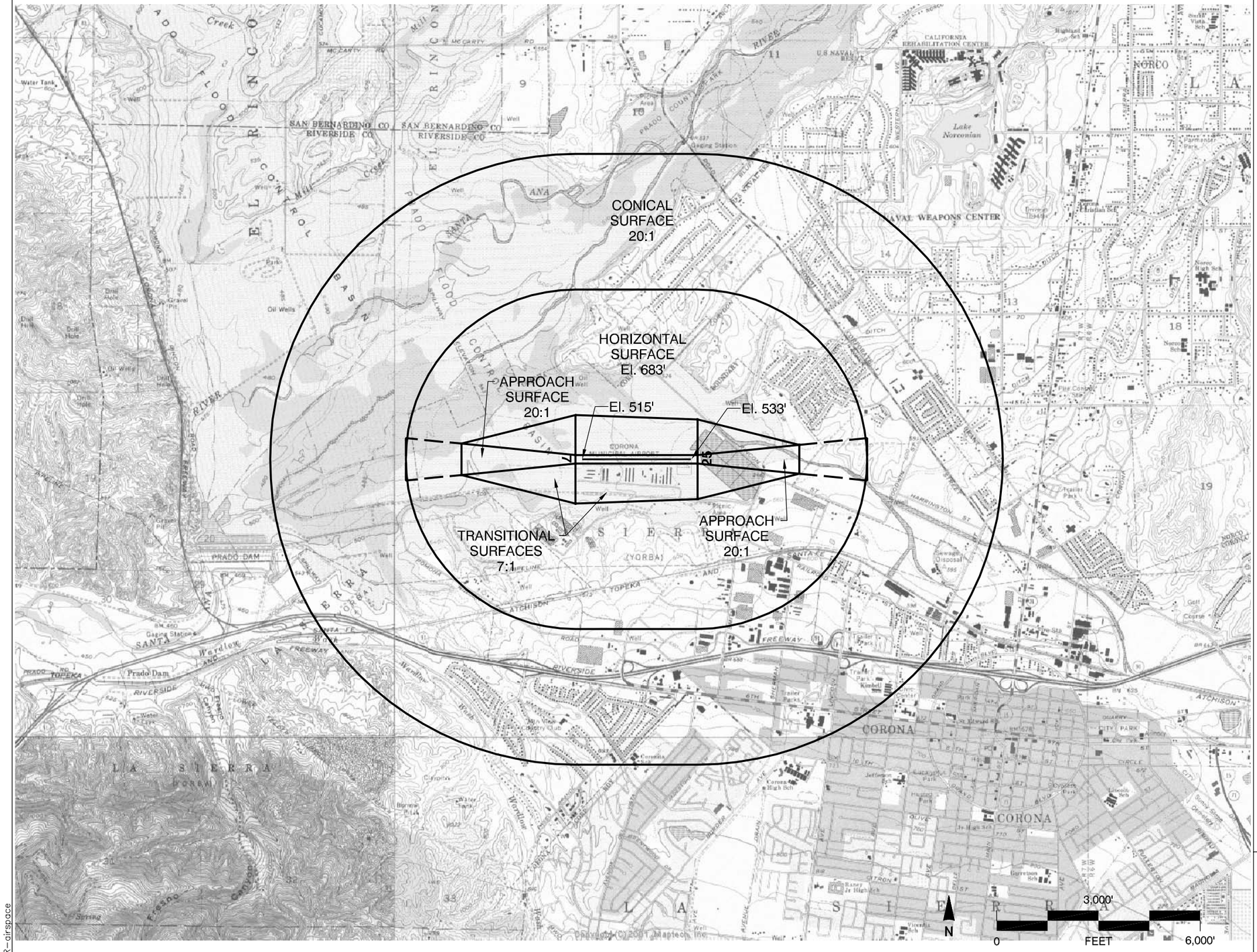
(Adopted October 2004)

Map CO-1

Compatibility Map

Corona Municipal Airport

CDR-compatibility



Note: No ground penetrations of depicted FAR Part 77 Surfaces

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

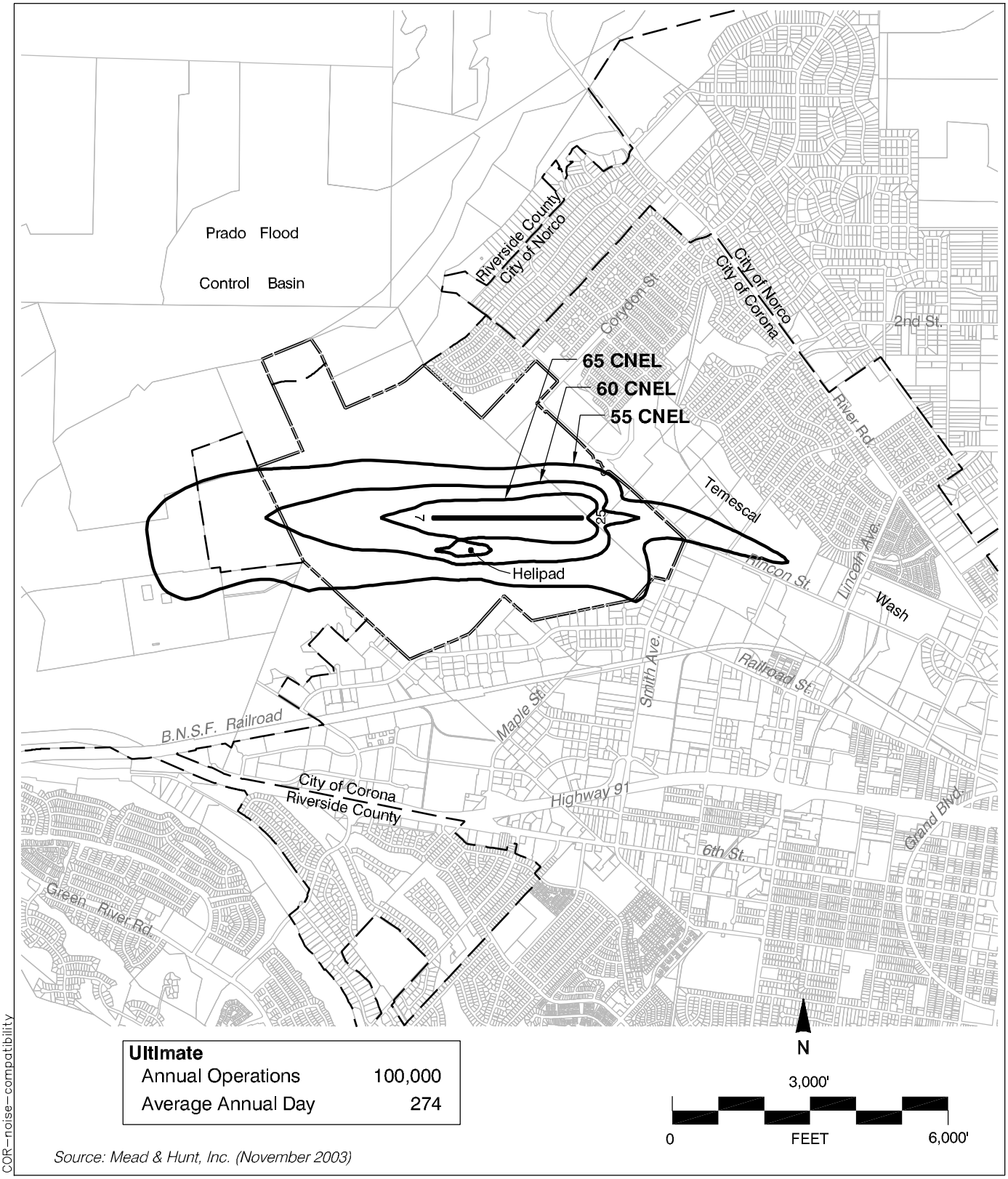
(Adopted October 2004)

Map CO-2

Airspace Plan

Corona Municipal Airport

COR–airspace



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

COR–noise–compatibility

Map CO-3

Noise Compatibility Contours

Corona Municipal Airport

DC. DESERT CENTER AIRPORT

DC.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* No master plan has been prepared for this airport. The basis of the Compatibility Plan is the airport layout plan completed in 1992.

1.2 *Airfield Configuration:* The Compatibility Map for Desert Center Airport assumes no changes to the existing airfield configuration.

1.3 *Airport Activity:* Activity levels are assumed to remain minimal—no more than 2,300 annually in 20 years.

1.4 *Airport Influence Area:* Because the airport activity level is very low, the outer edge of the FAR Part 77 horizontal surface serves to define the airport influence area boundary.

DC.2 Additional Compatibility Policies

2.1 None.

Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B2
- Zone C
- Zone E

Boundary Lines

- Airport Property Line

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

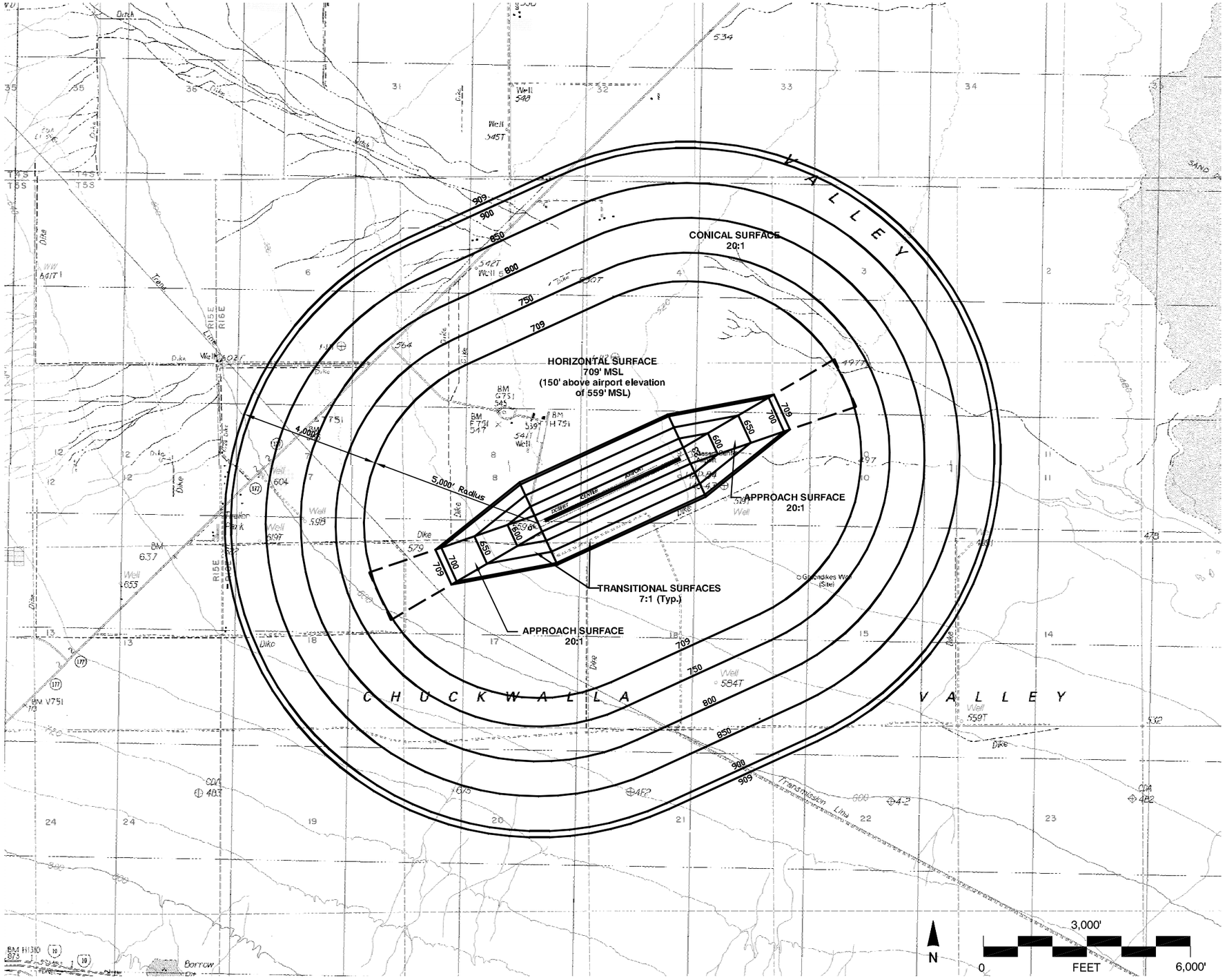
(Adopted October 2004)

Map DC-1

Compatibility Map

Desert Center Airport

DCN-compatibility



Note:
No ground penetrations of depicted FAR Part 77 surfaces.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

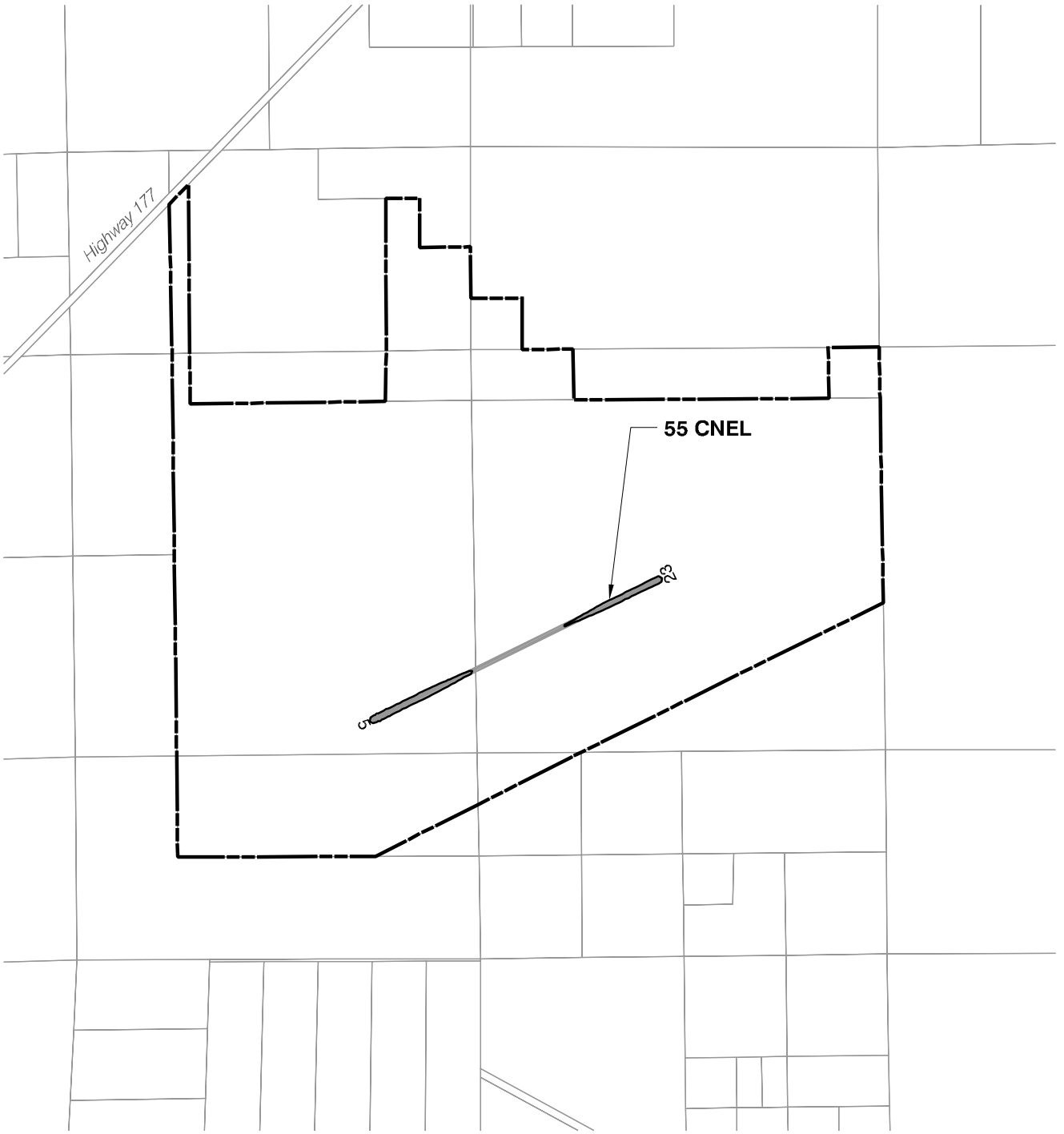
(Adopted October 2004)

Map DC-2

Airspace Plan

Desert Center Airport

DCN–airspace



DCN-compatibility

Source: Coffman Associates (December 2003)

Map DC-3

Noise Compatibility Contours

Desert Center Airport

JC. JACQUELINE COCHRAN REGIONAL AIRPORT

JC.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The Riverside County Board of Supervisors approved a new master plan for Jacqueline Cochran (formerly Desert Resorts) Regional Airport in December 2004. The Jacqueline Cochran Regional Airport Compatibility Map on the following page is based upon the new master plan.

1.2 *Airfield Configuration:* The new airport master plan carries forward the recommendation from previous plans that the primary runway (17-35) be extended 1,500 feet southward to a total length of 10,000 feet. Establishment of a nonprecision instrument approach procedure to the north end of the runway and a precision instrument approach procedure to the south end are proposed in the master plan and reflected in the compatibility planning. No changes to the northwest/southeast runway are contemplated. Previous plans for a third runway that would have been aligned north/south 4,200 feet west of the existing primary runway have been deleted from the new master plan and are not represented in the Jacqueline Cochran Regional Airport Compatibility Map.

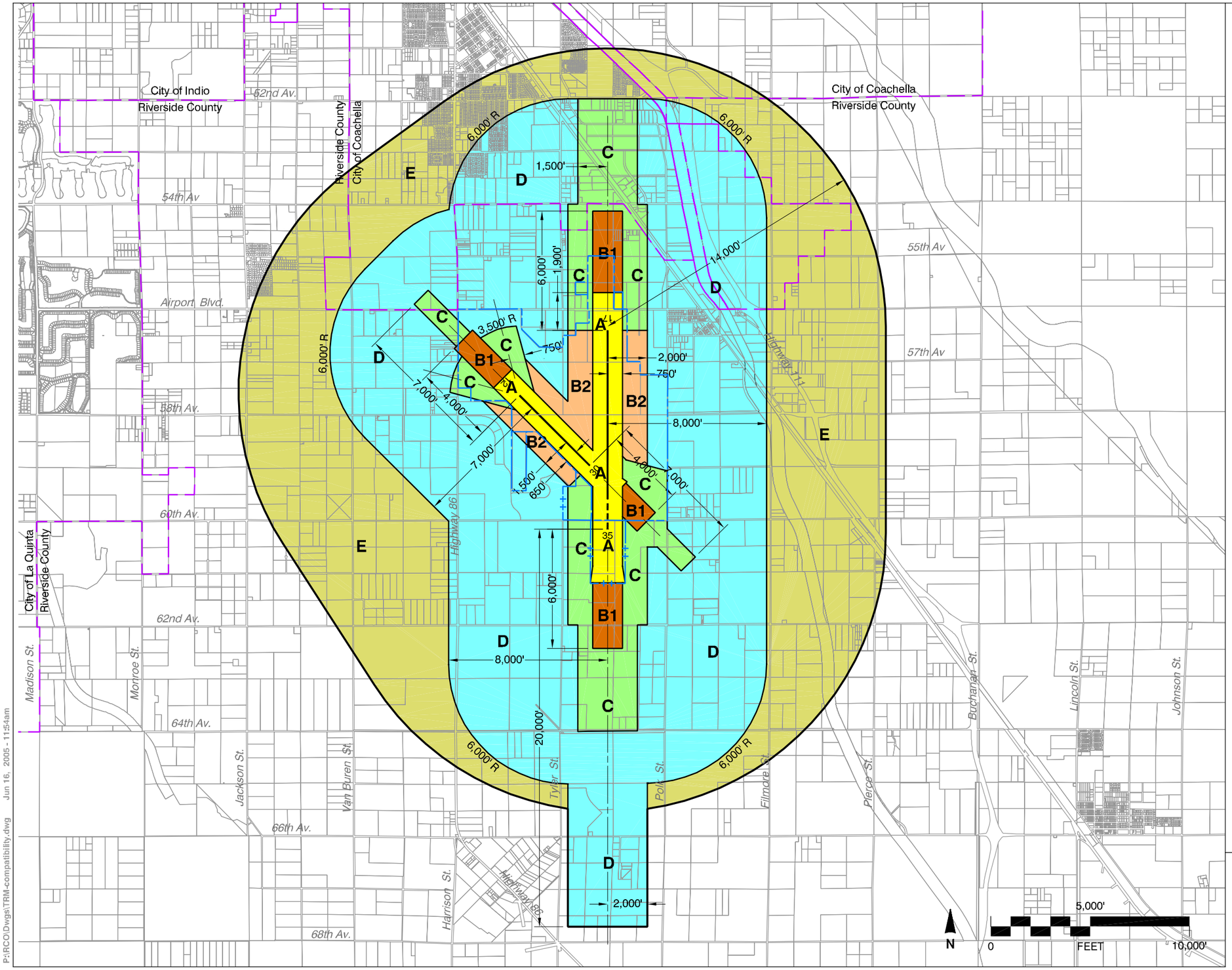
1.3 *Airport Activity:* Compatibility planning for Jacqueline Cochran Regional Airport looks beyond the 20-year activity forecast time horizon of the master plan. An ultimate activity level of 220,000 annual operations, double the 20-year projection in the master plan, is assumed for compatibility planning purposes. Current activity is approximately 65,000 operations per year.

1.4 *Airport Influence Area:* The Jacqueline Cochran Regional Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the south encompassing additional lands along the future precision instrument approach path.

JC.2 Additional Compatibility Policies

2.1 *Calculation of Residential Densities:* Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

2.2 *Maximum Average Residential Lot Size in Zone D Areas Southerly of Avenue 64:* Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the "higher intensity option" for Zone D if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted June 2005)

Map JC-1

Compatibility Map

Jacquelline Cochran Regional Airport

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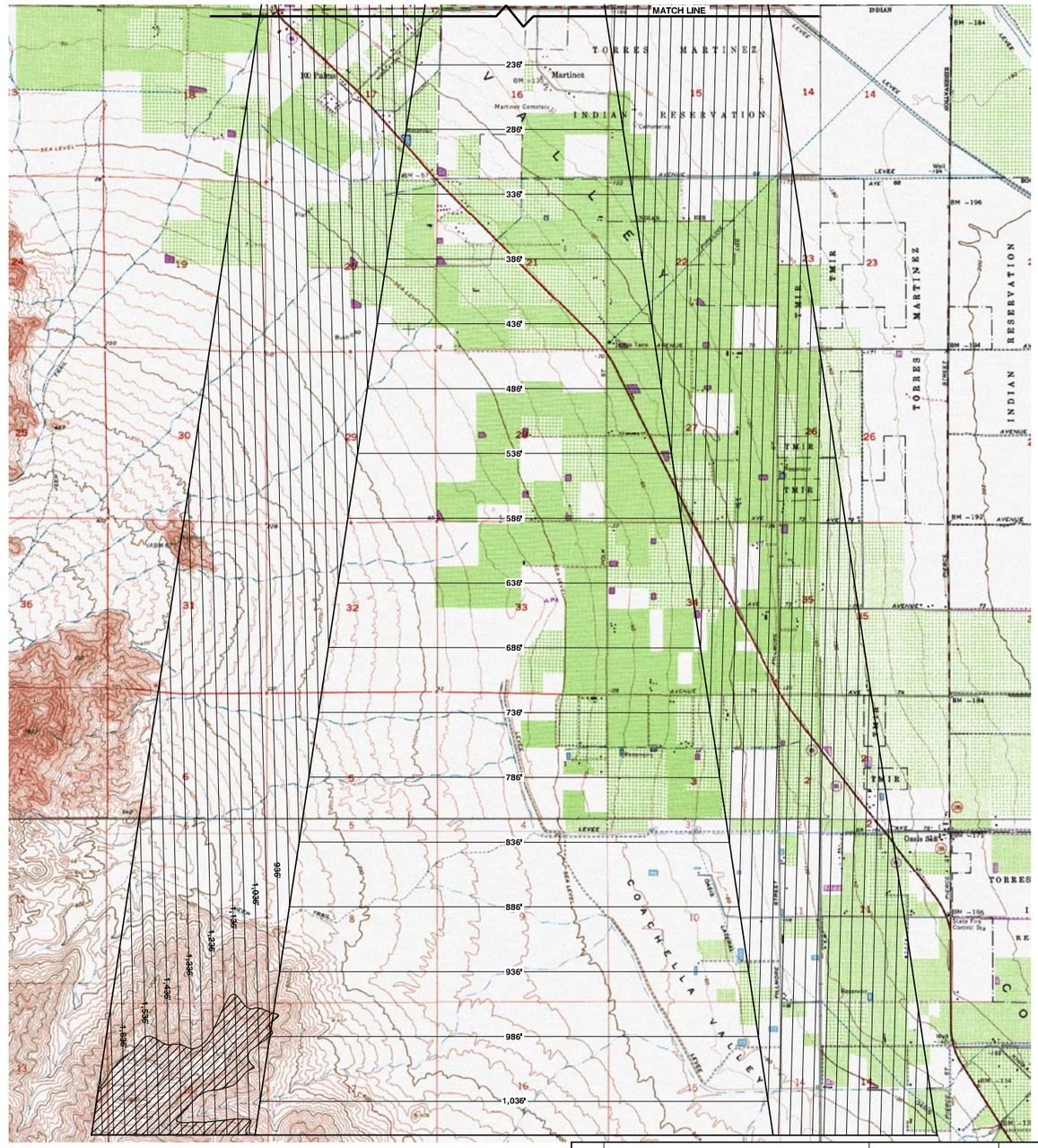


TYPICAL FAR PART 77 SURFACES

LEGEND

▨ = Terrain Penetrates Indicated Surface

NOTES:

All elevations in feet above mean sea level (MSL)

SOURCES:

USGS Topographic Maps

-

NO.	REVISION	SPONSOR	DATE

JACQUELINE COCHRAN REGIONAL AIRPORT

THERMAL, CALIFORNIA

AIRSPACE PLAN

MEAD & HUNT

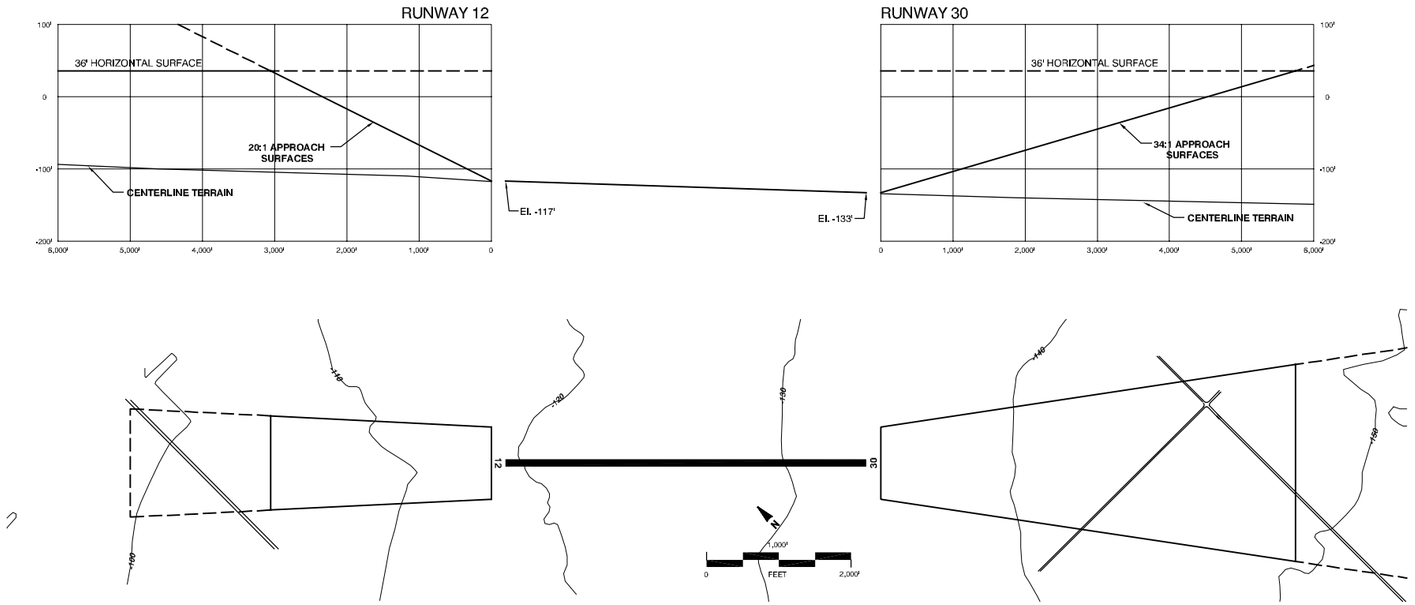
ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS

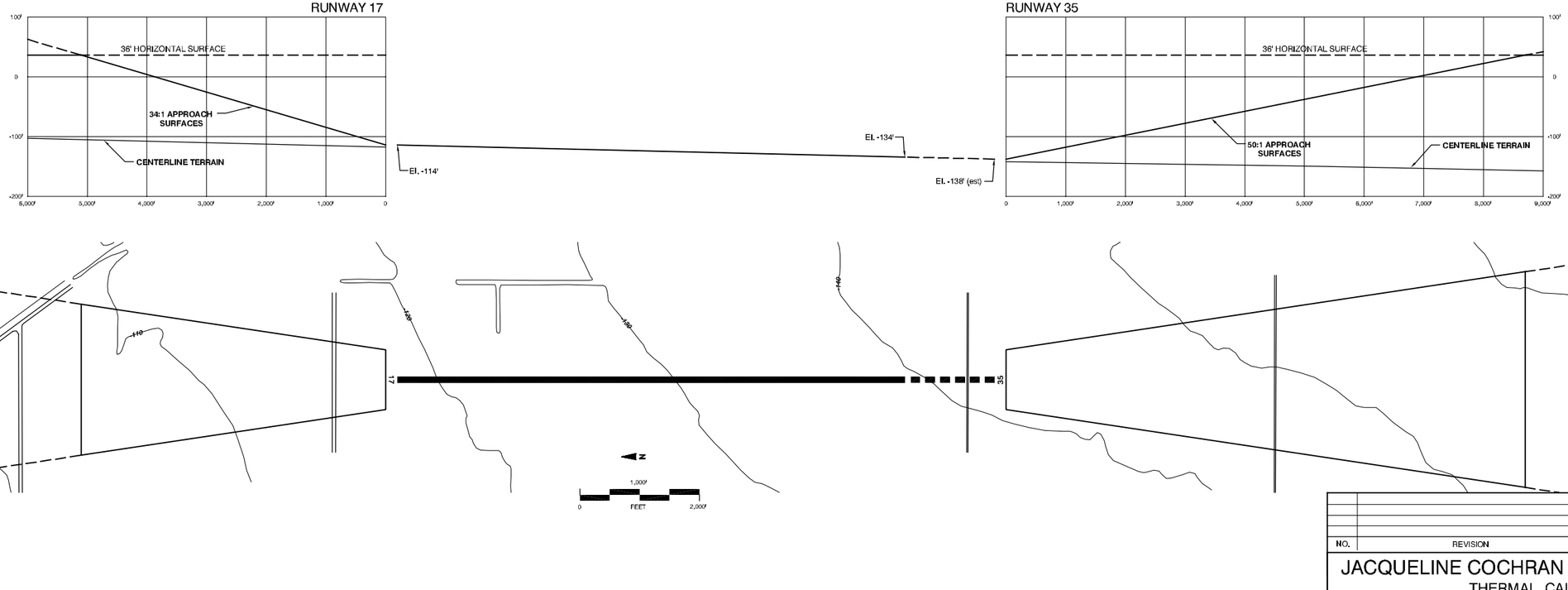
707 Aviation Blvd., Santa Rosa, California 95403 • (707) 526-5010

DESIGN:	DRAWN:	DATE:	SHEET
-	-	May 2005	1 OF 2

TRMap03 051204

Map JC-2





NOTES:

All elevations in feet above mean sea level (MSL)

SOURCES:

USGS Topographic Maps

-

NO.	REVISION	SPONSOR	DATE

JACQUELINE COCHRAN REGIONAL AIRPORT

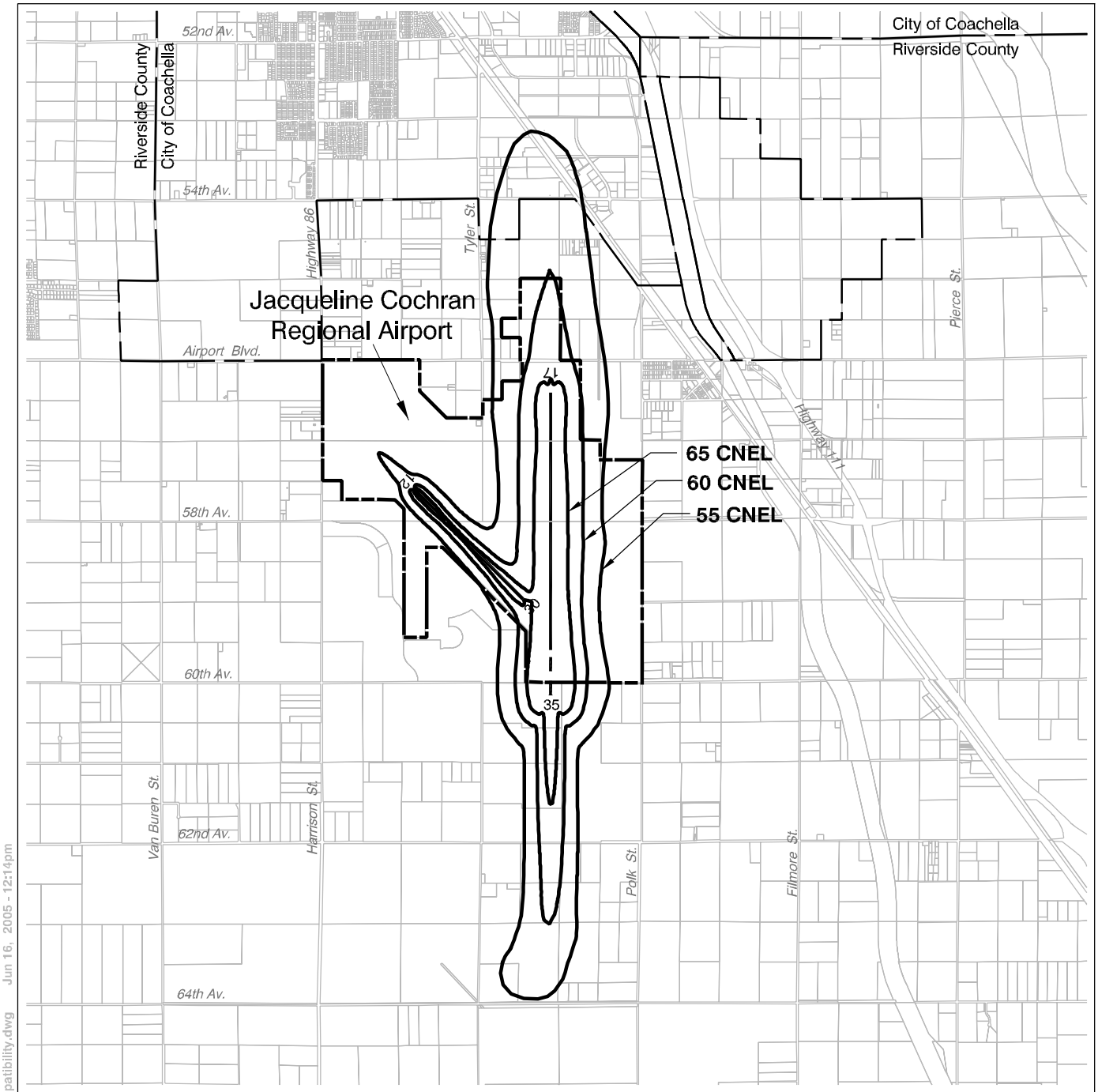
THERMAL, CALIFORNIA

APPROACH PROFILE DETAIL

MEAD & HUNT
ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS
707 Aviation Blvd., Santa Rosa, California 95403 • (707) 526-5010

DESIGN:	DRAWN:	DATE:	SHEET
·	·	May 2005	2 OF 2

TRMasp03 051204



Source: Mead & Hunt, Inc. (October 2004)

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Map JC-3

Noise Compatibility Contours

Jacqueline Cochran Regional Airport

FL. FLABOB AIRPORT

FL.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* No master plan has been prepared for this privately owned airport. The airport layout plan prepared by the airport proprietor in 2003 serves as the basis for the *Compatibility Plan*.

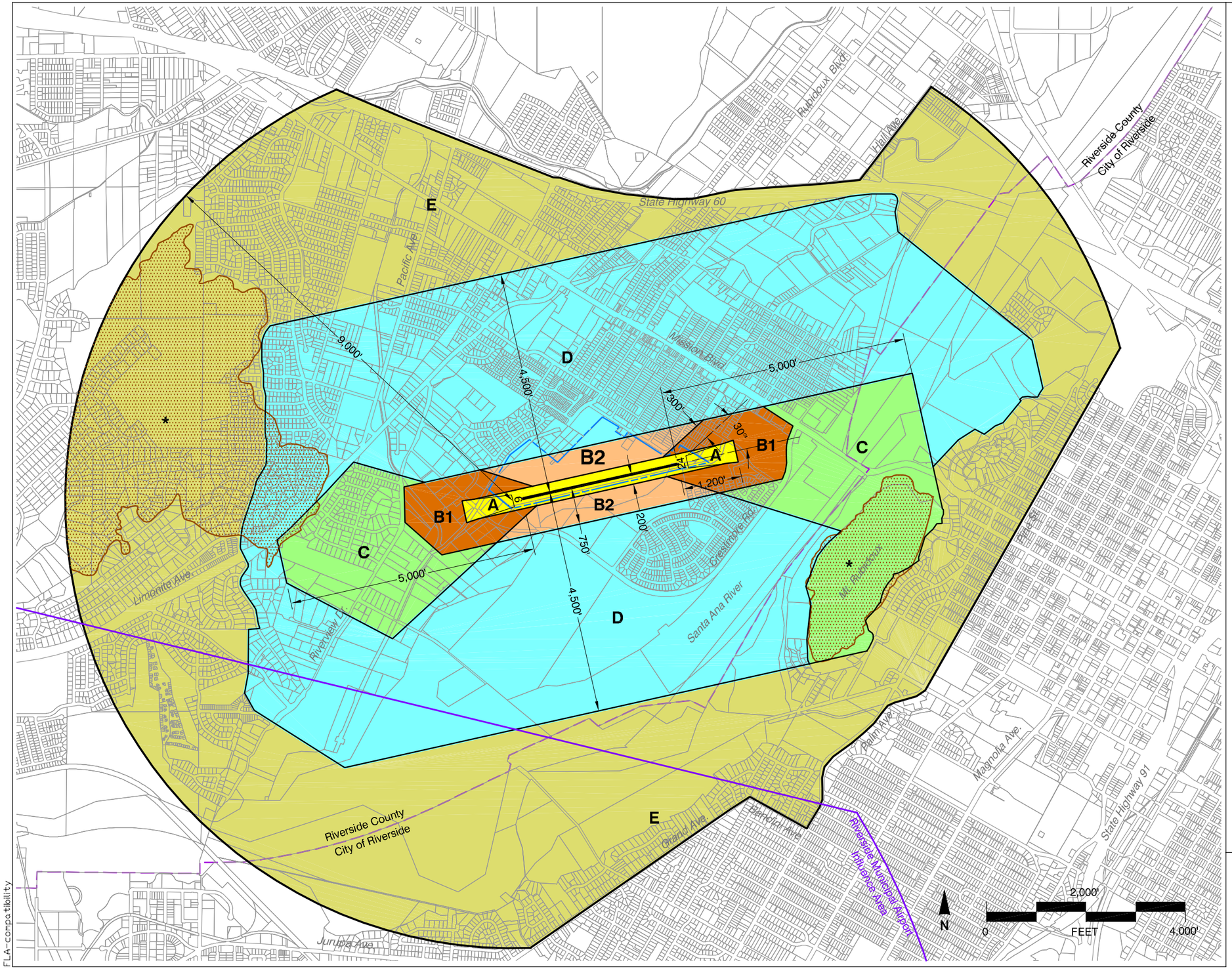
1.2 *Airfield Configuration:* No modifications to the runway length or approach types are anticipated for Flabob Airport.

1.3 *Airport Activity:* The basic character of the airport's usage and the small size of the facility will limit future activity levels. For compatibility planning purpose, aircraft operations are assumed to reach no more than 43,400 per year, a 60% increase from the estimated 27,000 annual operations at present.

1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the airport influence area boundaries on the west and northeast. To the north, south, and southeast, the airport's impacts are less extensive and roads are therefore used to delineate the limits of the airport influence area.

FL.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

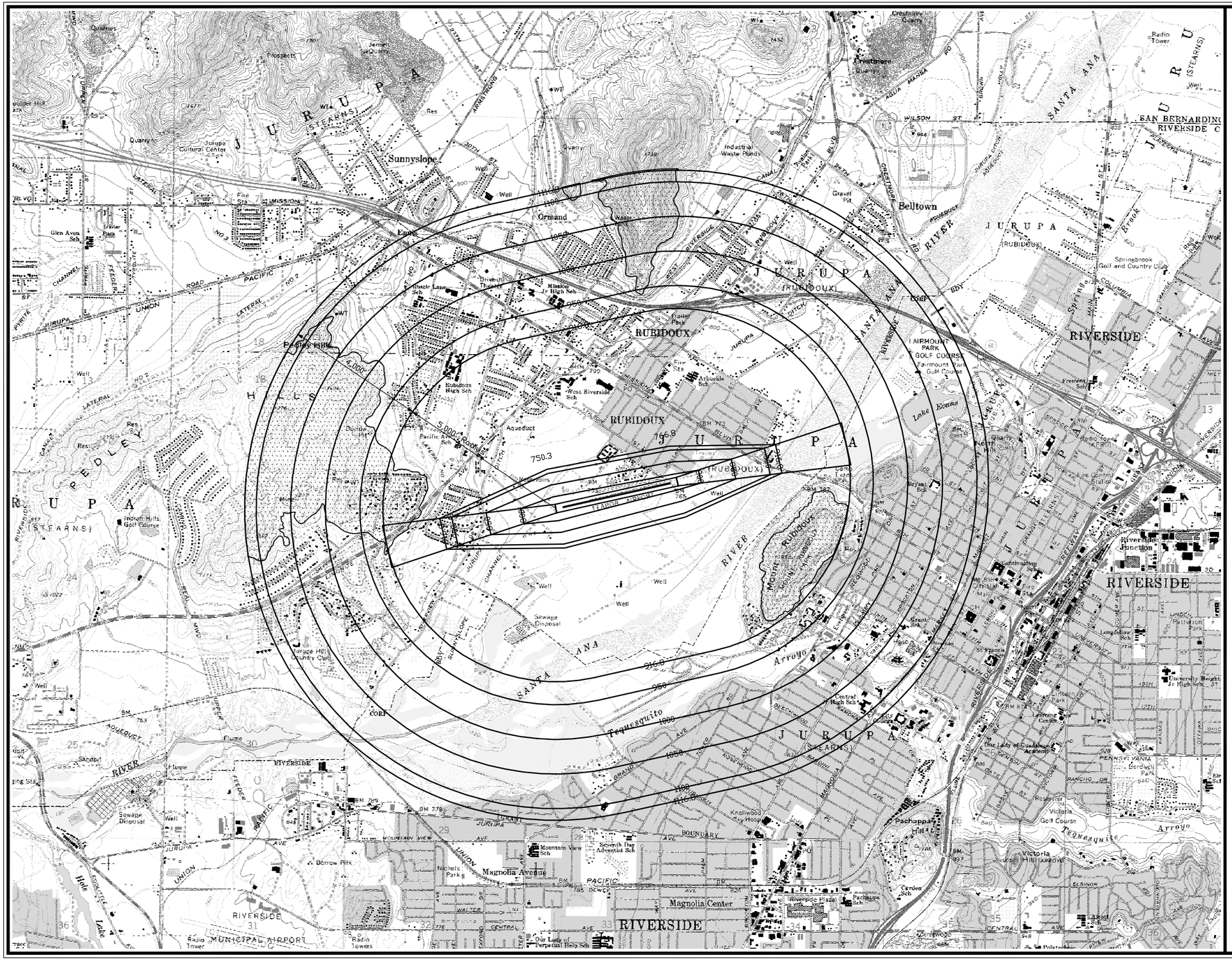
(Adopted December 2004)

Map FL-1

Compatibility Map

Flabob Airport

FLA-compatibility



LEGEND

Ground Penetration

Adopted by ALUC
December 2004

NORTH

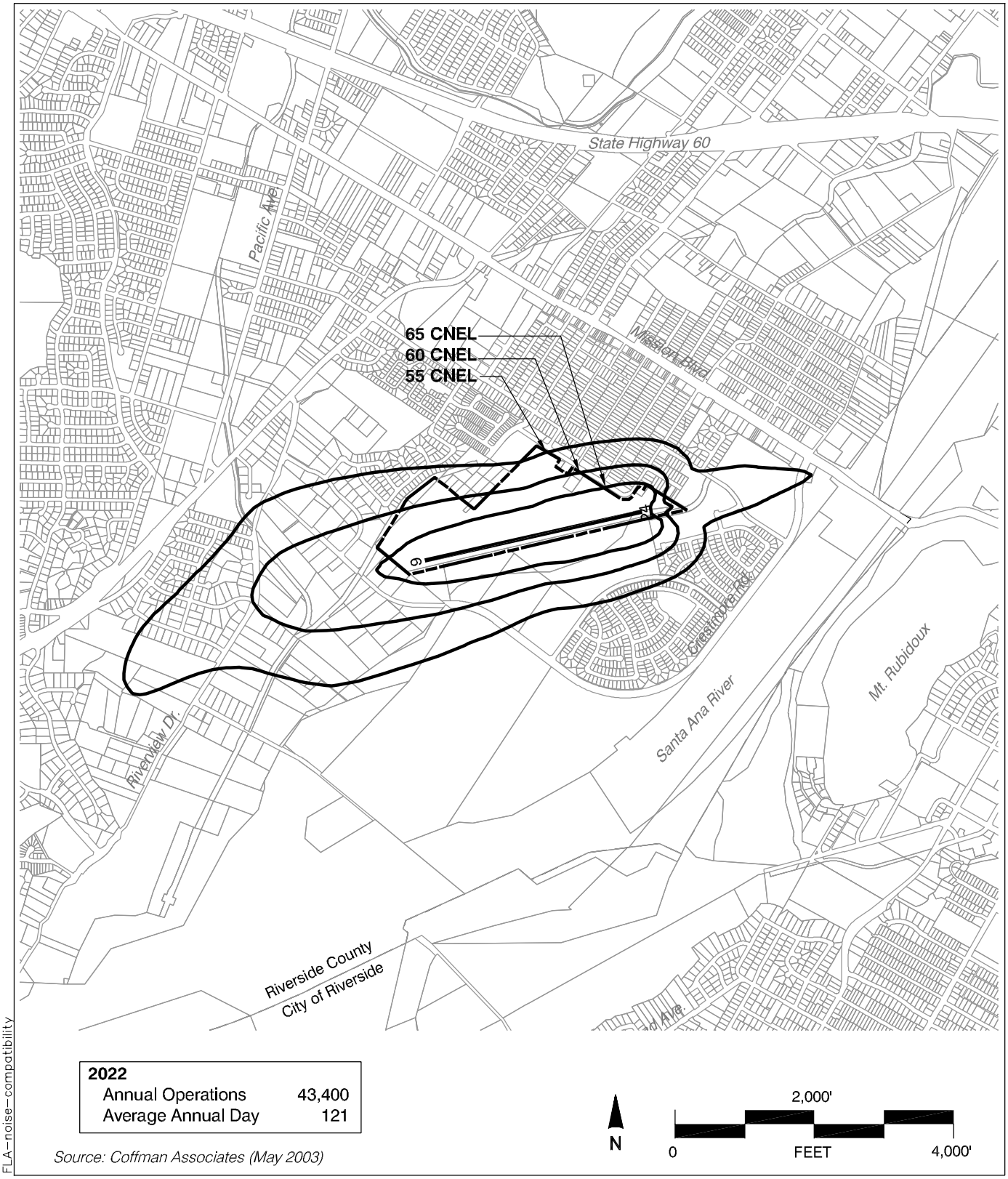
0 3000

SCALE IN FEET

Map FL-2

Airspace Plan

Flabob Airport



Source: Coffman Associates (May 2003)

FLA–noise–compatibility

Map FL-3

Noise Compatibility Contours

Flabob Airport

FV. FRENCH VALLEY AIRPORT

FV.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The Master Plan adopted by the Riverside County Board of Supervisors in November 1995 provides the basis for the French Valley Airport Compatibility Map. The Airport Layout Plan drawing was updated in November 2003.

1.2 *Airfield Configuration:* The adopted plans for the airport call for extension of the existing runway southward from its present 4,600-foot length to a total of 6,000 feet. Also planned is construction of a 3,600-foot parallel runway 700 feet to the east. An upgraded present nonprecision instrument approach to Runway 18 (from the north) is anticipated. These improvements are all reflected in the Compatibility Map.

1.3 *Airport Activity:* Updated projections completed for this *Compatibility Plan* indicate that airport activity will increase from approximately 84,000 annual operations in 2002 to 185,000 in about 20 years. The overall mix and character of use of the airport will remain unchanged except that most flight training activity will be on the future parallel runway.

1.4 *Airport Influence Area:* The airport influence area boundary coincides with the outer edge of the FAR Part 77 conical surface for the airport to the north and south. To the east and west, the airport influence area encompasses the normal aircraft traffic patterns.

FV.2 Additional Compatibility Policies

2.1 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in *Compatibility Zone B2* at French Valley Airport may have up to three aboveground habitable floors provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77.

2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in

Policy 4.2.4) or other open space required for environmental purposes.

2.3 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

(1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C*:

(1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.

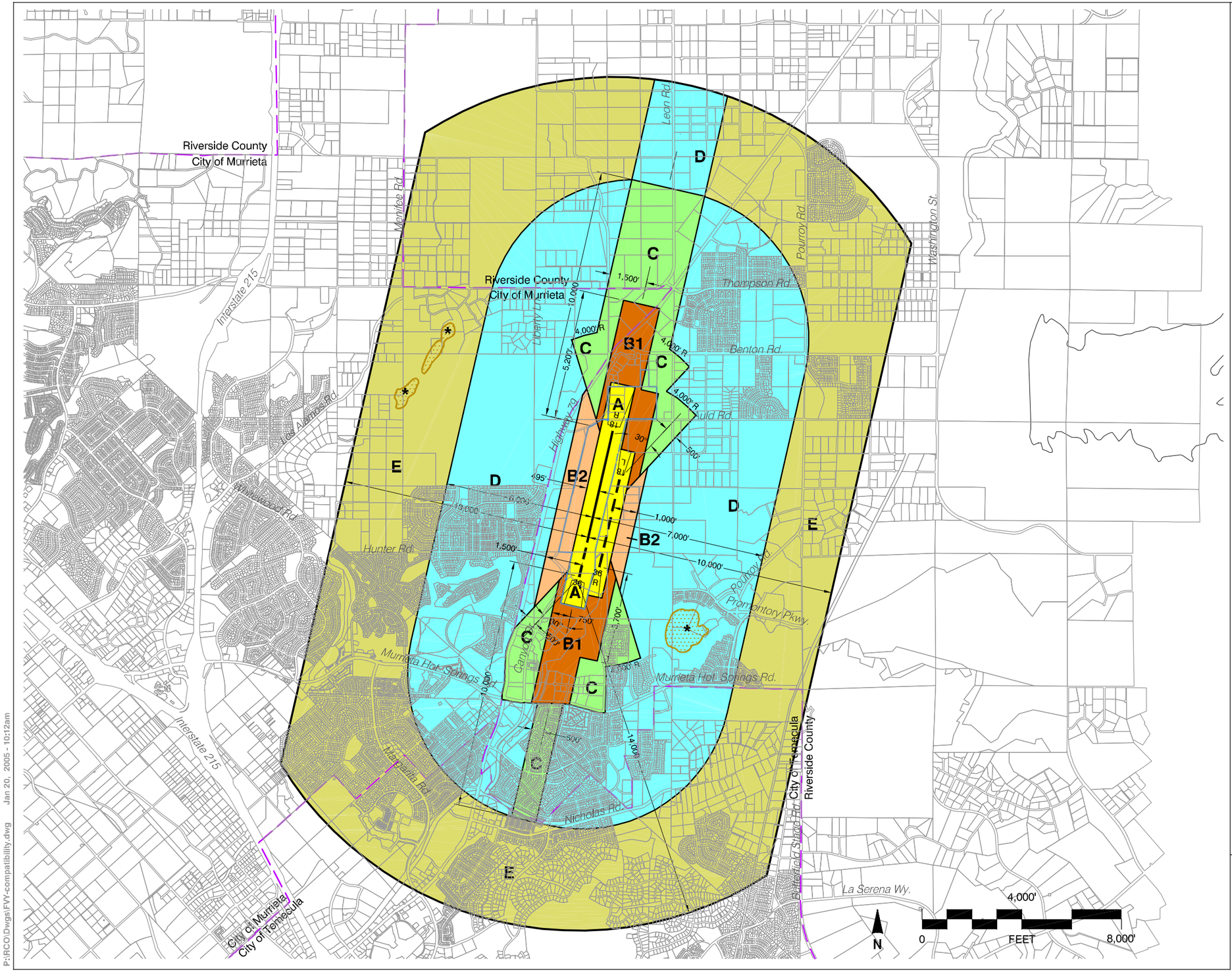
(3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction (County of Riverside or City of Murrieta) and the project proponents and is not required by ALUC policy.

2.4 *Zone D Non-residential Intensities*: The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.

2.5 *Calculation of Concentration of People*: The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1), excluding those in buildings including restaurants or food service facilities, shall be evaluated as having an intensity in persons per square foot of one person per 170 gross square feet of building area without eligibility for a 50 percent reduction. If the building includes restaurants or food service facilities, such retail and display areas or "showrooms" shall be evaluated as having an intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction. In no case shall intensity of retail and display areas be evaluated in such a manner as to be less than 17 percent more intense than similar areas devoted to office uses. For the purpose of this paragraph, a food service facility includes any establishment that is subject to retail food service inspections by the Department of Environmental Health, including restaurants; grocery stores; ice cream, yogurt, and juice stores; coffee shops; concessionaires; food courts; and take-out only facilities.



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted October 2007)

Map FV-1

Compatibility Map

French Valley Airport

P:\RCO\Dwgs\FVY-compatibility.dwg Jan 20, 2005 - 10:12am

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. TREE	1391 MSL	7:1 transitional surface	1372 MSL	19'	REMOVE
2. WINDSOCK	1354 MSL	7:1 transitional surface	1346 MSL	8'	TO REMAIN LIGHTED FIXED-BY FUNCTIONAL PURPOSE
3. ROAD (BOREL ROAD)	1334 MSL	Primary surface	1334 MSL	15'	TO BE RELOCATED
4. ROCK	1651 MSL	Horizontal surface	1500 MSL	151'	REQUEST FAA AERONAUTICAL STUDY
5. TREE	1786 MSL	Horizontal surface	1500 MSL	286'	REQUEST FAA AERONAUTICAL STUDY
6. TREE	1793 MSL	Horizontal surface	1500 MSL	293'	REQUEST FAA AERONAUTICAL STUDY
7. TOPOGRAPHY	1781 MSL	Horizontal surface	1500 MSL	281'	REQUEST FAA AERONAUTICAL STUDY
8. BUSH	1782 MSL	Horizontal surface	1500 MSL	282'	REQUEST FAA AERONAUTICAL STUDY
9. ROAD (AULD ROAD)	1360 MSL	Ultimate 34:1 approach surface	1357 MSL	3'	REQUEST WAIVER
10. TOPOGRAPHY	1540 MSL	Horizontal surface	1500 MSL	40'	REQUEST FAA AERONAUTICAL STUDY
11. TOPOGRAPHY	1527 MSL	Horizontal surface	1500 MSL	27'	REQUEST FAA AERONAUTICAL STUDY
12. TOPOGRAPHY	1564 MSL	Horizontal surface	1500 MSL	64'	REQUEST FAA AERONAUTICAL STUDY
13. TOPOGRAPHY	1658 MSL	Conical Surface	1550 MSL	108'	REQUEST FAA AERONAUTICAL STUDY
14. TOPOGRAPHY	1654 MSL	Conical Surface	1550 MSL	104'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION LEGEND

OBSTRUCTION

GROUP or MULTIPLE OBSTRUCTIONS

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 2 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 3 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, sheet 4 and 5 of these plans.
5. Additional obstruction data is illustrated on National Ocean Survey document OC 5941 – AIRPORT OBSTRUCTION CHART.
6. Existing and future height and hazard ordinances are to be enforced and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

AIRPORT EL. 1350

HORIZONTAL SURFACE EL. 1800

Adopted by ALUC
October 2007

NORTH

0 2000 4000 6000

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENTS ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

French Valley Airport

PART 77 AIRSPACE PLAN

Murrieta, California

PLANNED BY: Jason M. Harris

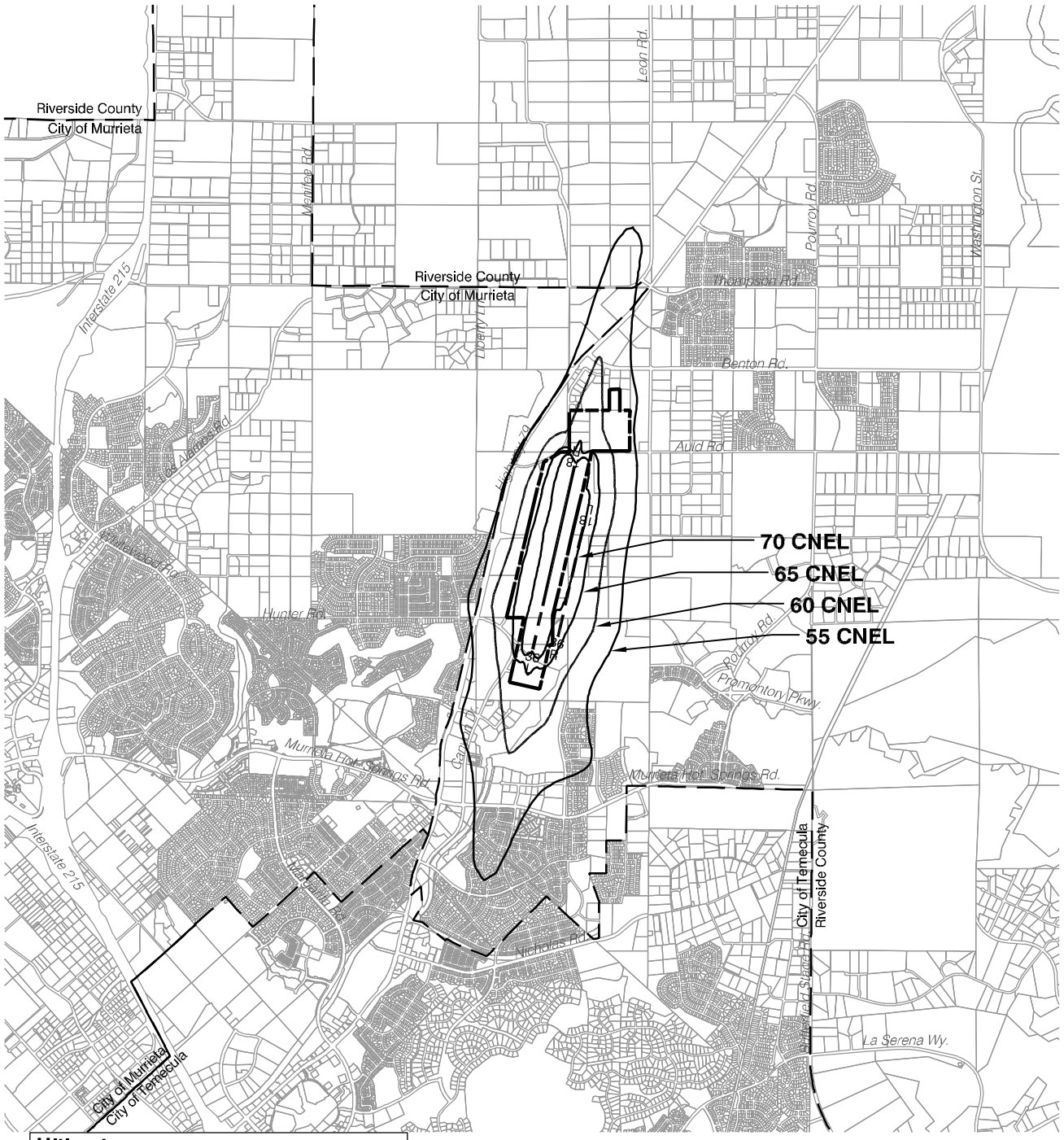
DETAILED BY: Larry D. Johnson

APPROVED BY: Pascale V. Huffman

January 31, 1994 SHEET 2 OF 8

Coffman Associates Airport Consultants

Map FV-2



Source: Coffman Associates (December 2003)

FVY-noise-compatibility

Map FV-3

Noise Compatibility Contours

French Valley Airport

FV. FRENCH VALLEY AIRPORT

FV.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The Master Plan adopted by the Riverside County Board of Supervisors in _____ 2010 provides the basis for the French Valley Airport Compatibility Map. The Airport Layout Plan drawing was updated in April 2010.

1.2 *Airfield Configuration:* There are no planned changes to the present 6,000-foot runway.

1.3 *Airport Activity:* Updated projections completed for this *Compatibility Plan* indicate that airport activity will increase from approximately 97,700 annual operations in 2008 to 149,200 in 2030. The overall mix and character of use of the airport will be very similar in the future.

1.4 *Airport Influence Area:* The airport influence area boundary coincides with the outer edge of the Federal Aviation Regulations (FAR) Part 77 conical surface for the airport to the north and south. To the east and west, the airport influence area encompasses the normal aircraft traffic patterns.

FV.2 Additional Compatibility Policies

2.1 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in *Compatibility Zone B2* at French Valley Airport may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77.

2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

2.3 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

(1) An average of 40 people per acre shall be allowed on a site, and up to 80 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre, and any single acre shall be allowed to have up to 90 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre, and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C*:

(1) An average of 80 people per acre shall be allowed on a site, and up to 160 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre, and any single acre shall be allowed to have up to 180 people per acre.

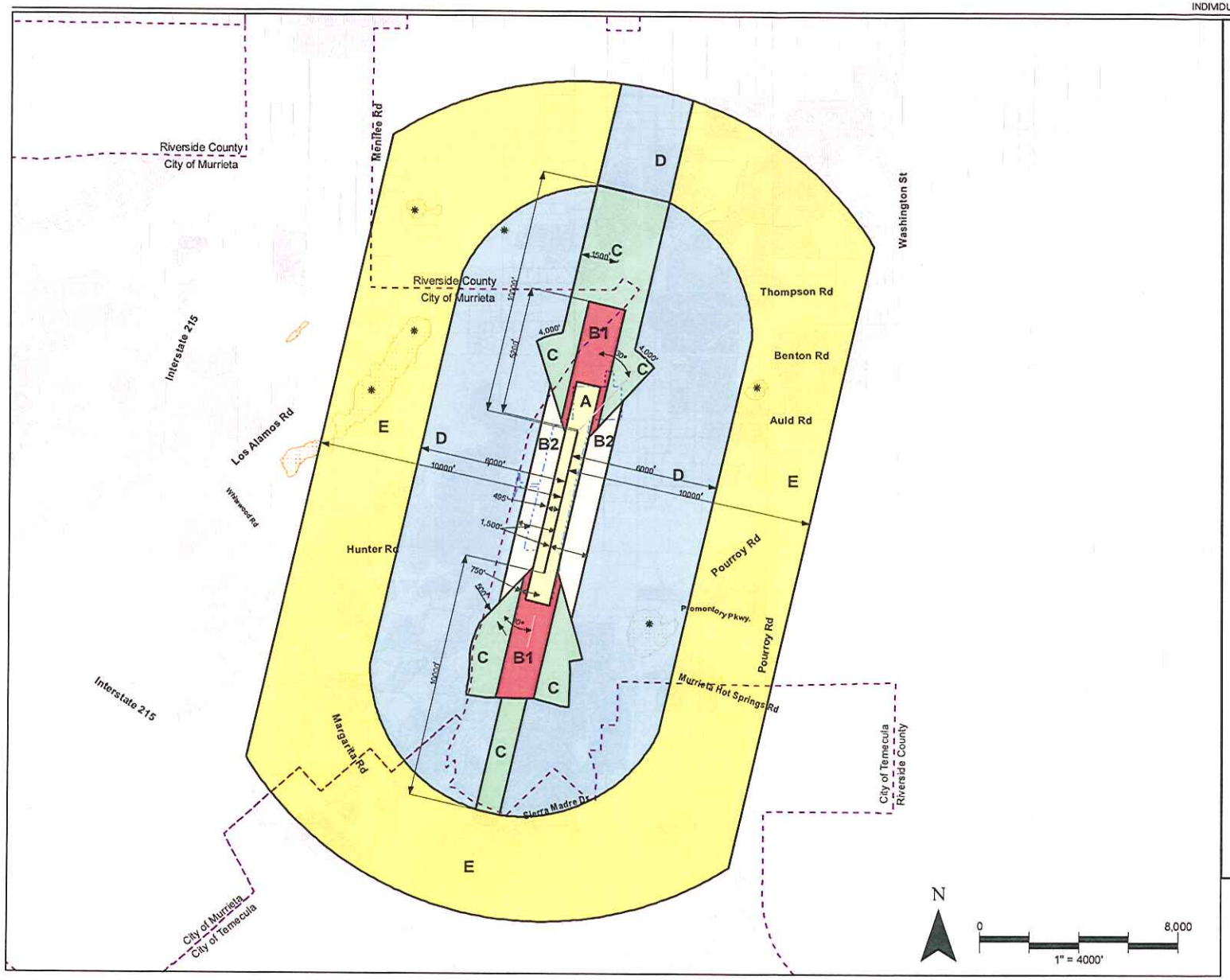
(3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre, and any single acre shall be allowed to have up to 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction (County of Riverside or City of Murrieta) and the project proponents and is not required by ALUC policy.

2.4 *Zone D Non-residential Intensities*: The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site, and up to 450 people shall be allowed to occupy any single acre of the site.

2.5 *Calculation of Concentration of People*: The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1), excluding those in buildings including restaurants or food service facilities, shall be evaluated as having an intensity in persons per square foot of one person per 170 gross square feet of building area without eligibility for a 50 percent reduction. If the building includes restaurants or food service facilities, such retail and display areas or "showrooms" shall be evaluated as having intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction. In no case shall intensity of retail and display areas be evaluated in such a manner as to be less than 17 percent more intense than similar areas devoted to office uses. For the purpose of this paragraph, a food service facility includes any establishment that is subject to retail food service inspections by the Department of Environmental Health, including restaurants; grocery stores; ice cream, yogurt, and juice stores; coffee shops; concessionaires; food courts; and take-out only facilities.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Height Review Overlay Zone

Note

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

See Chapter 2, Table 2A of the Countywide Policies and the Additional Compatibility Policies in Section FV.2 of this Plan for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

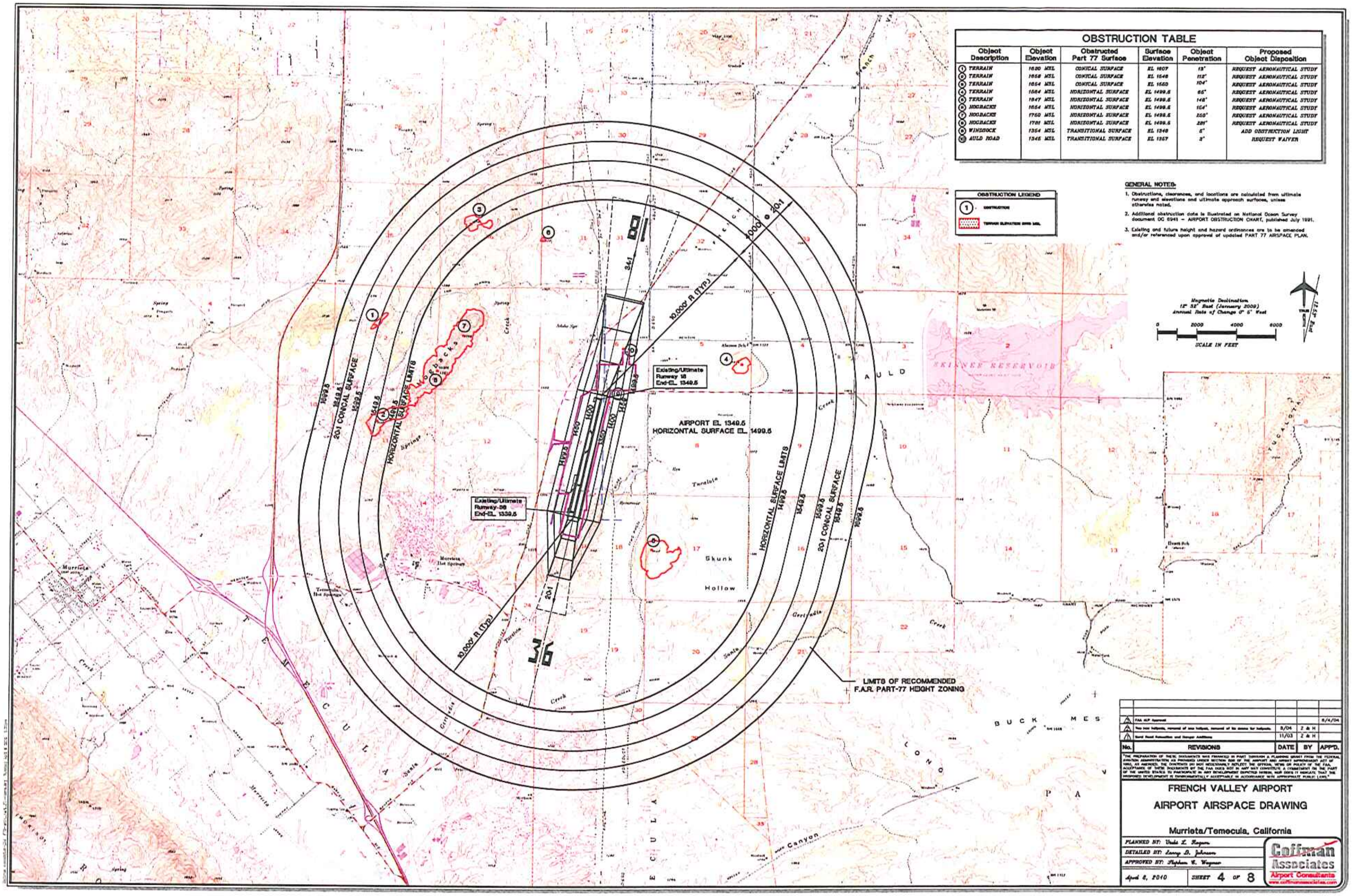
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(April 2010)

Map FV-1

Compatibility Map

French Valley Airport



OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
(1) TERRAIN	1620 MSL	CONICAL SURFACE	EL 1607	13'	REQUEST AERONAUTICAL STUDY
(2) TERRAIN	1658 MSL	CONICAL SURFACE	EL 1546	112'	REQUEST AERONAUTICAL STUDY
(3) TERRAIN	1654 MSL	CONICAL SURFACE	EL 1550	104'	REQUEST AERONAUTICAL STUDY
(4) TERRAIN	1564 MSL	HORIZONTAL SURFACE	EL 1499.5	65'	REQUEST AERONAUTICAL STUDY
(5) TERRAIN	1647 MSL	HORIZONTAL SURFACE	EL 1499.5	148'	REQUEST AERONAUTICAL STUDY
(6) HOGBACKS	1654 MSL	HORIZONTAL SURFACE	EL 1499.5	154'	REQUEST AERONAUTICAL STUDY
(7) HOGBACKS	1750 MSL	HORIZONTAL SURFACE	EL 1499.5	250'	REQUEST AERONAUTICAL STUDY
(8) HOGBACKS	1781 MSL	HORIZONTAL SURFACE	EL 1499.5	281'	REQUEST AERONAUTICAL STUDY
(9) WINDSOCK	1354 MSL	TRANSITIONAL SURFACE	EL 1349	5'	ADD OBSTRUCTION LIGHT
(10) AULD ROAD	1346 MSL	TRANSITIONAL SURFACE	EL 1357	3'	REQUEST WAIVER

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway and elevations and ultimate approach surfaces, unless otherwise noted.
2. Additional obstruction data is illustrated on National Ocean Survey document OC 6941 – AIRPORT OBSTRUCTION CHART, published July 1991.
3. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

No.	REVISIONS	DATE	BY	APP'D.
3	FAA ALP Approval			8/4/04
2	[illegible]	8/04	2 & H	
1	[illegible]	11/03	2 & H	

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FRENCH VALLEY AIRPORT

AIRPORT AIRSPACE DRAWING

Murrieta/Temecula, California

PLANNED BY: Vicki L. Rogers

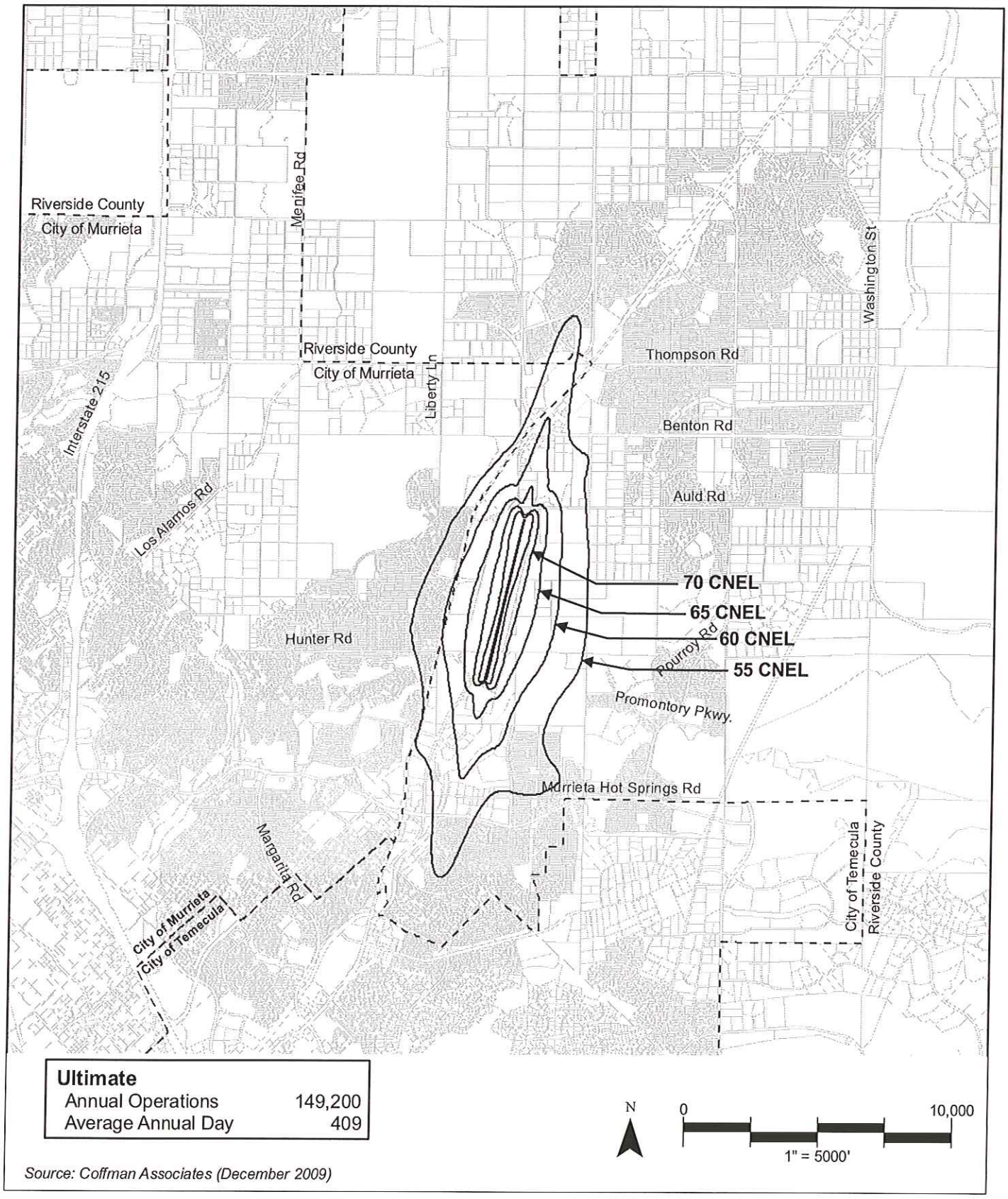
DETAILED BY: Larry B. Johnson

APPROVED BY: Stephen E. Wagner

April 6, 2010 — SHEET 4 OF 8

Coffman Associates — Airport Consultants — www.coffmanassociates.com

Map FV-2



Source: Coffman Associates (December 2009)

Map FV-3

Future Noise Impacts

French Valley Airport

Vol. 1 Hemet/Ryan

INCOMPLETE

Vol. 1 March Air Reserve Base

COMING SOON

PS. PALM SPRINGS INTERNATIONAL AIRPORT

PS.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Airport Master Plan* adopted by the Palm Springs City Council in 2002 is the basis for the *Compatibility Plan*.

1.2 *Airfield Configuration:* Establishment of a precision instrument approach procedure on Runway 31L is proposed, but no other runway system changes are indicated in the *Master Plan*.

1.3 *Airport Activity:* Despite a projected increase from 109,500 aircraft operations in 2002 to 170,260 in 2020, the *Master Plan* anticipates Palm Springs International Airport noise contours to slightly shrink in most locations. This impact reduction reflects the reduced single-event noise levels produced by the aircraft that will make up the future fleet mix at the airport compared to those operating there today. For the purposes of the *Compatibility Plan*, a composite of the 2002 and 2020 noise contours is used.

1.4 *Airport Influence Area:* The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport. Close-in areas west of the airport are affected by sideline noise, but the more distant areas are seldom overflown and thus are excluded from the airport influence area.

PS.2 Additional Compatibility Policies

2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Palm Springs International Airport. For this airport, the criterion shall instead be 62 dB CNEL. This higher threshold takes into account the ambient noise conditions in the area and also the community's long-standing exposure to the noise of airline aircraft operations. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.

2.2 *Zone C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)

2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the high-density option for *Compatibility Zone D* at Palm Springs International Airport shall

allow residential densities as low as 3.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community.

2.4 *Southeast Industrial/Commercial Area:* Within the areas designated by a (1) and a (2) on the Palm Springs International Airport Compatibility Map, the following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

(1) An average of up to 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30% to at least 35%, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up 90 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 40% or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up 100 people per acre.

(b) In *Compatibility Zone C*:

(1) An average of up to 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.

(2) If the percentage of qualifying open land on the site is increased from 20% to at least 25%, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up 180 people per acre.

(3) If the percentage of qualifying open land on the site is increased to 30% or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the City of Palm Springs and the project proponents and is not required by ALUC policy.

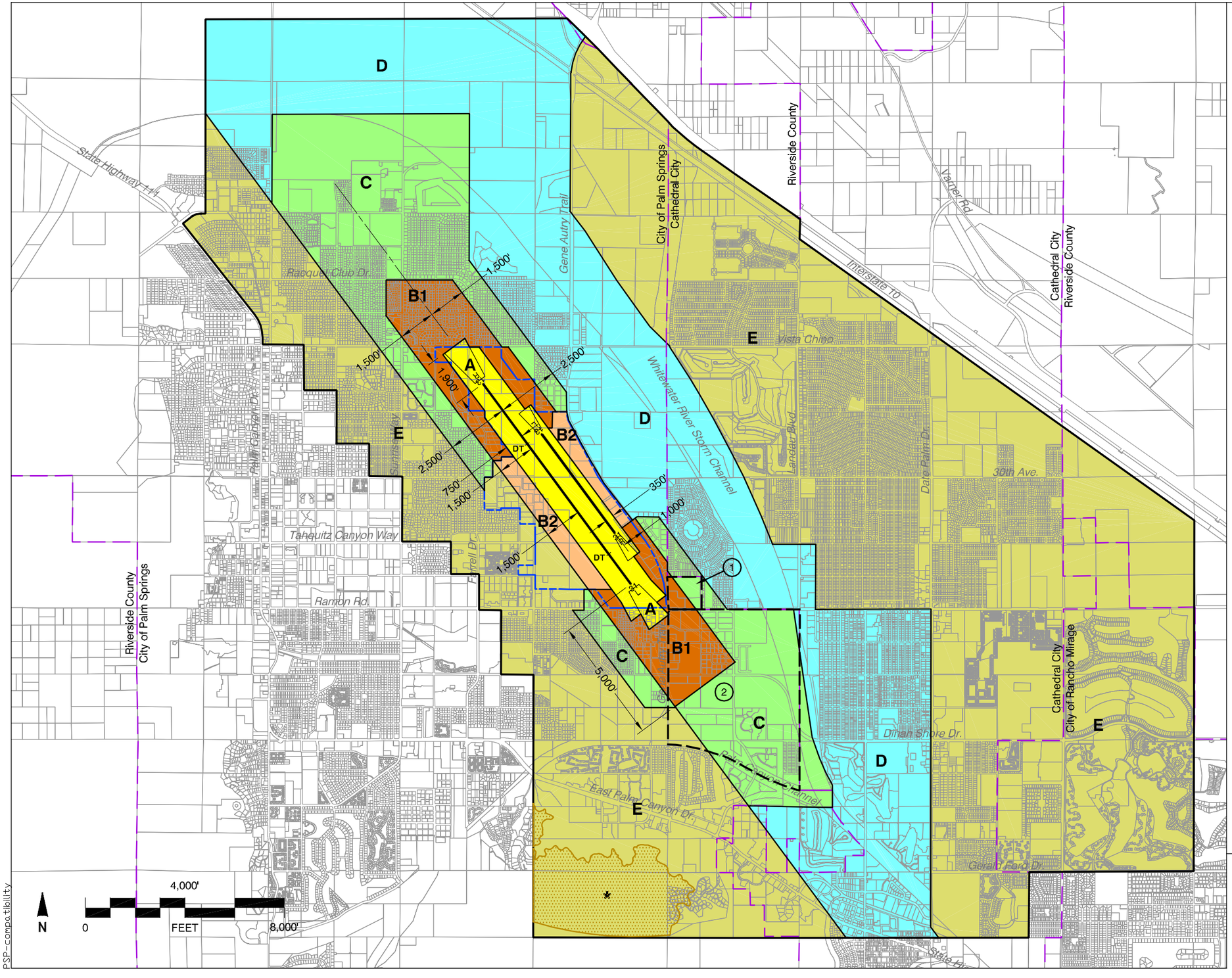
(e) The intensity bonuses for extra open land provided here are judged to represent a balance between the ALUC objective of enhancing safety in the airport environs and needs of the community for more intensive development of the area involved. The resulting intensities remain consistent with the guidelines set in the *California Airport Land Use Planning Handbook* given the character of the airport activity and the surrounding community.

2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, any new single-

family or multi-family residential development proposed for construction anywhere within the Palm Springs International Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

(a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.

(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described.



PSP-compatibility

Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

See Chapter 2, Table 2A for compatibility criteria associated with this map.

(#) See Policy PS.2.1.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

Map PS-1

Compatibility Map

Palm Springs International Airport

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. ANTENNA	447	RUNWAY 31L 50:1 APPROACH SURFACE	439	8'	FIX BY FUNCTIONAL PURPOSE
2. TREE	440	RUNWAY 31L 50:1 APPROACH SURFACE	426	14'	TO BE REMOVED
3. ANTENNA	440	RUNWAY 31L 50:1 APPROACH SURFACE	424	16'	FIX BY FUNCTIONAL PURPOSE
4. TREE	437	RUNWAY 31L 50:1 APPROACH SURFACE	419	18'	TO BE REMOVED
5. POLE	430	RUNWAY 31L 50:1 APPROACH SURFACE	419	11'	FIX BY FUNCTIONAL PURPOSE
6. POLE	424	RUNWAY 31L 50:1 APPROACH SURFACE	415	9'	FIX BY FUNCTIONAL PURPOSE
7. TREE	425	RUNWAY 31L 50:1 APPROACH SURFACE	415	10'	TO BE REMOVED
8. OL ON LIGHTED WINDSOCK	424	RUNWAY 13R-31L PRIMARY SURFACE	399	25'	TO REMAIN LIGHTED
9. OL ON LIGHTED WINDSOCK	502	RUNWAY 13R-31L 7:1 TRANSITIONAL SURFACE	468	34'	TO REMAIN LIGHTED
10. OL ON LIGHTED WINDSOCK	443	RUNWAY 13R-31L PRIMARY SURFACE	424	19'	TO REMAIN LIGHTED
11. OL ON LIGHTED	449	RUNWAY 13R-31L PRIMARY SURFACE	428	21'	TO REMAIN LIGHTED
12. OL ON LIGHTED WINDSOCK	464	RUNWAY 13R-31L PRIMARY SURFACE	440	24'	TO REMAIN LIGHTED
13. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY
14. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY
15. OL ON RADIO TOWER	753	HORIZONTAL SURFACE	624	129'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
16. OL ON RADIO TOWER	756	HORIZONTAL SURFACE	624	132'	REQUEST FAA AERONAUTICAL STUDY
17. WEATHER VANE ON CUPOLA	629	HORIZONTAL SURFACE	624	5'	REQUEST FAA AERONAUTICAL STUDY
18. GROUND	1024	CONICAL SURFACE	737	287'	REQUEST FAA AERONAUTICAL STUDY
19. GROUND	1293	CONICAL SURFACE	767	526'	REQUEST FAA AERONAUTICAL STUDY
20. GROUND	1442	CONICAL SURFACE	797	645'	REQUEST FAA AERONAUTICAL STUDY
21. BUILDING	790	CONICAL SURFACE	662	128'	REQUEST FAA AERONAUTICAL STUDY
22. GROUND	999	CONICAL SURFACE	768	231'	REQUEST FAA AERONAUTICAL STUDY
23. GROUND	1363	CONICAL SURFACE	803	560'	REQUEST FAA AERONAUTICAL STUDY
24. GROUND	1306	CONICAL SURFACE	736	570'	REQUEST FAA AERONAUTICAL STUDY
25. GROUND	778	CONICAL SURFACE	668	110'	REQUEST FAA AERONAUTICAL STUDY
26. GROUND	1100	CONICAL SURFACE	757	343'	REQUEST FAA AERONAUTICAL STUDY
27. GROUND	831	CONICAL SURFACE	730	101'	REQUEST FAA AERONAUTICAL STUDY
28. GROUND	842	CONICAL SURFACE	752	90'	REQUEST FAA AERONAUTICAL STUDY
29. GROUND	1201	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1165	36'	REQUEST FAA AERONAUTICAL STUDY
30. TREE	1069	RUNWAY 31L 40:1 APPROACH SURFACE	1001	68'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION TABLE

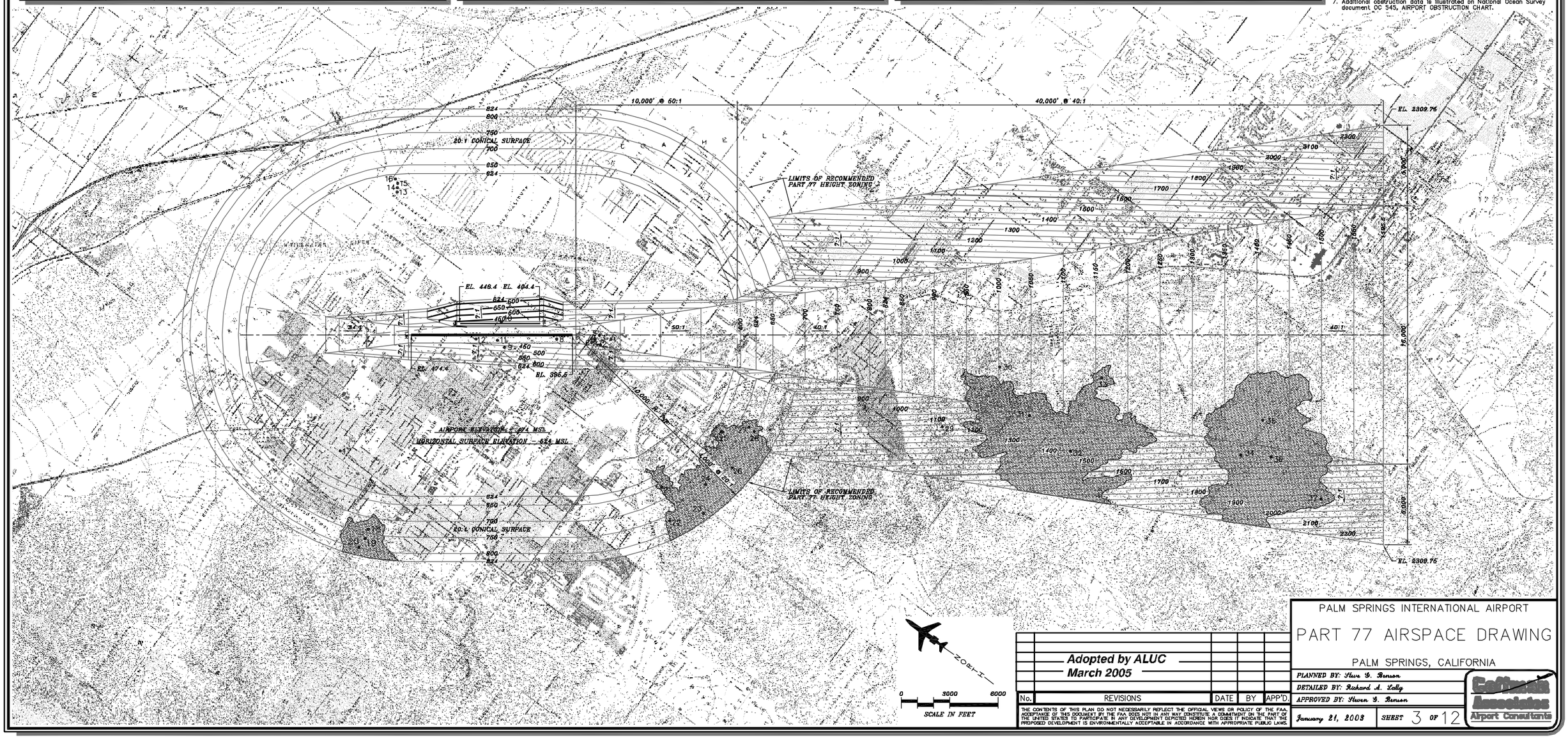
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
31. GROUND	2040	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1086	954'	REQUEST FAA AERONAUTICAL STUDY
32. GROUND	2005	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1406	599'	REQUEST FAA AERONAUTICAL STUDY
33. GROUND	1360	RUNWAY 31L 40:1 APPROACH SURFACE	1159	201'	REQUEST FAA AERONAUTICAL STUDY
34. GROUND	2004	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1482	522'	REQUEST FAA AERONAUTICAL STUDY
35. GROUND	2520	RUNWAY 31L 40:1 APPROACH SURFACE	1408	1112'	REQUEST FAA AERONAUTICAL STUDY
36. GROUND	2400	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1503	897'	REQUEST FAA AERONAUTICAL STUDY
37. GROUND	2185	RUNWAY 31L 7:1 TRANSITIONAL SURFACE	1887	278'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION LEGEND

- OBSTRUCTION
- GROUP or MULTIPLE OBSTRUCTIONS
- TOPOGRAPHIC OBSTRUCTION

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the RUNWAY APPROACH ZONES PROFILES, sheet 4 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 5, 7 and 8 of these plans.
5. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for noninterstate roads, 17' for interstate roads, and 23' for railroads.
6. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.
7. Additional obstruction data is illustrated on National Ocean Survey document OC 545, AIRPORT OBSTRUCTION CHART.



Adopted by ALUC
March 2005

No.	REVISIONS	DATE	BY	APP'D.

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

PALM SPRINGS INTERNATIONAL AIRPORT

PART 77 AIRSPACE DRAWING

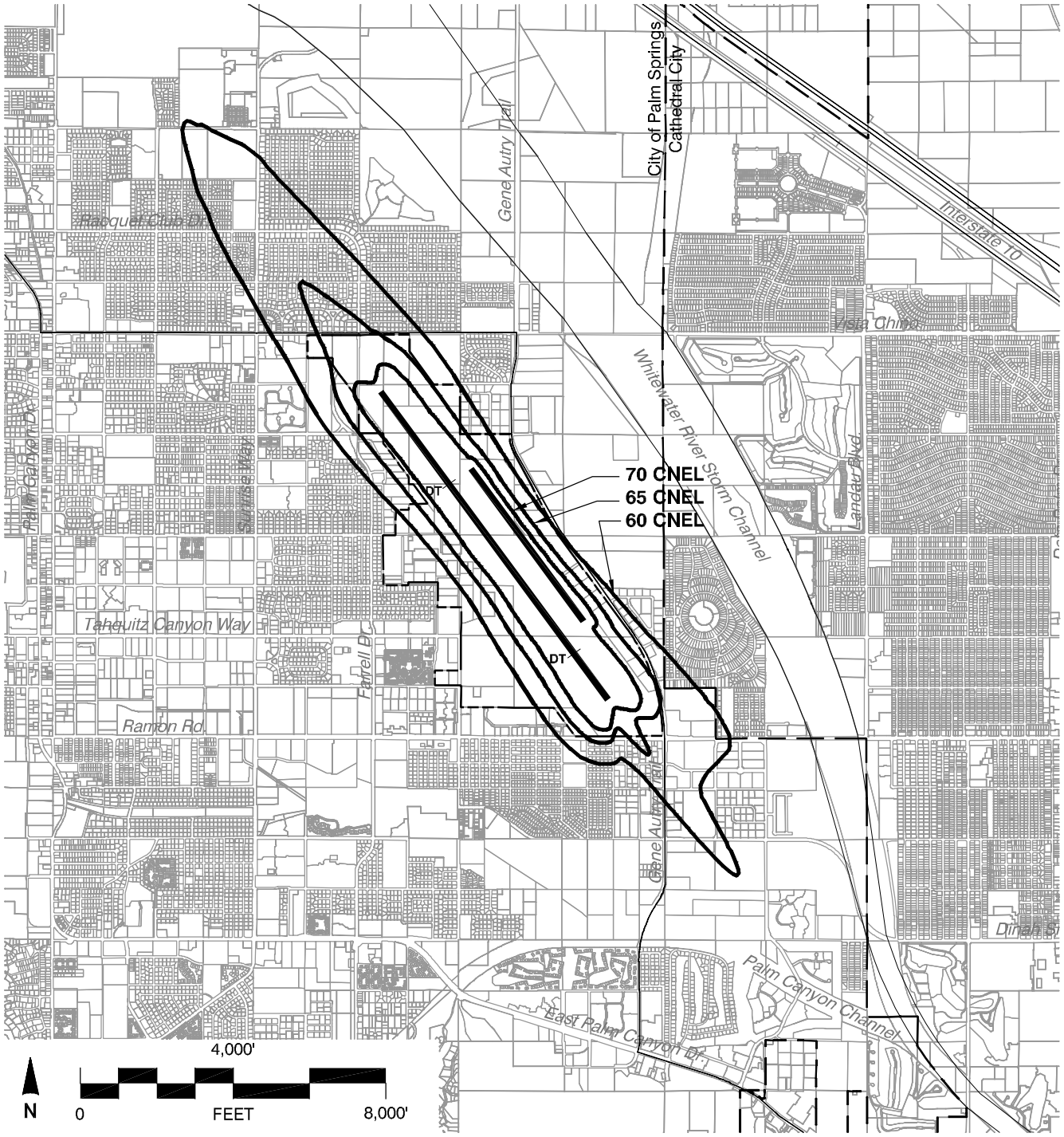
PALM SPRINGS, CALIFORNIA

PLANNED BY: Steve S. Benson
DETAILED BY: Richard A. Lolly
APPROVED BY: Steven S. Benson

January 21, 2003 | SHEET 3 OF 12

Coffman Associates
Airport Consultants

Map PS-2



2002	
Annual Operations	109,500
Average Annual Day	304

2020	
Annual Operations	170,260
Average Annual Day	473

Note:
Contours shown represent composite of 2002 and 2020 contours.

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

PSP–noise–compatibility

Map PS-3

Noise Compatibility Contours

Palm Springs International

PV. PERRIS VALLEY AIRPORT

PV.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Perris Valley Airport. The *Compatibility Plan* for this airport is based upon a simplified airport layout diagram (Exhibit PV-2 in Chapter 3) as reviewed and accepted by the California Division of Aeronautics [pending] for compatibility planning purposes. The proposed runway configuration changes indicated on the diagram are also expected to be reflected in future Division of Aeronautics issuance of an amended State Airport Permit for the airport.

1.2 *Airfield Configuration:* The existing runway configuration results in the entire Runway 15 protection zone (RPZ) extending north of East Ellis Avenue, off of airport property. The City of Perris has requested that the runway be modified through the use of declared distances so as to situate all of the RPZ south of the road. Additional modifications will be necessary to enable the runway safety area (RSA) at each end of the runway to comply with Federal Aviation Administration standards. The Perris Valley Airport management acknowledges these circumstances, but has not yet had the opportunity to implement the changes; nor has the airport's State Airport Permit been modified to reflect them. The *Compatibility Plan* is nevertheless based upon the assumption that the modifications will take place in the near future. Details regarding the current and proposed runway configuration are included in Chapter 3.

1.3 *Airport Activity:* The *Compatibility Plan* for Perris Valley Airport anticipates that the airport could eventually reach approximately 52,000 annual operations, a 53% increase over its estimated present activity level of 34,000 operations. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. Noise contours reflecting the ultimate activity levels on an average day are used for the purposes of the *Compatibility Plan* (Exhibit PV-5).

1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the Perris Valley Airport influence area to the north, west, and south of the airport. The designated traffic pattern is right traffic for Runway 15 and left traffic for Runway 33. This locates all local traffic on the west side of the airport. Therefore, the influence area to the east is not as broad and ends 5,000 feet from the runway centerline.

PV.2 Additional Compatibility Policies

2.1 *Infill Intermediate Residential Density Development:* The criteria set forth in Countywide Policies 3.1.3(a), 3.1.3(b), 3.3.1(a), 3.3.1(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, as an alternative to development in accordance with the density ranges specified in Table 2A, residential development at densities

of not more than five dwelling units per acre and not less than two dwelling units per acre may be permitted within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50% of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development. It is further noted that the intent of the policy is not to encourage any areas planned for commercial or industrial development to be converted to residential uses, but to enable the density of future developments to be similar to existing neighborhood residential densities or densities approved through valid entitlement actions (such as approved tentative tract maps). Furthermore, nothing in this Plan shall be interpreted as prohibiting or restraining the development of a single-family residence on any property within the Airport Influence Area that is designated for residential use.

2.2 *Zone C and D Open Area Requirements:* The open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue.

2.3 *Compatibility Zone B1 Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(2) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue: An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 104 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.

2.4 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone D located northerly of Ellis Avenue: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 585 people per any single acre may be allowed, depending upon the mix of risk-reduction design measures.

2.5 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.

2.6 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, avigation easement dedication shall be required for new developments located in the portion of Airport Compatibility Zone C northerly of Ellis Avenue, and deed notice recorda-

tion shall be required throughout the boundaries of the Downtown Perris Specific Plan.

Furthermore, any new single-family or multi-family residential development proposed for construction anywhere within the AIA, except for those portions of *Compatibility Zone E* located southerly of Ellis Avenue, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

(a) During initial sales of properties within newly created subdivisions, informational signs shall be posted in conspicuous locations in the subdivision sales office clearly depicting the proximity of the subdivision to the airport and aircraft traffic patterns.

(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from this Airport Land Use Compatibility Plan shall be included in the brochure.

2.7 *Noise-Sensitive Outdoor Nonresidential Uses Near Rail Line:* The criteria set forth in Table 2A and Table 2B notwithstanding, the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.

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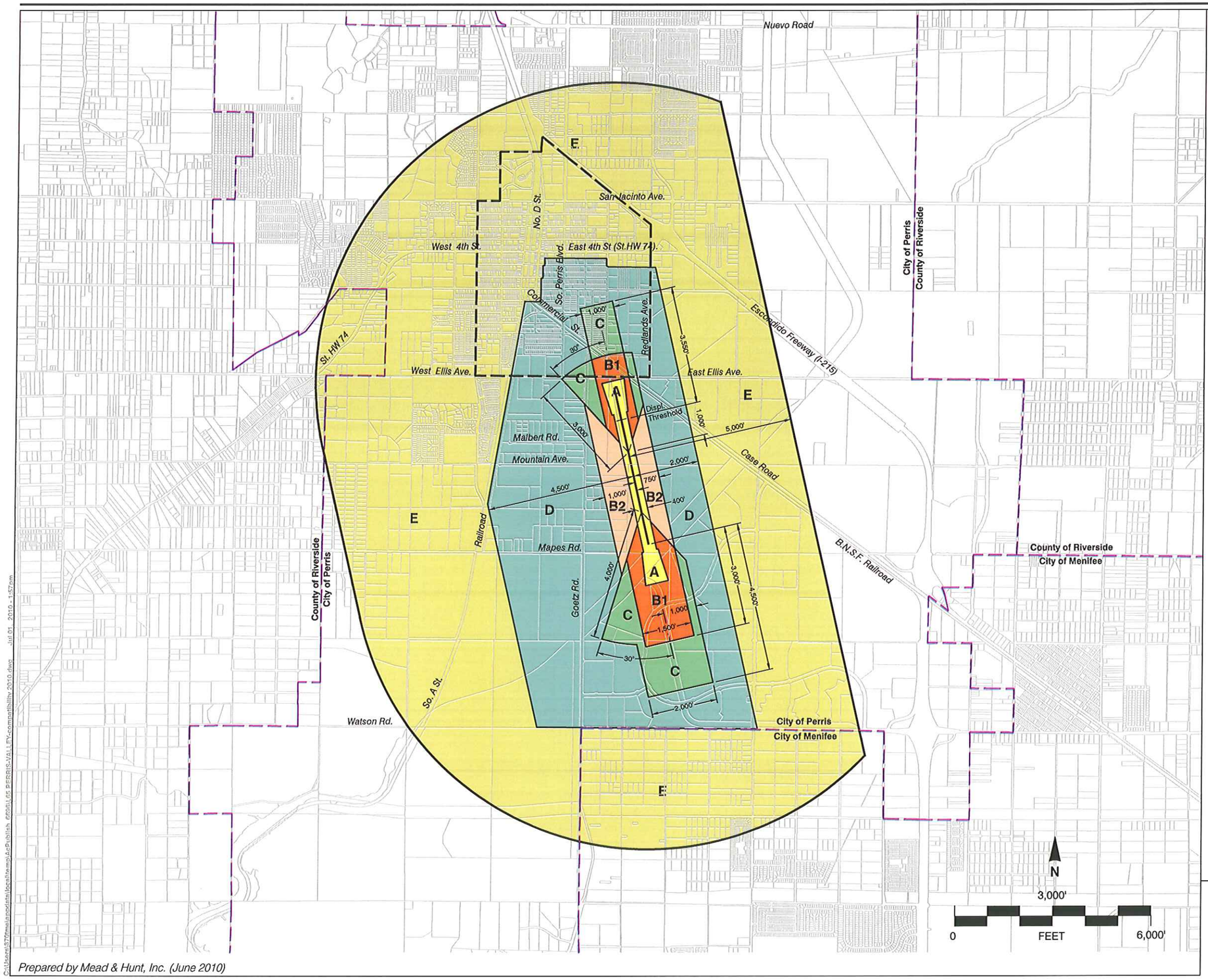


Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

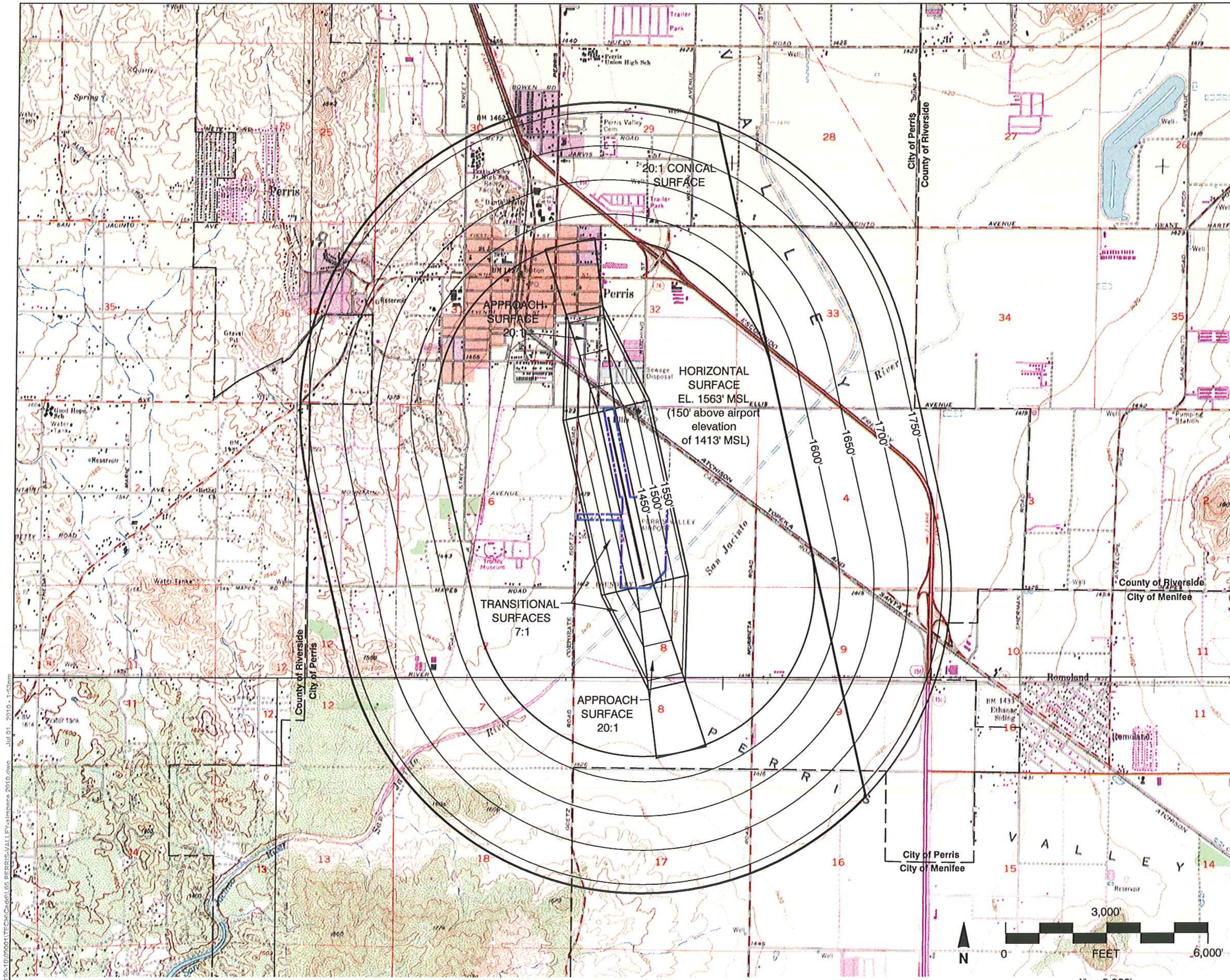
(July 2010 Draft)

Map PV-1

Compatibility Map

Perris Valley Airport

Prepared by Mead & Hunt, Inc. (June 2010)



Prepared by Mead & Hunt, Inc. (June 2010)

Legend

Boundary Lines

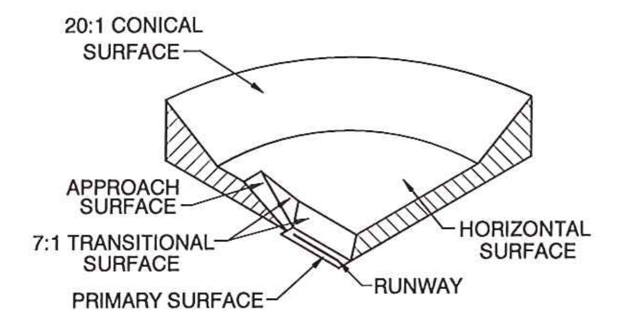
- Airport Property Line
- City Limits
- Airport Influence Area

Airspace Protection Surfaces

- FAR Part 77 Obstruction Surfaces

Notes

1. No terrain penetrations of FAR Part 77 surfaces.
2. Basemap: USGS Topographic Maps.
3. Surfaces adjusted to match assumed future runway length of 4,840'



TYPICAL FAR PART 77 OBSTRUCTION SURFACES

Riverside County Airport Land Use Commission

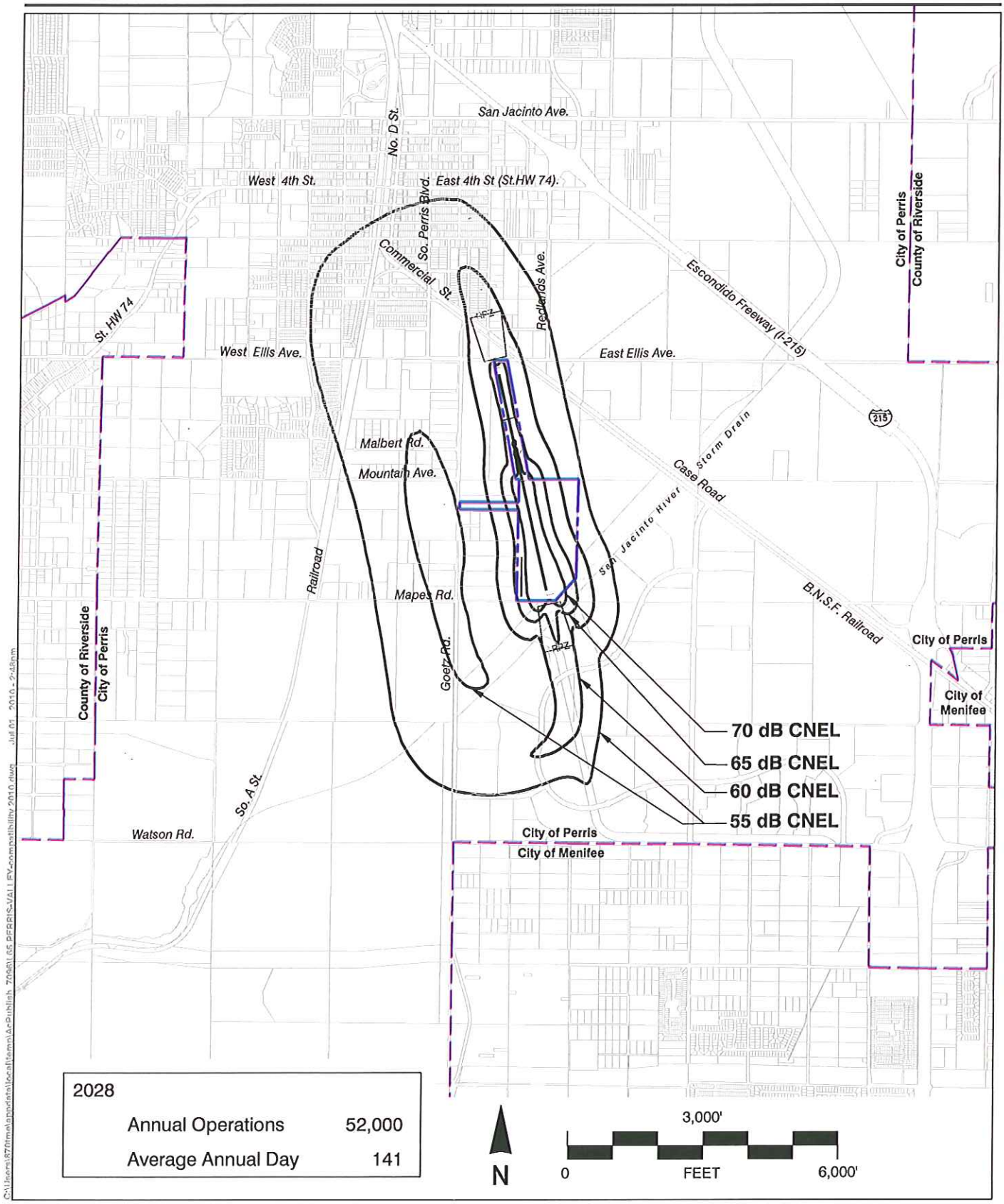
Riverside County Airport Land Use Compatibility Plan Policy Document

(July 2010 Draft)

Map PV-2

Airspace Protection

Perris Valley Airport



Source: Mead & Hunt, Inc. (June 2010)

Map PV-3

Ultimate Noise Impacts

Perris Valley Airport

RI. RIVERSIDE MUNICIPAL AIRPORT

RI.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The most recent airport master plan was adopted by the City of Riverside in November 1999. The airport layout plan drawing was subsequently updated in January 2001.

1.2 *Airfield Configuration:* The *Airport Master Plan* proposes an easterly 750-foot extension of Runway 9-27. Establishment of a straight-in nonprecision instrument approach to Runway 27 also is contemplated. The compatibility map for Riverside Municipal Airport takes into account the traffic patterns associated with both the existing and future runway ends and approach types.

1.3 *Airport Activity:* For the purposes of the *Compatibility Plan*, the *Master Plan* forecasts have been extended to a level anticipated to have a time horizon of 20+ years. Specifically, a projection of 220,000 annual operations, almost double the current level, is assumed. Essentially all of this growth is expected to be in operations by turboprop aircraft, business jets, and helicopters; single-engine airplane activity is projected to remain roughly constant.

1.4 *Airport Influence Area:* The instrument approach route and typical extent of the airport traffic pattern define the of the airport influence area boundary for Riverside Municipal Airport. To the east and west, this boundary mostly coincides with the outer edge of the airport's FAR Part 77 conical surface. A westward extension encompasses locations where aircraft on a precision instrument approach are lower than 1,000 feet above the airport elevation.

RI.2 Additional Compatibility Policies

2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Riverside Municipal Airport. For this airport, the criterion shall instead be 65 dB CNEL. This higher threshold recognizes that ambient noise conditions in the area are relatively high because of other major noise sources, particularly railroads and freeways. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.

2.2 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in Compatibility Zone B2 at Riverside Municipal Airport may have up to three aboveground habitable floors provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77.

2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the residential

density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:

(a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.

(b) For the area within the City of Riverside west of Tyler Street—designated with a (1) on Map RI-1—no restrictions on residential densities shall apply.

2.4 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the Riverside Municipal Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

(a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.

(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, Compatibility Factors, will suffice).

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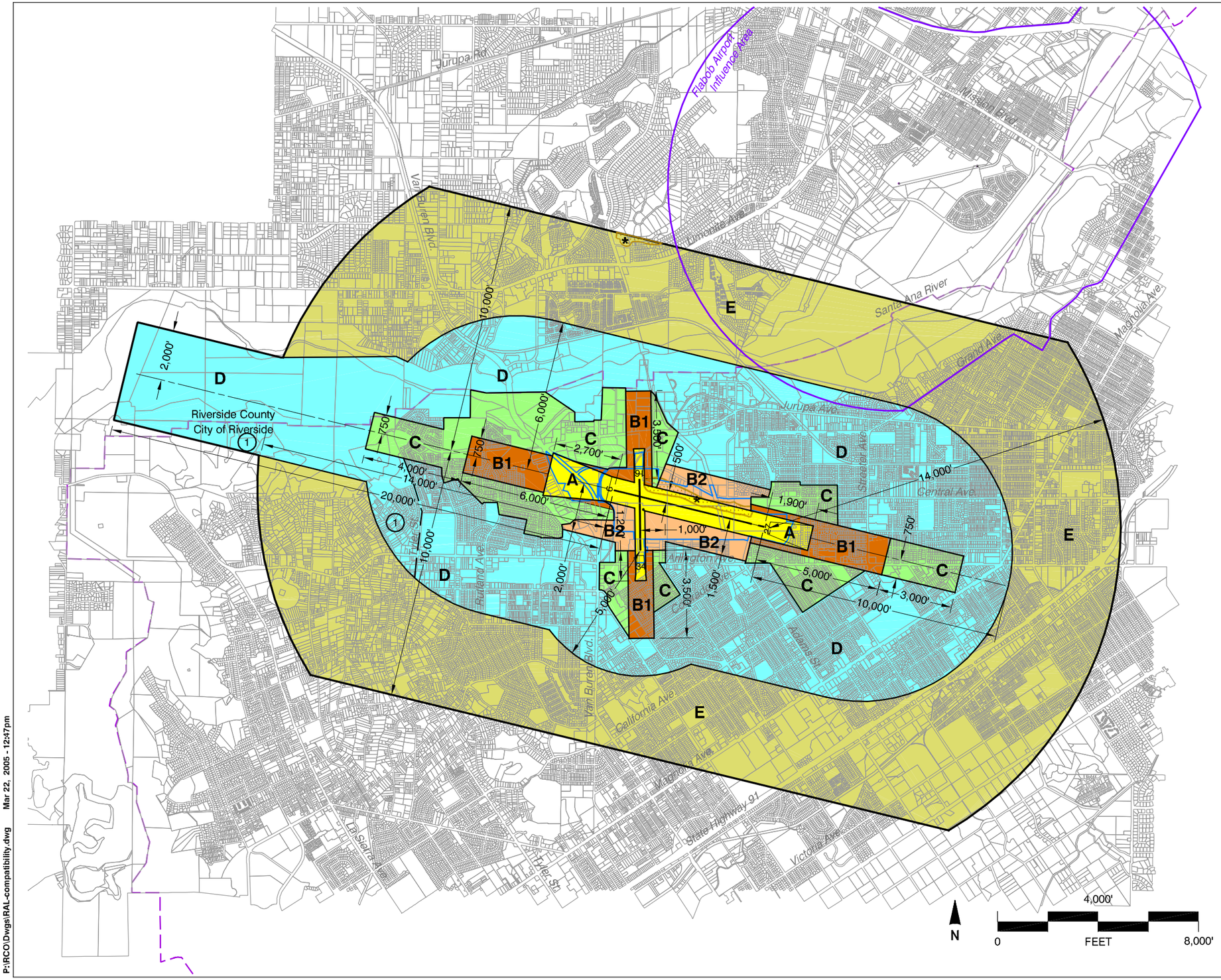

Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

Map RI-1

Compatibility Map

Riverside Municipal Airport

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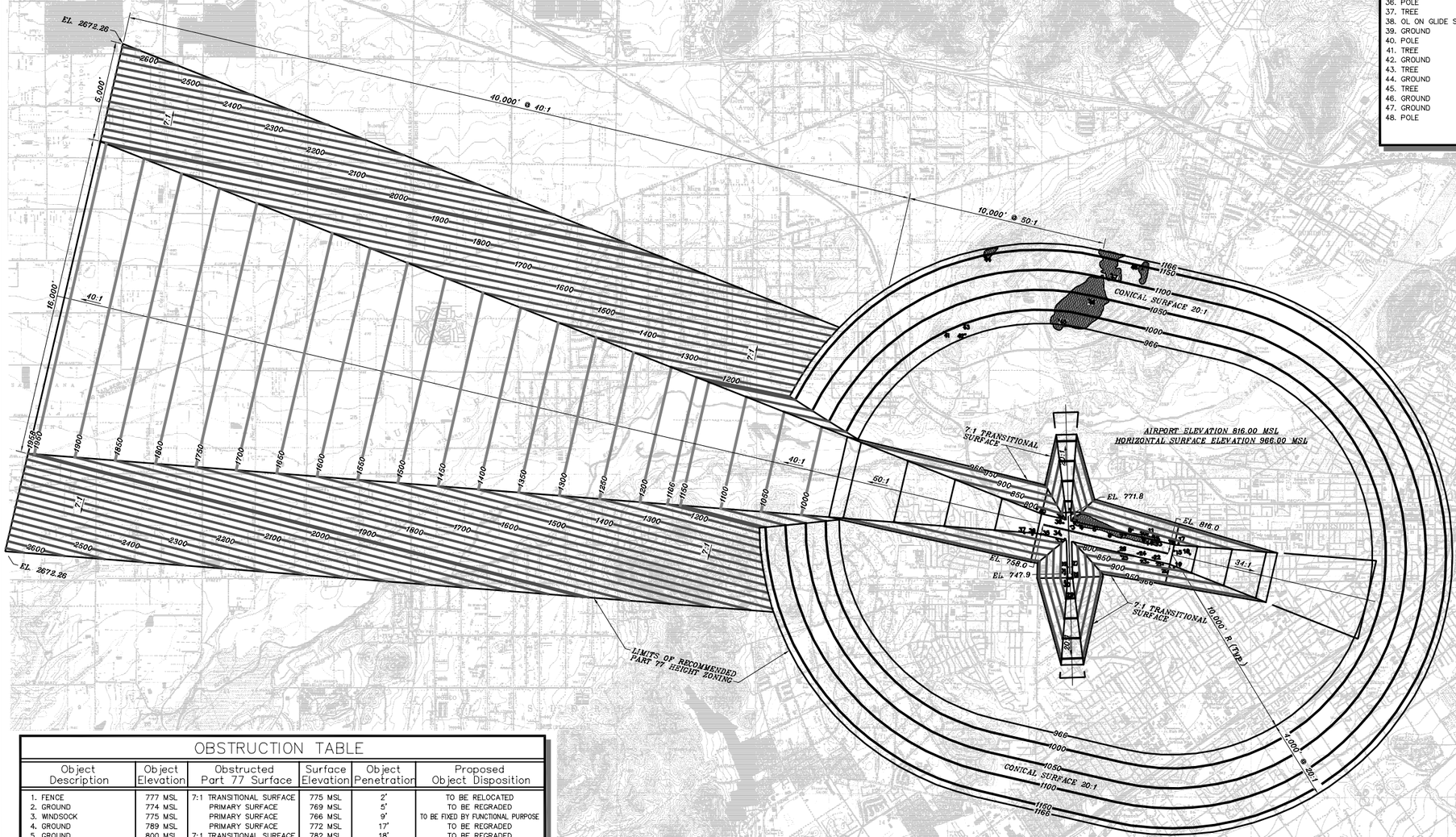


OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
26. OL ON LIGHTED WINDSOCK	818 MSL	PRIMARY SURFACE	802 MSL	16'	TO REMAIN LIGHTED
27. FENCE	756 MSL	PRIMARY SURFACE	752 MSL	4'	REQUEST AERONAUTICAL STUDY
28. FENCE	754 MSL	PRIMARY SURFACE	748 MSL	6'	REQUEST AERONAUTICAL STUDY
29. TREE	805 MSL	20:1 APPROACH SURFACE	799 MSL	6'	REQUEST AERONAUTICAL STUDY
30. TREE	792 MSL	7:1 TRANSITIONAL SURFACE	772 MSL	20'	TO BE REMOVED
31. TREE	783 MSL	7:1 TRANSITIONAL SURFACE	767 MSL	16'	TO BE REMOVED
32. WINDSOCK	756 MSL	PRIMARY SURFACE	750 MSL	6'	TO BE FIXED BY FUNCTIONAL PURPOSE
33. OL ON VOR	780 MSL	PRIMARY SURFACE	765 MSL	15'	TO REMAIN LIGHTED/RELOCATE
34. WINDSOCK	767 MSL	PRIMARY SURFACE	762 MSL	5'	TO BE FIXED BY FUNCTIONAL PURPOSE
35. RAILROAD	764 MSL	50:1 APPROACH SURFACE	758 MSL	6'	REQUEST AERONAUTICAL STUDY
36. POLE	777 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	2'	REQUEST AERONAUTICAL STUDY
37. TREE	791 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	16'	TO BE REMOVED
38. OL ON GLIDE SLOPE	787 MSL	PRIMARY SURFACE	762 MSL	25'	TO REMAIN LIGHTED
39. GROUND	767 MSL	PRIMARY SURFACE	762 MSL	5'	TO BE REGRADED
40. POLE	791 MSL	7:1 TRANSITIONAL SURFACE	782 MSL	9'	REQUEST AERONAUTICAL STUDY
41. TREE	1043 MSL	20:1 CONICAL SURFACE	1000 MSL	43'	REQUEST AERONAUTICAL STUDY
42. GROUND	1023 MSL	20:1 CONICAL SURFACE	973 MSL	50'	REQUEST AERONAUTICAL STUDY
43. TREE	1043 MSL	20:1 CONICAL SURFACE	999 MSL	44'	REQUEST AERONAUTICAL STUDY
44. GROUND	1171 MSL	20:1 CONICAL SURFACE	1146 MSL	25'	REQUEST AERONAUTICAL STUDY
45. TREE	1136 MSL	20:1 CONICAL SURFACE	976 MSL	60'	REQUEST AERONAUTICAL STUDY
46. GROUND	1339 MSL	20:1 CONICAL SURFACE	1038 MSL	1'	REQUEST AERONAUTICAL STUDY
47. GROUND	1231 MSL	20:1 CONICAL SURFACE	1112 MSL	119'	REQUEST AERONAUTICAL STUDY
48. POLE	1228 MSL	20:1 CONICAL SURFACE	1143 MSL	85'	REQUEST AERONAUTICAL STUDY

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. FENCE	777 MSL	7:1 TRANSITIONAL SURFACE	775 MSL	2'	TO BE RELOCATED
2. GROUND	774 MSL	PRIMARY SURFACE	769 MSL	5'	TO BE REGRADED
3. WINDSOCK	775 MSL	PRIMARY SURFACE	766 MSL	9'	TO BE FIXED BY FUNCTIONAL PURPOSE
4. GROUND	789 MSL	PRIMARY SURFACE	772 MSL	17'	TO BE REGRADED
5. GROUND	800 MSL	7:1 TRANSITIONAL SURFACE	782 MSL	18'	TO BE REGRADED
6. OL ON ANEMOMETER	818 MSL	PRIMARY SURFACE	795 MSL	23'	TO REMAIN LIGHTED
7. GROUND	821 MSL	PRIMARY SURFACE	804 MSL	17'	TO BE REGRADED
8. LIGHT STANDARD	861 MSL	7:1 TRANSITIONAL SURFACE	835 MSL	26'	TO BE FIXED BY FUNCTIONAL PURPOSE
9. GROUND	849 MSL	PRIMARY SURFACE	815 MSL	34'	TO BE REGRADED
10. ROD ON OL RTR TOWER	904 MSL	7:1 TRANSITIONAL SURFACE	836 MSL	68'	TO REMAIN LIGHTED
11. OL ON AIRPORT BEACON	902 MSL	7:1 TRANSITIONAL SURFACE	849 MSL	53'	TO REMAIN LIGHTED
12. GROUND	856 MSL	7:1 TRANSITIONAL SURFACE	831 MSL	25'	TO BE REGRADED
13. GROUND	834 MSL	PRIMARY SURFACE	816 MSL	18'	TO BE REGRADED
14. GROUND	838 MSL	PRIMARY SURFACE	816 MSL	22'	TO BE REGRADED
15. ANTENNA ON BUILDING	840 MSL	34:1 APPROACH SURFACE	817 MSL	23'	TO BE FIXED BY FUNCTIONAL PURPOSE
16. GROUND	841 MSL	7:1 TRANSITIONAL SURFACE	821 MSL	20'	TO BE REGRADED
17. TREE	857 MSL	7:1 TRANSITIONAL SURFACE	834 MSL	23'	TO BE REMOVED
18. TREE	859 MSL	34:1 APPROACH SURFACE	841 MSL	18'	TO BE REMOVED
19. TREE	855 MSL	7:1 TRANSITIONAL SURFACE	831 MSL	24'	REQUEST AERONAUTICAL STUDY
20. TREE	852 MSL	7:1 TRANSITIONAL SURFACE	842 MSL	10'	REQUEST AERONAUTICAL STUDY
21. TREE	842 MSL	7:1 TRANSITIONAL SURFACE	825 MSL	17'	REQUEST AERONAUTICAL STUDY
22. WINDSOCK	821 MSL	PRIMARY SURFACE	816 MSL	5'	TO BE FIXED BY FUNCTIONAL PURPOSE
23. FLOODLIGHT	845 MSL	7:1 TRANSITIONAL SURFACE	829 MSL	16'	TO BE FIXED BY FUNCTIONAL PURPOSE
24. CEILOMETER	818 MSL	PRIMARY SURFACE	815 MSL	3'	TO BE FIXED BY FUNCTIONAL PURPOSE
25. ANTENNA ON OL ATCT	876 MSL	7:1 TRANSITIONAL SURFACE	811 MSL	65'	TO REMAIN LIGHTED

NORTH

0 3000 6000 9000

SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
	Adopted by ALUC March 2005			
1	-	-	-	-

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RIVERSIDE AIRPORT

AIRPORT AIRSPACE DRAWING

Riverside, California

PLANNED BY: Christopher M. Huguenin

DETAILED BY: Richard A. Lolly

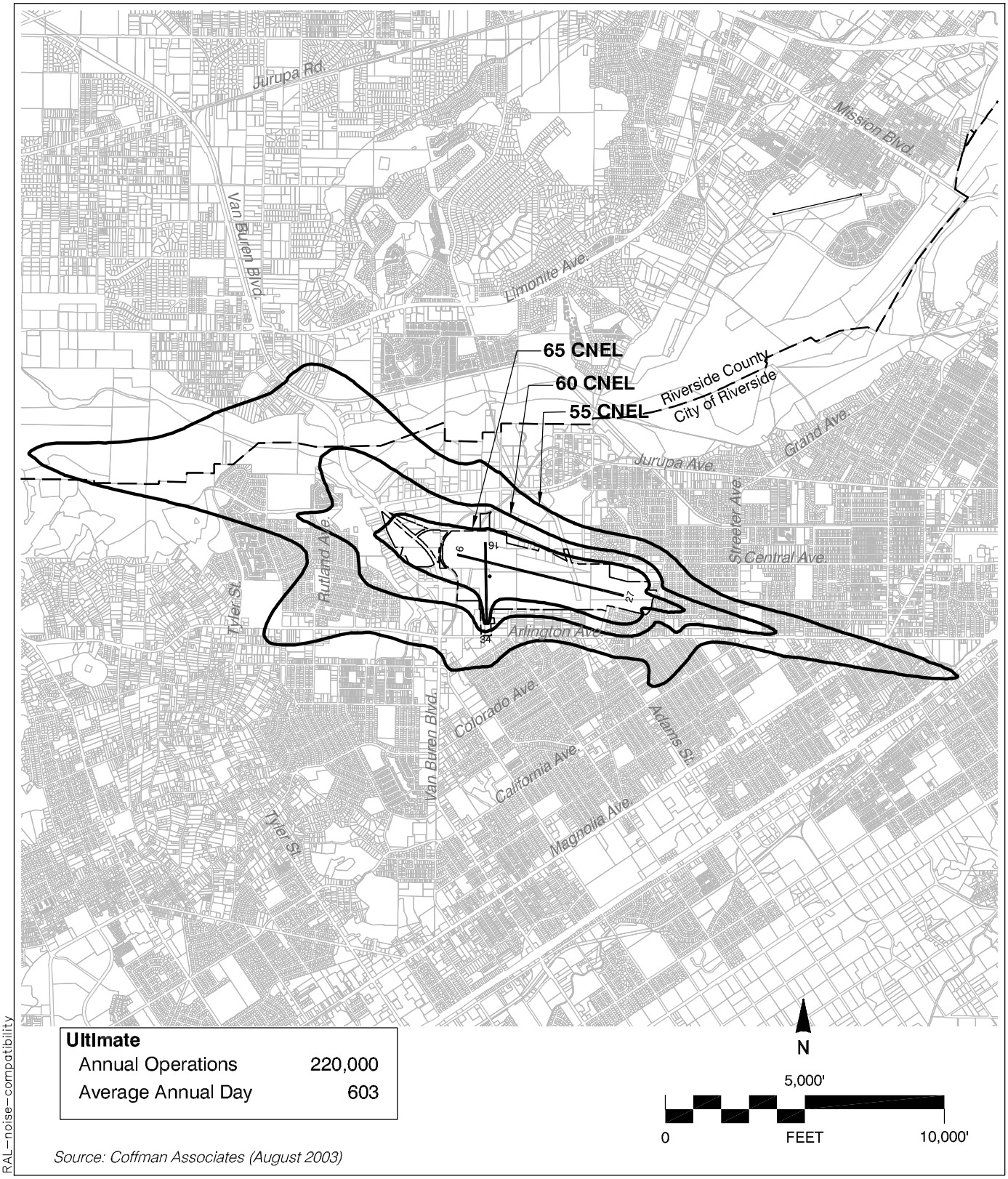
APPROVED BY: Stephen E. Wagner

August 18, 1999

SHEET 3 OF 10

Coffman Associates Airport Consultants

Map RI-2



Source: Coffman Associates (August 2003)

RAL–noise–compatibility

Map RI-3

Noise Compatibility Contours

Riverside Municipal Airport

APPENDIX A

State Laws Related to Airport Land Use Planning

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AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9—Aviation
Part 1—State Aeronautics Act
Chapter 4—Airports and Air Navigation Facilities
Article 3.5—Airport Land Use Commission

21670. Creation; Membership; Selection

(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.

(2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors for the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

(1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.

(2) Two representing the county, appointed by the board of supervisors.

(3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.

(4) One representing the general public, appointed by the other six members of the commission.

(c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.

(d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.

(e) A person having an "expertise in aviation" means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.

(f) It is the intent of the Legislature to clarify that, for the purposes of this article, that special districts, school districts and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.

21670.1. Action by Designated Body Instead of Commission

(a) Notwithstanding any provisions of this article, if the board of supervisors and the city selection committee of mayors in any county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.

(b) A body designated pursuant to subdivision (a) that does not include among its membership at least two members having expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that the body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.

(c) (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.

(2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1) of this subdivision, that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:

(A) Adopt processes for the preparation, adoption, and amendment of the airport land use compatibility plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.

(B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the airport land use compatibility plans.

(C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the airport land use compatibility plans.

(D) Adopt processes for the amendment of general and specific plans to be consistent with the airport land use compatibility plans.

(E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each airport land use compatibility plan.

(3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:

(A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.

(B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.

(C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.

(4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the airport land use compatibility plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by the division and a plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.

(d) A commission need not be formed in a county that has contracted for the preparation of airport land use compatibility plans with the Division of Aeronautics under the California Aid to Airport Program (Chapter 4 (commencing with Section 4050) of Title 21 of the the California Code of Regulations), Project Ker-VAR 90-1, and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the plans:

(1) Agree to adopt and implement the airport land use compatibility plans that have been developed under contract.

(2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations as part of the general and specific plans for the county and for each affected city.

(3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.

(e) (1) A commission need not be formed in a county if all of the following conditions are met:

(A) The county has only one public use airport that is owned by a city.

(B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.

(ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

21670.2. Application to Counties Having over 4 Million in Population

(a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

(b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.

(c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the plans are adopted.

21670.3 San Diego County

(a) Sections 21670 and 21670.1 do not apply to the county of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, is responsible for coordinating the airport planning of public agencies within the county and shall, on or before June 30, 2005, after reviewing the existing airport land use compatibility plan adopted pursuant to Section 21675, adopt an airport land use compatibility plan.

(b) Any airport land use compatibility plan developed pursuant to Section 21675 and adopted pursuant to Section 21675.1 by the San Diego Association of Governments shall remain in effect until June 30, 2005, unless the San Diego County Regional Airport Authority adopts a plan prior to that date pursuant to subdivision (a).

21670.4. Intercounty Airports

(a) As used in this section, "intercounty airport" means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department's Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.

(b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.

(c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may do either of the following:

(1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:

(A) One representing the cities in each of the counties, appointed by that county's city selection committee.

(B) One representing each of the counties, appointed by the board of supervisors of each county.

(C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.

(D) One representing the general public, appointed by the other six members of the commission.

(2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport's land use commission.

21671. Airports Owned by a City, District, or County

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

21671.5. Term of Office

(a) Except for the terms of office of the members of the first commission, the term of office for each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members if four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.

(b) Compensation, if any, shall be determined by the board of supervisors.

(c) Staff assistance, including the mailing of notices and the keeping of minutes, and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary expenses of the commission shall be a county charge.

(d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.

(e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.

(f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of

the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission which has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.

(g) In any county which has undertaken by contract or otherwise completed land use plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the land use plans are complete by that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

21672. Rules and Regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

21673. Initiation of Proceedings for Creation by Owner of Airport

In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefore to the satisfaction of the board of supervisors.

21674. Powers and Duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

(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 those 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 compatibility 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.

(f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

21674.5. Training of Airport Land Use Commission's Staff

(a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.

(b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:

(1) The establishment of a process for the development and adoption of airport land use compatibility plans.

(2) The development of criteria for determining the airport influence area.

(3) The identification of essential elements which should be included in the airport land use compatibility plans.

(4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.

(5) Any other organizational, operational, procedural, or technical responsibilities and functions that the department determines to be appropriate to provide the commission staff and for which it determines there is a need for staff training and development.

(c) The department may provide training and development programs for airport land commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:

(1) By offering formal courses or training programs.

(2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.

(3) By producing and making available written information.

(4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

21674.7. Airport Land Use Planning Handbook

(a) An airport land use commission that formulates, adopts or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.

(b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan

prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission a established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.

21675. Land Use Plan

(a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, which reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

(b) The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all the purpose specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.

(c) The airport influence area boundaries shall be established by the commission after hearing and consultation with the involved agencies.

(d) The commission shall submit to the Division of Aeronautics of the department one copy of the plan and each amendment to the plan.

(e) If a airport land use compatibility plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

21675.1. Adoption of Land Use Plan

(a) By June 30, 1991, each commission shall adopt the airport land use compatibility plan required pursuant to Section 21675, except that any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county shall, adopt the airport land use compatibility plan on or before June 30, 1992.

(b) Until a commission adopts an airport land use compatibility plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land that will be included or reasonably could be included within the airport land use compatibility plan. If the commission has not designated an airport influence area, then "vicinity" means land within two miles of the boundary of a public airport.

(c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:

(1) The commission is making substantial progress toward the completion of the airport land use compatibility plan.

(2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.

(3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately inconsistent with the airport land use compatibility plan.

(d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.

(e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the airport land use compatibility plan.

(f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury from the city's or county's decision to proceed with the action, regulation, or permit.

(g) A commission may adopt rules and regulations that exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:

(1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.

(2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

21675.2. Approval or Disapproval of Actions, Regulations, or Permits

(a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.

(b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if

the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

(c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.

(d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

21676. Review of Local General Plans

(a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

21676.5. Review of Local Plans

(a) If the commission finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670, the commission may require the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

(b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission.

21677. Marin County Override Provisions

Notwithstanding the two-thirds vote required by Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public governing body. The public agency governing body shall include comments from the commission and the division in the public record of the final decision to overrule the commission, which may be adopted by a majority vote of the governing body.

21678. Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676 or 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars ($1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

21679. Court Review

(a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use compatibility plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, that directly affects the use of land within one mile of the boundary of a public airport within the county.

(b) The court may issue an injunction which postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency which took the action does one of the following:

  (1) In the case of an action that is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.

  (2) In the case of an action that is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.

  (3) Rescinds the action.

(4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2) of this subdivision, whichever is applicable.

(c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency which took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use compatibility plan as provided in Section 21675.

(d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.

(e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.

(f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

21679.5. Deferral of Court Review

(a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary or a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use plan, but is making substantial progress toward the completion of the airport land use compatibility plan.

(b) If a commission has been prevented from adopting the comprehensive land use plan by June 30, 1991, or if the adopted plan could not become effective, because of a lawsuit involving the adoption of the plan, the June 30, 1991 date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.

(c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan, which has not proceeded to final judgment, shall be held in abeyance until June 30, 1991. If the commission or other designated body adopts an airport land use compatibility plan on or before June 30, 1991, the action shall be dismissed. If the commission or other designated body does not adopt an airport land use plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.

(d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use compatibility plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9, Part 1
Chapter 3—Regulation of Aeronautics
(excerpts)

21402. Ownership; Prohibited Use of Airspace

The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight; provided, that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

21403. Lawful Flight; Flight Within Airport Approach Zone

(a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.

(b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:

(1) A forced landing.

(2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.

(3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

(c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9, Part 1
Chapter 4—Airports and Air Navigation Facilities
Article 2.7—Regulation of Obstructions
(excerpts)

21655. Proposed Site for Construction of State Building Within Two Miles of Airport Boundary

Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

21658. Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless just compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

21659. Hazards Near Airports Prohibited

(a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14 of the Code of

Federal Regulations, Part 77, Subpart C, unless a permit allowing the construction, alteration, or growth is issued by the department.

(b) The permit is not required if the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility.

(c) Section 21658 is applicable to subdivision (b).

AERONAUTICS LAW

PUBLIC UTILITIES CODE
Division 9, Part 1, Chapter 4
Article 3—Regulation of Airports
(excerpts)

21661.5. City Council or Board of Supervisors and ALUC Approvals

(a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for such construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by such commission in accordance with the provisions of such article.

(b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

21664.5. Amended Airport Permits; Airport Expansion Defined

(a) An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of the section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.

(b) As used in this section, "airport expansion" includes any of the following:

(1) The acquisition of runway protection zones, as defined in Federal Aviation Administration Advisory Circular 150/5300-13, clear zones or of any interest in land for the purpose of any other expansion as set forth in this section.

(2) The construction of a new runway.

(3) The extension or realignment of an existing runway.

(4) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of paragraph (1), (2), or (3).

(c) This section does not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval on or prior to such effective date of each governmental agency which by law required such approval.

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7—Planning and Land Use
Division 1—Planning and Zoning
Chapter 3—Local Planning
Article 5—Authority for and Scope of General Plans
(excerpts)

65302.3. General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

(a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

(b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.

(c) If the legislative body does not concur with any of the provisions of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.

(d) In each county where an airport land use commission does not exist, but where there is a military airport, the general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport.

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7, Division 1
Chapter 4.5—Review and Approval of Development Projects
Article 3—Application for Development Projects
(excerpts)

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943. Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

(a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.

(b) Not later than 30 calendar days after receipt of the submitted materials, the public agency shall determine in writing whether they are complete and shall immediately transmit that determination to the applicant. If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for the purposes of this chapter.

(c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency of the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

(d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.

(e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65943.5.

(a) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving a permit application to a board, office, or department within the California Environmental Protection Agency shall be made to the Secretary for Environmental Protection.

(b) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving an application for the issuance of an environmental permit from an environmental agency shall be made to the Secretary for Environmental Protection under either of the following circumstances:

(1) The environmental agency has not adopted an appeals process pursuant to subdivision (c) of Section 65943.

(2) The environmental agency declines to accept an appeal for a decision pursuant to subdivision (c) of Section 65943.

(c) For purposes of subdivision (b), "environmental permit" has the same meaning as defined in Section 72012 of the Public Resources Code, and "environmental agency" has the same meaning as defined in Section 71011 of the Public Resources Code, except that "environmental agency" does not include the agencies described in subdivisions (c) and (h) of Section 71011 of the Public Resources Code.

65944. Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc; Prior to Notice of Necessary Information

(a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.

(b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with his or her initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.

(c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.

65945. Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

(a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to retrieve notice from the city or county of a proposal to adopt or amend any of the following plans or ordinances:

(1) A general plan.

(2) A specific plan.

(3) A zoning ordinance.

(4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

(b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposals shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

65945.3. Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65945.5. Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

65945.7. Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the ground of any error, irregularity, informality, neglect, or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications, or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error that party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

65946. [Replaced by AB2351 Statutes of 1993]

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7, Division 1
Chapter 9.3—Mediation and Resolution of Land Use Disputes
(excerpts)

66030.

(a) The Legislature finds and declares all of the following:

(1) Current law provides that aggrieved agencies, project proponents, and affected residents may bring suit against the land use decisions of state and local governmental agencies. In practical terms, nearly anyone can sue once a project has been approved.

(2) Contention often arises over projects involving local general plans and zoning, redevelopment plans, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), development impact fees, annexations and incorporations, and the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).

(3) When a public agency approves a development project that is not in accordance with the law, or when the prerogative to bring suit is abused, lawsuits can delay development, add uncertainty and cost to the development process, make housing more expensive, and damage California's competitiveness. This litigation begins in the superior court, and often progresses on appeal to the Court of Appeal and the Supreme Court, adding to the workload of the state's already overburdened judicial system.

(b) It is, therefore, the intent of the Legislature to help litigants resolve their differences by establishing formal mediation processes for land use disputes. In establishing these mediation processes, it is not the intent of the Legislature to interfere with the ability of litigants to pursue remedies through the courts.

66031.

(a) Notwithstanding any other provision of law, any action brought in the superior court relating to any of the following subjects may be subject to a mediation proceeding conducted pursuant to this chapter:

(1) The approval or denial by a public agency of any development project.

(2) Any act or decision of a public agency made pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(3) The failure of a public agency to meet the time limits specified in Chapter 4.5 (commencing with Section 65920), commonly known as the Permit Streamlining Act, or in the Subdivision Map Act (Division 2 (commencing with Section 66410)).

(4) Fees determined pursuant to Sections 53080 to 53082, inclusive, or Chapter 4.9 (commencing with Section 65995).

(5) Fees determined pursuant to Chapter 5 (commencing with Section 66000).

(6) The adequacy of a general plan or specific plan adopted pursuant to Chapter 3 (commencing with Section 65100).

(7) The validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox Local Government Reorganization Act (Division 3 (commencing with Section 56000) of Title 5).

(8) The adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).

(9) The validity of any zoning decision made pursuant to Chapter 4 (commencing with Section 65800).

(10) The validity of any decision made pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.

(b) Within five days after the deadline for the respondent or defendant to file its reply to an action, the court may invite the parties to consider resolving their dispute by selecting a mutually acceptable person to serve as a mediator, or an organization or agency to provide a mediator.

(c) In selecting a person to serve as a mediator, or an organization or agency to provide a mediator, the parties shall consider the following:

(1) The council of governments having jurisdiction in the county where the dispute arose.

(2) Any subregional or countywide council of governments in the county where the dispute arose.

(3) The Office of Permit Assistance within the Trade and Commerce Agency, pursuant to its authority in Article 1 (commencing with Section 15399.50) of Chapter 11 of Part 6.7 of Division 3 of Title 2.

(4) Any other person with experience or training in mediation including those with experience in land use issues, or any other organization or agency which can provide a person with experience or training in mediation, including those with experience in land use issues.

(d) If the court invites the parties to consider mediation, the parties shall notify the court within 30 days if they have selected a mutually acceptable person to serve as a mediator. If the parties have not selected a mediator within 30 days, the action shall proceed. The court shall not draw any implication, favorable or otherwise, from the refusal by a party to accept the invitation by the court to consider mediation. Nothing in this section shall preclude the parties from using mediation at any other time while the action is pending.

PLANNING AND ZONING LAW

GOVERNMENT CODE
Title 7—Planning and Land Use
Division 2—Subdivisions
Chapter 3—Procedure
Article 3—Review of Tentative Map by Other Agencies
(excerpts)

66455.9.

Whenever there is consideration of an area within a development for a public school site, the advisory agency shall give the affected districts and the State Department of Education written notice of the proposed site. The written notice shall include the identification of any existing or proposed runways within the distance specified in Section 17215 of the Education Code. If the site is within the distance of an existing or proposed airport runway as described in Section 17215 of the Education Code, the department shall notify the State Department of Transportation as required by the section and the site shall be investigated by the State Department of Transportation required by Section 17215.

EDUCATION CODE
Title 1—General Education Code Provisions
Division 1—General Education Code Provisions
Part 10.5—School Facilities
Chapter 1—School Sites
Article 1—General Provisions
(excerpts)

17215.

(a) In order to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of school sites before acquiring title to property for a new school site, the governing board of each school district, including any district governed by a city board of education, shall give the State Department of Education written notice of the proposed acquisition and shall submit any information required by the State Department of Education if the proposed site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.

(b) Upon receipt of the notice required pursuant to subdivision (a), the State Department of Education shall notify the Department of Transportation in writing of the proposed acquisition. If the Department of Transportation is no longer in operation, the State Department of Education shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.

(c) The Department of Transportation shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the State Department of Education a written report of its findings including recommendations concerning acquisition of the site. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the proposed school site. The Department of Transportation shall adopt regulations setting forth the criteria by which a proposed site will be evaluated pursuant to this section.

(d) The State Department of Education shall, within 10 days of receiving the Department of Transportation's report, forward the report to the governing board of the school district. The governing board may not acquire title to the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition of the property for a school site or an addition to a present school site, the governing board may not acquire title to the property. If the report does favor the acquisition of the property for a school site or an addition to a present school site, the governing board shall hold a public hearing on the matter prior to acquiring the site.

(e) If the Department of Transportation's recommendation does not favor acquisition of a proposed site, state funds or local funds may not be apportioned or expended for the acquisition of that site, construction of any school building on that site, or for the expansion of any existing site to include that site.

(f) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.

EDUCATION CODE
Title 3—Postsecondary Education
Division 7—Community Colleges
Part 49—Community Colleges, Education Facilities
Chapter 1—School Sites
Article 2—School Sites
(excerpts)

81033. Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

(c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or a runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors shall, in lieu of notifying the Division of Aeronautics, notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency such information or assistance as it may desire to give.

The board of governors shall investigate the proposed site and within 35 working days after receipt of the notice shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

(d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to such community college district for expenditure in connection with that site, any state funds otherwise made available under any state law whatever for a community college site acquisition or college building construction, or for expan-

sion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for such purposes; provided that provisions of this section shall not be applicable to sites acquired prior to January 1, 1966, nor any additions or extensions to such sites.

If the recommendations of the Division of Aeronautics are unfavorable, such recommendations shall not be overruled without the express approval of the board of governors and the State Allocation Board.

CALIFORNIA ENVIRONMENTAL QUALITY ACT STATUTES

PUBLIC RESOURCES CODE
Division 13—Environmental Quality
Chapter 2.6—General
(excerpts)

21096. Airport Planning

(a) If a lead agency prepares an environmental impact report for a project situated within airport comprehensive land use plan boundaries, or, if a comprehensive land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.

(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

BUSINESS AND PROFESSIONS CODE
Division 4—Real Estate
Part 2—Regulation of Transactions
Chapter 1—Subdivided Lands
Article 2—Investigation, Regulation and Report
(excerpts)

11010.

(a) Except as otherwise provided pursuant to subdivision (c)or elsewhere in this chapter, any person who intends to offer subdivided lands within this state for sale or lease shall file with the Department of Real Estate an application for a public report consisting of a notice of intention and a completed questionnaire on a form prepared by the department.

(b) The notice of intention shall contain the following information about the subdivided lands and the proposed offering:

[Sub-Sections (1) through (11) omitted]

(12) (A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

NOTICE OF AIRPORT IN VICINITY

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

(B) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

CIVIL CODE
Division 2—Property
Part 4—Acquisition of Property
Title 4—Transfer
Chapter 2—Transfer of Real Property
Article 1.7—Disclosure of Natural Hazards Upon Transfer of Residential Property
(excerpts)

1103.

(a) Except as provided in Section 1103.1, this article applies to any transfer by sale, exchange, installment land sale contract, as defined in Section 2985, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any real property described in subdivision (c), or residential stock cooperative, improved with or consisting of not less than one nor more than four dwelling units.

(b) Except as provided in Section 1103.1, this article shall apply to a resale transaction entered into on or after January 1, 2000, for a manufactured home, as defined in Section 18007 of the Health and Safety Code, that is classified as personal property intended for use as a residence, or a mobilehome, as defined in Section 18008 of the Health and Safety Code, that is classified as personal property intended for use as a residence, if the real property on which the manufactured home or mobilehome is located is real property described in subdivision (c).

(c) This article shall apply to the transactions described in subdivisions (a) and (b) only if the transferor or his or her agent are required by one or more of the following to disclose the property's location within a hazard zone:

(1) A person who is acting as an agent for a transferor of real property that is located within a special flood hazard area (any type Zone "A" or "V") designated by the Federal Emergency Management Agency, or the transferor if he or she is acting without an agent, shall disclose to any prospective transferee the fact that the property is located within a special flood hazard area if either:

(A) The transferor, or the transferor's agent, has actual knowledge that the property is within a special flood hazard area.

(B) The local jurisdiction has compiled a list, by parcel, of properties that are within the special flood hazard area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.

(2) … is located within an area of potential flooding … shall disclose to any prospective transferee the fact that the property is located within an area of potential flooding …

(3) … is located within a very high fire hazard severity zone, designated pursuant to Section 51178 of the Public Resources Code … shall disclose to any prospective transferee the fact that the property is located within a very high fire hazard severity zone and is subject to the requirements of Section 51182 …

(4) … is located within an earthquake fault zone, designated pursuant to Section 2622 of the Public Resources Code … shall disclose to any prospective transferee the fact that the property is located within a delineated earthquake fault zone

(5) … is located within a seismic hazard zone, designated pursuant to Section 2696 of the Public Resources Code … shall disclose to any prospective transferee the fact that the property is located within a seismic hazard zone

(6) … is located within a state responsibility area determined by the board, pursuant to Section 4125 of the Public Resources Code, shall disclose to any prospective transferee the fact that the property is located within a wildland area that may contain substantial forest fire risks and hazards and is subject to the requirements of Section 4291 …

(d) Any waiver of the requirements of this article is void as against public policy.

1103.1.

(a) This article does not apply to the following transfers:

(1) Transfers pursuant to court order, including, but not limited to, transfers ordered by a probate court in administration of an estate, transfers pursuant to a writ of execution, transfers by any foreclosure sale, transfers by a trustee in bankruptcy, transfers by eminent domain, and transfers resulting from a decree for specific performance.

(2) Transfers to a mortgagee by a mortgagor or successor in interest who is in default, transfers to a beneficiary of a deed of trust by a trustor or successor in interest who is in default, transfers by any foreclosure sale after default, transfers by any foreclosure sale after default in an obligation secured by a mortgage, transfers by a sale under a power of sale or any foreclosure sale under a decree of foreclosure after default in an obligation secured by a deed of trust or secured by any other instrument containing a power of sale, or transfers by a mortgagee or a beneficiary under a deed of trust who has acquired the real property at a sale conducted pursuant to a power of sale under a mortgage or deed of trust or a sale pursuant to a decree of foreclosure or has acquired the real property by a deed in lieu of foreclosure.

(3) Transfers by a fiduciary in the course of the administration of a decedent's estate, guardianship, conservatorship, or trust.

(4) Transfers from one coowner to one or more other coowners.

(5) Transfers made to a spouse, or to a person or persons in the lineal line of consanguinity of one or more of the transferors.

(6) Transfers between spouses resulting from a judgment of dissolution of marriage or of legal separation of the parties or from a property settlement agreement incidental to that judgment.

(7) Transfers by the Controller in the course of administering Chapter 7 (commencing with Section 1500) of Title 10 of Part 3 of the Code of Civil Procedure.

(8) Transfers under Chapter 7 (commencing with Section 3691) or Chapter 8 (commencing with Section 3771) of Part 6 of Division 1 of the Revenue and Taxation Code.

(9) Transfers or exchanges to or from any governmental entity.

(b) Transfers not subject to this article may be subject to other disclosure requirements, including those under Sections 8589.3, 8589.4, and 51183.5 of the Government Code and Sections 2621.9, 2694, and 4136 of the Public Resources Code. In transfers not subject to this article, agents may make required disclosures in a separate writing.

1103.2.

(a) The disclosures required by this article are set forth in, and shall be made on a copy of, the following Natural Hazard Disclosure Statement: …

(b) If an earthquake fault zone, seismic hazard zone, very high fire hazard severity zone, or wildland fire area map or accompanying information is not of sufficient accuracy or scale that a reasonable person can determine if the subject real property is included in a natural hazard area, the transferor or transferor's agent shall mark "Yes" on the Natural Hazard Disclosure Statement. The transferor or transferor's agent may mark "No" on the Natural Hazard Disclosure Statement if he or she attaches a report prepared pursuant to subdivision (c) of Section 1103.4 that verifies the property is not in the hazard zone. Nothing in this subdivision is intended to limit or abridge any existing duty of the transferor or the transferor's agents to exercise reasonable care in making a determination under this subdivision.

[Sub-Sections (c) through (g) omitted]

[Section 1103.3 omitted]

1103.4.

(a) Neither the transferor nor any listing or selling agent shall be liable for any error, inaccuracy, or omission of any information delivered pursuant to this article if the error, inaccuracy, or omission was not within the personal knowledge of the transferor or the listing or selling agent, and was based on information timely provided by public agencies or by other persons providing information as specified in subdivision (c) that is required to be disclosed pursuant to this article, and ordinary care was exercised in obtaining and transmitting the information.

(b) The delivery of any information required to be disclosed by this article to a prospective transferee by a public agency or other person providing information required to be disclosed pursuant to this article shall be deemed to comply with the requirements of this article and shall relieve the transferor or any listing or selling agent of any further duty under this article with respect to that item of information.

(c) The delivery of a report or opinion prepared by a licensed engineer, land surveyor, geologist, or expert in natural hazard discovery dealing with matters within the scope of the professional's license or expertise, shall be sufficient compliance for application of the exemption provided by subdivision (a) if the information is provided to the prospective transferee pursuant to a request therefor, whether written or oral. In responding to that request, an expert may indicate, in writing, an understanding that the information provided will be used in fulfilling the requirements of Section 1103.2 and, if so, shall indicate the required disclosures, or parts thereof, to which the information being furnished is applicable. Where that statement is furnished, the expert shall not be responsible for any items of information, or parts thereof, other than those expressly set forth in the statement. In responding to the request, the expert shall determine whether the property is within

an airport influence area as defined in subdivision (b) of Section 11010 of the Business and Professions Code. If the property is within an airport influence area, the report shall contain the following statement:

> NOTICE OF AIRPORT IN VICINITY
>
> This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

[Remainder of Article 1.7 omitted]

CIVIL CODE
Division 2, Part 4
Title 6—Common Interest Developments
(excerpts)

1353.

(a) (1) A declaration, recorded on or after January 1, 1986, shall contain a legal description of the common interest development, and a statement that the common interest development is a community apartment project, condominium project, planned development, stock cooperative, or combination thereof. The declaration shall additionally set forth the name of the association and the restrictions on the use or enjoyment of any portion of the common interest development that are intended to be enforceable equitable servitudes. If the property is located within an airport influence area, a declaration, recorded after January 1, 2004, shall contain the following statement:

> NOTICE OF AIRPORT IN VICINITY
>
> This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(2) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

(3) The statement in a declaration acknowledging that a property is located in an airport influence area does not constitute a title defect, lien, or encumbrance.

(b) The declaration may contain any other matters the original signator of the declaration or the owners consider appropriate.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE
Sections 21670 et seq.
Airport Land Use Commission Statutes
And Related Statutes

1967 Original ALUC statute enacted.

- Establishment of ALUCs required in each county containing a public airport served by a certificated air carrier.
- The purpose of ALUCs is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.

1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970—Adds provisions which:

- Require ALUCs to prepare comprehensive land use plans.
- Require such plans to include a long-range plan and to reflect the airport's forecast growth during the next 20 years.
- Require ALUC review of airport construction plans (Section 21661.5).
- Exempt Los Angeles County from the requirement of establishing an ALUC.

1971 The function of ALUCs is restated as being to require new construction to conform to Department of Aeronautics standards.

1973 ALUCs are permitted to establish compatibility plans for military airports.

1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982—Adds major changes which:

- More clearly articulate the purpose of ALUCs.
- Eliminate reference to "achieve by zoning."
- Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.
- Eliminate the requirement for proposed individual development projects to be referred to an ALUC for review once local general/specific plans are consistent with the ALUC's plan.
- Require that local agencies make findings of fact before overriding an ALUC decision.
- Change the vote required for an override from 4/5 to 2/3.

1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984—Amends the law to:

- Require ALUCs in all counties having an airport which serves the general public unless a county and its cities determine an ALUC is not needed.
- Limit amendments to compatibility plans to once per year.
- Allow individual projects to continue to be referred to the ALUC by agreement.
- Extend immunity to airports if an ALUC action is overridden by a local agency not owning the airport.

- Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process.

1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987—Makes revisions which:

- Require that a designated body serving as an ALUC include two members having "expertise in aviation."
- Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.
- Delete *sunset* provisions contained in certain clauses of the law. Allows reimbursement for ALUC costs in accordance with the Commission on State Mandates.

1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989—

- Sets a requirement that comprehensive land use plans be completed by June 1991.
- Establishes a method for compelling ALUCs to act on matters submitted for review.
- Allows ALUCs to charge fees for review of projects.
- Suspends any lawsuits that would stop development until the ALUC adopts its plan or until June 1, 1991.

1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989—Appropriates $3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of ALUCs in most counties. This statute was repealed in 1993.

1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990—Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for ALUC staffs.

1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990—With the concurrence of the Division of Aeronautics, allows ALUCs to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.

1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990—Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the ALUC statutes.

1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991—

- Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.
- Allows ALUCs to continue to charge fees under these circumstances.
- Fees may be charged only until June 30, 1992, if plans are not completed by then.

1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993—Amends Section 21670(b) to make the formation of ALUCs permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)

1994 Assembly Bill 2831 (Mountjoy) Chapter 644, Statutes of 1994 —Reinstates the language in Section 21670(b) mandating establishment of ALUCs, but also provides for an alternative airport land use planning process. Lists specific actions which a county and affected cities must take in order for such alternative process to receive Caltrans approval. Requires that ALUCs

be guided by information in the Caltrans *Airport Land Use Planning Handbook* when formulating airport land use plans.

1994 Senate Bill 1453 (Rogers) Chapter 438, Statutes of 1994—Amends California Environmental Quality Act (CEQA) statutes as applied to preparation of environmental documents affecting projects in the vicinity of airports. Requires lead agencies to use the *Airport Land Use Planning Handbook* as a technical resource when assessing the airport-related noise and safety impacts of such projects.

1997 Assembly Bill 1130 (Oller) Chapter 81, Statutes of 1997—Added Section 21670.4 concerning airports whose planning boundary straddles a county line.

2000 Senate Bill 1350 (Rainey) Chapter 506, Statutes of 2000—Added Section 21670(f) clarifying that special districts are among the local agencies to which airport land use planning laws are intended to apply.

2001 Assembly Bill 93 (Wayne) Chapter 946, Statutes of 2001—Added Section 21670.3 regarding San Diego County Regional Airport Authority's responsibility for airport planning within San Diego County.

2002 Assembly Bill 3026 (Committee on Transportation) Chapter 438, Statutes of 2002—Changes the term "comprehensive land use plan" to "airport land use compatibility plan."

2002 Assembly Bill 2776 (Simitian) Chapter 496, Statutes of 2002—Requires information regarding the location of a property within an airport influence area be disclosed as part of certain real estate transactions effective January 1, 2004.

2002 Senate Bill 1468 (Knight) Chapter 971, Statutes of 2002—Changes ALUC preparation of airport land use compatibility plans for military airports from optional to required. Requires that the plans be consistent with the safety and noise standards in the Air Installation Compatible Use Zone for that airport. Requires that the general plan and any specific plans be consistent with these standards where there is military airport, but an airport land use commission does not exist.

2003 Assembly Bill 332 (Mullin) Chapter 351, Statutes of 2003—Clarifies that school districts and community college districts are subject to compatibility plans. Requires local public agencies to notify ALUC and Division of Aeronautics at least 45 days prior to deciding to overrule the ALUC.

2004 Senate Bill 1223 (Committee on Transportation), Chapter 615, Statutes of 2004—Technical revisions eliminating most remaining references to the term "comprehensive land use plan" and replacing it with "airport land use compatibility plan." Also replaces the terms "planning area" and "study area" with "airport influence area."

Federal Aviation Regulations Part 77

Objects Affecting Navigable Airspace

Subpart A

GENERAL

Amdt. 77-11, Sept. 25, 1989.

77.1 Scope.

This part:

(a) Establishes standards for determining obstructions in navigable airspace;

(b) Sets forth the requirements for notice to the Administrator of certain proposed construction or alteration;

(c) Provides for aeronautical studies of obstructions to air navigation, to determine their effect on the safe and efficient use of airspace;

(d) Provides for public hearings on the hazardous effect of proposed construction or alteration on air navigation; and

(e) Provides for establishing antenna farm areas.

77.2 Definition of Terms.

For the purpose of this part:

"Airport available for public use" means an airport that is open to the general public with or without a prior request to use the airport.

"A seaplane base" is considered to be an airport only if its sea lanes are outlined by visual markers.

"Nonprecision instrument runway" means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

"Precision instrument runway" means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

"Utility runway" means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

"Visual runway" means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

77.3 Standards.

(a) The standards established in this part for determining obstructions to air navigation are used by the Administrator in:

(1) Administering the Federal-aid Airport Program and the Surplus Airport Program;

(2) Transferring property of the United States under section 16 of the Federal Airport Act;

(3) Developing technical standards and guidance in the design and construction of airports; and

(4) Imposing requirements for public notice of the construction or alteration of any structure where notice will promote air safety.

(b) The standards used by the Administrator in the establishment of flight procedures and aircraft operational limitations are not set forth in this part but are contained in other publications of the Administrator.

77.5 Kinds of Objects Affected.

This part applies to:

(a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, and apparatus of a permanent or temporary character; and

(b) Alteration of any permanent or temporary existing structure by a change in its height (including appurtenances), or lateral dimensions, including equipment or materials used therein.

Subpart B
NOTICE OF CONSTRUCTION OR ALTERATION

77.11 Scope.

(a) This subpart requires each person proposing any kind of construction or alteration described in §77.13(a) to give adequate notice to the Administrator. It specifies the locations and dimensions of the construction or alteration for which notice is required and prescribes the form and manner of the notice. It also requires supplemental notices 48 hours before the start and upon the completion of certain construction or alteration that was the subject of a notice under §77.13(a).

(b) Notices received under this subpart provide a basis for:

(1) Evaluating the effect of the construction or alteration on operational procedures and proposed operational procedures;

(2) Determinations of the possible hazardous effect of the proposed construction or alteration on air navigation;

(3) Recommendations for identifying the construction or alteration in accordance with the current Federal Aviation Administration Advisory Circular AC 70/7460-1 entitled "Obstruction Marking and Lighting," which is available without charge from the Department of Transportation, Distribution Unit, TAD 484.3, Washington, D.C. 20590.

(4) Determining other appropriate measures to be applied for continued safety of air navigation; and

(5) Charting and other notification to airmen of the construction or alteration.

77.13 Construction or Alteration Requiring Notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 5 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a)(5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of the construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if -

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

77.15 Construction or Alteration Not Requiring Notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

77.17 Form and Time of Notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set (four copies) of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13(a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates:

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this Part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within 5 days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 117-1, Notice of Progress of Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

77.19 Acknowledgment of Notice.

(a) The FAA acknowledges in writing the receipt of each notice submitted under §77.13(a).

(b) If the construction or alteration proposed in a notice is one for which lighting or marking standards are prescribed in the FAA Advisory Circular AC 70/7460-1, entitled "Obstruction Marking and Lighting," the acknowledgment contains a statement to that effect and information on how the structure should be marked and lighted in accordance with the manual.

(c) The acknowledgment states that an aeronautical study of the proposed construction or alteration has resulted in a determination that the construction or alteration:

(1) Would not exceed any standard of Subpart C and would not be a hazard to air navigation;

(2) Would exceed a standard of Subpart C but would not be a hazard to air navigation; or

(3) Would exceed a standard of Subpart C and further aeronautical study is necessary to determine whether it would be a hazard to air navigation, that the sponsor may request within 30 days that further study, and that, pending completion of any further study, it is presumed the construction or alteration would be a hazard to air navigation.

Subpart C
OBSTRUCTION STANDARDS

77.21 Scope.

(a) This subpart establishes standards for determining obstructions to air navigation. It applies to existing and proposed manmade objects, objects of natural growth, and terrain. The standards apply to the use of navigable airspace by aircraft and to existing air navigation facilities, such as an air navigation aid, airport, Federal airway, instrument approach or departure procedure, or approved off airway route. Additionally, they apply to a planned facility or use, or a change in an existing facility or use, if a proposal therefore is on file with the Federal Aviation Administration or an appropriate military service on the date the notice required by §77.13(a) is filed.

(b) At those airports having defined runways with specially prepared hard surfaces, the primary surface for each such runway extends 200 feet beyond each end of the runway. At those airports having defined strips or pathways that are used regularly for the taking off and landing of aircraft and have been designated by appropriate authority as runways, but do not have specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At those airports, excluding seaplane bases, having a defined landing and takeoff area with no defined pathways for the landing and taking off of aircraft, a determination shall be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those pathways so determined shall be considered runways and an appropriate primary surface as defined in §77.25(c) will be considered as being longitudinally centered on each runway so determined, and each end of that primary surface shall coincide with the corresponding end of that runway.

(c) The standards in this subpart apply to the effect of construction or alteration proposals upon an airport if, at the time of filing of the notice required by §77.13(a), that airport is -

(1) Available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement; or

(2) A planned or proposed airport or an airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and, except for military airports, it is clearly indicated that that airport will be available for public use; or,

(3) An airport that is operated by an armed force of the United States.

77.23 Standards for Determining Obstructions.

(a) An existing object, including a mobile object, is, and a future object would be, an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:

(1) A height of 500 feet above ground level at the site of the object.

(2) A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.

(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal airway or approved off airway route, that would increase the minimum obstacle clearance altitude.

(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under §77.25, §77.28, or §77.29. However, no part of the takeoff or landing area itself will be considered an obstruction.

(b) Except for traverse ways on or near an airport with an operative ground traffic control service, furnished by an air traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:

(1) Seventeen feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.

(2) Fifteen feet for any other public roadway.

(3) Ten feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.

(4) Twenty-three feet for a railroad, and,

(5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.25 Civil Airport Imaginary Surfaces.

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach existing or planned for that runway end.

(a) Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent

10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

(b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

(c) Primary surface. A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of a primary surface is:

(1) 250 feet for utility runways having only visual approaches.

(2) 500 feet for utility runways having nonprecision instrument approaches.

(3) For other than utility runways the width is:

(i) 500 feet for visual runways having only visual approaches.

(ii) 500 feet for nonprecision instrument runways having visibility minimums greater than three-fourths statute mile.

(iii) 1,000 feet for a nonprecision instrument runway having a nonprecision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.

The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.

(d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

(1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

(i) 1,250 feet for that end of a utility runway with only visual approaches;

(ii) 1,500 feet for that end of a runway other than a utility runway with only visual approaches;

(iii) 2,000 feet for that end of a utility runway with a nonprecision instrument approach;

(iv) 3,500 feet for that end of a nonprecision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;

(v) 4,000 feet for that end of a nonprecision instrument runway, other than utility, having a nonprecision instrument approach with visibility minimums as low as three-fourths statute mile; and

(vi) 16,000 feet for precision instrument runways.

(2) The approach surface extends for a horizontal distance of:

(i) 5,000 feet at a slope of 20 to 1 for all utility and visual runways;

(ii) 10,000 feet at a slope of 34 to 1 for all nonprecision instrument runways other than utility; and,

(iii) 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.

(3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

(e) Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

77.27 [Reserved]

77.28 Military Airport Imaginary Surfaces.

(a) Related to airport reference points. These surfaces apply to all military airports. For the purposes of this section a military airport is any airport operated by an armed force of the United States.

(1) Inner horizontal surface. A plane is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.

(2) Conical surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.

(3) Outer horizontal surface. A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

(b) Related to runways. These surfaces apply to all military airports.

(1) Primary surface. A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000 foot width may be reduced to the former criteria.

(2) Clear zone surface. A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.

(3) Approach clearance surface. An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation

of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.

(4) Transitional surfaces. These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

77.29 Airport Imaginary Surfaces for Heliports.

(a) Heliport primary surface. The area of the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.(b)Heliport approach surface. The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.

(c) Heliport transitional surfaces These surfaces extend outward and upward from the lateral boundaries of the heliport primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

Subpart D
AERONAUTICAL STUDIES OF EFFECT OF PROPOSED CONSTRUCTION ON NAVIGABLE AIRSPACE

77.31 Scope.

(a) This subpart applies to the conduct of aeronautical studies of the effect of proposed construction or alteration on the use of air navigation facilities or navigable airspace by aircraft. In the aeronautical studies, present and future IFR and VFR aeronautical operations and procedures are reviewed and any possible changes in those operations and procedures and in the construction proposal that would eliminate or alleviate the conflicting demands are ascertained.

(b) The conclusion of a study made under this subpart is normally a determination as to whether the specific proposal studied would be a hazard to air navigation.

77.33 Initiation of Studies.

(a) An aeronautical study is conducted by the FAA:

(1) Upon the request of the sponsor of any construction or alteration for which a notice is submitted under Subpart B of this part, unless that construction or alteration would be located within an antenna farm area established under Subpart F of this part; or

(2) Whenever the FAA determines it appropriate.

77.35 Aeronautical Studies.

(a) The Regional Manager, Air Traffic Division of the region in which the proposed construction or alteration would be located, or his designee, conducts the aeronautical study of the effect of the proposal upon the operation of air navigation facilities and the safe and efficient utilization of the navigable airspace. This study may include the physical and electromagnetic radiation effect the proposal may have on the operation of an air navigation facility.

(b) To the extent considered necessary, the Regional Manager, Air Traffic Division or his designee:

(1) Solicits comments from all interested persons;

(2) Explores objections to the proposal and attempts to develop recommendations for adjustment of aviation requirements that would accommodate the proposed construction or alteration;

(3) Examines possible revisions of the proposal that would eliminate the exceeding of the standards in Subpart C of this part; and

(4) Convenes a meeting with all interested persons for the purpose of gathering all facts relevant to the effect of the proposed construction or alteration on the safe and efficient utilization of the navigable airspace.

(c) The Regional Manager, Air Traffic Division or his designee issues a determination as to whether the proposed construction or alteration would be a hazard to air navigation and sends copies to all known interested persons. This determination is final unless a petition for review is granted under §77.37.

(d) If the sponsor revises his proposal to eliminate exceeding of the standards of Subpart C of this part, or withdraws it, the Regional Manager, Air Traffic Division, or his designee, terminates the study and notifies all known interested persons.

77.37 Discretionary Review.

(a) The sponsor of any proposed construction or alteration or any person who stated a substantial aeronautical objection to it in an aeronautical study, or any person who has a substantial aeronautical objection to it but was not given an opportunity to state it, may petition the Administrator, within 30 days after issuance of the determination under §77.19 or §77.35 or revision or extension of the determination under §77.39 (c), for a review of the determination, revision, or extension. This paragraph does not apply to any acknowledgment issued under §77.19 (c) (1).

(b) The petition must be in triplicate and contain a full statement of the basis upon which it is made.

(c) The Administrator examines each petition and decides whether a review will be made and, if so, whether it will be:

(1) A review on the basis of written materials, including study of a report by the Regional Manager, Air Traffic Division of the aeronautical study, briefs, and related submissions by any in-

terested party, and other relevant facts, with the Administrator affirming, revising, or reversing the determination issued under §77.19, §77.35 or §77.39 (c); or

(2) A review on the basis of a public hearing, conducted in accordance with the procedures prescribed in Subpart E of this part.

77.39 Effective Period of Determination of No Hazard.

(a) Unless it is otherwise extended, revised, or terminated, each final determination of no hazard made under this subpart or Subpart B or E of this part expires 18 months after its effective date, regardless of whether the proposed construction or alteration has been started, or on the date the proposed construction or alteration is abandoned, whichever is earlier.

(b) In any case, including a determination to which paragraph (d) of this section applies, where the proposed construction or alteration has not been started during the applicable period by actual structural work, such as the laying of a foundation, but not including excavation, any interested person may, at least 15 days before the date the final determination expires, petition the FAA official who issued the determination to:

(1) Revise the determination based on new facts that change the basis on which it was made; or

(2) Extend its effective period.

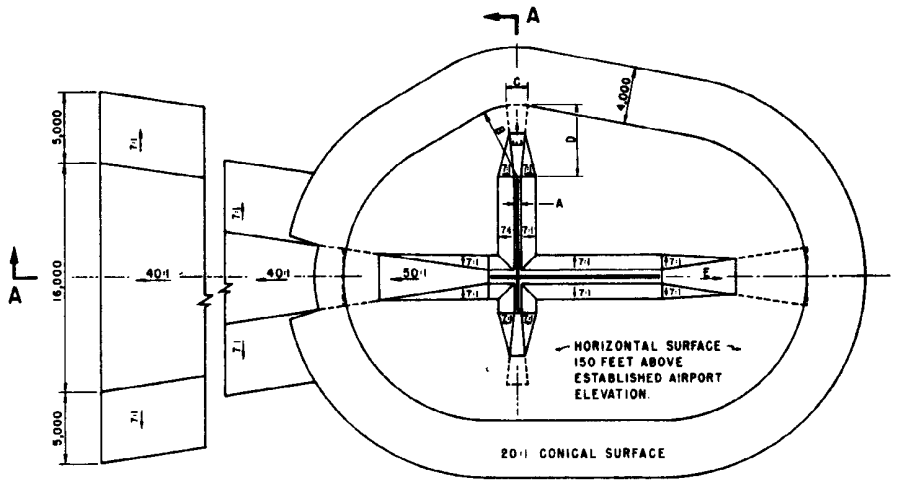
(c) The FAA official who issued the determination reviews each petition presented under paragraph (b) of this section, and revises, extends, or affirms the determination as indicated by his findings.

(d) In any case in which a final determination made under this subpart or Subpart B or E of this part relates to proposed construction or alteration that may not be started unless the Federal Communications Commission issues an appropriate construction permit, the effective period of each final determination includes -

(1) The time required to apply to the Commission for a construction permit, but not more than 6 months after the effective date of the determination; and

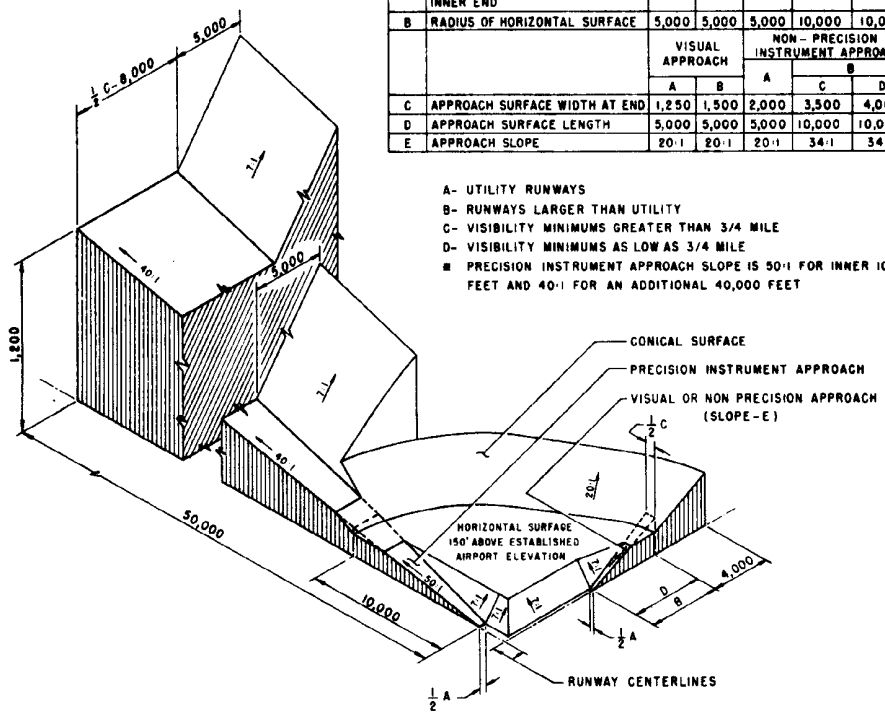
(2) The time necessary for the Commission to process the application except in a case where the Administrator determines a shorter effective period is required by the circumstances.

(e) If the Commission issues a construction permit, the final determination is effective until the date prescribed for completion of the construction. If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

§ 77.25 CIVIL AIRPORT IMAGINARY SURFACES

Source: Federal Aviation Regulations Part 77

Exhibit B1

FAR Part 77 Imaginary Surfaces

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing Of Your Notice

Notice of Proposed Construction or Alteration

For FAA Use Only

Aeronautical Study Number

- - -

1. Sponsor *(person, company, etc. proposing this action)*
Attn. of
Name:
Address:
City: State: Zip:
Telephone: Fax:

2. Sponsor's Representative *(if other than #1)*
Attn. of
Name:
Address:
City: State: Zip:
Telephone: Fax:

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing
4. Duration: ☐ Permanent ☐ Temporary (months, days)
5. Work Schedule: Beginning: End:
6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other
7. Marking/Painting and/or Lighting Preferred:
☐ Red Lights and Paint ☐ Dual – Red and Medium Intensity White
☐ White – Medium Intensity ☐ Dual – Red and High Intensity White
☐ White – High Intensity ☐ Other
8. FCC Antenna Structure Registration Number (if applicable)

9. Latitude: ° ′ . ″
10. Longitude: ° ′ . ″
11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other
12. Nearest: City: State:
13. Nearest Public-use (not private-use) or Military Airport or Heliport:
14. Distance from #13. to Structure:
15. Direction from #13. to Structure:
16. Site Elevation *(AMSL):* **ft.**
17. Total Structure Height *(AGL):* **ft.**
18. Overall height (#16. + #17.) *(AMSL):* **ft.**
19. Previous FAA Aeronautical Study Number (if applicable):
-OE
20. Description of Location: (Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C. Section 44718. Persons who knowingly and willfully violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., section 46301 (a).

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to obstruction mark and/or light the structure in accordance with established marking and lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature

FAA Form 7460-1 (2-99) Supercedes Previous Edition

Exhibit B2

Part 77 Notification

FAA Form 7460

APPENDIX C

Methods for Determining Concentrations of People

One criterion used in the *Riverside County Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance**—The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.

- **Maximum Occupancy**—The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Table C1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people per acre determination. Even with this adjustment, the UBC-based methodology typically produces intensities at the high end of the likely range.

- **Survey of Similar Uses**—Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Table C2 shows sample calculations.

	Use	Minimum Square Feet per Occupant
1.	Aircraft Hangars (no repair)	500
2.	Auction Rooms	7
3.	Assembly Areas, Concentrated Use (without fixed seats)	7
	Auditoriums	
	Churches and Chapels	
	Dance Floors	
	Lobby Accessory to Assembly Occupancy	
	Lodge Rooms	
	Reviewing Stands	
	Stadiums	
	Waiting Areas	3
4.	Assembly Areas, Less Concentrated Use	15
	Conference Rooms	
	Dining Rooms	
	Drinking Establishments	
	Exhibit Rooms	
	Gymnasiums	
	Lounges	
	Stages	
	Gaming	11
5.	Bowling Alley (assume no occupant load for bowling lanes)	4
6.	Children's Homes and Homes for the Aged	80
7.	Classrooms	20
8.	Congregate Residences	200
9.	Courtrooms	40
10.	Dormitories	50
11.	Dwellings	300
12.	Exercising Rooms	50
13.	Garage, Parking	200
14.	Health-Care Facilities	80
	Sleeping Rooms	120
	Treatment Rooms	240
15.	Hotels and Apartments	200
16.	Kitchen – Commercial	200
17.	Library Reading Room	50
	Stack Areas	100
18.	Locker Rooms	50
19.	Malls	Varies
20.	Manufacturing Areas	200
21.	Mechanical Equipment Room	300
22.	Nurseries for Children (Daycare)	35
23.	Offices	100
24.	School Shops and Vocational Rooms	50
25.	Skating Rinks	50 on the skating area; 15 on the deck
26.	Storage and Stock Rooms	300
27.	Stores — Retail Sales Rooms	
	Basements and Ground Floors	30
	Upper Floors	60
28.	Swimming Pools	50 for the pool area; 15 on the deck
29.	Warehouses	500
30.	All Others	100

Source: California Building Code (1998), Table 10-A

Table C1

Occupancy Levels—California Building Code

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. Calculation Based on Parking Space Requirements

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data for the traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the number of people on the property is assumed to equal 1.5 times the number of parking spaces.

The average usage intensity would therefore be calculated as follows:

1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces

2) 134 parking spaces x 1.5 people per space = 200 people maximum on site

3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 20,000 sq. ft. bldg. ÷ 2 stories = 10,000 sq. ft. bldg. footprint

2) 10,000 sq. ft building footprint ÷ 43,560 sq. ft. per acre = 0.23 acre bldg. footprint

3) Building footprint <1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre

B. Calculation Based on California Building Code

Using the CBC (Appendix C1) as the basis for estimating building occupancy yields the following results for the above example:

1) 40,000 sq. ft. bldg. ÷ 100 sq. ft./occupant = 400 people max. building occupancy (under CBC)

2) 400 people max. building occupancy x 50% adjustment = 200 people maximum on site

3) 200 people ÷ 3.5 acres gross site size = 57 people per acre average for the site

Conclusions: In this instance, both methodologies give the same results. For different uses and/or different assumptions, the two methodologies are likely to produce different numbers. In most such cases, the CBC methodology will indicate a higher intensity.

Table C2

Sample People-Per-Acre Calculations

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 1.7 net acres. Counting a portion of the adjacent road, the gross area of the site is 2.0 acres.

A. Calculation Based on Parking Space Requirements

Assume that local codes require 1 parking space per 1,500 square feet of use area for a furniture store. Next, assume 1.5 people per automobile for this type of use.

The average usage intensity would be:

1) 24,000 sq. ft. bldg. x 1.0 parking space per 1,500 sq. ft. = 16 required parking spaces

2) 16 parking spaces x 1.5 people per space = 24 people maximum on site

3) 24 people ÷ 2.0 acres gross site size = 12 people per acre average for the site

Again assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 24,000 sq. ft. bldg. footprint ÷ 43,560 sq. ft. per acre = 0.55 acre bldg. footprint

2) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 24 people per single acre

B. Calculation Based on California Building Code

For the purposes of the CBC-based methodology, the furniture store is assumed to consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimated as follows:

1) 12,000 sq. ft. retail floor area ÷ 30 sq. ft./occupant = 400 people max. occupancy in retail area

2) 12,000 sq. ft. warehouse floor area ÷ 500 sq. ft./occupant = 24 people max. occupancy in warehouse area

3) Maximum occupancy under CBC assumptions = 400 + 24 = 424 people

4) Assuming typical peak occupancy is 50% of CBC numbers = 212 people maximum expected at any one time

5) 212 people ÷ 2.0 acres = 106 people per acre average for the site

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 106 people per single acre.

Conclusions: In this instance, the two methods produce very different results. The occupancy area estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. On the other hand, the 12 people-per-acre estimate using the parking requirement methodology appears low, but is probably closer to being realistic. Unless better data is available from surveys of similar uses, this proposal should be considered compatible within *Zone B2* (100 people per average acre and 200 people per single acre) and potentially also compatible within *Zone B1* (25 people per average acre and 50 people per single acre).

Table C2, continued

Compatibility Guidelines for Specific Land Uses

The compatibility evaluations listed below for specific types of land uses can be used by affected jurisdictions as guidelines in implementation of the general compatibility criteria listed in Table 2A. These evaluations are not regarded as adopted ALUC policies or criteria. In case of any conflicts between these evaluations of specific land uses and the policies and criteria in Chapter 2 of this document, the contents of Chapter 2 shall prevail.

	Compatibility Zones					
Land Use	**A**	**B1**	**B2**	**C**	**D**	**E**
Agricultural Uses						
Truck and Specialty Crops	0	+	+	+	+	+
Field Crops	0	+	+	+	+	+
Pasture and Rangeland	0	+	+	+	+	+
Vineyards	0	+	+	+	+	+
Orchards	–	0	0	+	+	+
Dry Farm and Grain	0	+	+	+	+	+
Tree Farms, Landscape Nurseries and Greenhouses	–	0	0	+	+	+
Fish Farms	–	0	0	+	+	+
Feed Lots and Stockyards	–	0	0	+	+	+
Poultry Farms	–	0	0	0	+	+
Dairy Farms	–	0	0	+	+	+
Natural Uses						
Fish and Game Preserves	0	0	0	0	0	0
Land Preserves and Open Space	0	+	+	+	+	+
Flood and Geological Hazard Areas	0	+	+	+	+	+
Waterways: Rivers, Creeks, Canals, Wetlands, Bays, Lakes	0	0	0	0	0	+
Residential						
Rural Estate (2.0-10.0 acre parcels)	–	–	–	0	0	+
Rural Residential (0.5-1.0 du / acre)	–	–	–	–	–	+
Low-Density Residential (1.1-5.0 du / acre)	–	–	–	–	–	+
Medium-Density Residential (5.1-15.0 du / acre)	–	–	–	–	+	+
High-Density Residential (>15.0 du / acre)	–	–	–	–	+	+
Mobile Home Parks	–	–	–	–	0	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Institutional						
Schools, Colleges and Universities	–	–	–	–	0	+
Day Care Centers	–	–	–	–	+	+
Hospitals and Residential Care Facilities	–	–	–	–	0	+
Churches	–	–	–	0	0	+
Memorial Parks / Cemeteries	–	0	+	+	+	+
Recreational						
Golf Courses (except clubhouse)	0	0	0	+	+	+
Golf Course Clubhouses	–	0	0	0	+	+
Parks low intensity; no group activities	0	+	+	+	+	+
Playgrounds and Picnic Areas	–	0	0	0	+	+
Athletic Fields (with small or no bleachers)	–	0	0	0	+	+
Spectator-Oriented Sports Complexes or Stadiums	–	–	–	–	–	0
Riding Stables	–	0	0	+	+	+
Marinas and Water Recreation	–	0	0	+	+	+
Health Clubs and Spas	–	–	0	0	0	+
Tennis Courts	–	0	0	+	+	+
Swimming Pools	–	0	0	0	0	+
Fairgrounds and Race Tracks	–	–	–	–	–	0
Resorts and Group Camps	–	–	–	0	0	+
Shooting Ranges	–	0	0	0	0	+
Industrial						
Research and Development Laboratories	–	0	0	0	+	+
Warehouses and Distribution Facilities	–	0	+	+	+	+
Manufacturing and Assembly	–	0	0	0	+	+
Cooperage and Bottling Plants	–	0	+	+	+	+
Printing, Publishing and Allied Services	–	0	+	+	+	+
Chemical, Rubber and Plastic Products	–	–	0	0	0	+
Food Processing	–	–	0	0	0	+
Commercial Uses						
Low-Intensity Retail (e.g., auto, furniture sales)	–	0	0	+	+	+
Retail Stores (1 floor)	–	0	0	0	+	+
Retail Stores (2 or 3 floors)	–	–	–	0	0	+
Large Shopping Malls (500,000+ sq. ft.)	–	–	–	–	0	+
Restaurants and Drinking Establishments (no drive-thru)	–	0	0	0	+	+
Fast Food Restaurants	–	–	0	0	0	+
Auto and Marine Services	–	0	0	+	+	+
Building Materials, Hardware and Heavy Equipment	–	0	0	+	+	+
Office Buildings (1 or 2 floors)	–	0	0	+	+	+
Office Buildings (3 floors)	–	–	–	0	0	+
Banks and Financial Institutions (1 or 2 floors)	–	0	0	+	+	+
Repair Services	–	0	0	+	+	+

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Land Use	Compatibility Zones A	B1	B2	C	D	E
Commercial Uses, continued						
Gas Stations	–	0	0	0	+	+
Government Services / Public Buildings (1 or 2 floors)	–	0	0	0	+	+
Motels (1 or 2 floors)	–	–	–	0	+	+
Hotels and Motels (3 floors)	–	–	–	0	0	+
Theaters, Auditoriums, Large Assembly Halls	–	–	–	–	0	0
Outdoor Theaters	–	–	–	–	0	0
Truck Terminals	–	0	+	+	+	+
Any Uses with more than 3 habitable floors aboveground	–	–	–	–	0	+
Transportation, Communications and Utilities						
Aircraft Storage	0	+	+	+	+	+
Automobile Parking	0	+	+	+	+	+
Highway and Street Right-of-Ways	0	+	+	+	+	+
Railroad and Public Transit Lines	0	+	+	+	+	+
Taxi, Bus, and Train Terminals	–	0	0	+	+	+
Electrical Substations	–	0	0	0	0	+
Power Plants	–	–	–	0	0	+
Power Lines	–	0	0	0	0	+
Reservoirs	–	0	0	0	0	+
Sewage Treatment and Disposal Facilities	–	0	0	0	0	+
Sanitary Landfills	–	–	–	–	–	0

– Generally incompatible
0 Potentially compatible with restrictions (see Table 2A)
+ Generally compatible

Project Referral Form

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner _____ Phone Number _____

Mailing Address _____

Agent (if any) _____ Phone Number _____

Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address _____

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning Classification _____

Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) _____

Proposed Land Use (describe) _____

For Residential Uses — Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses (See Appendix C) — Hours of Use _____

Number of People on Site — Maximum Number _____

Method of Calculation _____

Height Data — Height above Ground or Tallest Object (including antennas and trees) _____ ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards — Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? ☐ Yes ☐ No

If yes, describe _____

REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)

Date Received _____

Agency Name _____

_____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

_____

Type of Project

- ☐ General Plan Amendment
- ☐ Zoning Amendment or Variance
- ☐ Subdivision Approval
- ☐ Use Permit
- ☐ Public Facility
- ☐ Other _____

ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt

Date Received _____ By _____

Is Application Complete? ☐ Yes ☐ No

If No, cite reasons _____

Airport(s) Nearby _____

Primary Criteria Review

Compatibility Zone(s) ☐ A ☐ B1 ☐ B2 ☐ C ☐ D ☐ E ☐ Ht.

Allowable (not prohibited) Use? ☐ Yes ☐ No _____

Density/Intensity Acceptable? ☐ Yes ☐ No _____

Open Land Requirement Met? ☐ Yes ☐ No _____

Height Acceptable? ☐ Yes ☐ No _____

Easement/Deed Notice Provided? ☐ Yes ☐ No _____

Special Conditions

Describe: _____

_____

Supplemental Criteria Review

Noise _____

_____

Safety _____

_____

Airspace Protection _____

_____

Overflight _____

_____

ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action

- ☐ Approve — Date _____
- ☐ Refer to ALUC

ALUC Action

- ☐ Consistent — Date _____
- ☐ Consistent with Conditions (list conditions/attach additional pages if needed)

_____

_____

_____

- ☐ Inconsistent (list reasons/attach additional pages if needed)

_____

_____

_____

_____

April 2005

APPENDIX F

General Plan Consistency Checklist

This checklist is intended to assist counties and cities with modifications necessary to make their general plans and other local policies consistent with the ALUC's compatibility plan. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.

COMPATIBILITY CRITERIA

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the compatibility plan.

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.
  - Residential densities (dwelling units per acre) should not exceed the set limits. Differences between gross and net densities and the potential for secondary dwellings on single parcels (see below) may need to be taken into account.
  - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).
  - No new land uses of a type listed as specifically prohibited should be shown within affected areas.
- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent compatibility plan criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is often judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the compatibility plan may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

- **Secondary Dwellings**—Detached secondary dwellings on the same parcel should be counted as additional swellings for the purposes of density calculations. This factor needs to be reflected in local policies either by adjusting the maximum allowable densities or by prohibiting secondary dwellings where their presence would conflict with the compatibility criteria.
- **Intensity Limitations on Nonresidential Uses**—Local policies must be established to limit the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre-indicated in the compatibility plan. Alternatively, local jurisdictions may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters with are equivalent to the usage intensity criteria.
- **Identification of Prohibited Uses**—Compatibility plans may prohibit day care centers, hospitals, and certain other uses within much of each airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations. Policies need to be established which preclude these uses in accordance with the compatibility criteria.

Zoning or Other Policy Documents, Continued

- **Open Land Requirements**—Compatibility plan requirements, if any, for assuring that a minimum amount of open land is preserved for the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land also must be established.
- **Infill Development**—If a compatibility plan contains infill policies and a jurisdiction wishes to take advantage of them, the lands which meet the qualifications must be shown on a map.
- **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon Part 77 of the Federal Aviation Regulations, but may include exceptions for objects on high terrain if provided for in the compatibility plan. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.
- **Noise Insulation Requirements**—Some compatibility plans call for certain buildings proposed for construction within high noise-impact areas to demonstrate that they will contain sufficient sound insulation to reduce aircraft-related noise to an acceptable level. These criteria apply to new residences, schools, and certain other buildings containing noise-sensitive uses. Local policies must include parallel criteria.
- **Buyer Awareness Measures**—As a condition for approval of development within certain compatibility zones, some compatibility plans require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local jurisdiction policies must contain similar requirements. Compatibility plans also may encourage, but should not require, local jurisdictions to adopt a policy stating that airport proximity and the potential for aircraft overflights be disclosed as part of real estate transactions regarding property in the airport influence area.
- **Nonconforming Uses and Reconstruction**—Local jurisdiction policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the compatibility plan, if any.

REVIEW PROCEDURES

In addition to incorporation of ALUC compatibility criteria, local jurisdiction implementing documents must specify the manner in whish development proposals will be reviewed for consistency with the compatibility criteria.

- **Actions Always Required to be Submitted for ALUC Review**—State law specifies which types of development actions must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the jurisdiction's intent to comply with the state statute.
- **Other Land Use Actions Potentially Subject to ALUC Review**—In addition to the above actions, compatibility plan may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the jurisdiction and the ALUC. If the jurisdiction fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a jurisdiction may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the jurisdiction's intentions in this regard.
- **Process for Compatibility Reviews by Local Jurisdictions**—If a jurisdiction chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
- **Variance Procedures**—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance which involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the compatibility plan must be referred to the ALUC for review.
- **Enforcement**—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

Source: California Airport Land Use Planning Handbook (January 2002)

APPENDIX G

Sample Implementation Documents

The responsibility for implementation of the compatibility criteria set forth in the *Riverside County Airport Land Use Compatibility Plan* rests largely with the County of Riverside and affected cities. As described in Appendix F, modification of general plans and specific plans for consistency with applicable compatibility plans is the major step in this process. However, not all of the measures necessary for achievement of airport land use compatibility are necessarily included in general plans and specific plans. Other types of documents also serve to implement the *Compatibility Plan* policies. Samples of such implementation documents are included in this appendix.

Airport Combining Zone Ordinance

As noted in Chapter 1 of this document, one option that the affected local jurisdictions can utilize to implement airport land use compatibility criteria and associated policies is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required, but is suggested as an option. Table G–1 describes some of the potential components of an airport combining zone ordinance.

Buyer Awareness Measures

Buyer awareness is an umbrella category for several types of implementation documents all of which have the objective of ensuring that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. The *Riverside County Airport Land Use Compatibility Plan* policies include each of these measures.

- **Avigation Easement**—Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government (the U.S. Department of Defense is not authorized to accept avigation easements). This *Compatibility Plan* requires avigation easement dedication as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Specifically, the easement dedication requirement applies to development within *Compatibility Zones A*, *B1*, and *B2* and the *Height Review Overlay Zone*. Historically, the Riverside County ALUC has required avigation easement dedication as a condition for development approval anywhere within an airport influence area. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity. A sample of a standard avigation easement is included in Table G–2.

- **Recorded Deed Notice**—Deed notices are a form of buyer awareness measure whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. Unlike easements, deed notices do not convey property rights from the property owner to the airport and do not restrict the height of objects. They only document the existence of certain conditions that affect the property—such as the

proximity of the airport and common occurrence of aircraft overflights at or below the airport traffic pattern altitude. Recording of deed notices is a requirement for project approval within the major portion of the airport influence areas where avigation easements are not essential, specifically *Compatibility Zones C* and *D*. Table G–3 contains a sample of a deed notice.

- **Real Estate Disclosure**—A less definitive, but more all-encompassing, form of buyer awareness measure is for the ALUC and local jurisdictions to establish a policy indicating that information about and airport's influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to transfer of title. The advantage of this type of program is that it applies to previously existing land uses as well as to new development. The requirement for disclosure of information about the proximity of an airport has been present in state law for some time, but legislation adopted in 2002 and effective in January 2004 explicitly ties the requirement to the airport influence areas established by airport land use commissions (see Appendix A for excerpts from sections of the Business and Professions Code and Civil Code that define these requirements). With certain exceptions, these statutes require disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

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

An airport compatibility combining zoning ordinance might include some or all of the following components:

- **Airspace Protection**—A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of the Federal Aviation Regulations (FAR) Part 77, *Objects Affecting Navigable Airspace*, Subpart C. Additions or adjustment to take into account instrument approach (TERPS) surfaces should be made as necessary. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included.

- **FAA Notification Requirements**—Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project which exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.

- **State Regulation of Obstructions**—State law prohibits anyone from constructing or altering a structure or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would or does not constitute a hazard to air navigation (Public Utilities Code, Section 21659). Additionally, a permit from the Department of Transportation is required for any structure taller than 500 feet above the ground unless the height is reviewed and approved by the Federal Communications Commission or the FAA (Section 21656).

- **Designation of High Noise-Impact Areas**—California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.

- **Maximum Densities/Intensities**—Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be more detailed than typically provided by general plan or zoning ordinance land use designations.

- **Open Areas for Emergency Landing of Aircraft**—In most circumstances in which an accident involving a small aircraft occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open areas readily available. To enhance safety both for people on the ground and the occupants of the aircraft, airport compatibility plans often contain criteria requiring a certain amount of open land near airports. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.

- **Areas of Special Compatibility Concern**—A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation. [A legal consideration which supports the value of this concept is that down-zoning of a property to a less intensive use is becoming more difficult. It is much better not to have inappropriately up-zoned the property in the first place.]

- **Real Estate Disclosure Policies**—The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

Table G1

Sample Airport Combining Zone Components

Typical Avigation Easement

This indenture made this _____ day of _____, 20__, between _____ hereinafter referred to as Grantor, and the [Insert County or City name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. [*For military airports:* Grantee shall hold said easement on behalf of the United States Government.] The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Federal Aviation Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the _____ Airport official runway end elevation of _____ feet Above Mean Sea Level (AMSL), as determined by [Insert Name and Date of Survey or Airport Layout Plan that determines the elevation] the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

(1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and

(2) The easement and right to cause or create, or permit or allow to be caused and created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, currents and other effects of air illumination and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and

(3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and

(4) The right to mark and light, or cause or require to be marked and lighted, as obstructions to air navigation, any and all buildings, structures or other improvements, and trees or other objects, which extend into or above the Airspace; and

(5) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.

Table G2

Typical Avigation Easement

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Insert County or City name], for the direct benefit of the real property constituting the _____ Airport hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow, in or upon the hereinabove described real property, nor will they permit or allow any building structure, improvement, tree, or other object to extend into or above the Airspace so as to constitute an obstruction to air navigation or to obstruct or interfere with the use of the easement and rights-of-way herein granted.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the _____Airport, in the [Insert County or City name], State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of [*for public-use airports:* the Grantee and any and all members of the general public] [*for military airports:* the United States Government] who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the _____ Airport, or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors or assigns for monetary damages or other redress due to impacts, as described in paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations. Furthermore, Grantee, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said _____ Airport is the dominant tenement.

DATED:

_____ _____

_____

STATE OF }

ss

COUNTY OF }

On _____, before me, the undersigned, a Notary Public in and for said County and State personally appeared _____, and _____ known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

_____

Notary Public

Table G2, continued

Sample Deed Notice

A statement similar to the following should be included on the deed for any real property subject to the deed notice requirements set forth in the [Insert ALUC name] Airport Land Use Compatibility Plan. Such notice should be recorded by the county of [Insert County name]. Also, this deed notice should be included on any parcel map, tentative map, or final map for subdivision approval.

For public-use airports:

> The [Insert ALUC name] Airport Land Use Compatibility Plan and [Insert County / City Name] Ordinance (Ordinance No.) identify a [Insert Airport name] Airport Influence Area. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. State law (Public Utilities Code Section 21670 et seq.) establishes the importance of public-use airports to protection of the public interest of the people of the state of California. Residents of property near such airports should therefore be prepared to accept the inconvenience, annoyance, or discomfort from normal aircraft operations. Residents also should be aware that the current volume of aircraft activity may increase in the future in response to [Insert County name] County population and economic growth. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

For military airports:

> The [Insert ALUC name] Airport Land Use Compatibility Plan and [Insert County / City Name] Ordinance (Ordinance No.) identify a [Insert Airport name] Airport Influence Area. Properties within this area are routinely subject to overflights by aircraft using this military airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. State law (Public Utilities Code Section 21670 et seq.) supports the importance of military airports in protection of the public interest of the people of the United States and the state of California. Residents of property near such airports should therefore be prepared to accept the inconvenience, annoyance, or discomfort from normal aircraft operations. Residents also should be aware that the current volume of aircraft activity may increase in the future in response to federal military needs. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

Table G3

Sample Deed Notice

APPENDIX H

Airport Land Use Compatibility Concepts

The following material is mostly excerpted from Chapter 3 of the California Airport Land Use Planning Handbook *(January 2002).*

Introduction

The airport land use compatibility concerns of ALUCs fall under two broad headings identified in state law: noise and safety. However, for the purposes of formulating airport land use compatibility policies and criteria, further dividing these basic concerns into four functional categories is more practical. These categories are:

- *Noise:* As defined by cumulative noise exposure contours describing noise from aircraft operations near an airport.
- *Overflight:* The impacts of routine aircraft flight over a community.
- *Safety:* From the perspective of minimizing the risks of aircraft accidents beyond the runway environment.
- *Airspace Protection:* Accomplished by limits on the height of structures and other objects in the airport vicinity and restrictions on other uses which potentially pose hazards to flight.

For each compatibility category, four features are outlined below:

- *Compatibility Objective:* The objective to be sought by establishment and implementation of the compatibility policies;
- *Measurement:* The scale on which attainment of the objectives can be measured;
- *Compatibility Strategies:* The types of strategies which, when formulated as compatibility policies, can be used to accomplish the objectives; and
- *Basis for Setting Criteria:* The factors which should be considered in setting the respective compatibility criteria.

In the Noise and Safety sections, additional discussion taken from elsewhere in the Handbook *or written for this appendix is included following the above four bullet items.*

Noise

Noise is one of the most basic airport land use compatibility concerns. Moreover, at major airline airports, many busy general aviation airports, and most military airfields, noise is usually the most geographically extensive form of airport impact.

- **Compatibility Objective**—The clear objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of airport noise capable of disrupting noise-sensitive activities.

- **Measurement**—For the purposes of airport land use compatibility planning, noise generated by the operation of aircraft to, from, and around an airport is primarily measured in terms of the cumulative noise levels of all aircraft operations. In California, the cumulative noise level metric established by state regulations, including for airport noise, is the Community Noise Equivalent Level (CNEL). This metric provides a single measure of the average sound level in decibels (dB) to which any point near an airport is exposed. To reflect an assumed greater community sensitivity to nighttime and evening noise, events during these periods are counted as being louder than actually measured. Cumulative noise levels are usually illustrated on airport area maps as contour lines connecting points of equal noise exposure. Mapped noise contours primarily show areas of significant noise exposures—ones affected by high concentrations of aircraft takeoffs and landings.

  The calculation of cumulative noise levels depends upon the number, type, and time of day of aircraft operations, the location of flight tracks, and other data described in Chapter 6 [of the *Handbook*]. For airports with airport traffic control towers, some of these inputs can be derived from recorded data. Noise monitoring and radar flight tracking data available for airports in most metropolitan areas are other sources of valuable information. At most airports, though, the individual input variables must be estimated. The important point to be made here is that, despite their computer-generated origin, the location of noise contours is not necessarily precise. Where extensive noise monitoring and flight tracking data are available, current contours can be accurate to within ±1 dB. Elsewhere, the level of accuracy has generally been found to be about ±3 dB. Contours representing projections of future noise levels are inherently even less precise.

- **Compatibility Strategies**—The basic strategy for achieving noise compatibility in an airport vicinity is to limit development of land uses which are particularly sensitive to noise. The most acceptable land uses are ones which either involve few people (especially people engaged in noise sensitive activities) or generate significant noise levels themselves (such as other transportation facilities or some industrial uses).

  On occasion, local considerations outweigh noise impacts and result in decisions by local land use jurisdictions or even ALUCs to allow residential development in locations where this use would normally be considered incompatible. In such circumstances, approval of the development should be conditioned upon dedication of an avigation easement and requirements for sufficient acoustic insulation of structures to assure that aircraft noise is reduced to an interior noise level of 45 dB CNEL or less.

- **Basis for Setting Criteria**—Compatibility criteria related to cumulative noise levels are well-established in federal and state laws and regulations. The basic state criterion sets a CNEL of 65 dB as the maximum noise level normally compatible with urban residential land uses. For many airports and many communities, 65 dB CNEL is too high for land use planning purposes. A process called "normalization" is one means of adjusting the criteria to reflect ambient sound levels, the community's previous exposure to noise, and other local characteristics as outlined in Chapter 7 [of the *Handbook*]. This process helps to determine what CNEL is of significance to that particular community. Once the baseline maximum acceptable noise level for residential uses is established, criteria for other land uses can be set in a manner consistent with this starting point.

Cumulative noise metrics such as CNEL are well-suited for use in establishing land use compatibility policy criteria and are the only metric for which widely accepted standards have been adopted. However, a different perspective on airport noise impacts can be obtained by examining sound level data for individual aircraft operations. Figure H1 depicts the typical noise "footprints" of a variety of general aviation aircraft. These footprints represent the momentary, maximum sound levels (L_{max}) experienced

on the ground as the aircraft flies over while landing at and taking off from a runway. Each of these footprints is broadly representative of those produced by other aircraft similar to the ones shown. The actual sound level produced by any single aircraft takeoff or landing will vary not only among specific makes and models of aircraft, but also from one operation to another of identical aircraft.

In examining the footprints, additional two points are important to note. One is the importance of the outermost contour. This noise level—65 dBA L_{max}—is the level at which interference with speech begins to be significant. Land uses anywhere within the noise footprint of a given aircraft would experience a noise level, even if only briefly, that could be disruptive to outdoor conversation. Indoors, with windows closed, the aircraft noise level would have to be at least 20 dBA louder to present similar impacts. A second point to note concerns the differences among various aircraft, particularly business jets. As the data shows, business jets manufactured in the 1990s are much quieter than those of 10 and 20 years earlier. The impacts of the 1990s era jets are similar to those of twin-engine piston aircraft and jets being made in the 2000s are quieter yet. At many airports, the size of the CNEL contours is driven by a relatively small number of operations by the older, noisier business jets. These aircraft are gradually disappearing from the nationwide aircraft fleet and will likely be mostly gone within 20 years, but at this point in time it is uncertain when they will be completely eliminated.

Overflight

As discussed in [*Handbook*] Chapter 7, experience at many airports has shown that noise-related concerns do not stop at the boundary of the outermost mapped CNEL contour. Many people are sensitive to the frequent presence of aircraft overhead even at noise low levels. These reactions can mostly be expressed in the form of *annoyance*.

At many airports, particularly air carrier airports, complaints often come from locations beyond any of the defined noise contours. Indeed, heavily used flight corridors to and from metropolitan areas are known to generate noise complaints 50 miles or more from the associated airport. The basis for such complaints may be a desire and expectation that outside noise sources not be intrusive—or, in some circumstances, even distinctly audible—above the quiet, natural background noise level. Elsewhere, especially in locations beneath the traffic patterns of general aviation airports, a fear factor also contributes to some individuals' sensitivity to aircraft overflights.

While these impacts may be important community concerns, the question of importance here is whether any land use planning actions can be taken to avoid or mitigate the impacts or otherwise address the concerns. Commonly, when overflight impacts are under discussion in a community, the focus is on modification of the flight routes. Indeed, some might argue that overflight impacts should be addressed solely through the aviation side of the equation—not only flight route changes, but other modifications to where, when, and how aircraft are operated. ALUCs are particularly limited in their ability to deal with overflight concerns. For one, they have no authority over aircraft operations. The most they can do to bring about changes is to make requests or recommendations. Even with regard to land use, the authority of ALUCs extends only to proposed new development.

These limitations notwithstanding, there are steps which ALUCs can and should take to help minimize overflight impacts.

- **Compatibility Objective**—In an idealistic sense, the compatibility objective with respect to overflight is the same as for noise: avoid land use development which can lead to annoyance and complaints. However, given the extensive geographic area over which the impacts occur, this objective is unrealistic except relatively close to the airport. A more realistic objective therefore might be to

promote conditions under which annoyance will be minimized. Possible strategies in this regard are described below.

- **Measurement**—Determining where to draw boundaries around areas of potentially significant overflight noise exposure is difficult because these locations extend beyond the well-defined CNEL contours which indicate areas of high noise exposure. CNEL contours are not very precise at low noise levels, especially where aircraft flight tracks are widely divergent. The general locations over which aircraft regularly fly as they approach and depart an airport are thus a better indicator of overflight annoyance concerns. For general aviation airports, such locations include areas beneath the standard airport traffic patterns, the portions of the pattern entry and departure routes flown at normal traffic pattern altitude, and perhaps additional places which experience a high concentration of overflights. Also, at all types of airports, common IFR arrival and departure routes can produce overflight concerns, sometimes many miles from the airport.

- **Compatibility Strategies**—As noted above, the ideal land use compatibility strategy with respect to overflight annoyance is to avoid development of residential and other noise-sensitive uses in the affected locations. To the extent that this approach is not practical, three different (but not mutually exclusive) strategies are apparent.
  - One strategy is to help people with above-average sensitivity to aircraft overflights—people who are highly *annoyed* by overflights—to avoid living in locations where frequent overflights occur. This strategy involves making people more aware of an airport's proximity and its current and potential aircraft noise impacts on the community before they move to the area. This can be accomplished through buyer awareness measures such as dedication of avigation or overflight easements, recorded deed notices, and/or real estate disclosure statements. In new residential developments, posting of signs in the real estate sales office and/or at key locations in the subdivision itself can be further means of alerting the initial purchasers about the impacts (signs are of little long-term value, however).
  - A second strategy is to minimize annoyance by reducing the intrusiveness of aircraft noise above normal background noise levels. Because ALUCs and local land use authorities have no way of regulating aircraft noise levels, the other option is to promote types of residential land uses which tend to mask the intrusive noise. In this regard, multi-family residences—because they tend to have comparatively little outdoor living areas, fewer external walls through which aircraft noise can intrude, and relatively high noise levels of their own—are preferable to single-family dwellings. Particularly undesirable are "ranchette" style residential areas consisting of large (about an acre on average) lots. Such developments are dense enough to expose many people to overflight noise, yet sufficiently rural in character that background noise levels are likely to be low.
  - Finally, for highly noise-sensitive uses, acoustical treatment of the structures, together with dedication of an avigation easement, may be appropriate.

- **Basis for Setting Criteria**—The basis for setting criteria is primarily the experience and knowledge that airport proprietors and airport land use commissions have about the noise sensitivity of the specific communities involved.

Safety

Compared to noise, safety is in many respects a more difficult concern to address in airport land use compatibility policies. A major reason for this difference is that safety policies address uncertain events which *may occur* with *occasional* aircraft operations, whereas noise policies deal with known, more or less

predictable events which *do occur* with *every* aircraft operation. Because aircraft accidents happen infrequently and the time, place, and consequences of their occurrence cannot be predicted, the concept of *risk* is central to the assessment of safety compatibility. From the standpoint of land use planning, two variables determine the degree of risk posed by potential aircraft accidents:

- *Accident Frequency:* Where and when aircraft accidents occur in the vicinity of an airport; and
- *Accident Consequences:* Land uses and land use characteristics which affect the severity of an accident when one occurs.

- **Compatibility Objective**—The overall objective of safety compatibility criteria is simply to minimize the risks associated with potential aircraft accidents. There are two components to this objective, however:
  - *Safety on the Ground:* The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.
  - *Safety for Aircraft Occupants:* The other important component is to enhance the chances of survival of the occupants of an aircraft involved in an accident which takes place beyond the immediate runway environment.

- **Measurement**—In measuring the degree of safety concerns around an airport, the frequency component of risk assessment is most important: what is the potential for an accident to occur? As mentioned above, there are both *where* and *when* variables to the frequency equation:
  - *Spatial Element:* The spatial element describes *where* aircraft accidents can be expected to occur. Of all the accidents which occur in the vicinity of airports, what percentage occur in any given location?
  - *Time Element:* The time element adds a *when* variable to the assessment of accident frequency. In any given location around a particular airport, what is the chance that an accident will occur in a specified period of time?

- **Compatibility Strategies**—Safety compatibility strategies focus on the *consequences* component of risk assessment. Basically, the question is: what land use planning measures can be taken to reduce the severity of an aircraft accident if one occurs in a particular location near an airport? Although there is a significant overlap, specific strategies must consider both components of the safety compatibility objective: protecting people and property on the ground; and enhancing safety for aircraft occupants. In each case, the primary strategy is to limit the intensity of use (the number of people concentrated on the site) in locations most susceptible to an off-airport aircraft accident. This is accomplished by:
  - *Density and Intensity Limitations:* Establishment of criteria limiting the maximum number of dwellings or people in areas close to the airport is the most direct method of reducing the potential severity of an aircraft accident.
  - *Open Land Requirements:* Creation of requirements for open land near an airport addresses the objective of enhancing safety for the occupants of an aircraft forced to make an emergency landing away from a runway.
  - *Highly Risk-Sensitive Uses:* Certain critical types of land uses—particularly schools, hospitals, and other uses in which the mobility of occupants is effectively limited—should be avoided near the ends of runways regardless of the number of people involved. Aboveground storage of large quantities of highly flammable or hazardous materials also should be avoided near airports.

- **Basis for Setting Criteria**—Setting safety compatibility criteria presents the fundamental question of what is safe. Expressed in another way: what is an *acceptable risk*? In one respect, it may seem ideal to reduce risks to a minimum by prohibiting most types of land use development from areas near airports. However, as addressed later in [Chapter 3 of the *Handbook*], there are usually costs associated with such high degrees of restrictiveness. In practice, safety criteria are set on a progressive scale with the greatest restrictions established in locations with the greatest potential for aircraft accidents.
  - *Established Guidance:* As noted in [*Handbook*] Chapter 9, little established guidance is available to ALUCs regarding how restrictive to make safety criteria for various parts of an airport's environs. Unlike the case with noise, there are no formal federal or state laws or regulations which set safety criteria for airport area land uses for civilian airports except within *runway protection zones* (and with regard to airspace obstructions as described separately in the next section). Federal Aviation Administration safety criteria primarily are focused on the runway and its immediate environment. Runway protection zones—then called *clear zones*—were originally established mostly for the purpose of protecting the occupants of aircraft which overrun or land short of a runway. Now, they are defined by the FAA as intended to enhance the protection of people and property on the ground.
  - *New Research:* To provide a better foundation for establishment of safety criteria in other portions of the airport environs, extensive research into the distribution of general aviation aircraft accident locations was conducted in conjunction with the 1993 edition of this *Handbook* and expanded as an initial step in preparation of the present edition. The results are outlined in [*Handbook*] Appendix G and further examined in Chapter 9. Available information regarding air carrier aircraft accidents is presented as well. However, even with this new data on which to base safety compatibility decisions, the question is still ultimately one of what is acceptable to the local community.

One of the analyses presented in the *Handbook* involves aggregating the accident location points (the scatter diagrams of where accidents have occurred relative to the runway) in a manner that better identifies where the accident sites are most concentrated. The results are presented as risk intensity contours—Figures H2 shows arrival accident risks and Figure H3 portrays departure accident risks. The two drawings divide the near-airport accident location points into five groups of 20% each (note that only accident sites that were not on a runway, but were within 5 miles of an airport are included in the database). The 20% contour represents the highest or most concentrated risk intensity, the 40% contour represents the next highest risk intensity, and so on up to 80%. The final 20% of the accident sites are beyond the 80% contour. Each contour is drawn so as to encompass 20% of the points within the most compact area. The contours are irregular in shape. No attempt has been made to create geometric shapes.

The charts reveal several facts:

- About half of arrival accidents and a third of departure accidents take place within the FAA-defined runway protection zone for a runway with a low-visibility instrument approach procedure (a 2,500-foot long trapezoid, varying from 1,000 feet to 1,750 feet in total width). This fact lends validity to the importance of the runway protection zones as an area within which land use activities should be minimal.

- Although the runway protection zones represent the locations within which risk levels are highest, a significant degree of risk exists well beyond the runway protection zone boundaries. Among all near-airport (within 5 miles) accidents, over 80% are concentrated within 1.5 to 2 miles of a runway end.

- Arrival accidents tend to be concentrated relatively close to the extended runway centerline. Some 80% occur within a strip extending 10,000 feet from the runway landing threshold and 2,000 feet to each side of the runway centerline.

- Departure accidents are comparatively more dispersed laterally from the runway centerline, but are concentrated closer to the runway end. Many departure accidents also occur lateral to the runway itself, particularly when the runway is long. Approximately 80% of the departure accident sites lie within an area 2,500 from the runway centerline and 6,000 feet beyond the runway end or adjacent to the runway.

This data does not address the other major components of aircraft accident risk: the potential consequences of accidents when they occur and the frequency with which they occur. The intent is merely to illustrate the relative intensity of the risks on a geographic scale.

Furthermore, as with noise contours, risk data by itself does not answer the question of what degree of land use restrictions should be established in response to the risks. Although most ALUCs have policies that restrict certain land use activities in locations beyond the runway protection zones, the size of the area in which restrictions are established and the specific restrictions applied vary from one county to another.

Airspace Protection

Relatively few aircraft accidents are caused by land use conditions which are hazards to flight. The potential exists, however, and protecting against it is essential to airport land use safety compatibility.

- **Compatibility Objective**—Because airspace protection is in effect a safety factor, its objective can likewise be thought of in terms of risk. Specifically, the objective is to avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring. The particular hazards of concern are:
  - Airspace obstructions;
  - Wildlife hazards, particularly bird strikes; and
  - Land use characteristics which pose other potential hazards to flight by creating visual or electronic interference with air navigation.

- **Measurement**—The measurement of requirements for airspace protection around an airport is a function of several variables including: the dimensions and layout of the runway system; the type of operating procedures established for the airport; and, indirectly, the performance capabilities of aircraft operated at the airport.
  - *Airspace Obstructions:* Whether a particular object constitutes an airspace obstruction depends upon the height of the object relative to the runway elevation and its proximity to the airport. The acceptable height of objects near an airport is most commonly determined by application of standards set forth in Part 77 of the Federal Aviation Regulations. These regulations establish a three-dimensional space in the air above an airport. Any object which penetrates this volume of airspace is considered to be an obstruction and may affect the aeronautical use of the airspace.
  - *Wildlife and Other Hazards to Flight:* The significance of other potential hazards to flight is principally measured in terms of the hazards' specific characteristics and their distance from the airport and/or its normal traffic patterns.

- **Compatibility Strategies**—Compatibility strategies for the protection of airport airspace are relatively simple and are directly associated with the individual types of hazards:
  - *Airspace Obstructions:* Buildings, antennas, other types of structures, and trees should be limited in height so as not to pose a potential hazard to flight.
  - *Wildlife and Other Hazards to Flight*: Land uses which may create other types of hazards to flight near an airport should be avoided or modified so as not to include the offending characteristic.
- **Basis for Setting Criteria**—The criteria for determining airspace obstructions and other hazards to flight have been long-established in FAR Part 77 and other Federal Aviation Administration regulations and guidelines. Also, state of California regulation of obstructions under the State Aeronautics Act (Public Utilities Code, Section 21659) is based on FAR Part 77 criteria.

Countywide Airspace Usage

Riverside County is within one of the busiest and most complex sections of airspace in the United States, handling over 4.3 million operations annually. To better understand the magnitude of these operations and complexities of this system, **Map 1** depicts Instrument Flight Rule (IFR) operations for the six busiest airports in the area for a 24-hour period on January 26, 1996. This exhibit does not depict operations from the 14 airports in Riverside County Airport Land Use Compatibility Plan update.

AIRSPACE STRUCTURE

Since the advent of aviation, nations have established procedures within their boundaries to regulate the use of airspace. Airspace is broadly classified as either "controlled" or "uncontrolled" in the United States. The difference between the two categories relates primarily to requirements for pilot qualifications, ground-to-air communications, navigation and traffic services, and weather conditions. Six classes of airspace have been designated in the United States. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control.

The airspace in Riverside County, as illustrated on **Map 2**, is constantly occupied by aircraft arriving and departing from other airports in the region. Frequently, overflights experienced in communities near Riverside County airports are not the result of operations at nearby airports, but from aircraft using airports outside Riverside County. After the preparation of this plan, additional approaches have been established for aircraft arriving at Los Angeles International Airport. These new approaches were not included as part of the map development process for this plan.

Class A Airspace

Class A airspace includes all airspace from 18,000 feet above mean sea level (MSL) to Flight Level (FL) 600 (approximately 60,000 feet MSL). This airspace is designated in 14 CFR Part 71.193 for positive control of aircraft. The Positive Control Area (PCA) allows flights governed only under IFR operations. The aircraft must have special radio and navigation equipment and the pilot must obtain clearance from an Air Traffic Control (ATC) facility to enter Class A airspace. In addition, the pilot must possess an instrument rating. Class A airspace covers the entire county above 18,000 feet MSL.

Class B Airspace

Class B airspace has been established at 29 high usage airports in the United States as a means of regulating air traffic in those areas. They are designated by a combination of enplaned passengers and volume of operations.

Class B airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace for high performance, passenger carrying aircraft at major airports. Class

B airspace is the most restrictive, controlled airspace routinely encountered by pilots operating under Visual Flight Rules (VFR) in an uncontrolled environment.

In order to fly in Class B airspace, the aircraft must have special radio and navigational equipment and must obtain air traffic control clearance. In addition, to operate within Class B airspace, a pilot must have at least a private pilot's certificate or be a student pilot who has met the requirements of 14 CFR 61.95, requiring special ground and flight training for Class airspace. Aircraft are also required to utilize a Mode C transponder within a 30 nautical mile range of the center of the Class B airspace. Class B airspace is not designated for any of the Riverside County airports. This airspace classification is reserved for airports with the greatest traffic volume in terms of instrument flight rules (IFR) operations and enplaned passengers, such as Los Angeles International Airport.

Class C Airspace

The core of the Class C airspace is cylindrical and extends from the ground up to 4,000 feet AGL. This area has a radius of five nautical miles from the center of the airport. It is generally associated with airports served by radar approach control. In order to fly inside Class C airspace, aircraft must have two-way radio communications, an encoding transponder, and must have obtained ATC clearance. Pilots must have at least a student pilot's certificate to fly in Class C airspace. The airports in Riverside County within Class C airspace are Corona Airport and March Air Reserve Base.

Class D Airspace

Class D airspace is controlled airspace surrounding airports with an Air Traffic Control Tower (ATCT). The Class D airspace typically consists of a cylinder with a horizontal radius of four or five nautical miles from the airport, extending from the surface up to a designated vertical limit. This limit is typically 2,500 feet above the airport elevation. If an airport has an instrument approach or departure, the Class D airspace extends along the approach or departure path. The airports in Riverside County that are within Class D airspace are: Flabob Airport, Palm Springs International Airport, and Riverside Airport.

Class E Airspace

Airspace not designated as Class A, B, C, or Class D, and it is controlled airspace, it is Class E airspace. Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures.

The airports within Riverside County that are inside Class E airspace beginning at the surface are Blythe Airport and Jacqueline Cochran Regional Airport. Airports with Class E airspace beginning at 700 feet above the surface are Bermuda Dunes, French Valley and Hemet-Ryan Airports.

Class G Airspace

Airspace not designated as Class A, B, C, D, or E is considered uncontrolled, or Class G airspace. Air traffic control does not have the authority or responsibility to exercise control over air traffic within this airspace. Class G airspace lies between the surface and the overlaying Class E airspace (700 to 1,200 feet above ground level [AGL]).

Additional rules regulate flight altitudes over congested residential areas, national parks, and outdoor recreational areas, which are often located under Class G airspace. The overall amount of Class G airspace is continuing to decline due to the need for more coordinated air traffic activity. The airports in Riverside County within Class G airspace are Banning, Chiriaco Summit, and Desert Center.

Special Use Airspace

Special use airspace is defined as airspace where activities must be confined because of their nature or where limitations are imposed on aircraft not taking part in those activities. These areas are often reserved for military use and are designed to separate non-participating aircraft from military training operations.

Locations surrounding wilderness areas and national wildlife refuges area also considered special use airspace. These areas fall under the definition of "National Park"; therefore all aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of designated National Park areas. FAA Advisory Circular 91-36C defines the "surface" as the highest terrain within 2,000 feet laterally of the route of flight or the uppermost rim of a canyon or valley. There are several wilderness areas within Riverside County. Joshua Tree National Park being the largest, it is in the vicinity of Chiriaco Summit Airport, Jacqueline Cochran Regional Airport, Desert Center Airport and Palm Springs International Airport. There are also military and restricted flight areas within Riverside County. The Quail Military Operations Area is located north of Blythe Airport. The Kane and Abel Military Operations Areas are located south of Blythe, Desert Center, Chiriaco Summit, Jacqueline Cochran Regional, and Bermuda Dunes Airports. Additionally, there is a restricted flight area associated with Camp Pendleton located southwest of French Valley Airport.

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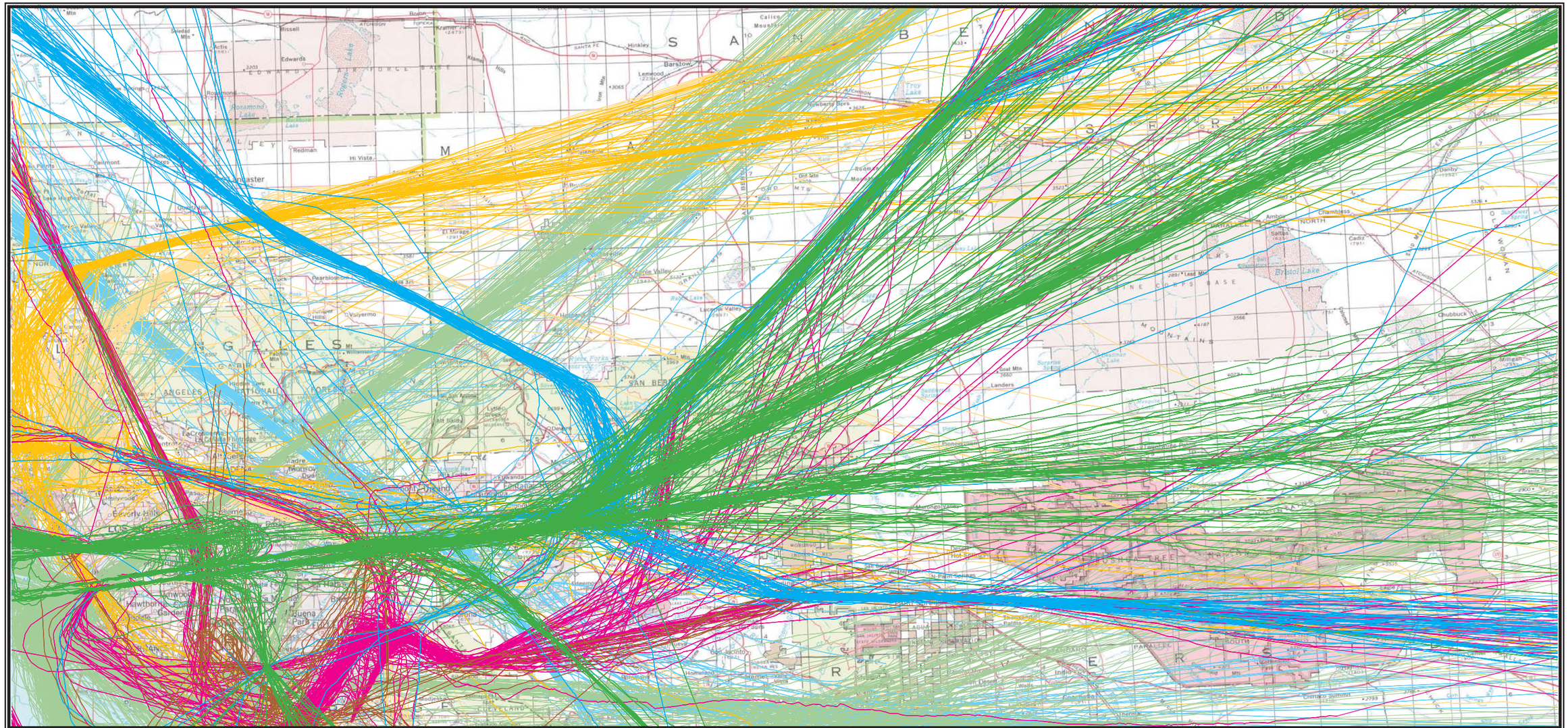


LEGEND

LAX Arrivals	LAX Departures	LAX - Los Angeles
BUR Arrivals	BUR Departures	BUR - Burbank
LGB Arrivals	LGB Departures	LGB - Long Beach
ONT Arrivals	ONT Departures	ONT - Ontario
SNA Arrivals	SNA Departures	SNA - John Wayne-Orange Co.

NORTH

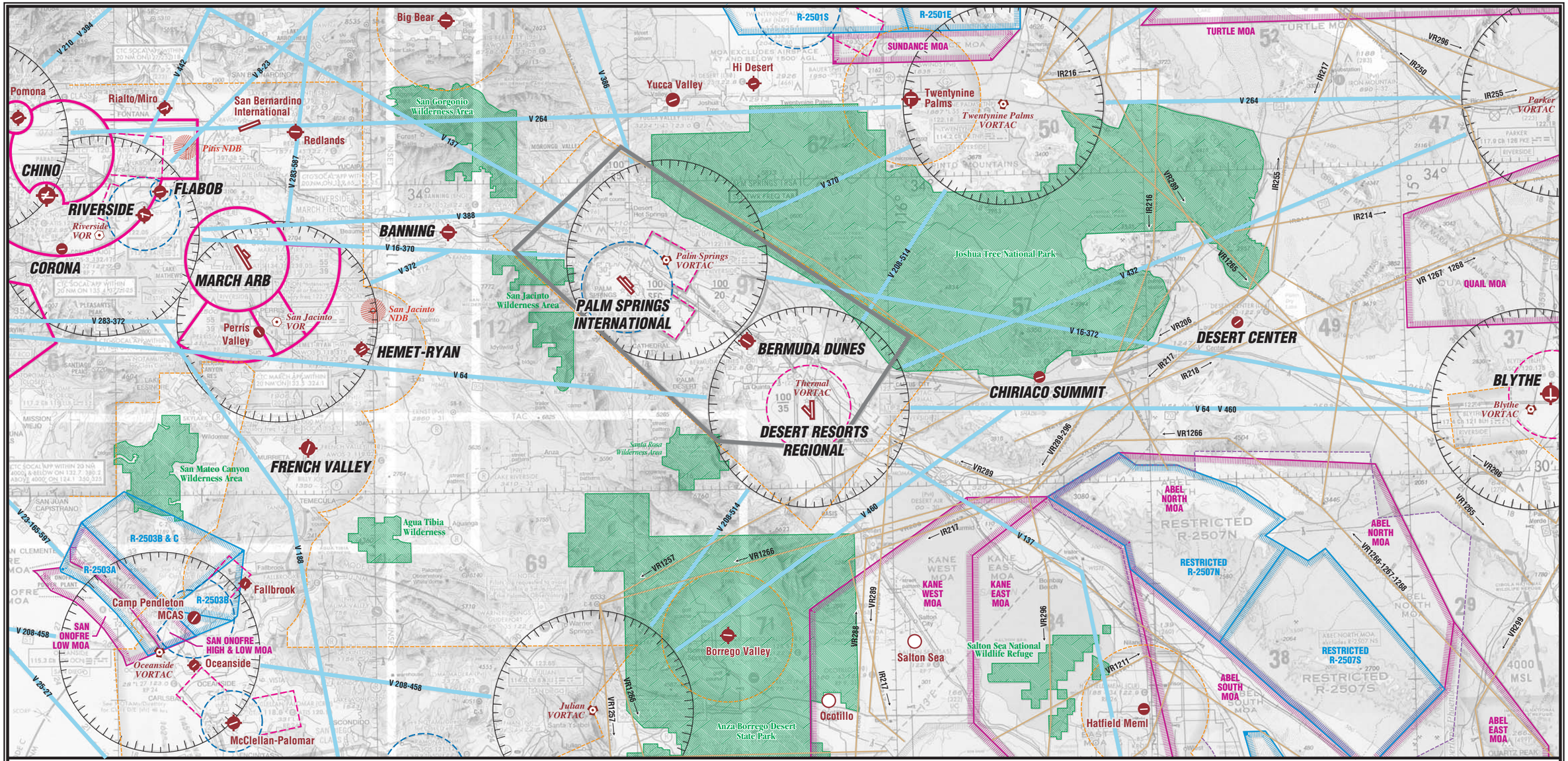
0 70,000 140,000

SCALE IN FEET

Date of Observations: January 26, 1996

Source: U.S. Department of Transportation Federal Aviation Administration, September 1997

MAP 1
ACTUAL ARRIVAL AND DEPARTURE TRACKS TO AND FROM AIR CARRIER AIRPORTS IN L.A. BASIN



LEGEND

- Airport with other than hard-surfaced runways
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Wilderness Areas
- Non-Directional Radiobeacon (NDB)
- Compass Rose
- Military Operations Area (MOA)
- Prohibited, Restricted, Warning and Alert Areas
- VORTAC
- VOR
- Military Training Routes
- Victor Airways
- Class C Airspace
- Class D Airspace
- Class E Airspace
- Class E Airspace with floor 700' above surface
- Class E Airspace with floor 1200' or greater above surface that abuts Class G Airspace
- Terminal Radar Service Area (TRSA)

NORTH

NOT TO SCALE

Source: Los Angeles Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, December 25, 2003

MAP 2
VICINITY AIRSPACE MAP

APPENDIX J
Glossary of Terms

Air Carriers: The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Air Installation Compatible Use Zone (AICUZ): A land use compatible plan prepared by the U.S. Department of Defense for military airfields. AICUZ plans serve as recommendations to local governments bodies having jurisdiction over land uses surrounding these facilities.

Aircraft Accident: An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

- Except as provided below, *substantial damage* means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
- Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.

Aircraft Incident: A mishap associated with the operation of an aircraft in which neither fatal or serious injuries nor substantial damage to the aircraft occur.

Aircraft Mishap: The collective term for an aircraft accident or an incident.

Aircraft Operation: The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations. (FAA Stats)

Airport: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities if any. (FAR 1)

Airport Elevation: The highest point of an airport's useable runways, measured in feet above mean sea level. (AIM)

Airport Land Use Commission (ALUC): A commission authorized under the provisions of California Public Utilities Code, Section 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them.

Airport Layout Plan (ALP): A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

Airport Master Plan (AMP): A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operation and physical characteristics of the airplanes intended to operate at an airport. (Airport Design AC)

Airports, Classes of: For the purposes of issuing a Site Approval Permit, The California Department of Transportation, Division of Aeronautics classifies airports into the following categories: (CCR)

- *Agricultural Airport or Heliport:* An airport restricted to use only be agricultural aerial applicator aircraft (FAR Part 137 operators).

- *Emergency Medical Services (EMS) Landing Site:* A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near an medical facility and
  (1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in PUC Section 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters and
  (2) is used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits, and
  (3) is not marked as a permitted heliport as described in Section 3554 of these regulations and
  (4) is used only for emergency medical purposes.

- *Heliport on Offshore Oil Platform:* A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock or breakwater, used in the support of petroleum exploration or production.

- *Personal-Use Airport:* An airport limited to the non-commercial use of an individual owner or family and occasional invited guests.

- *Public-Use Airport:* An airport that is open for aircraft operations to the general public and is listed in the current edition of the *Airport/Facility Directory* that is published by the National Ocean Service of the U.S. Department of Commerce.

- *Seaplane Landing Site:* An area of water used, or intended for use, for landing and takeoff of seaplanes.

- *Special-Use Airport or Heliport:* An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations, and/or personal use.

- *Temporary Helicopter Landing Site:* A site, other than an emergency medical service landing site at or near a medical facility, which is used for landing and taking off of helicopters and
  (1) is used or intended to be used for less than one year, except for recurrent annual events and
  (2) is not marked or lighted to be distinguishable as a heliport and
  (3) is not used exclusively for helicopter operations.

Ambient Noise Level: The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Approach Protection Easement: A form of easement which both conveys all of the rights of an avigation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

Approach Speed: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

Aviation-Related Use: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.

Avigation Easement: A type of easement which typically conveys the following rights:

- A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.
- A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

Based Aircraft: Aircraft stationed at an airport on a long-term basis.

California Environmental Quality Act (CEQA): Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines, which may adversely affect the environment.

Ceiling: Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)

Circling Approach/Circle-to-Land Maneuver: A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)

Combining District: A zoning district which establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.

Commercial Activities: Airport-related activities which may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage, and tiedown. (CCR)

Commercial Operator: A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. (State Airport Noise Standards)

Compatibility Plan: As used herein, a plan, usually adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them. Often referred to as a *Comprehensive Land Use Plan (CLUP).*

Controlled Airspace: Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)

Day-Night Average Sound Level (DNL): The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn}.

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an *A-weighted sound level* (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Deed Notice: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

Designated Body: A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.

Displaced Threshold: A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see *Threshold*). (AIM)

Easement: A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

Equivalent Sound Level (L_{eq}): The level of constant sound which, in the given situation and time period, has the same average sound energy as does a time-varying sound.

FAR Part 77: The part of the Federal Aviation Regulations which deals with objects affecting navigable airspace.

FAR Part 77 Surfaces: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

Federal Aviation Administration (FAA): The U.S. government agency which is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

Federal Aviation Regulations (FAR): Regulations formally issued by the FAA to regulate air commerce.

Findings: Legally relevant subconclusions which expose a government agency's mode of analysis of facts, regulations, and policies, and which bridge the analytical gap between raw data and ultimate decision.

Fixed Base Operator (FBO): A business which operates at an airport and provides aircraft services to the general public including, but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers. (FAA Stats)

Glide Slope: An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.

Global Positioning System (GPS): A navigational system which utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.

Helipad: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (AIM)

Heliport: A facility used for operating, basing, housing, and maintaining helicopters. (HAI)

Infill: Development which takes place on vacant property largely surrounded by existing development, especially development which is similar in character.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority (refer to *Nonprecision Approach Procedure* and *Precision Approach Procedure*). (AIM)

Instrument Flight Rules (IFR): Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail. (AIM)

Instrument Landing System (ILS): A precision instrument approach system which normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights. (AIM)

Instrument Operation: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)

Instrument Runway: A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved. (AIM)

Inverse Condemnation: An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

Land Use Density: A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Land Use Intensity: A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use. Unless otherwise noted, policies in this compatibility plan refer to *gross* rather than *net* acreage.

Large Airplane: An airplane of more than 12,500 pounds maximum certificated takeoff weight. (Airport Design AC)

Localizer (LOC): The component of an ILS which provides course guidance to the runway. (AIM)

Minimum Descent Altitude (MDA): The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)

Missed Approach: A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)

National Transportation Safety Board (NTSB): The U.S. government agency responsible for investigating transportation accidents and incidents.

Navigational Aid (Navaid): Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight. (AIM)

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Level Reduction (NLR): A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.

Nonconforming Use: An existing land use which does not conform to subsequently adopted or amended zoning or other land use development standards.

Nonprecision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)

Nonprecision Instrument Runway: A runway with an approved or planned straight-in instrument approach procedure which has no existing or planned precision instrument approach procedure. (Airport Design AC)

Obstruction: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*.

Overflight: Any distinctly visible and audible passage of an aircraft in flight, not necessarily directly overhead.

Overflight Easement: An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

Overflight Zone: The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.

Overlay Zone: See *Combining District*.

Planning Area Boundary: An area surrounding an airport designated by an ALUC for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.

Precision Approach Procedure: A standard instrument approach procedure where an electronic glide slope is provided. (FAR 1)

Precision Instrument Runway: A runway with an existing or planned precision instrument approach procedure. (Airport Design AC)

Referral Area: The area around an airport defined by the planning area boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the commission for review.

Runway Protection Zone (RPZ): An area (formerly called a *clear zone*) off the end of a runway used to enhance the protection of people and property on the ground. (Airport Design AC)

Safety Zone: For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

Single-Event Noise: As used in herein, the noise from an individual aircraft operation or overflight.

Single Event Noise Exposure Level (SENEL): A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to *Sound Exposure Level (SEL)*.

Site Approval Permit: A written approval issued by the California Department of Transportation authorizing construction of an airport in accordance with approved plans, specifications, and conditions. Both public-use and special-use airports require a site approval permit. (CCR)

Small Airplane: An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)

Sound Exposure Level (SEL): A time-integrated metric (i.e., continuously summed over a time period) which quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

Straight-In Instrument Approach: An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)

Taking: Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a *taking* to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.

Terminal Instrument Procedures (TERPS): Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.

Threshold: The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*). (AIM)

Touch-and-Go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (AIM)

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)

Visual Approach: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum-generally, a 1,000-foot ceiling and 3-mile visibility.

Visual Runway: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan. (Airport Design AC)

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

Glossary Sources

FAR 1: *Federal Aviation Regulations Part 1, Definitions and Abbreviations*

AIM: *Aeronautical Information Manual*

Airport Design AC: Federal Aviation Administration, *Airport Design* Advisory Circular 150/5300-13

CCR: California Code of Regulations, Title 21, Section 3525 et seq., *Division of Aeronautics*

FAA ATA: Federal Aviation Administration, *Air Traffic Activity*

FAA Stats: Federal Aviation Administration, *Statistical Handbook of Aviation*

HAI: Helicopter Association International

NTSB: National Transportation and Safety Board

Riverside County Airport Land Use Compatibility Plan

Background Data

Volume 2
West County Airports

Volume 3
East County Airports

October 2004

Prepared
for
Riverside County Airport Land Use Commission

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by

MEAD & HUNT
Santa Rosa, California

and

Coffman Associates
Kansas City, Missouri

Riverside County Airport Land Use Commission

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  Mark Lightsey

- *Airport Managers' Representatives*
  Ric Stephens, Chairman
  June Stephens, Alternate
  Simon Housman

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  Dave Hogan, Alternate
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  Robin Lowe, Alternate
  Lori Van Ardale, Alternate

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Preface

Volume 2

This volume contains background data regarding the airports in the western part of Riverside County. The airport configuration, activity level, and other data presented here serves as the basis for the compatibility maps adopted by the Riverside County Airport Land Use Commission (ALUC) and included in Volume 1. The material herein is provided for informational purposes — it has not been adopted by the ALUC.

The airports covered by this document are:

- Chino Airport *[to be added]*
- Corona Municipal Airport
- Flabob Airport
- French Valley Airport
- Hemet-Ryan Airport *[to be added]*
- Riverside Municipal Airport
- March Air Reserve Base *[to be added]*.

For each airport, a series of exhibits provide tabular and map data about the airport and its environs. The specific exhibits included differ slightly from one airport to another, but the typical information included is as follows:

- Description of airport features
- Copy of latest airport layout plan drawing
- Data regarding current and future aircraft activity
- Current and future noise impact contours
- Map illustrating the various noise and safety factors that serve to define the airport's compatibility zone boundaries as presented in Volume 1 of this *Compatibility Plan*.
- Tabulation of information on airport-vicinity land uses and land use policies of local jurisdictions
- Simplified map of planned airport-vicinity land uses as indicated in the current general plans of the affected jurisdictions
- Preliminary assessment of the consistency between each jurisdiction's general plan and the compatibility criteria and other policies set forth in Volume 1.

Preface

Volume 3

This volume contains background data regarding the airports in the eastern part of Riverside County. The airport configuration, activity level, and other data presented here serves as the basis for the compatibility maps adopted by the Riverside County Airport Land Use Commission (ALUC) and included in Volume 1. The material herein is provided for informational purposes — it has not been adopted by the ALUC.

The airports covered by this document are:

- Banning Municipal Airport
- Bermuda Dunes Airport
- Blythe Airport
- Chiriaco Summit Airport
- Desert Center Airport
- Jacqueline Cochran Regional Airport
- Palm Springs International Airport.

For each airport, a series of exhibits provide tabular and map data about the airport and its environs. The specific exhibits included differ slightly from one airport to another, but the typical information included is as follows:

- Description of airport features
- Copy of latest airport layout plan drawing
- Data regarding current and future aircraft activity
- Current and future noise impact contours
- Map illustrating the various noise and safety factors that serve to define the airport's compatibility zone boundaries as presented in Volume 1 of this *Compatibility Plan*
- Tabulation of information on airport-vicinity land uses and land use policies of local jurisdictions
- Simplified map of planned airport-vicinity land uses as indicated in the current general plans of the affected jurisdictions
- Preliminary assessment of the consistency between each jurisdiction's general plan and the compatibility criteria and other policies set forth in Volume 1.

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Volume 2: Background Data—West County Airports

VOLUME 1: POLICY DOCUMENT

VOLUME 2: BACKGROUND DATA—WEST COUNTY AIRPORTS

W2

Background Data: Corona Municipal Airport and Environs

INTRODUCTION

The westernmost airport in Riverside County, Corona Municipal Airport is popular not only as a place for basing general aviation aircraft but as a flight training destination for aircraft from nearby airports in Riverside, San Bernardino, and Orange counties. Its comparatively low-key atmosphere is attractive as an alternative to busier, tower-controlled, Riverside Municipal, Chino, and Fullerton Municipal airports. Some 400 aircraft are based at the airport as of 2003 and operations are estimated at 64,000 annually. Single-engine and light, twin-engine airplanes generate nearly all of the fixed-wing aircraft activity. Additionally, helicopters contribute substantially to the overall airport usage.

Corona Municipal Airport is unusual in that, while the airport is owned by the City of Corona, the land it occupies belongs to the U.S. Army Corps of Engineers. The airport lies within the Prado Flood Control Basin and is occasionally subject to inundation. For this and other environmental reasons, Corps policy precludes expansion of the developed area of the airport. At most, some additional hangars might be built in place of underutilized apron areas. No changes to the runway/taxiway system are planned. Furthermore, because the land is owned by a federal agency, the airport receives no Federal Aviation Administration funding.

Exhibit CO–1 describes the airport's major features. Exhibit CO–2 depicts the city-adopted airport layout plan. This drawing is from 1977, however, and has not been updated to delete once-proposed development that is no longer contemplated. Future activity increases reflected in Exhibit CO–3 merely assume greater utilization of existing facilities.

As indicated by Exhibits CO–4 and CO–5, most of Corona Municipal Airport's noise impacts are westward over the flood control basin. Exhibit CO–6 depicts the noise contours and other factors considered in delineation of the compatibility zones presented in Volume 1, Chapter 3. Residential areas immediately to the east dictate that aircraft avoid straight-in landing approaches from that direction. Information regarding nearby land uses is outlined in Exhibit CO–7 and mapped in Exhibit CO–8. In addition to the City of Corona, the City of Norco and Riverside County have jurisdiction over lands affected by the airport. Exhibit CO–9 assesses the consistencies and conflicts between these jurisdictions' land use policies and the policies of this *Compatibility Plan*.

GENERAL INFORMATION

- *Airport Ownership:* City of Corona
  - Land leased from U.S. Army Corps of Engineers
- *Year Opened:* 1959
- *Property Size*
  - Lease area: 96± acres
  - Avigation easements: None
- *Airport Classification:* General Aviation
- *Airport Elevation:* 533 feet MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - Full plan dated July 1977
  - Updates prepared September 1985 and July 1987
- *Airport Layout Plan Drawing*
  - Last updated July 1977; shows development no longer planned by city

RUNWAY/TAXIWAY DESIGN

Runway 7-25

- *Critical Aircraft:* Medium twin
- *Airport Reference Code:* B-I (small)
- *Dimensions:* 3,200 ft. long, 60 ft. wide
  - Runway 7 threshold displaced 200 ft.
  - Runway 25 threshold displaced 200 ft.
- *Pavement Strength (main landing gear configuration)*
  - 12,500 lbs (single wheel)
- *Average Gradient:* 0.6% (rising to east)
- *Runway Lighting*
  - Medium-intensity edge lights
  - Runway 25: Runway End Identifier Lights (REILs)
- *Primary Taxiways:* Full-length parallel on south

Helipads

- *Location:* Grass area south of Aviation Drive
- *Lighting:* None

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runway 7: Right traffic
  - Pattern altitude: 1,000 ft. AGL light airplanes; 500 ft. AGL rotorcraft
- *Instrument Approach Procedures (lowest minimums)*
  - VOR or GPS-A (no straight-in approach)
    - Circling (1¼ mi. visibility; 947 ft. descent height)
- *Standard Inst. Departure Procedures:* None
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runway 25: Visual Approach Slope Indicator (4.0°)
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 25 approaches: For noise abatement, straight-in approach not recommended; avoid flight over homes on bluff to east; fly over Temescal Wash
  - Runway 7 departures: Make 15° right turn to follow Temescal Wash
  - No touch-and-go operations 10 a.m. to 4 p.m. weekends and holidays
  - Helicopters: Keep pattern north of railroad tracks

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
  - Runway 7: 1,000-ft. long; all on airport property
  - Runway 25: 1,000-ft. long; mostly off airport property
- *Approach Obstacles*
  - Runway 7: Trees (1,200 ft. from runway end)
  - Runway 25: Fence (200 ft. from runway end); unlighted tower, 828 ft. MSL (3 miles east)

BUILDING AREA

- *Location:* South side of runway
- *Aircraft Parking Capacity*
  - Hangar spaces: 270±
  - Tiedowns: 250±
- *Other Major Facilities*
  - Restaurant
- *Services*
  - Fuel: 100LL (self-service at island, 24-hours; truck service during regular business hours)
  - Other: Aircraft maintenance, painting; aircraft rental, charter, sales; flight instruction; helicopter maintenance; helicopter crane

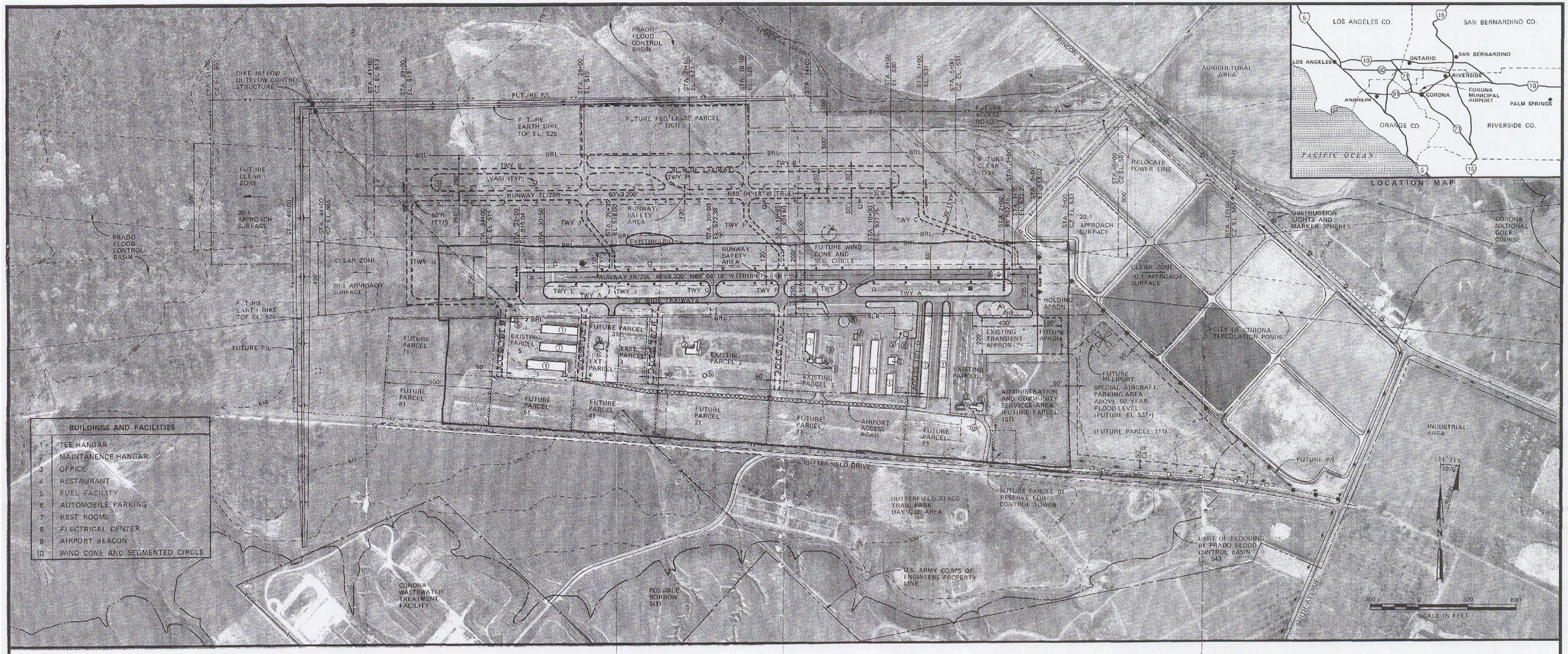
PLANNED FACILITY IMPROVEMENTS

- *Airfield*
  - No runway length changes proposed
  - No instrument approach procedures improvements planned
- *Building Area*
  - No expansion of building area acreage
  - Possible conversion of apron area to hangars
- *Property*
  - No acquisition proposed

Exhibit CO–1

Airport Features Summary

Corona Municipal Airport



LEGEND

EXISTING	ULTIMATE	
500		GROUND CONTOUR LINES
		PROPERTY AND LEASE LINE
BRL	BRL	BUILDING RESTRICTION LINE
		RUNWAY LIGHTS
NOT SHOWN	NOT SHOWN	TAXIWAY LIGHTS
		THRESHOLD LIGHTS
		RUNWAY END LIGHTS
		VAPI OR VASI
		RUNWAY END IDENTIFIER LIGHTS (REIL)
		OBSTRUCTION LIGHTS
		FACILITIES
		AIRPORT REFERENCE POINT (ARP)
		BUILDINGS
		FACILITIES TO BE REMOVED
		DRAINAGE COURSE
		DRAINAGE CULVERT
		STORM DRAIN INLET
		CHAIN LINK FENCE
		STOCK FENCE
		POWER POLES

BASIC DATA TABLE
RUNWAY DATA

	RUNWAY 7R/25L		RUNWAY 7L/25R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH	3,200	SAME	–	3,200
RUNWAY WIDTH	60	SAME	–	60
EFFECTIVE GRADIENT	0.56	SAME	–	0.56
PERCENT WIND COVERAGE	88.8	SAME	–	88.8
INSTRUMENT RUNWAY	NO	NO	–	NON-PRECISION
PAVEMENT STRENGTH (ASPHALT CONCRETE)	12,500=S.G.	SAME	–	12,500=S.G.
FAR PART 77 CATEGORY	VISUAL A	SAME	–	NON-PRECISION A
FAR PART 77 APPROACH SLOPES	20:1	SAME	–	20:1
ACTUAL CLEAR APPROACH SLOPES RW7	20:1 W/DISP. THRES.	20:1 W/O DISP. THRES.	–	20:1
RW25	20:1 W/ DISP. THRES.	SAME	–	20:1 W/ DISP. THRES.
OPERATIONAL ROLE	BU-II	SAME	–	BU-II
LIGHTING	MIRL	SAME	–	MIRL
MARKING	BASIC	SAME	–	NON-PRECISION
NAVIGATIONAL AIDS	VAPI	VASI	–	VASI, VDP

BASIC DATA TABLE
AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	533'	533'
AIRPORT REFERENCE POINT (ARP) LAT	33°-53'-55"N	33°-53'-57"N
LNG	117°-36'-05"W	117°-36'-09"W
TERMINAL NAVIGATION AIDS	NONE	VISUAL DESCENT POINT
NORMAL MAX. TEMP. HOTTEST MONTH	92°F	92°F
FUNCTIONAL ROLE	F1	F1
TAXIWAYS		
MARKING	STANDARD	STANDARD
LIGHTING	MITL W/ GUIDANCE SIGNS	MITL W/ GUIDANCE SIGNS

NOTES:
1. FOR ADDITIONAL INFORMATION REGARDING LEASE PARCELS AND FBO FACILITIES SEE AIRPORT LAND USE PLAN.
2. FOR ADDITIONAL INFORMATION REGARDING CLEAR ZONES, APPROACH SLOPES AND OBSTRUCTION SURFACES SEE ULTIMATE AIRPORT IMAGINARY SURFACES PLAN.
3. RUNWAY 7L/25R TO BE BUILT AS TOUCH-AND-GO STRIP IN THE SHORT TERM WITH NO PARALLEL OR CONNECTING TAXIWAYS.
4. TAXIWAY C TO BE CONSTRUCTED IN THE SHORT TERM TO BE USED AS AN EMERGENCY C.F.R. ROAD.
5. FOR DRAINAGE AND UTILITIES SEE UTILITIES PLAN.

APPROVED Conditionally
subject to comments contained
in our letter of 2/23/78
FEDERAL AVIATION ADMINISTRATION
By
Chief, Airport District Office

FEDERAL AVIATION ADMINISTRATION APPROVAL
Approval Date
See Approval Letter
Date
Chief, Airports Planning Branch

CITY OF CORONA APPROVAL
Mayor 11-14-77
City Manager 11-14-77

CHAM HILL
Drawn CRS
Check RDL
Appr. RCR

FIGURE 21

No	Revision	By	Appr.	Date

CORONA MUNICIPAL AIRPORT
CORONA, CALIFORNIA

AIRPORT LAYOUT PLAN

OFFICE OF COMMUNITY DEVELOPMENT AND PUBLIC WORKS

Township 3S Range 7W Scale as Shown Dwg. No.
Section 22 County Riverside Date JULY 77 Sheet 1 of 3

Exhibit CO-2

BASED AIRCRAFT

	Current [a] *2002/03 data*	*Future* [b] *Ultimate*
Aircraft Type		
Single-Engine	330	data
Twin-Engine, Piston	55	not
Turboprop	5	available
Turbojet	0	
Helicopters	10	
Total	*400*	*500*

AIRCRAFT OPERATIONS

	Current *2002/03 data*	*Future* *Ultimate*
Total		
Annual	64,000 [c]	100,000 [b]
Average Day	175	274
Distribution by Aircraft Type [d]		
Single-Engine	76%	
Twin-Engine Piston	12%	no
Twin-Engine, Turboprop	2%	change
Business Jet	<1%	
Helicopter	10%	
Distribution by Type of Operation [d]		
Local (incl. touch-and-goes)	35%	30%
Itinerant	65%	70%

TIME OF DAY DISTRIBUTION [d]

	Current	*Future*
All Aircraft		
Day	96%	no
Evening	3%	change
Night	1%	

RUNWAY USE DISTRIBUTION [d]

	Current	*Future*
All Airplanes – Day/Evening/Night		
Takeoffs & Landings		
Runway 7	10%	no
Runway 25	90%	change
Helicopters		
Takeoffs & Landings		
Helipad 7	10%	no
Helipad 25	90%	change

FLIGHT TRACK USAGE [d]

Current and Future

- Approaches, Runway 7
  - 80% right traffic; 20% straight-in
- Departures, Runway 7
  - 3%–7% straight-out; remainder along Temescal Wash
- Approaches, Runway 25
  - 3%–5% straight-in; remainder along Temescal Wash
- Departures, Runway 25
  - Single-engine: 30% left crosswind; 40% left 45°; 20% straight-out; 10% right 45°
  - Twin-engine: 10% left crosswind; 25% left 45°; 60% straight-out; 5% right 45°
- Touch-and-Goes
  - 100% along Temescal Wash; downwind south of rail line
- Helicopters
  - All operations to helipad; pattern north of rail line, west of Smith Avenue

Notes

[a] Source: City records and airport manager's estimates

[b] Projections based upon capacity of existing developed area for parking aircraft; time frame is indefinite, but is assumed to be at least 20 years in the future

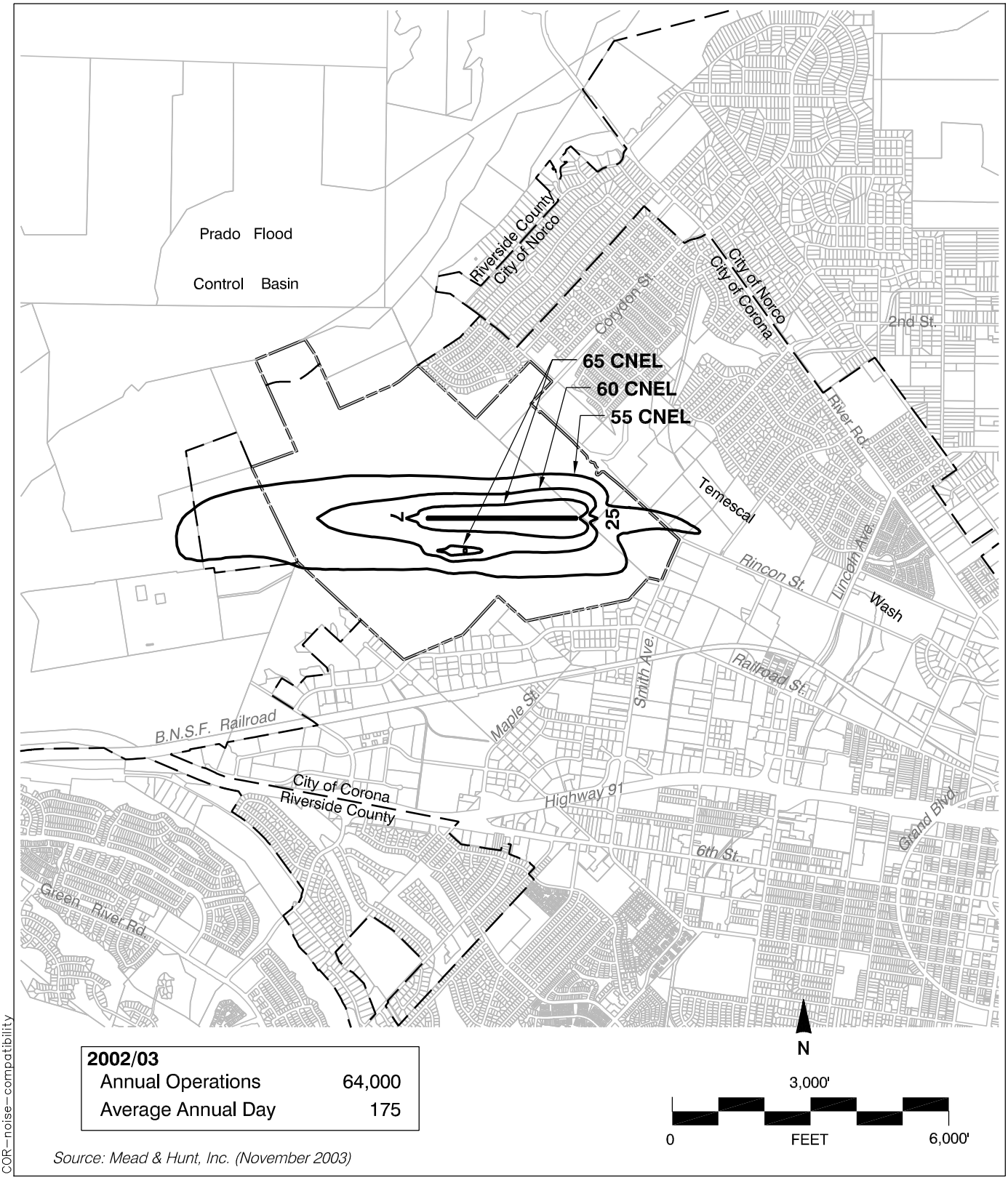
[c] Source: California Division of Aeronautics acoustical counter data for 2000 plus estimated helicopter activity

[d] Source: Mead & Hunt estimates based upon input from airport manager

Exhibit CO–3

Airport Activity Data Summary

Corona Municipal Airport



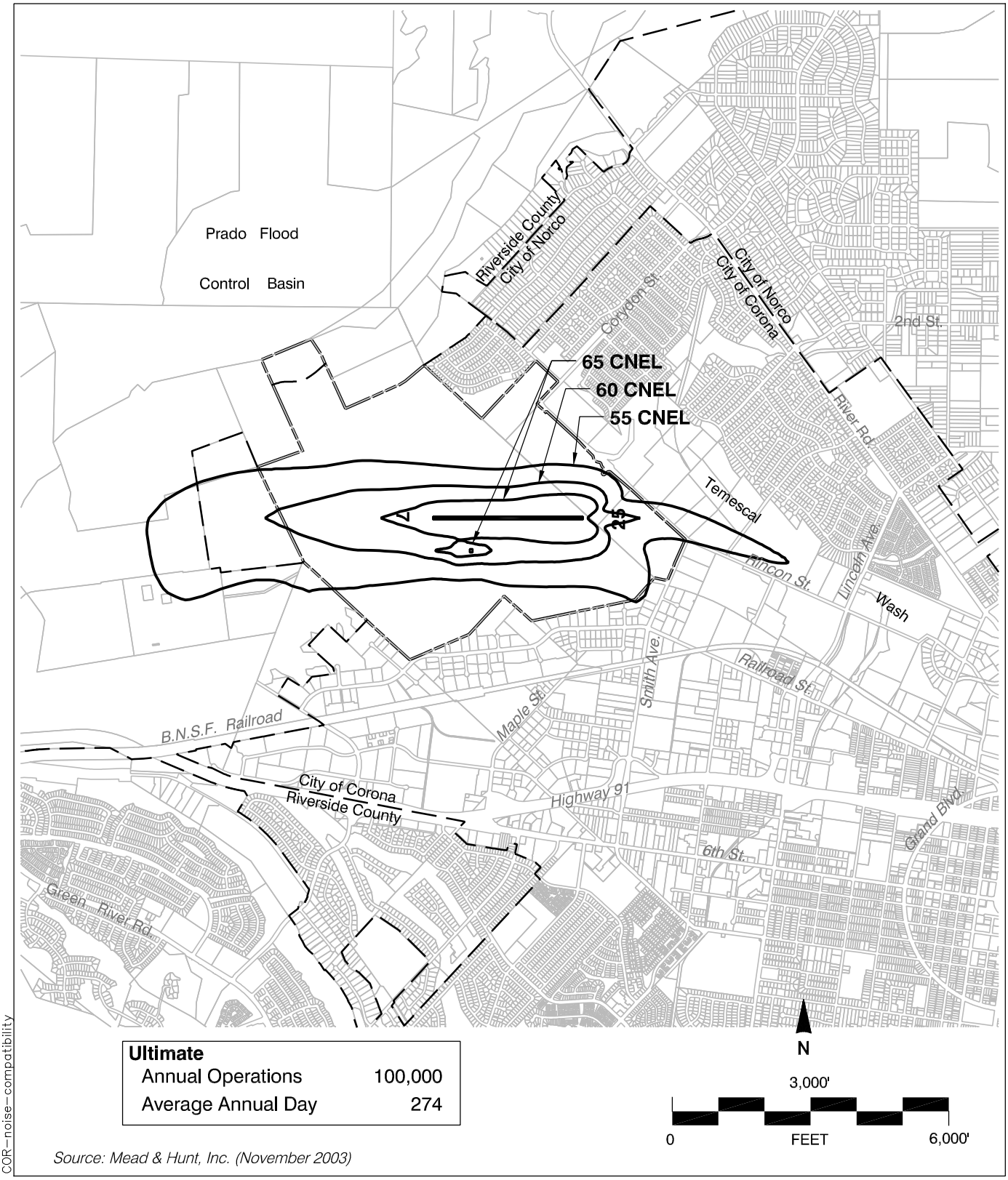
COR–noise–compatibility

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

Exhibit CO-4

Existing Noise Impacts

Corona Municipal Airport



COR–noise–compatibility

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

Exhibit CO-5

Future Noise Impacts

Corona Municipal Airport

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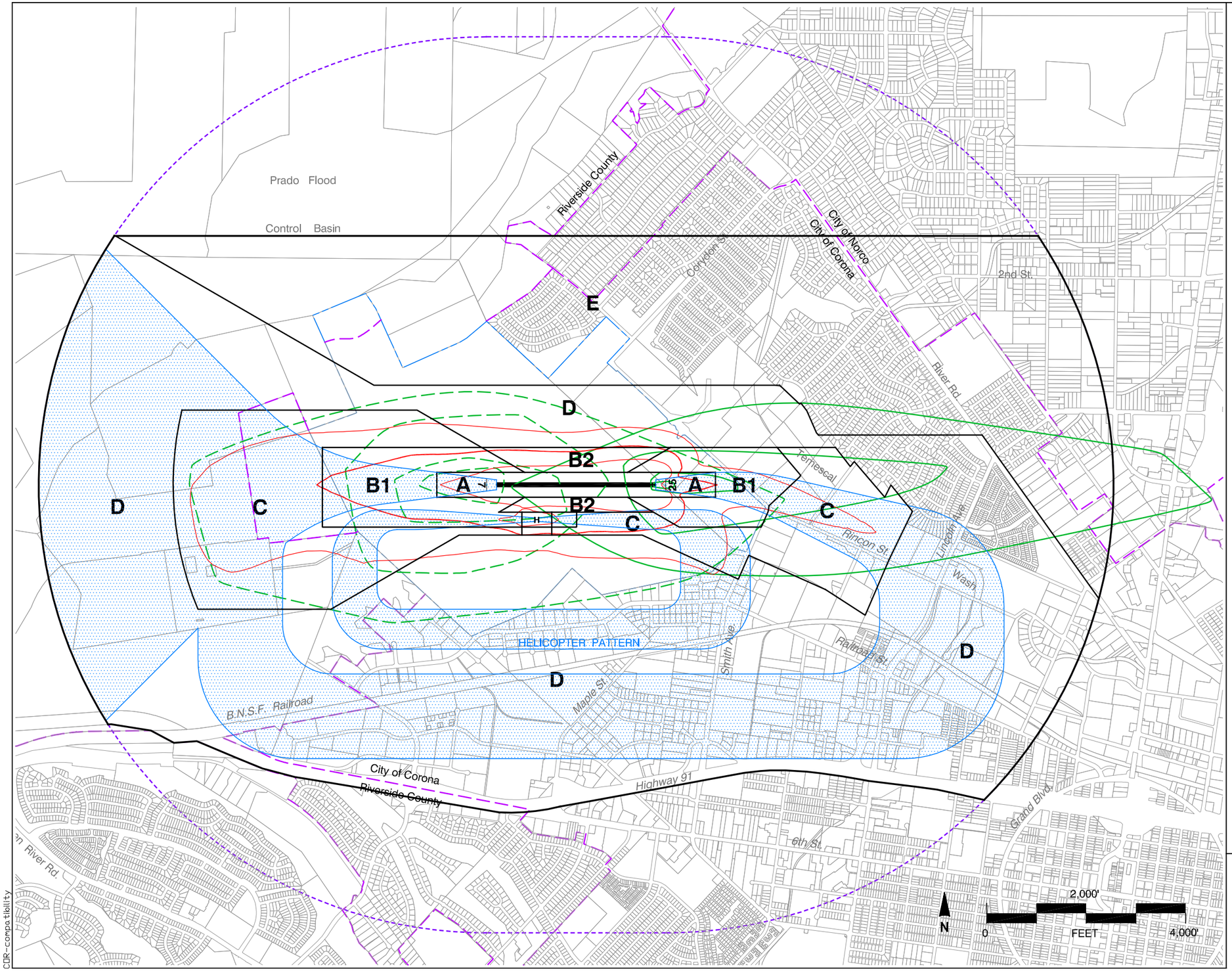


Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

} Future Average Annual Day

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

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 Conical Surface Limits
  No Terrain Penetration of 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.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data

(October 2004)

Exhibit CO-6

Compatibility Factors

Corona Municipal Airport

CDR-compatibility

AIRPORT SITE

- *Location*
  - Northwest Riverside County
  - Approximately 3 miles northwest of Corona city center
  - San Bernardino County boundary 1.8 miles north and 2.7 miles west of airport
- *Nearby Terrain*
  - Airport inside the Prado Flood Control Basin; airport site flat
  - Low ridge (occupied by residential area) 1 mile east
  - Chino Hills 4± miles west
  - Santa Ana Mountains (elev. 4,000± ft.) 5± miles southwest

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Riverside*
  - Most nearby unincorporated land lies within Prado Flood Control Basin
  - Unincorporated island (Mountain View Country Club) 1½ mile south
- *City of Corona*
  - Airport and most areas within 1 mile in city limits
- *City of Norco*
  - Nearest areas 0.7 mi. north, 1.1 mi. northeast of rwy
- *U.S. Army Corps of Engineers*
  - Corps owns airport property and flood control basin to west and northwest

STATUS OF COMMUNITY PLANS

- *Riverside County*
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- *City of Corona*
  - Public Hearing Draft General Plan released Sept. 2003
- *City of Norco*
  - General Plan land use element adopted June 2001

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Open lands and industrial areas except to northeast
- *Runway Approaches*
  - West (Runway 7): Prado Flood Control Basin
  - East (Runway 25): Wastewater treatment ponds (250 feet beyond runway end); Temescal Wash (0.5± mile); residential subdivision beyond
- *Traffic Pattern*
  - South: Rail line, industrial uses, wastewater treatment facility along downwind leg; Highway 91 freeway 1+ mile south

PLANNED AIRPORT AREA LAND USES

- *Riverside County*
  - Flood control basin designated open space conservation
  - Medium-density residential around golf course south of Hwy 91
- *City of Corona*
  - Open space surrounding airport; residential to northeast and east; park and industrial to south
  - Development largely exists; mostly infill remaining
- *City of Norco*
  - Residential agricultural (0.5-acre lots) to north and northeast; commercial and industrial in Gateway Specific Plan area 1.5–2.0 miles east of airport
  - Primarily infill of existing land use pattern

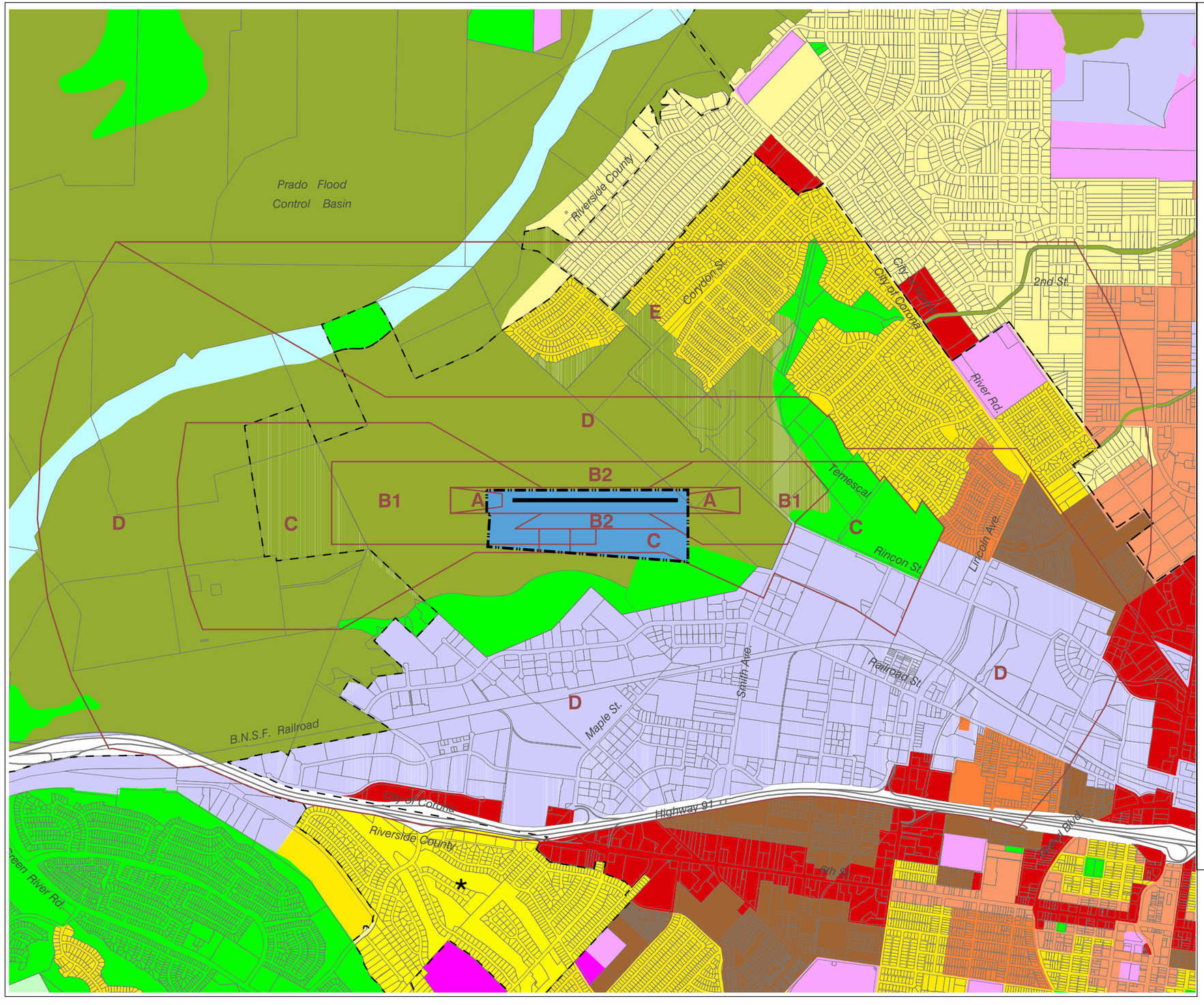
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *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 Corona Draft General Plan*
  - Restrict development within 65 dB CNEL contour to industrial, agricultural, and open space activities (Policy 11.4.8)
- *City of Corona Zoning Codes*
  - Mostly 35-foot height limit in the city; higher allowed in industrial and commercial/office zones
  - Avigation easement required for all subdivisions within 2.0 miles of airport (Section 17.84.040.C.3.b)
- *City of Norco General Plan and Zoning Codes*
  - No specific reference to airport compatibility or ALUC referral requirements
  - No airport-related height limit zoning; citywide zoning limits building heights to 50 feet including parapets

Exhibit CO–7

Airport Environs Information

Corona Municipal Airport



Legend

- City Limits
- City Sphere of Influence
- Airport Property Line
- Runway
- Compatibility Zones
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This map is combined and simplified from maps of the following sources:
Riverside County General Plan (October 2003)
City of Corona General Plan (September 2003)
City of Norco General Plan (June 2001)

2000 0 2000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty Plan
West County Airports Background Data

(October 2004)

Exhibit CO-8

General Plan Land Use Designations

Corona Municipal Airport Environs

COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND TEMESCAL CANYON AREA PLAN

Non-Residential Land Use

- *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

Exhibit CO–9

General Plan Consistency Review (Preliminary)

Corona Municipal Airport Environs

CITY OF CORONA: GENERAL PLAN (2003), AND ZONING CODES

Residential Land Use

- *Compatibility Zone D*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - No acknowledgement of ALUC coordination
  - City standard of 65 dB CNEL for new residential development conflicts with ALUC criterion of 60 dB CNEL; however, no lands within the 60 dB CNEL contour are designated for residential use
- *Zoning Codes*
  - No airport-related height limit zoning established; city wide height limit is 55 feet

Non-Residential Land Use

- *Compatibility Zone C*
  - Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to area designated as Light Industrial/Warehousing southeast of airport [C1]
- *Compatibility Zone D*
  - Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to various undeveloped parcels designated as Light Industrial/Warehousing south and southeast of airport [C2]

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 CO–9, continued

CITY OF NORCO:
GENERAL PLAN (2001), AND ZONING CODES

Residential Land Use

- *Compatibility Zone E*
  - No inconsistencies noted

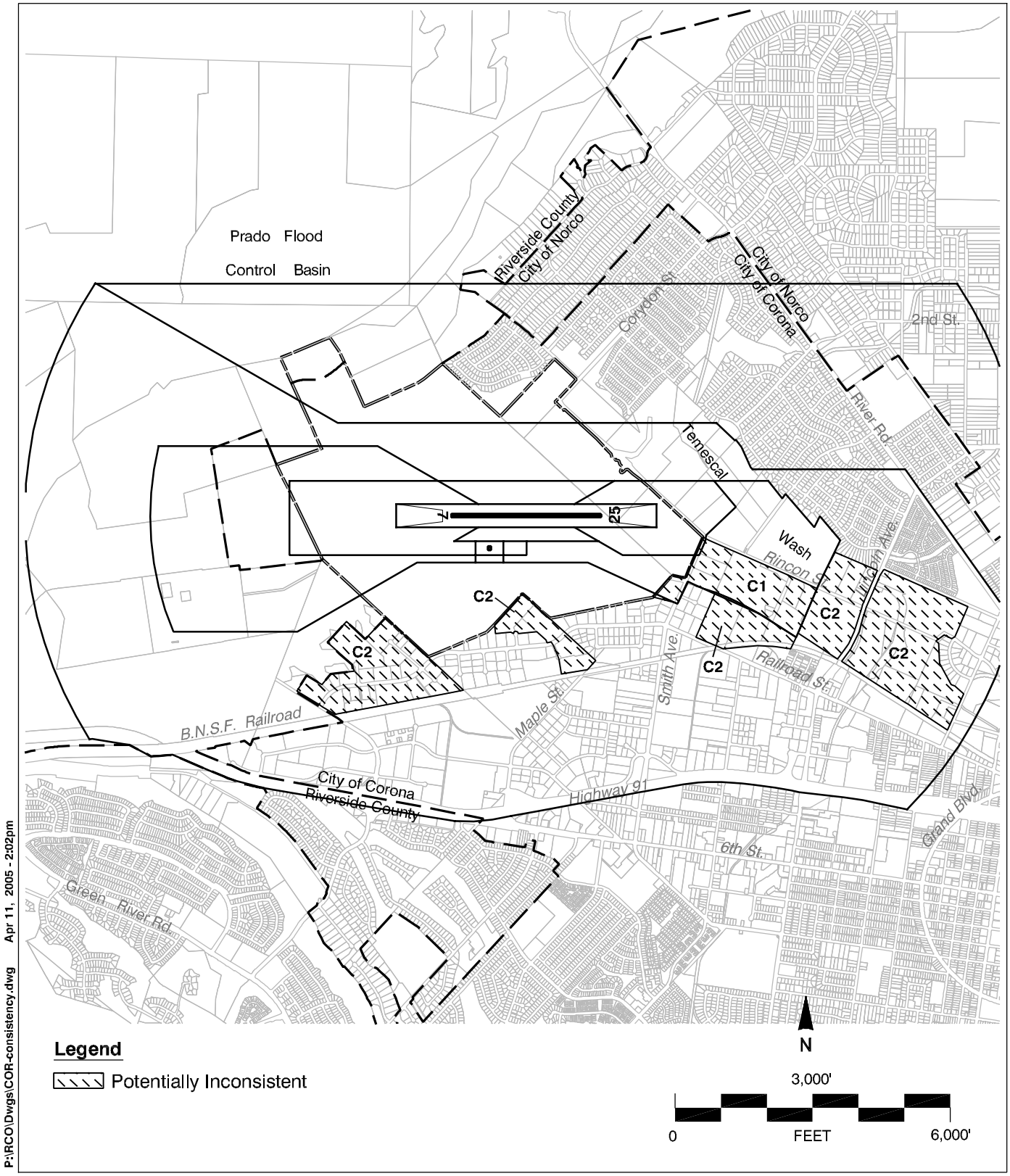
Non-Residential Land Use

- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - No acknowledgement of ALUC coordination
  - Noise contours not established; potential conflict with ALUC criterion of new residential development inside the 60 dB CNEL contour
- *Zoning Codes*
  - No airport-related height limit zoning

Exhibit CO–9, continued



P:\RCO\Dwgs\COR-consistency.dwg Apr 11, 2005 - 2:02pm

Exhibit CO-9, continued

W1

Background Data: Chino Airport and Environs

INTRODUCTION

Chino Airport is owned and operated by the County of San Bernardino and situated within the incorporated limits of the City of Chino in the southwestern corner of the county. Occupying 1,102 acres of land and having three runways and full precision instrument approach capabilities, the airport is a major general aviation facility serving the cities of Chino, Chino Hills, and Ontario, as well as other nearby communities in San Bernardino, Riverside, and Orange counties. Operations at Chino Airport affect lands within Riverside County less than two miles to the east, thus necessitating Riverside County Airport Land Use Commission adoption of a *Chino Airport Land Use Compatibility Plan* for the portion of the airport influence area lying within Riverside County.

The County of San Bernardino adopted a new master plan for the airport in February 2006. The background data presented in the exhibits in this chapter was obtained from the master plan and discussions with airport management. Exhibit CH–1 describes current and planned features of the airport. The long-range development plan is depicted in Exhibits CH–2a and 2b. Exhibit CH–3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown in the two following maps, Exhibits CH–4 and CH–5. Exhibit CH–6 illustrates the noise, flight track, risk and other factors that are the source of the Chino Airport compatibility map included in Volume 1.

State law requires that compatibility plans have at least a 20-year time horizon. The current adopted Chino Airport Master Plan projects an activity level of 209,400 operations in the year 2025, not quite the full 20 years from the adoption date of this *Compatibility Plan*. Activity forecasts were discussed with the airport management and the ALUC staff. Considering the recent drop in training levels at the airport and the expectation that continued higher costs for fuel will constrain overall aviation activity, the consensus is that using the 2025 projection as a 20-year (2028) forecast is appropriate. The forecast assumes closure of Rialto Airport, but no other airport closures in the market area of Chino Airport.

Historically, lands near Chino Airport were comprised mainly of agricultural uses, especially dairy farming. Today, the airport environs are becoming urbanized. Most of the area is planned for residential development. Information regarding existing and planned land uses in the airport vicinity is summarized in Exhibit CH–7. Exhibit CH-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the affected jurisdictions in San Bernardino County. The final exhibit, CH–9, contains an initial assessment of consistencies and inconsistencies between the Riverside County general plan and compatibility policies set forth in Volume 1 of the *Compatibility Plan*.

GENERAL INFORMATION

- *Airport Ownership:* San Bernardino County
- *Year Opened:* 1960
- *Property Size*
  - Fee title: 1,102 acres
- *Airport Classification:* General Aviation Reliever
- *Airport Elevation:* 652 feet MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - Adopted February 28, 2006
- *Airport Layout Plan Drawing*
  - Last formal FAA approval, April 19, 2006

RUNWAY/TAXIWAY DESIGN

Runway 8R-26L

- *Critical Aircraft:* Gulfstream V
- *Airport Reference Code:* D-III
- *Dimensions:* 7,000 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 75,000 lbs (single wheel)
  - 150,000 lbs (dual wheel)
  - 215,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.24 % (rising to east)
- *Runway Lighting:* Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on south side; partial parallel on north at east end

Runway 8L-26R

- *Critical Aircraft:* Global Express
- *Airport Reference Code:* C-III
- *Dimensions:* 4,858 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 12,000 lbs (single wheel)
- *Average Gradient:* 0.39 % (rising to east)
- *Runway Lighting:* High-intensity edge lights (HIRL)
- *Primary Taxiways:* Full-length parallel on north side

Runway 3-21

- *Critical Aircraft:* Citation X
- *Airport Reference Code:* C-II
- *Dimensions:* 4,919 ft. long, 150 ft. wide
- *Pavement Strength: (main landing gear configuration)*
  - 21,000 lbs (single wheel)
  - 130,000 lbs (dual wheel)
- *Average Gradient:* 0.79% (rising to northeast)
- *Runway Lighting:* Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on northwest side

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
  - Rwys 3, 21, 8R, 8L: 1,700 ft. long; all partially on airport property
  - Rwys 26L, 26R: 2,500 ft.; partially on airport property
- *Approach Obstacles*
  - Trees in all approaches; no approach obstructions
  - Rising terrain southwest of the airport

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - Runways 3, 8R, 8L, right-hand traffic
  - Runways 21, 26L, 26R, left-hand traffic
  - Pattern Altitude:
    - 750 ft. AGL, single-engine
    - 1,350 ft. AGL, twins
- *Instrument Approach Procedures (lowest minimums)*
  - Runway 26R ILS
    - Straight-in (¾-mile visibility; 200 ft. descent height)
    - Circling (1-mile visibility; 600 ft. descent height)
  - Runway 26R VOR or GPS-B
    - Circling (1-mile visibility; 900 ft. descent height)
- *Visual Approach Aids*
  - Runways 8R, 26L, 26R: PAPI (3.0°)
  - Runway 21: VASI (3.0°); REIL

BUILDING AREA

- *Location:* Most facilities in northwest quadrant
- *Aircraft Parking Capacity*
  - Hangar spaces: 495 (+88 under development) conventional, executive, and T-hangars
  - Tiedowns: 220
- *Other Major Facilities*
  - Air traffic control tower
- *Services*
  - Fuel: 100LL, Jet A
  - Other: Aircraft rental & instruction; aircraft maintenance & modification; aircraft charter

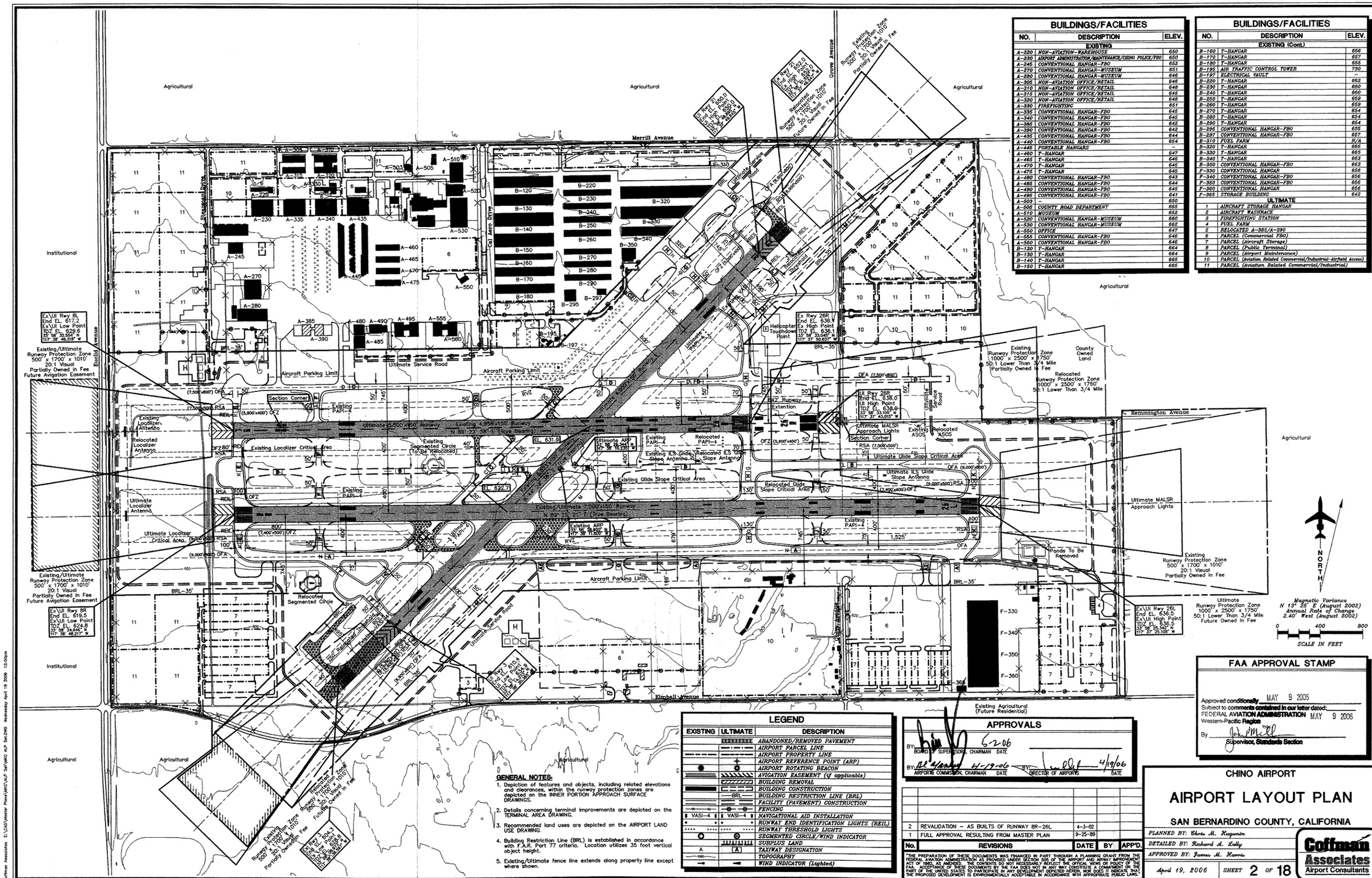
PLANNED FACILITY IMPROVEMENTS

- *Airfield*
  - Extend Rwy 8L-26R to 5,500 ft., adding 662 ft. on east
  - Establish ILS on Rwy 26L
  - Extend midfield parallel taxiway to full length of Rwy 8R-26L; construct additional connecting taxiways
  - Construct helipad
- *Building Area*
  - Construct additional storage hangars
  - Construct joint use firefighting station
- *Property*
  - Acquire fee title or avigation easements on all remaining property in RPZs

Exhibit CH–1

Airport Features Summary

Chino Airport



BUILDINGS/FACILITIES

NO.	DESCRIPTION	ELEV.
	EXISTING	
A-220	NON-AVIATION-WAREHOUSE	650
A-230	AIRPORT ADMINISTRATION/MAINTENANCE/CHINO POLICE/FBO	650
A-245	CONVENTIONAL HANGAR-FBO	652
A-270	CONVENTIONAL HANGAR-MUSEUM	651
A-280	CONVENTIONAL HANGAR-MUSEUM	646
A-305	NON-AVIATION OFFICE/RETAIL	646
A-310	NON-AVIATION OFFICE/RETAIL	648
A-315	NON-AVIATION OFFICE/RETAIL	645
A-320	NON-AVIATION OFFICE/RETAIL	648
A-330	FIREFIGHTING	651
A-335	CONVENTIONAL HANGAR-FBO	645
A-340	CONVENTIONAL HANGAR-FBO	645
A-385	CONVENTIONAL HANGAR-FBO	642
A-390	CONVENTIONAL HANGAR-FBO	642
A-435	CONVENTIONAL HANGAR-FBO	644
A-440	CONVENTIONAL HANGAR-FBO	654
A-445	PORTABLE HANGARS	–
A-460	T-HANGAR	647
A-465	T-HANGAR	646
A-470	T-HANGAR	645
A-475	T-HANGAR	645
A-480	CONVENTIONAL HANGAR-FBO	643
A-485	CONVENTIONAL HANGAR-FBO	644
A-490	CONVENTIONAL HANGAR-FBO	645
A-495	CONVENTIONAL HANGAR-FBO	641
A-503	–	650
A-505	COUNTY ROAD DEPARTMENT	655
A-510	MUSEUM	652
A-520	CONVENTIONAL HANGAR-MUSEUM	660
A-530	CONVENTIONAL HANGAR-MUSEUM	662
A-550	OFFICE	647
A-555	CONVENTIONAL HANGAR-FBO	646
A-560	CONVENTIONAL HANGAR-FBO	646
B-120	T-HANGAR	664
B-130	T-HANGAR	664
B-140	T-HANGAR	665
B-150	T-HANGAR	665

BUILDINGS/FACILITIES

NO.	DESCRIPTION	ELEV.
	EXISTING (Cont.)	
B-160	T-HANGAR	656
B-170	T-HANGAR	657
B-180	T-HANGAR	655
B-195	AIR TRAFFIC CONTROL TOWER	730
B-197	ELECTRICAL VAULT	–
B-220	T-HANGAR	662
B-230	T-HANGAR	660
B-240	T-HANGAR	660
B-250	T-HANGAR	659
B-260	T-HANGAR	659
B-270	T-HANGAR	654
B-280	T-HANGAR	654
B-290	T-HANGAR	654
B-295	CONVENTIONAL HANGAR-FBO	655
B-297	CONVENTIONAL HANGAR-FBO	657
B-310	FUEL FARM	N/A
B-320	T-HANGAR	665
B-330	T-HANGAR	665
B-340	T-HANGAR	663
B-350	CONVENTIONAL HANGAR-FBO	663
F-330	CONVENTIONAL HANGAR	656
F-340	CONVENTIONAL HANGAR-FBO	656
F-350	CONVENTIONAL HANGAR-FBO	656
F-360	CONVENTIONAL HANGAR	656
F-365	STORAGE BUILDING	642
	ULTIMATE	
1	AIRCRAFT STORAGE HANGAR	
2	AIRCRAFT WASHRACK	
3	FIREFIGHTING STATION	
4	FUEL FARM	
5	RELOCATED A-385/A-390	
6	PARCEL (Commercial FBO)	
7	PARCEL (Aircraft Storage)	
8	PARCEL (Public Terminal)	
9	PARCEL (Airport Maintenance)	
10	PARCEL (Aviation Related Commercial/Industrial-Airfield Access)	
11	PARCEL (Aviation Related Commercial/Industrial)	

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
5. Existing/Ultimate fence line extends along property line except where shown.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		ABANDONED/REMOVED PAVEMENT
		AIRPORT PARCEL LINE
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
		BUILDING REMOVAL
		BUILDING CONSTRUCTION
	BRL	BUILDING RESTRICTION LINE (BRL)
		FACILITY (PAVEMENT) CONSTRUCTION
		FENCING
VASI-4	VASI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		SURPLUS LAND
A	A	TAXIWAY DESIGNATION
1080		TOPOGRAPHY
		WIND INDICATOR (Lighted)

APPROVALS

BY: Brian [illegible] 6-2-06 BOARD OF SUPERVISORS, CHAIRMAN DATE

BY: Al [illegible] 4-19-06 AIRPORTS COMMISSION, CHAIRMAN DATE BY: [illegible] 4/19/06 DIRECTOR OF AIRPORTS DATE

No.	REVISIONS	DATE	BY	APP'D.
2	REVALIDATION – AS BUILTS OF RUNWAY 8R-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-89		

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

FAA APPROVAL STAMP

Approved conditionally MAY 9 2006
Subject to comments contained in our letter dated:
FEDERAL AVIATION ADMINISTRATION MAY 9 2006
Western-Pacific Region
By John P. McCl[illegible]
Supervisor, Standards Section

CHINO AIRPORT

AIRPORT LAYOUT PLAN

SAN BERNARDINO COUNTY, CALIFORNIA

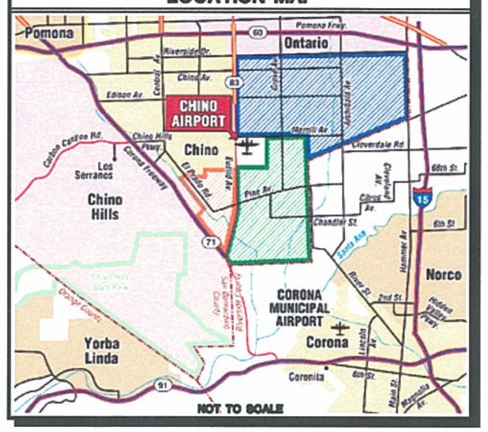
PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lally
APPROVED BY: James M. Harris

April 19, 2006 SHEET 2 OF 18

Coffman Associates
Airport Consultants

Coffman Associates E:\CAD\Master Plans\VARC\ALP Set\VARC ALP Set.DWG Wednesday April 19 2006 12:00pm

LOCATION MAP



VICINITY MAP

RUNWAY END COORDINATES (NAD 83)

RUNWAY		EXISTING	ULTIMATE
Runway 3	Latitude	33° 58' 08.973" N	33° 58' 14.273" N
	Longitude	117° 38' 36.597" W	117° 38' 30.365" W
Runway 21	Latitude	33° 58' 51.529" N	33° 58' 48.895" N
	Longitude	117° 37' 46.547" W	117° 37' 49.645" W
Runway 8L	Latitude	33° 58' 32.554" N	33° 58' 32.554" N
	Longitude	117° 38' 48.318" W	117° 38' 48.318" W
Runway 26R	Latitude	33° 58' 33.045" N	33° 58' 33.109" N
	Longitude	117° 37' 50.637" W	117° 37' 43.015" W
Runway 8R	Latitude	33° 58' 24.646" N	33° 58' 24.646" N
	Longitude	117° 38' 48.217" W	117° 38' 48.217" W
Runway 26L	Latitude	33° 58' 25.342" N	33° 58' 25.342" N
	Longitude	117° 37' 25.108" W	117° 37' 25.108" W

AIRPORT DATA

Chino Airport (CNO)

CITY: Chino, California — COUNTY: San Bernardino, California

RANGE: 5 East TOWNSHIP: 4 South — CIVIL TOWNSHIP: Chino, California

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation Reliever	General Aviation Reliever
AIRPORT REFERENCE CODE		D-II	D-III
DESIGN AIRCRAFT		Gulfstream IV	Gulfstream V
AIRPORT ELEVATION		652.0 MSL	650.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		96.6° F (July)	96.6° F (July)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	33° 58' 28.900" N	33° 58' 29.344" N
	Longitude	117° 38' 11.800" W	117° 38' 10.235" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon REIL's PAPI's VASI's ILS	Rotating Beacon ILS MALSR REIL's PAPI's
GPS Approach		Circling	26L/26R

RUNWAY DATA

RUNWAY DATA	RUNWAY 8R-26L				RUNWAY 8L-26R				RUNWAY 3-21			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	8R	26L	8R	26L	8L	26R	8L	26R	3	21	3	21
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-III		D-III		C-III		C-III		C-II		C-II	
APPROACH VISIBILITY MINIMUMS (Lowest)	>1 Mile	>1 Mile	>1 Mile	3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	<3/4 Mile	>1 Mile	>1 Mile	>1 Mile	>1 Mile
F.A.R. PART 77 CATEGORY	Visual	Visual	Visual	Precision	Visual	Precision	Visual	Precision	Visual	Visual	Visual	Visual
PERCENTAGE OF WIND COVERAGE (ALL WEATHER-MPH)	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	
F.A.R. PART 77 APPROACH SLOPE	20:1	20:1	20:1	50:1	20:1	50:1	20:1	50:1	20:1	20:1	20:1	20:1
MAXIMUM ELEVATION (Above MSL)	636.5		636.5		636.1		638.0		652.0		650.0	
RUNWAY DIMENSIONS	7,000' x 150'		7,000' x 150'		4,858' x 150'		5,500' x 150'		6,023' x 150'		4,900' x 150'	
RUNWAY AZIMUTH	89.4226		89.4226		89.3994		89.3994		44.4099		44.4099	
RUNWAY BEARING (Decimal Degrees)	N 89° 25' 21" E		N 89° 25' 21" E		N 89° 23' 58" E		N 89° 23' 58" E		N 44° 24' 36" E		N 44° 24' 36" E	
RUNWAY APPROACH SURFACES (F.A.R. Part 77)	20:1	20:1	20:1	50:1	20:1	50:1	20:1	50:1	20:1	20:1	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	9,000' x 500'		9,000' x 500'		6,556' x 500'		7,500' x 500'		7,289' x 500'		6,900' x 500'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	1,000'	1,000'	1,000'	898'	800'	1,000'	1,000'	486'	780'	1,000'	1,000'
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,400' x 400'		7,400' x 400'		5,258' x 400'		5,900' x 400'		6,423' x 400'		5,300' x 400'	
RUNWAY OBJECT FREE AREA (OFA)	8,400' x 800'		9,000' x 800'		6,711' x 800'		7,500' x 800'		6,900' x 800'		6,900' x 800'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	400'	1,000'	1,000'	1,000'	1,000'	853'	1,000'	1,000'	250'	627'	1,000'	1,000'
RUNWAY PAVEMENT SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	Grooved		Grooved		None		None		None		None	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)[1]	75(S)/150(D)/215(DT)		75(S)/150(D)/215(DT)		12(S)		30(S)/60(D)		21(S)/130(D)		21(S)/130(D)	
RUNWAY EFFECTIVE GRADIENT	0.24%		0.24%		0.39%		0.38%		0.79%		0.81%	
RUNWAY TOUCHDOWN ZONE ELEVATION (Above MSL)	624.8	636.5	624.8	636.5	629.6	636.1	629.6	638.0	628.8	652.0	634.9	650.0
RUNWAY MARKING	Nonprecision	Nonprecision	Nonprecision	Precision	Basic	Precision	Basic	Precision	Basic	Basic	Basic	Basic
RUNWAY LIGHTING	MIRL		HIRL		HIRL		HIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	None	None	None	MALSR	None	None	None	MALSR	None	None	None	None
RUNWAY HOLD LINE POSITION (From Rwy Centerline)	250'		250'		250'		250'		250'		250'	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL		MITL	
TAXIWAY MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY WIDTH	75'		75'		50'		50'		50'		50'	
TAXIWAY SAFETY AREA WIDTH	118'		118'		118'		118'		118'		118'	
TAXIWAY OBJECT FREE AREA WIDTH	186'		186'		186'		186'		186'		186'	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS				ILS GPS		ILS		ILS GPS				
RUNWAY VISUAL NAVIGATIONAL AIDS	PAPI-4 L Distance-To Go	PAPI-4 L Distance-To Go	PAPI-4 L REIL Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]		PAPI-4 L	PAPI-4 L REIL Distance-To Go PCL[2]	PAPI-4 L Distance-To Go PCL[2]		VASI-4 L REIL	PAPI-4 L REIL PCL[2]	PAPI-4 L REIL PCL[2]

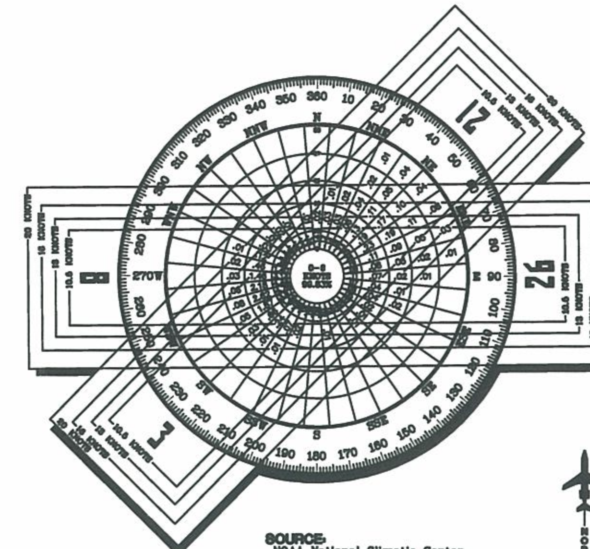
[1]Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT) wheel loading capacities. [2]PCL - Pilot Controlled Lighting.

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Perimeter Fencing/Property Line/Merrill Avenue Extends Through Runway 21 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	780' Beyond Runway End	Relocate Runway 21 Threshold
Perimeter Fencing/Property Line/Merrill Avenue Extends Through Runway 21 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	627' Beyond Runway End	Relocate Runway 21 Threshold
Perimeter Fencing/Property Line/Kimball Avenue Extends Through Runway 3 RSA	Runway Safety Area (RSA)	1,000' Beyond Runway End	486' Beyond Runway End	Relocate Runway 3 End
Perimeter Fencing/Property Line/Kimball Avenue Extends Through Runway 3 OFA	Object Free Area (OFA)	1,000' Beyond Runway End	250' Beyond Runway End	Relocate Runway 3 End
Localizer Antenna In Runway 8L RSA	Runway Safety Area (RSA)	Runway Safety Area (RSA)	898' Beyond Runway End	Relocate Localizer
Natural Gas Valves In Runway 26R RSA/RSA Not Graded To Standard	Runway Safety Area (RSA)	Runway Safety Area (RSA)	800' Beyond Runway End	Grade RSA/Relocate Natural Gas Valves
Fire Suppression Storage Tanks In Runway 26L OFA	Object Free Area (OFA)	1,000' Beyond Runway End	400' Beyond Runway End	Relocate Fire Suppression Storage Tanks

ALL WEATHER WIND COVERAGE

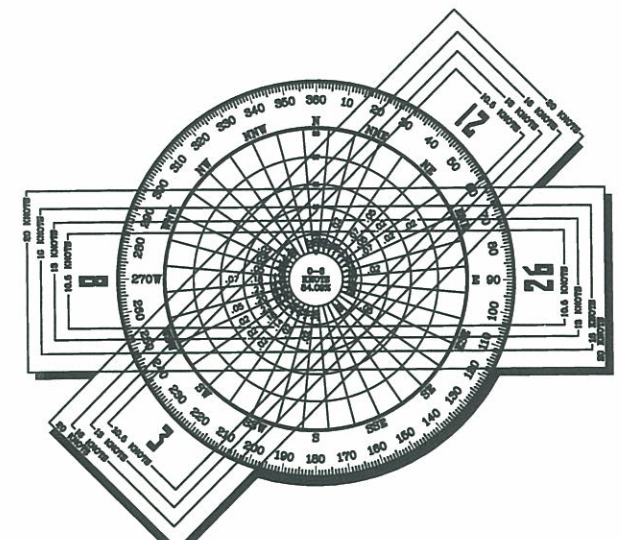
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	98.52%	99.59%	99.89%	99.97%
Runway 08-26	98.51%	99.18%	99.61%	99.84%
Combined	99.87%	99.96%	99.98%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Ontario International Airport
Ontario, California

OBSERVATIONS:
73,425 All Weather Observations
4,444 IFR Observations
1992-2001

Magnetic Variance
N 13° 25' E (August 2002)
Annual Rate of Change
2.40' West (August 2002)



IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 03-21	99.76%	99.90%	100.00%	100.00%
Runway 08-26	99.67%	99.87%	99.97%	99.99%
Combined	100.00%	100.00%	100.00%	100.00%

No.	REVISIONS	DATE	BY	APP'D.
2	REVALIDATION - AS BUILTS OF RUNWAY 8R-26L	4-3-02		
1	FULL APPROVAL RESULTING FROM MASTER PLAN	9-25-89		

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CHINO AIRPORT

AIRPORT DATA SHEET

SAN BERNARDINO COUNTY, CALIFORNIA

PLANNED BY: Chris M. Hugunin
DETAILED BY: Richard A. Lelly
APPROVED BY: James M. Harris

April 19, 2006 — SHEET 1 OF 18

Coffman Associates Airport Consultants

BASED AIRCRAFT

	Current [a] *2006 data*	*Future* [b] *2025*
Aircraft Type		
Single-Engine	410	1,027
Twin-Engine Piston	170	209
Turboprop	40	59
Turbojet		53
Helicopters	20	27
Total	*641*	*1,375*

AIRCRAFT OPERATIONS

	Current [a] *2006 data*	*Future* [b] *2025*
Total		
Annual	167,629	209,400 [b]
Average Day	453	574
Distribution by Aircraft Type		
Single-Engine	73%	73%
Twin-Engine Piston	17%	17%
Twin-Engine, Turboprop	2%	3%
Business Jet	2%	2%
Helicopter	6%	5%
Distribution by Type of Operation		
Local (incl. touch-and-goes)	59%	65%
Itinerant	41%	35%

TIME OF DAY DISTRIBUTION

	Current [a]	*Future*
Business Jets		
Day	90%	no
Evening	5%	change
Night	5%	
Turboprops		
Day	90%	no
Evening	5%	change
Night	5%	
Other Aircraft		
Day	90%	no
Evening	5%	change
Night	5%	

RUNWAY USE DISTRIBUTION

	Current [a]	*Future*
All Airplanes – Day & Evening		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	
All Airplanes – Night		
Takeoffs & Landings		
Runway 8L	2.5%	no
Runway 26R	60%	change
Runway 8R	2.5%	
Runway 26L	25%	no
Runway 3	7.5%	change
Runway 21	2.5%	

FLIGHT TRACK USAGE

► Data not available

Notes:

[a] Source: Airport records
[b] Source: 2002 Airport Master Plan forecast; deemed to be 2028 forecast for compatibility planning purposes

Exhibit CH–3

Airport Activity Data Summary

Chino Airport

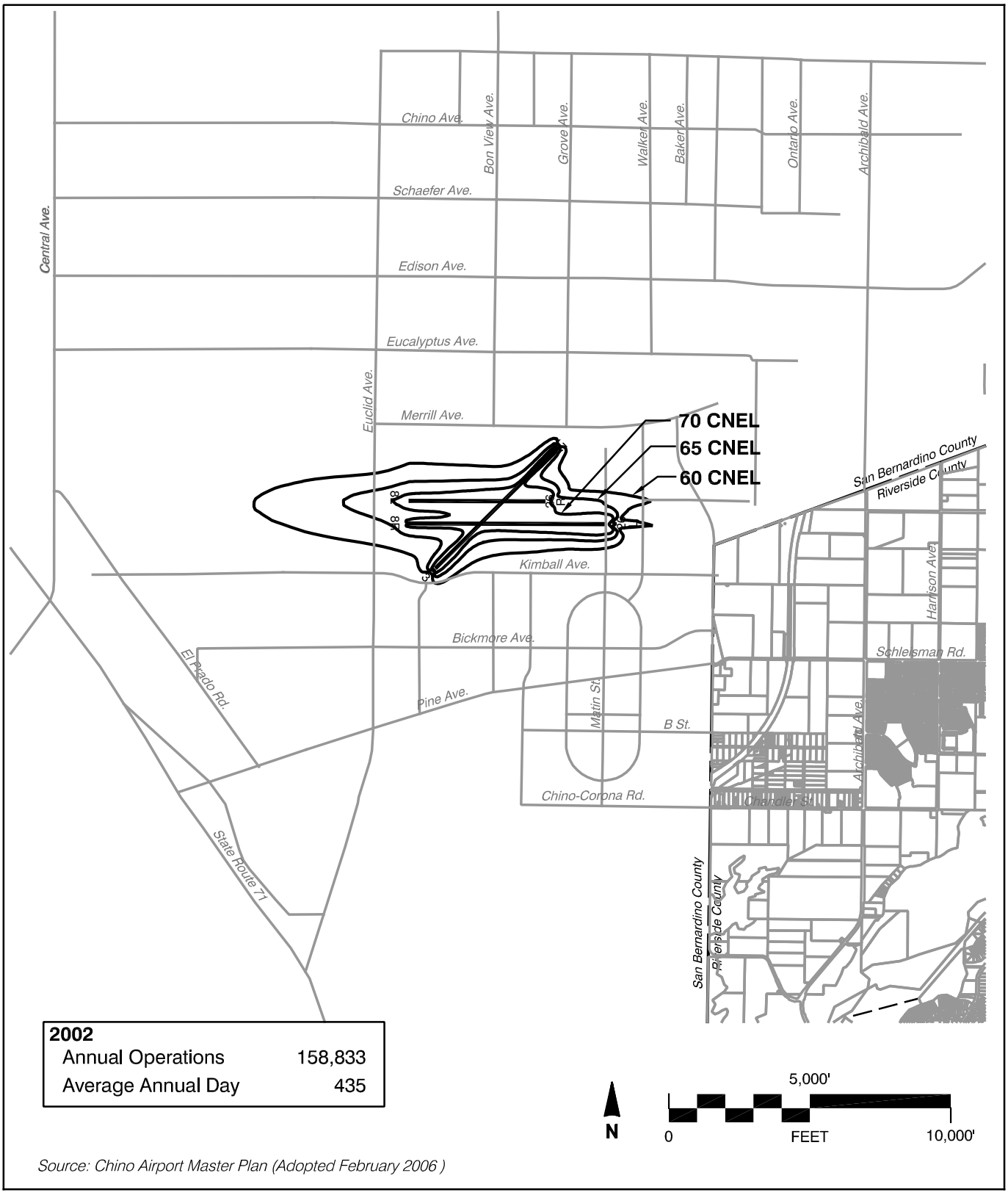
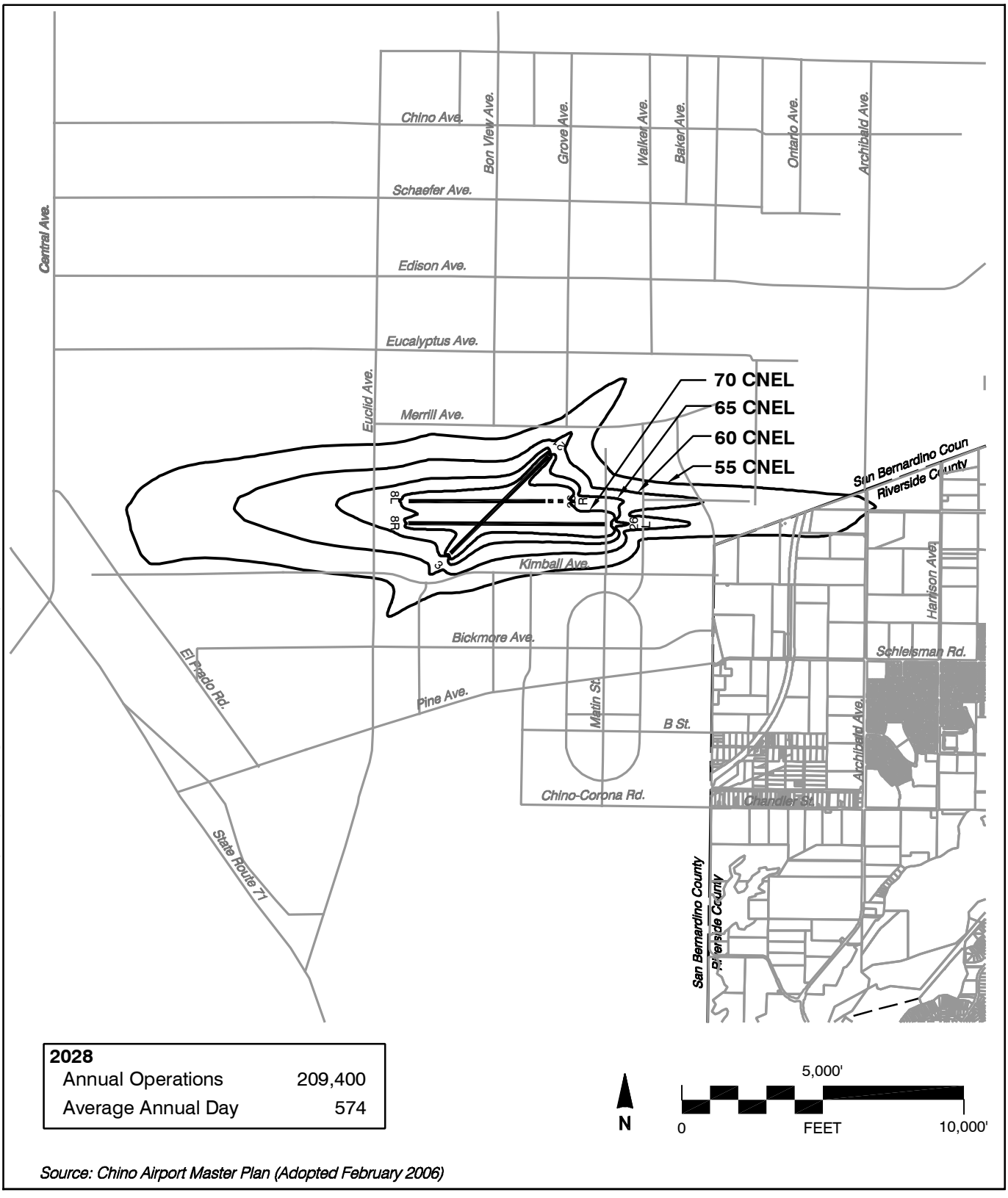


Exhibit CH-4

Existing Noise Impacts

Chino Airport



Source: Chino Airport Master Plan (Adopted February 2006)

Exhibit CH-5

Future Noise Impacts

Chino Airport

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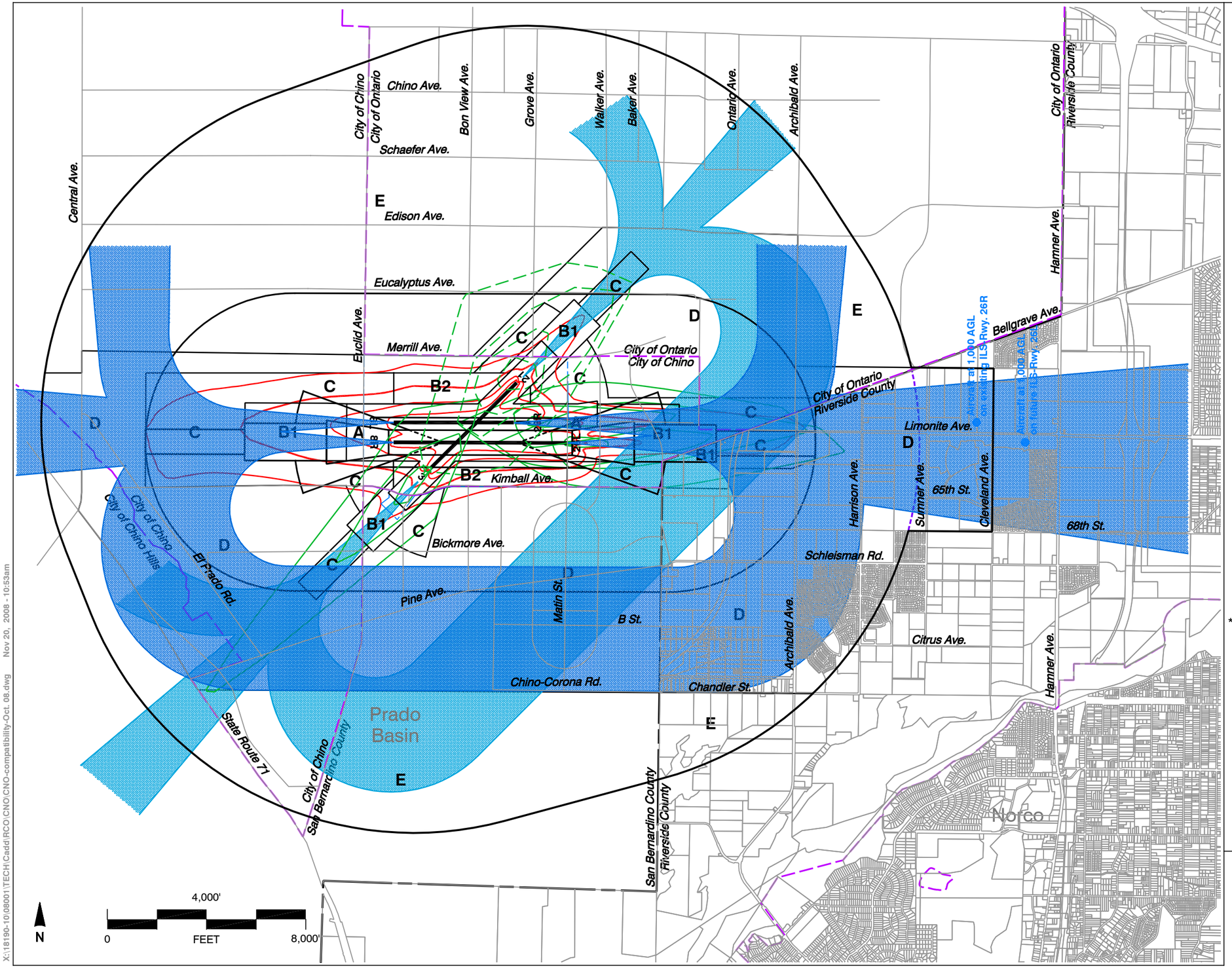


Legend

Compatibility Zones

- Airport Influence Area Boundary*
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

2028 Forecast

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

Safety and Airspace Compatibility Factors

Aircraft Departure Accident Risk Intensity Contours * (Shown for Takeoffs to the West and Northwest)

Aircraft Approach Accident Risk Intensity Contours ** (Shown for Landings from the East and Southwest)

FAR Part 77 Conical Surface Limits

No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits
- County Line

Note

* The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

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

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data

(September 2008)

Exhibit CH-6

Compatibility Factors Map

Chino Airport

Source: Mead & Hunt (June 2008)

X:\18190-10\08001\TECH\Cadd\RCO\CNO\CNO-compatibility-Oct. 08.dwg Nov 20, 2008 - 10:53am

AIRPORT SITE

- *Location*
  - Southwestern San Bernardino County
  - Approximately 3½ miles southeast of Chino city center
  - 2 miles west of Riverside County line
- *Nearby Terrain*
  - Generally level terrain in immediate airport area
  - Chino Hills to 3+ miles southwest; peak elevations under 2,000 ft. MSL
  - Prado Flood Control Basin 4 miles south

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Riverside*
  - Riverside County line ≤2 miles east
- *County of San Bernardino*
  - Unincorporated county territory to east and south
- *City of Chino*
  - Airport in city limits, city extends to the west, northwest and south of airport
- *City of Chino Hills*
  - City boundary 2+ miles west and southwest
- *City of Ontario*
  - Borders airport on north

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Farm lands converting to urban areas
- *Runway Approaches*
  - East (Runway 26L/R): Farm lands, scattered houses
  - West (Runway 8L/R): Highway 83 (Euclid Avenue) borders airport; Herman G. Stark Youth Correctional Facility and California Institution for Men west of highway; Chino Hills residential within 3 miles
  - Southwest (Runway 3): Farm lands; golf course residential
  - Northeast (Runway 21): Farm lands, scattered houses
- *Traffic Patterns*
  - South and southeast: Farm lands, residential

PLANNED AIRPORT AREA LAND USES

- *County of Riverside*
  - East and Southeast: Extensive residential planned
- *County of San Bernardino, Cities of Chino and Ontario*
  - Additional City of Chino annexation
  - North: Primarily low-density residential with some high-density residential and business park uses
  - East: Industrial and agricultural land uses
  - South: Primarily commercial with areas of low, medium, and high-density residential
  - West: Agriculture

STATUS OF COMMUNITY PLANS

- *County of Riverside*
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- *County of San Bernardino*
  - General Plan adopted July 1989, revised Sept. 2002
- *City of Chino*
  - General Plan adopted July 1985, currently being revised
- *City of Chino Hills*
  - General Plan adopted 1999
- *City of Ontario*
  - General Plan adopted 1992, currently being revised

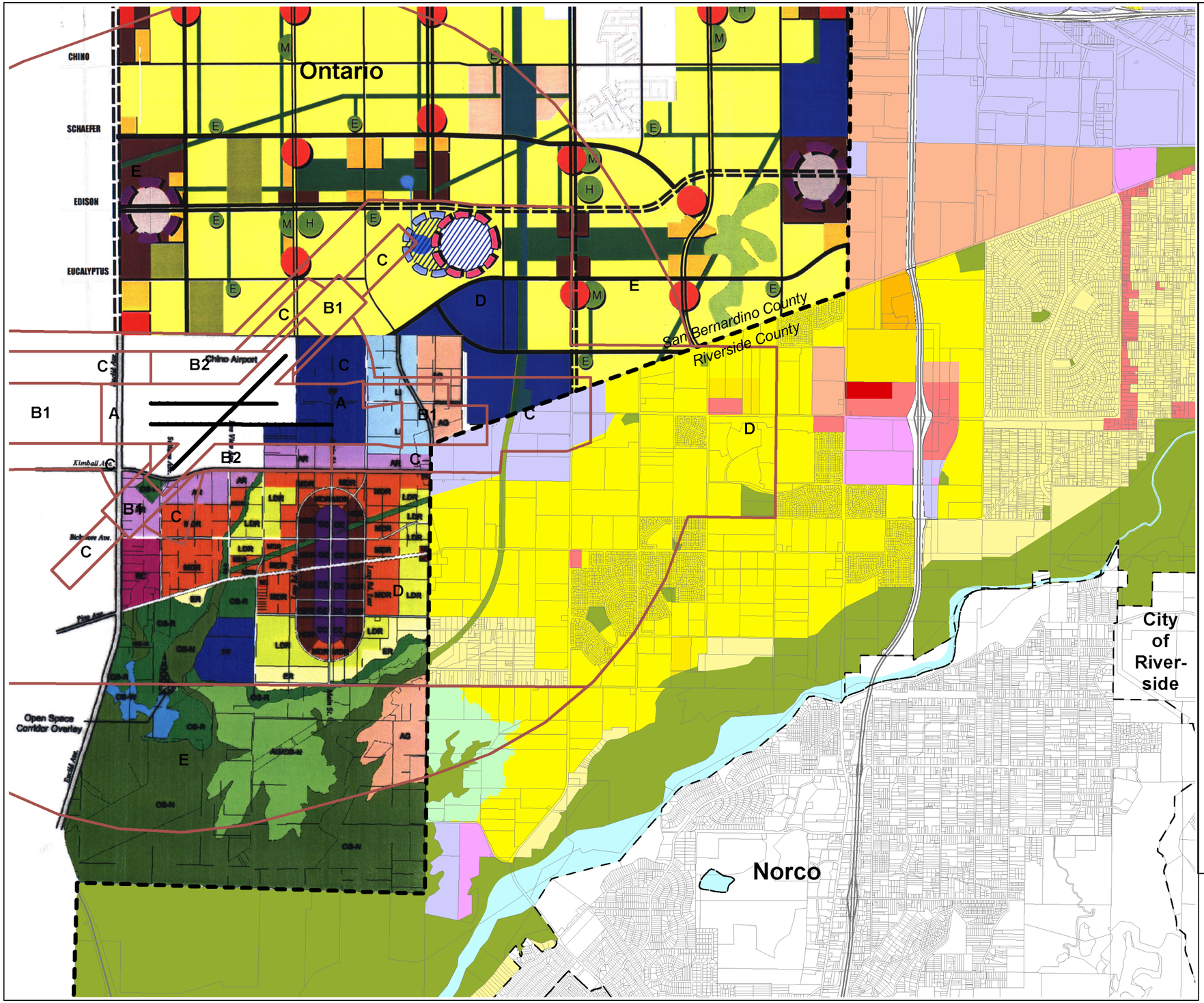
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *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)

Exhibit CH–7

Airport Environs Information

Chino Airport



Legend

- City Limits
- County Line
- Airport Property Line
- Runway
- Compatibility Zones

Riverside County Land Use Designations

- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: The Riverside County portion of this map is combined and simplified from maps of the Riverside County General Plan (October 2003).

Land uses for jurisdictions in San Bernardino County are depicted for general reference and are not precisely located. Runways are positioned accurately relative to lands in Riverside County.

4000 0 4000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty Plan
West County Airports Background Data

(September 2008)

Exhibit CH-8

General Plan Land Use Designations

Chino Airport Environs

COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND EASTVALE AREA PLAN

Non-Residential Land Use

- *Compatibility Zone C*
  - Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to the area designated as Light Industrial east of the airport, including the Archibald-Cloverdale policy area

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 CH–9

General Plan Consistency Review (Preliminary)

Chino Airport Environs

W4

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 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*.