



# Appendix L-1:

## Riverside County Airport Land Use Compatibility Plans





## 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*.

**GENERAL INFORMATION**

- ▶ *Airport Ownership:* County of Riverside
- ▶ *Year Opened:* 1989
- ▶ *Property Size*
  - ▶ Fee title: 261 acres
  - ▶ Avigation easements: Numerous
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 1,350 feet MSL

**AIRPORT PLANNING DOCUMENTS**

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

**RUNWAY/TAXIWAY DESIGN**

**Runway 18-36**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

**PLANNED FACILITY IMPROVEMENTS**

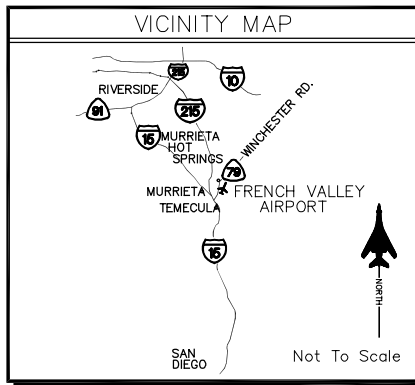
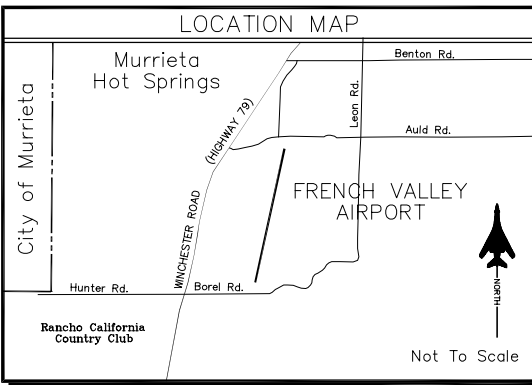
- ▶ *Airfield*
  - ▶ Extend runway 1,400 ft. south to 6,000 ft. total (under construction as of December 2004)
  - ▶ Establish Runway 18 VOR-DME or Localizer nonprecision approach procedure with <1 mile visibility (RPZ becomes 1,700-ft. long; all on existing airport property)
  - ▶ Construct 3,600 ft.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

Exhibit FV-1

# Airport Features Summary

French Valley Airport

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1		TERMINAL/ADMINISTRATION BUILDING
2		FIXED BASE OPERATION HANGAR
3		PORTAPORTS
4		FBO OFFICES
5		HANGAR (14 UNIT NESTED)
6		HANGAR (16 UNIT NESTED)
7		HANGAR (11 UNIT NESTED)
8		HANGAR (12 UNIT NESTED)
9		HANGAR (12 UNIT BOX)
	10	CORPORATE PARCEL
	11	
	12	TERMINAL EXPANSION
	13	
	14	
15		FIRE STATION
16		FUEL FARM
	17	HELIPAD
18		ELECTRICAL VAULT BUILDING
19		HANGAR (19 UNIT NESTED)
20		HANGAR (17 UNIT NESTED)
21		HANGAR (6 UNIT BOX)
22		HANGAR (2 UNIT BOX)
23		PILOT'S LOUNGE
24		HANGAR (2 UNIT SMALL BOX)
25		HANGAR
26		FIXED BASE OPERATION HANGAR
27		HANGAR (10 UNIT BOX WITH OFFICE)



MODIFICATION OF FAA AIRPORT DESIGN STANDARDS				
ITEM DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
FENCE	Object Free Area-Runway 18	600' x 500'	353' x 500'	Request Waiver
TERRAIN	Object Free Area-Runway 36	600' x 500'	303' x 500'	Runway Extension and Road Relocation

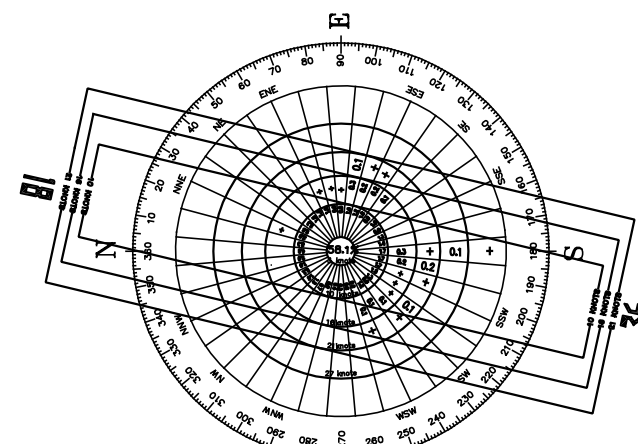
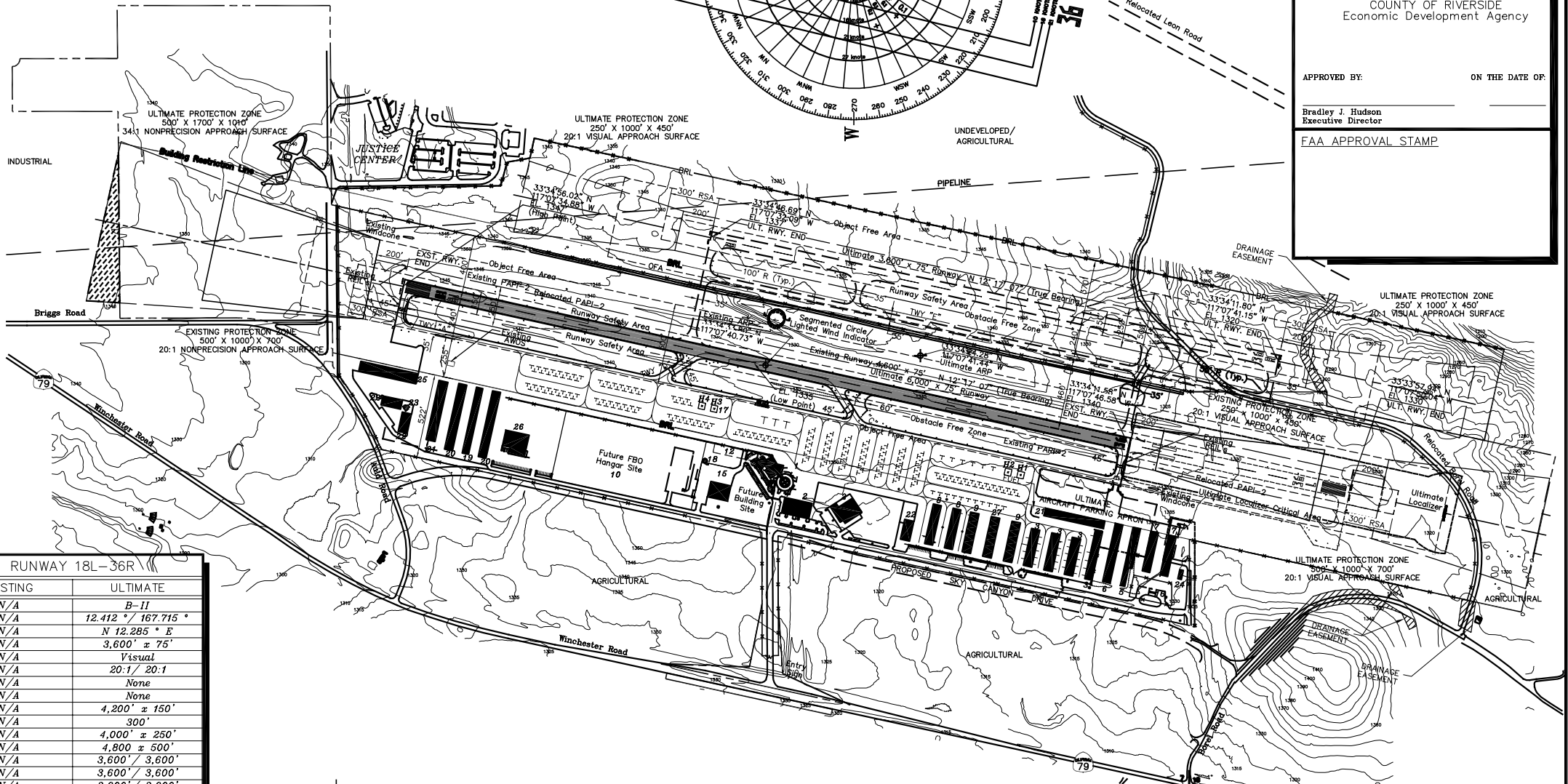
RUNWAY END COORDINATES (NAD 83)			
RUNWAY		EXISTING	ULTIMATE
Runway 18 (18R)	Latitude	33° 34' 56.024" N	33° 34' 56.024" N
	Longitude	117° 07' 34.883" W	117° 07' 34.883" W
Runway 36 (36L)	Latitude	33° 34' 11.584" N	33° 33' 57.938" N
	Longitude	117° 07' 46.577" W	117° 07' 50.044" W
Runway 18L	Latitude	Not Applicable	33° 34' 46.694" N
	Longitude	Not Applicable	117° 07' 32.087" W
Runway 36R	Latitude	Not Applicable	33° 34' 11.797" N
	Longitude	Not Applicable	117° 07' 41.149" W

- GENERAL NOTES:
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
  2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
  3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
  4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.
  5. Wind data obtained from field AWOS System, December 1 To 31, 2003.
  6. Building elevation data unavailable. Field elevations were not taken under this A.I.P. Project.

AIRPORT DATA			
FRENCH VALLEY AIRPORT (F70)			
CITY: Murrieta, California	COUNTY: Riverside, California		
RANGE: 2 West	TOWNSHIP: 7 South	CIVIL TOWNSHIP: Not Applicable	
	EXISTING	ULTIMATE	
AIRPORT SERVICE LEVEL	General Aviation	General Aviation	
DESIGN AIRCRAFT	GULFSTREAM II	GULFSTREAM II	
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II	
AIRPORT ELEVATION	1350 MSL	1350 MSL	
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	90 ° F (July)	90 ° F (July)	
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 33° 34' 33.804" N	Longitude 117° 07' 40.731" W	
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Beacon	Beacon	
GPS APPROACH	YES	YES	

RUNWAY DATA	RUNWAY 18-36 (18R-36L)		RUNWAY 18L-36R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II	N/A	B-II
RUNWAY AZIMUTH	12.412 ° / 167.715 °	12.412 ° / 167.715 °	N/A	12.412 ° / 167.715 °
RUNWAY BEARING	N 12.285 ° E	N 12.285 ° E	N/A	N 12.285 ° E
RUNWAY DIMENSIONS	4,600' x 75'	6,000' x 75'	N/A	3,600' x 75'
RUNWAY INSTRUMENTATION	Nonprecision	Nonprecision	N/A	Visual
RUNWAY APPROACH SURFACES	20:1/ 20:1	34:1/ 20:1	N/A	20:1/ 20:1
RUNWAY THRESHOLD DISPLACEMENT	None	None	N/A	None
RUNWAY STOPWAY	None	None	N/A	None
RUNWAY SAFETY AREA	5,200' x 150'	6,600' x 150'	N/A	4,200' x 150'
RUNWAY SAFETY AREA LENGTH BEYOND RWY END	300'	300'	N/A	300'
RUNWAY OBSTACLE FREE ZONE	5,000' x 250'	6,400' x 250'	N/A	4,000' x 250'
RUNWAY OBJECT FREE AREA (ROFA)	5,256' x 500'	6,953' x 500'	N/A	4,800' x 500'
TAKEOFF RUN AVAILABLE (TORA)	4,600' / 4,600'	6,000' / 6,000'	N/A	3,600' / 3,600'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,600' / 4,600'	6,000' / 6,000'	N/A	3,600' / 3,600'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4,303' / 4,353'	6,000' / 6,000'	N/A	3,600' / 3,600'
LANDING DISTANCE AVAILABLE (LDA)	4,303' / 4,353'	6,000' / 6,000'	N/A	3,600' / 3,600'
RUNWAY SURFACE MATERIAL	Asphalt	Asphalt	N/A	Asphalt
PAVEMENT SURFACE TREATMENT	None	None	N/A	None
PAVEMENT STRENGTH (in thousand lbs.)	30(S)	30(S)	N/A	12.5(S)
RUNWAY EFFECTIVE GRADIENT	152%	283%	N/A	472%
RUNWAY TOUCHDOWN ZONE ELEVATION	1347 MSL/1340 MSL	1347 MSL/1340 MSL	N/A	1337 MSL/1320 MSL
RUNWAY MAX ELEVATION (ABOVE SEA LEVEL)	1347 MSL	1347 MSL	N/A	1337 MSL
RUNWAY MARKING	Basic (Nonstandard)	Nonprecision	N/A	Basic
RUNWAY LIGHTING	MIRL	MIRL	N/A	MIRL
RUNWAY APPROACH LIGHTING	None	None	N/A	None
TAXIWAY LIGHTING	MITL	MITL	N/A	MITL
TAXIWAY MARKING	Centerline	Centerline	N/A	Centerline
TAXIWAY SURFACE MATERIAL	Asphalt	Asphalt	N/A	Asphalt
RUNWAY VISUAL AND NAVIGATIONAL AIDS	REIL PAPI-2 GPS	REIL PAPI-2 VOR-DME/ Localizer (18R)	N/A	None
FAR PART 77 CATEGORY RWY 18R	NONPRECISION/UTILITY	NONPRECISION/UTILITY		
FAR PART 77 CATEGORY RWY 36L	VISUAL/UTILITY	VISUAL/UTILITY		
FAR PART 77 CATEGORY RWY 18L			N/A	VISUAL/UTILITY
FAR PART 77 CATEGORY RWY 36R			N/A	VISUAL/UTILITY

<sup>1</sup> Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.



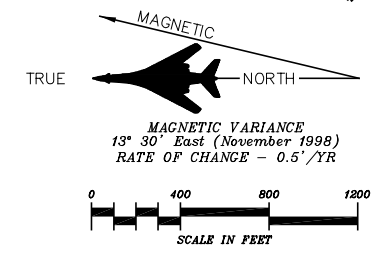
FOR APPROVAL BY:  
COUNTY OF RIVERSIDE  
Economic Development Agency

APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_

Bradley J. Hudson  
Executive Director

FAA APPROVAL STAMP

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT ROTATING BEACON
[Symbol]	[Symbol]	AVIATION
[Symbol]	[Symbol]	FACILITY CONSTRUCTION
[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	NAVIGATIONAL AID INSTALLATION
[Symbol]	[Symbol]	RUNWAY END IDENTIFICATION LIGHTS (REIL)
[Symbol]	[Symbol]	RUNWAY/TAXIWAY THRESHOLD & EDGE LIGHTS
[Symbol]	[Symbol]	SECTION CORNER
[Symbol]	[Symbol]	SEGMENTED CIRCLE/WIND INDICATOR
[Symbol]	[Symbol]	TOPOGRAPHIC CONTOURS
[Symbol]	[Symbol]	WIND INDICATOR (Lighted)
[Symbol]	[Symbol]	WIND INDICATOR (Non-Lighted)
[Symbol]	[Symbol]	HELIPAD
[Symbol]	[Symbol]	TIE-DOWNS



No.	REVISIONS	DATE	BY	APP'D.
2/04	Z & H	-		
11/03	Z & H	-		
12/98	Z & H	-		

French Valley Airport

## AIRPORT LAYOUT PLAN

Murrieta, California

PLANNED BY: James M. Harris  
 DETAILED BY: R. S. Sullmann/L. D. Johnson  
 APPROVED BY: Franella V. Coffman

March 5, 1996 SHEET 1 OF 8

**Coffman Associates**  
Airport Consultants



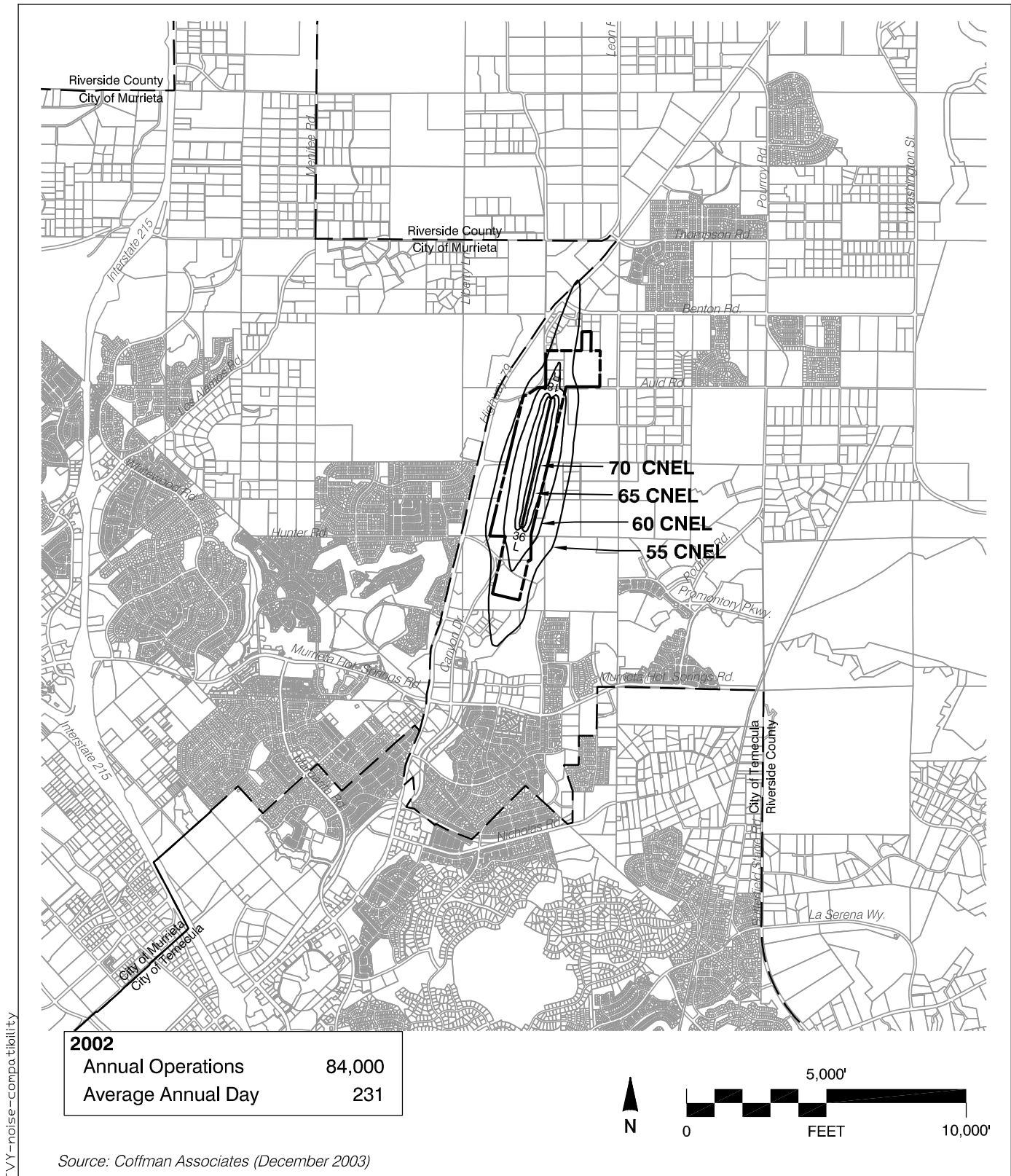
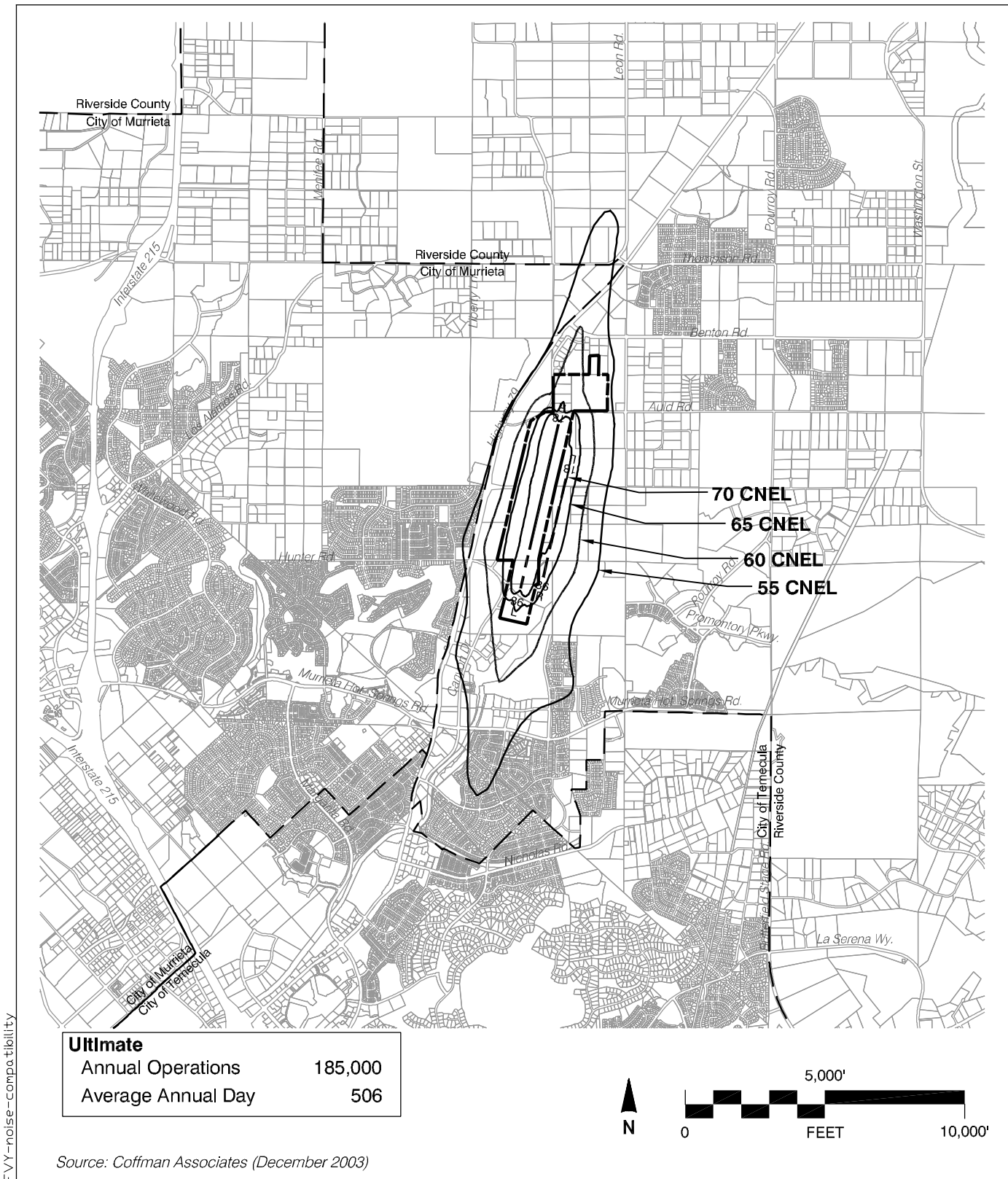


Exhibit FV-4

# Existing Noise Impacts

## French Valley Airport





FVY--noise--compatibility

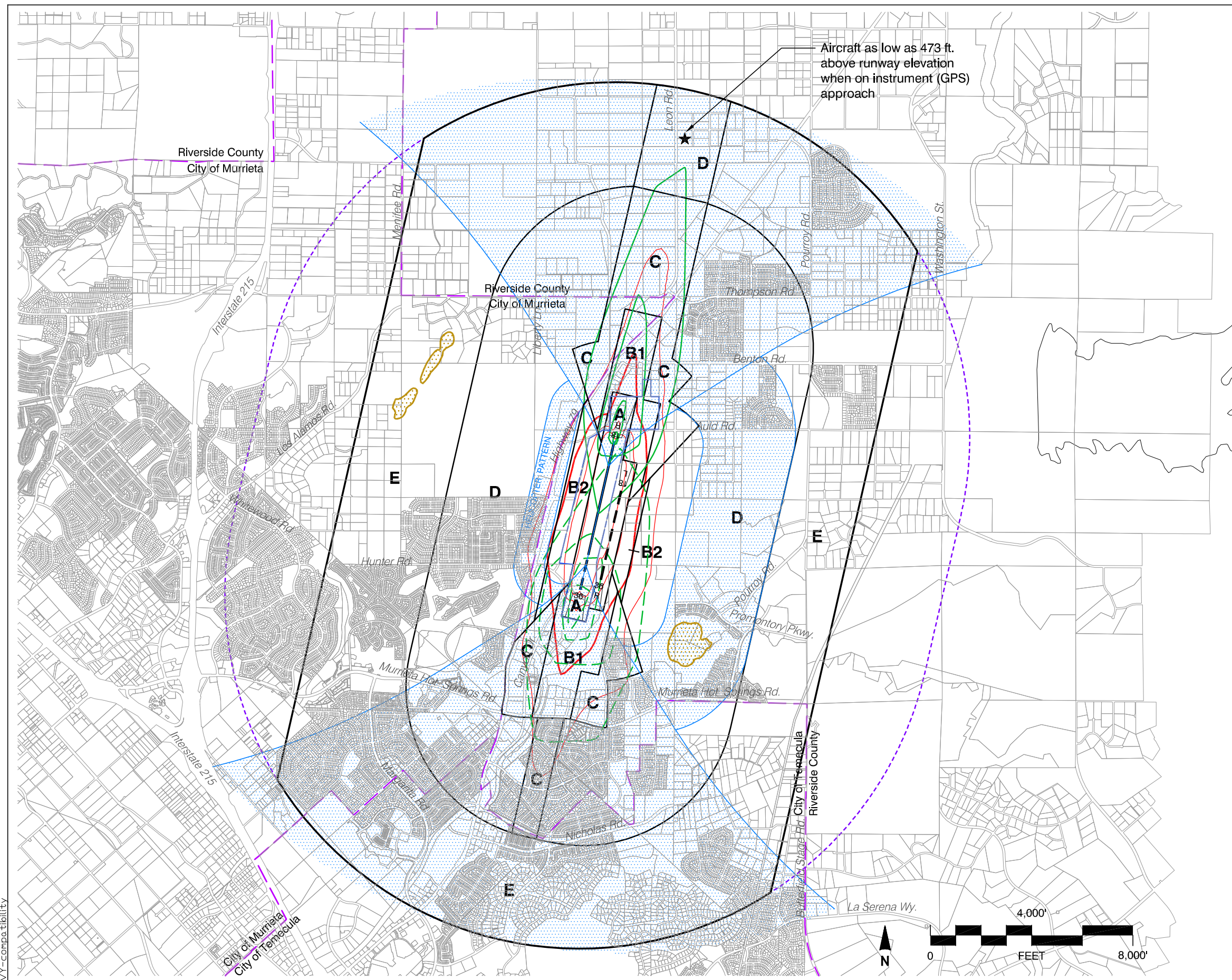
Source: Coffman Associates (December 2003)

**Exhibit FV-5**

## Future Noise Impacts

### French Valley 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 } Future Average
- 65 dB CNEL } Annual Day
- 60 dB CNEL
- 55 dB CNEL

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown Only for Takeoffs to the South)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown Only for Landings from the North)
- FAR Part 77 Conical Surface Limits No Terrain Penetrations of FAR Part 77 Surfaces
- FAR Part 77 Terrain Penetration

**Boundary Lines**

- Airport Property Line
- City Limits

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

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

Exhibit FV-6

**Compatibility Factors Map**  
 French Valley Airport



**AIRPORT SITE**

- ▶ *Location*
  - ▶ Southwestern Riverside County
  - ▶ 5 miles east of Murrieta city center; 5 miles north of Temecula city center
- ▶ *Nearby Terrain*
  - ▶ Airport situated on relatively level floor of French Valley
  - ▶ Gently rolling hills nearby; no major peaks

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

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

**EXISTING AIRPORT AREA LAND USES**

- ▶ *General Character*
  - ▶ Rapidly urbanizing area
- ▶ *Runway Approaches*
  - ▶ North (Runway 18): Industrial uses (adjacent to and within 2,000 feet of runway end); residential subdivision (1.0 mile); rural residential (beyond 1 mile)
  - ▶ South (Runway 36): Undeveloped (inside ½ mile); Tualata Creek (¾ mile); industrial; residential subdivision (1¼ mile)
- ▶ *Traffic Pattern*
  - ▶ East: Generally rural residential, but with residential subdivisions to northeast and southeast

**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)

**STATUS OF COMMUNITY PLANS**

- ▶ *Riverside County*
  - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Murrieta*
  - ▶ General plan adopted July 1999
  - ▶ Nine specific plans cover various portions of airport environs
- ▶ *City of Temecula*
  - ▶ General plan adopted November 1993
  - ▶ Specific Plan 309 encompasses part of airport vicinity

**PLANNED AIRPORT AREA LAND USES**

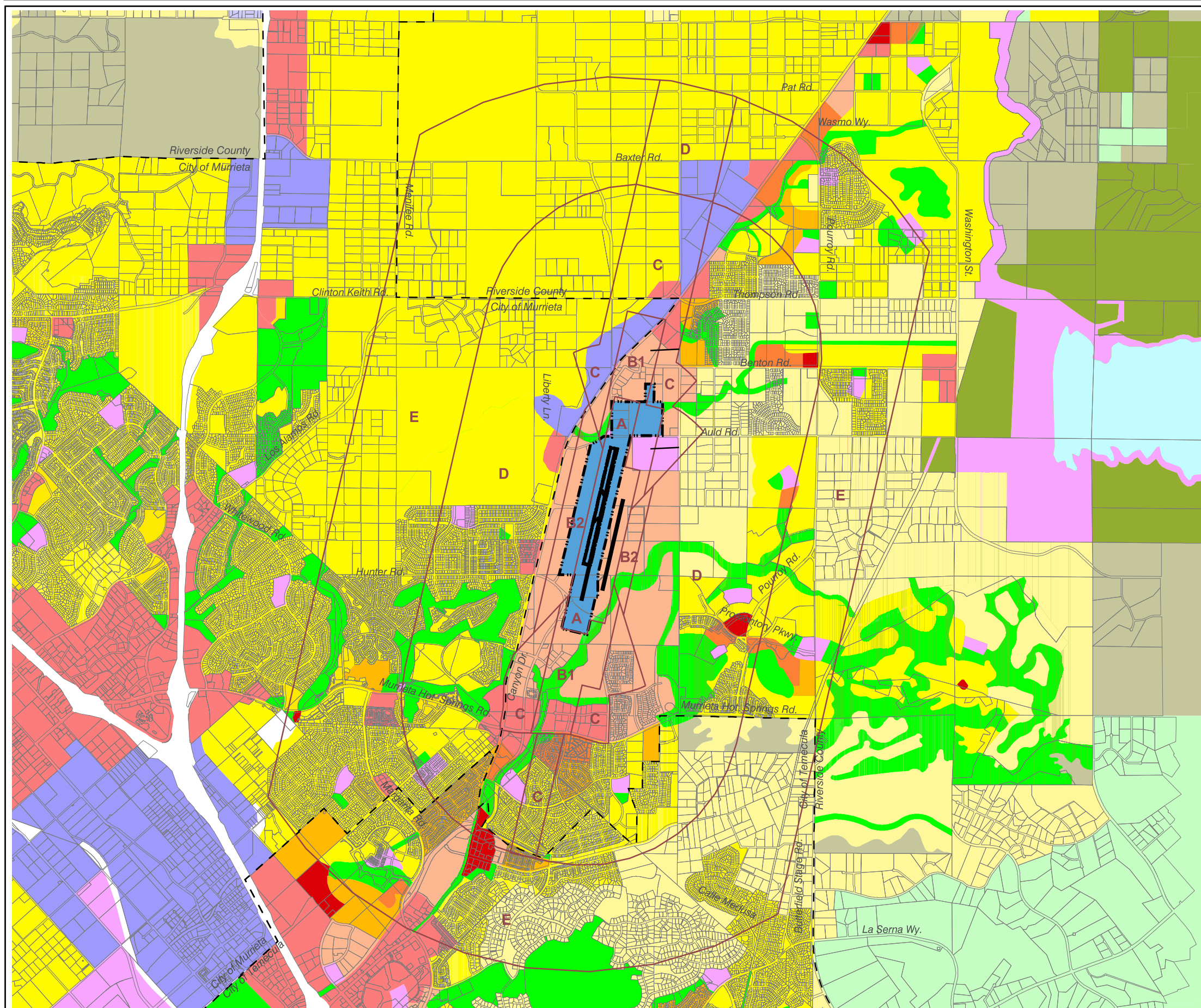
- ▶ *Riverside County*
  - ▶ Light industrial and business park near runway ends
  - ▶ Medium and medium-high density residential to east beneath traffic pattern
- ▶ *City of Murrieta*
  - ▶ Business park, low density residential west of Hwy 79
- ▶ *City of Temecula*
  - ▶ Business park uses nearest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

- ▶ *City of Murrieta General Plan*
  - ▶ Residential uses discouraged under flight patterns
  - ▶ Within 60-65 CNEL, single-family residential discouraged and mobile homes prohibited; above 65 CNEL, residential prohibited, institutional uses discouraged; above 70 CNEL, institutional uses prohibited
  - ▶ No specific reference to airport compatibility or ALUC
- ▶ *City of Murrieta Zoning Codes*
  - ▶ No specific reference to airport compatibility or ALUC
- ▶ *City of Temecula General Plan*
  - ▶ Residential, educational, other institutional uses conditionally acceptable below 60 CNEL; generally unacceptable at 60-65 CNEL; discouraged above 70 CNEL
  - ▶ No specific reference to airport compatibility or ALUC
- ▶ *City of Temecula Zoning Codes*
  - ▶ No specific reference to airport compatibility or ALUC

**Exhibit FV-7**

**Airport Environs Information**

**French Valley Airport**



**Legend**

- City Limits
- Airport Property
- 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
- Agriculture
- 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 Murrieta General Plan (July 1999)  
 City of Temecula General Plan (November 1993)



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

Exhibit FV-8

**General Plan Land Use Designations**  
**French Valley Airport**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND SOUTHWEST AREA PLAN**

**Residential Land Use**

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

**Other Policies**

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

**Non-Residential Land Use**

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

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

Exhibit FV-9

**General Plan Consistency Review (Preliminary)**  
French Valley Airport

**CITY OF MURRIETA:  
GENERAL PLAN (1999), AND ZONING CODES**

**Residential Land Use**

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

**Other Policies**

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

**Non-Residential Land Use**

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

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

**Exhibit FV-9, continued**

**CITY OF TEMECULA:  
GENERAL PLAN (1993), AND ZONING CODES**

**Residential Land Use**

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

**Non-Residential Land Use**

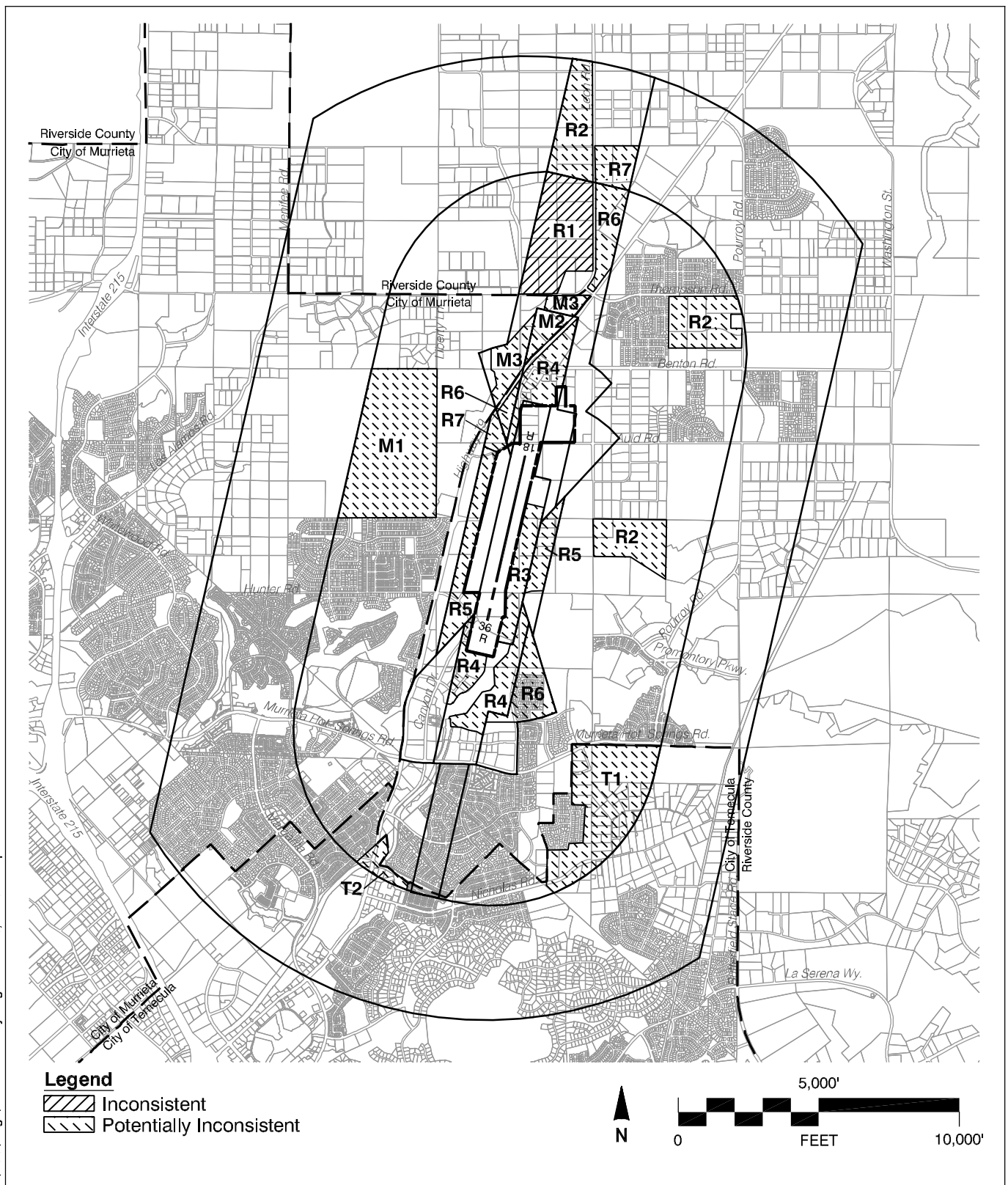
- ▶ *Compatibility Zone D*
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [T2]
- ▶ *Compatibility Zone E*
  - › No inconsistencies noted

**Other Policies**

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

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

**Exhibit FV-9, continued**



P:\RCD\dwgs\FY-consistency.dwg Feb 08, 2005 - 4:21pm

Exhibit FV-9, continued

## Background Data: French Valley Airport and Environs

### INTRODUCTION

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

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

Exhibit FV-1 describes current and planned features of the airport. The adopted long-range development plan is depicted in Exhibit FV-2. Exhibit FV-3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown on the two following maps, Exhibits FV-4 and FV-5. Exhibit FV-6 illustrates in a combined manner the noise, flight track, 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*.



<p><b>GENERAL INFORMATION</b></p> <ul style="list-style-type: none"> <li>➤ <i>Airport Ownership:</i> County of Riverside</li> <li>➤ <i>Year Opened:</i> 1989</li> <li>➤ <i>Property Size</i> <ul style="list-style-type: none"> <li>➤ Fee title: 261 acres</li> <li>➤ Avigation easements: Numerous</li> </ul> </li> <li>➤ <i>Airport Classification:</i> General Aviation</li> <li>➤ <i>Airport Elevation:</i> 1,350 feet MSL</li> </ul>	<p><b>AIRPORT PLANNING DOCUMENTS</b></p> <ul style="list-style-type: none"> <li>➤ <i>Airport Master Plan</i> <ul style="list-style-type: none"> <li>➤ Adopted by Riverside County Board of Supervisors, _____ 2010</li> </ul> </li> <li>➤ <i>Airport Layout Plan Drawing</i> <ul style="list-style-type: none"> <li>➤ Last revised April 2010</li> </ul> </li> </ul>
<p><b>RUNWAY/TAXIWAY DESIGN</b></p> <p><b>Runway 18-36</b></p> <ul style="list-style-type: none"> <li>➤ <i>Critical Aircraft:</i> Turboprop; small business jet</li> <li>➤ <i>Airport Reference Code:</i> B-II</li> <li>➤ <i>Dimensions:</i> 6,000 ft. long, 75 ft. wide</li> <li>➤ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> <li>➤ 30,000 lbs (single wheel)</li> </ul> </li> <li>➤ <i>Average Gradient:</i> 0.2% (rising to north)</li> <li>➤ <i>Runway Lighting</i> <ul style="list-style-type: none"> <li>➤ Medium-intensity runway edge lights (MIRL)</li> <li>➤ Runways 18, 36: Runway End Identifier Lights (REILs)</li> </ul> </li> <li>➤ <i>Primary Taxiways:</i> Full-length parallel taxiway on west</li> </ul>	<p><b>TRAFFIC PATTERNS AND APPROACH PROCEDURES</b></p> <ul style="list-style-type: none"> <li>➤ <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> <li>➤ Runway 18: Left traffic</li> <li>➤ Runway 36: Right traffic</li> <li>➤ Pattern altitude: 1,000 ft. AGL</li> </ul> </li> <li>➤ <i>Instrument Approach Procedures (lowest minimums)</i> <ul style="list-style-type: none"> <li>➤ Runway 18 GPS <ul style="list-style-type: none"> <li>➤ Straight-in (1 mile visibility; 530 ft. descent height)</li> <li>➤ Circling (1 mile visibility, 690 ft. descent height); no circling west of runway</li> </ul> </li> </ul> </li> <li>➤ <i>Standard Inst. Departure Procedures:</i> none</li> <li>➤ <i>Visual Approach Aids</i> <ul style="list-style-type: none"> <li>➤ Airport: Rotating beacon</li> <li>➤ Runways 18, 36: PAPI (3.0°)</li> </ul> </li> <li>➤ <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> <li>➤ All departures: Noise-sensitive areas to north and south; use optimum rate of climb to traffic pattern altitude before departing pattern</li> <li>➤ Preferred calm wind runway: Runway 18</li> </ul> </li> </ul>
	<p><b>APPROACH PROTECTION</b></p> <ul style="list-style-type: none"> <li>➤ <i>Runway Protection Zones (RPZs)</i> <ul style="list-style-type: none"> <li>➤ Runway 18: 1,000-ft. long; all on airport</li> <li>➤ Runway 36: 1,000-ft. long; all on airport</li> </ul> </li> <li>➤ <i>Approach Obstacles</i> <ul style="list-style-type: none"> <li>➤ Runway 18: Road 725 feet from runway end</li> <li>➤ Runway 36: Road 350 feet from runway end</li> </ul> </li> </ul>
<p><b>BUILDING AREA</b></p> <ul style="list-style-type: none"> <li>➤ <i>Location:</i> West side of runway at midfield</li> <li>➤ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> <li>➤ Hangar spaces: 248 units of various types</li> <li>➤ Tiedowns: 211</li> </ul> </li> <li>➤ <i>Other Major Facilities</i> <ul style="list-style-type: none"> <li>➤ Terminal building with pilots' lounge, restaurant, conference room, gift shop</li> </ul> </li> <li>➤ <i>Services</i> <ul style="list-style-type: none"> <li>➤ Fuel: Jet A, 100LL (by truck &amp; 24-hour self-service)</li> <li>➤ Other: Aircraft rental &amp; charter; flight instruction</li> </ul> </li> </ul>	<p><b>PLANNED FACILITY IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>➤ <i>Airfield</i> <ul style="list-style-type: none"> <li>➤ Upgrade runway edge lighting to high intensity (HIRL) and install omni directional approach lighting system on Runway 18</li> </ul> </li> <li>➤ <i>Building Area</i> <ul style="list-style-type: none"> <li>➤ Add 130,000 square feet of hangar area</li> </ul> </li> <li>➤ <i>Property</i> <ul style="list-style-type: none"> <li>➤ Fee title acquisition for hangar development</li> </ul> </li> </ul>

## EXHIBIT FV-1

## Airport Features Summary

### French Valley Airport





<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION</b>		
<i>Aircraft Type</i>	<i>Current<sup>a</sup> 2008 data</i>	<i>Future<sup>a</sup> 2030</i>	<i>All Aircraft</i>	<i>Current<sup>a</sup></i>	<i>Future<sup>a</sup></i>
Single-Engine	283	391	Day	90%	no change
Twin-Engine Piston	12	48	Evening	5%	change
Business Jet	6	19	Night	5%	
Helicopters	6	10			
Ultralights	4	7			
<b>Total</b>	<b>311</b>	<b>475</b>			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION</b>		
	<i>Current<sup>a</sup> 2008 data</i>	<i>Future<sup>a</sup> 2030</i>		<i>Current<sup>a</sup></i>	<i>Future<sup>a</sup></i>
<i>Total</i>			<i>Business Jet/Turboprop – Day, Evening &amp; Night</i>		
Annual	97,700	149,200	Takeoffs & Landings		
Average Day	268	409	Runway 18	70%	no change
			Runway 36	30%	change
<i>Distribution by Aircraft Type</i>			<i>Single/Multi-Engine Piston – Day, Evening &amp; Night</i>		
Single-Engine	81%	81%	Takeoffs & Landings		
Twin-Engine Piston	14%	13%	Runway 18	70%	no change
Twin-Engine, Turboprop	2%	2%	Runway 36	30%	change
Business Jet	4%	3%			
Helicopter	>1%	1%	<i>Helicopters</i>		
<i>Distribution by Type of Operation</i>			Takeoffs & Landings		
Local	65%	65%	Helipad H1	100%	no
(incl. touch-and-go's)					
Itinerant	35%	35%			
			<b>FLIGHT TRACK USAGE</b>		
			Fixed-wing traffic pattern on east side of the airport and helicopter pattern on west side of the airport. Itinerant operations enter the pattern at a 45-degree angle or approach straight-in.		
<b>Notes</b>					
<sup>a</sup> Source: 2009 French Valley Airport Master Plan					

EXHIBIT FV-3

## Airport Activity Data

French Valley Airport



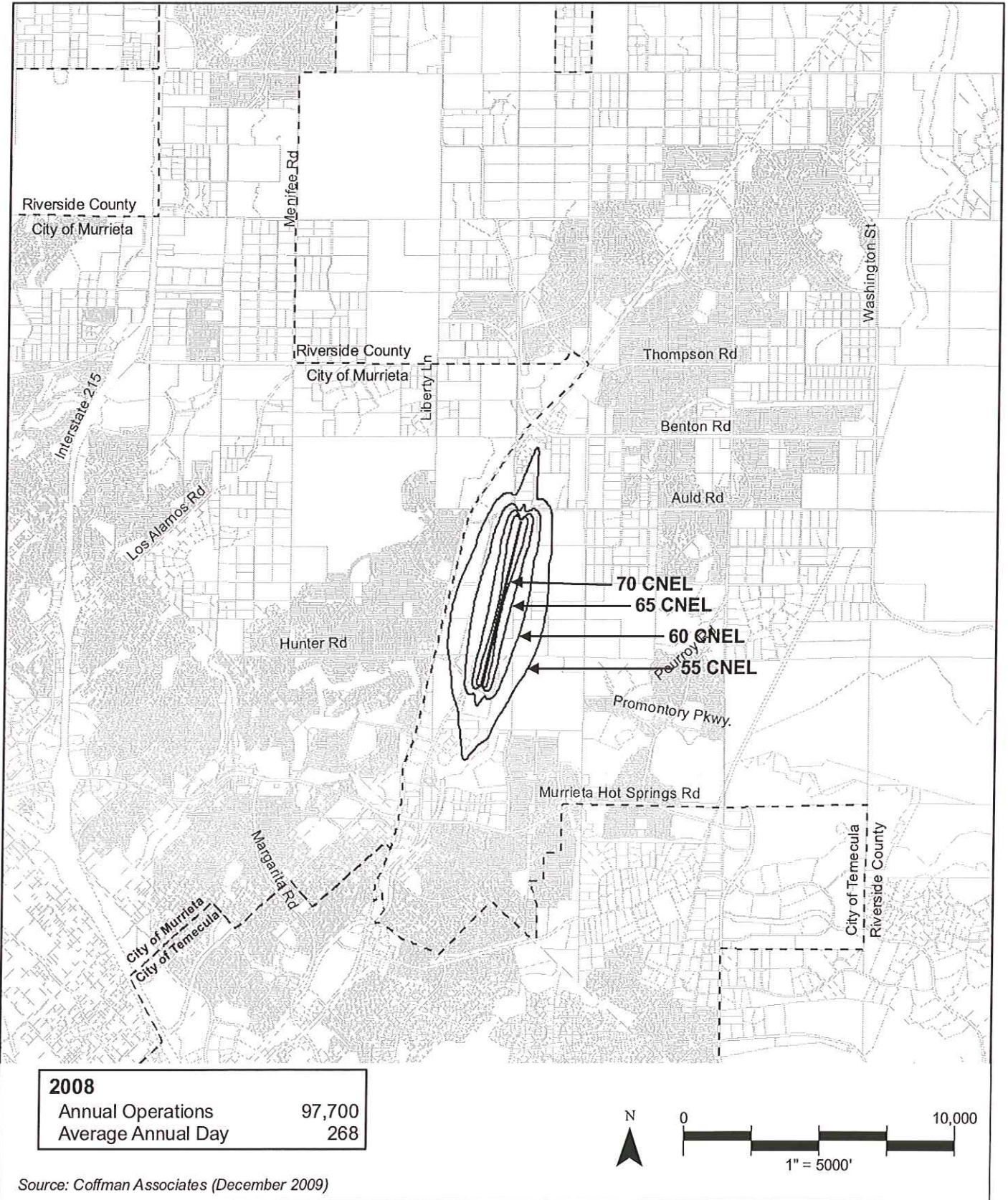


Exhibit FV-4

### Existing Noise Impacts

French Valley Airport



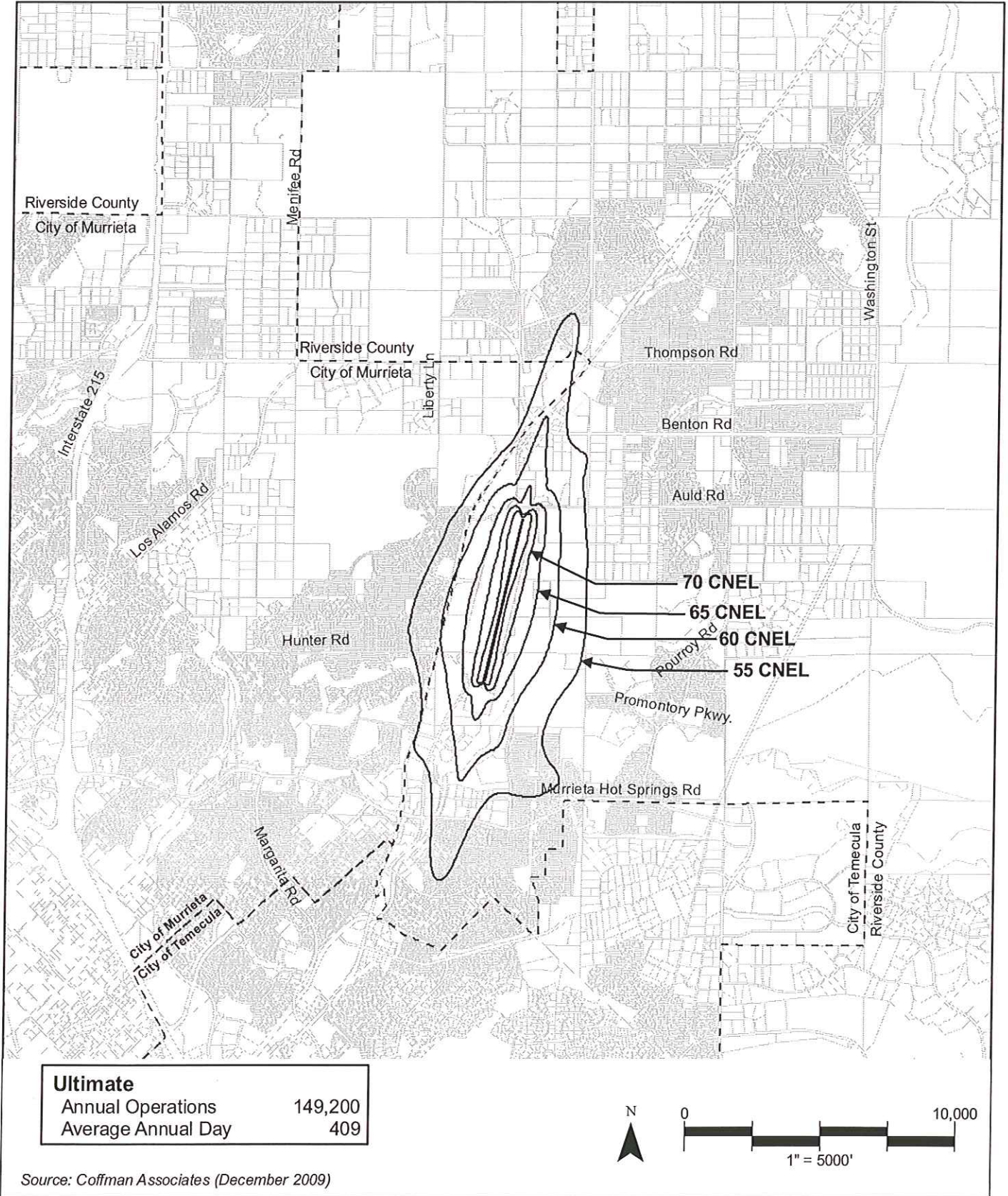
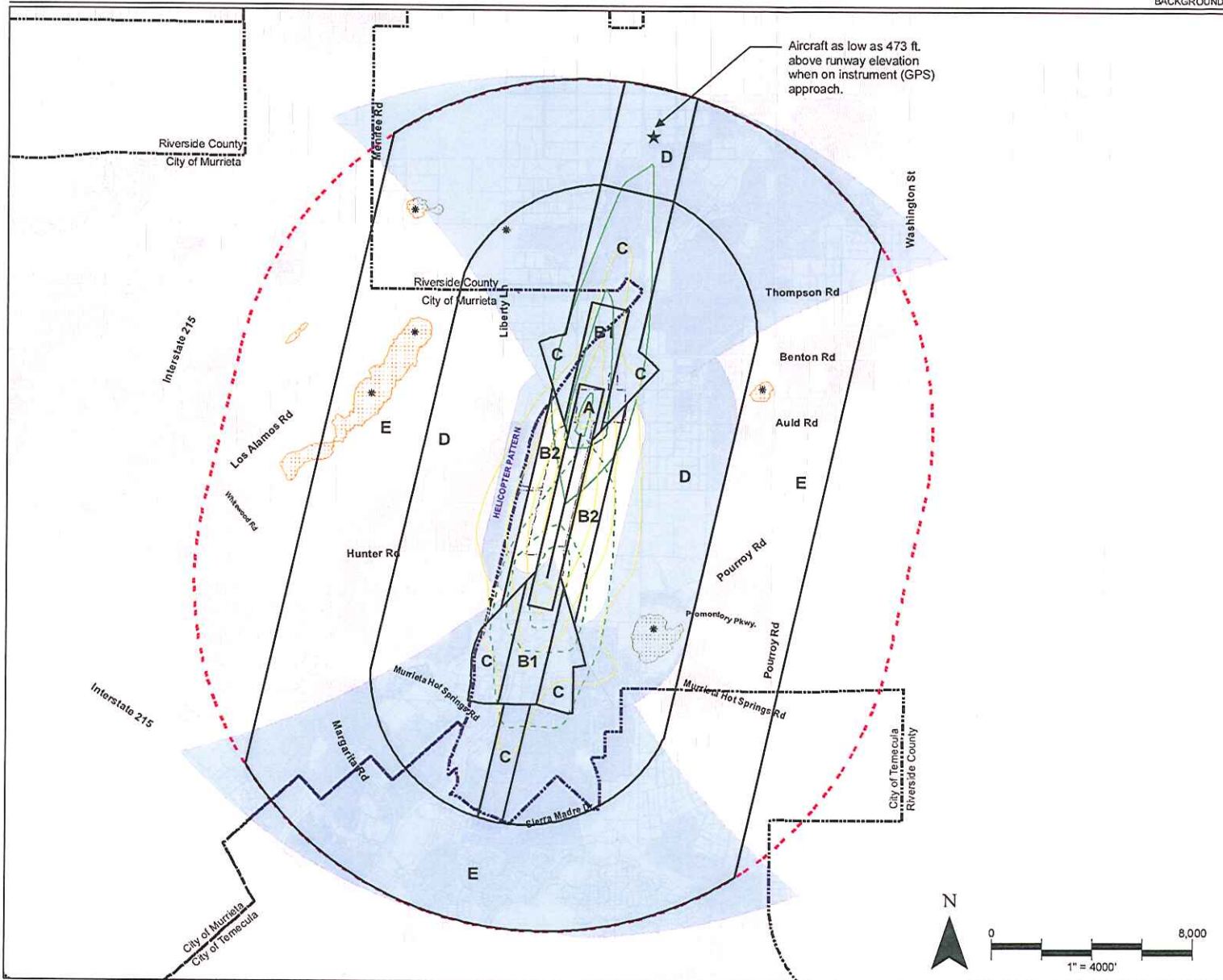


Exhibit FV-5

**Future Noise Impacts**  
French Valley Airport

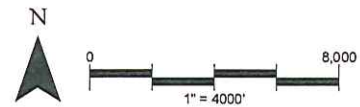




- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
- Noise and Overflight Compatibility Factors**
- 70 dB CNEL
  - 65 dB CNEL Future Average Annual Day
  - 60 dB CNEL
  - 55 dB CNEL
  - General Traffic Pattern Envelope
- Safety and Airspace Compatibility Factors**
- Aircraft Departure Accident Risk Intensity Contours\* (Shown Only for Takeoffs to the South)
  - Aircraft Approach Accident Risk Intensity Contours\* (Shown Only for Landings from the North)
  - - - FAR Part 77 Conical Surface Limits
  - ⊗ FAR Part 77 Terrain Penetration
  - ⋯ 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  
 (April 2010)



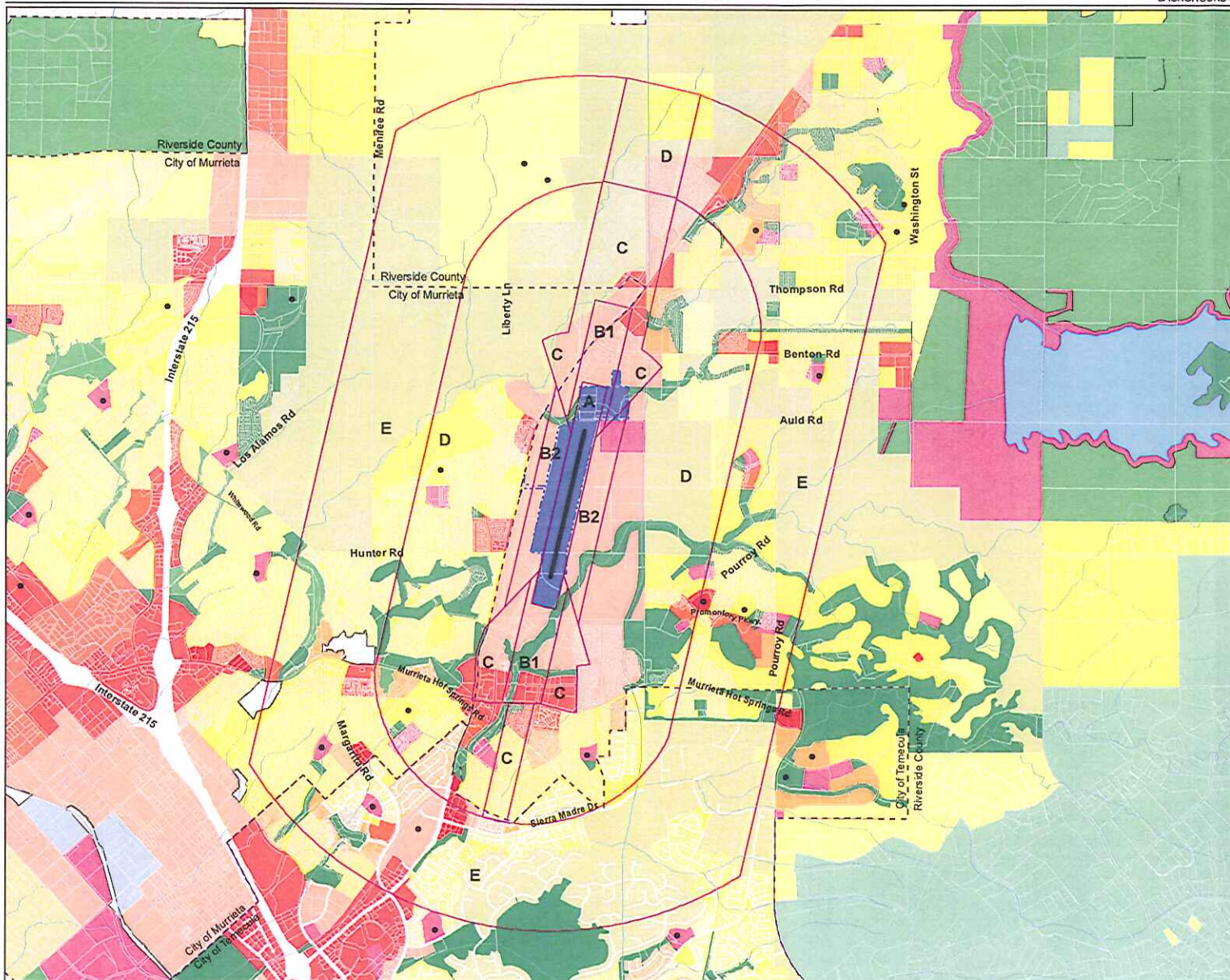
<p><b>AIRPORT SITE</b></p> <ul style="list-style-type: none"> <li>➤ <i>Location</i> <ul style="list-style-type: none"> <li>➤ Southwestern Riverside County</li> <li>➤ 5 miles east of Murrieta city center; 5 miles north of Temecula city center</li> </ul> </li> <li>➤ <i>Nearby Terrain</i> <ul style="list-style-type: none"> <li>➤ Airport situated on relatively level floor of French Valley</li> <li>➤ Gently rolling hills nearby; Part 77 terrain penetrations to the east and west of the airport (see Exhibit FV2)</li> </ul> </li> </ul>	<p><b>STATUS OF COMMUNITY PLANS</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County</i> <ul style="list-style-type: none"> <li>➤ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors December 2008</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ General plan adopted January 2006</li> <li>➤ Nine specific plans cover various portions of airport environs</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ General plan adopted April 2005</li> <li>➤ Specific Plan 309 encompasses part of airport vicinity</li> </ul> </li> </ul>
<p><b>AIRPORT ENVIRONS LAND USE JURISDICTIONS</b></p> <ul style="list-style-type: none"> <li>➤ <i>County of Riverside</i> <ul style="list-style-type: none"> <li>➤ Airport and lands north and east within unincorporated county jurisdiction</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ City limits along Hwy 79, ½-mile west of runway</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ City limits 1¼ miles southeast, 2 miles south of runway</li> <li>➤ Airport within city sphere of influence</li> </ul> </li> </ul>	
<p><b>EXISTING AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>➤ <i>General Character</i> <ul style="list-style-type: none"> <li>➤ Rapidly urbanizing area</li> </ul> </li> <li>➤ <i>Runway Approaches</i> <ul style="list-style-type: none"> <li>➤ North (Runway 18): Office/industrial uses (adjacent to and within 2,000 feet of runway end); residential subdivision (1.0 mile); rural residential (beyond 1 mile)</li> <li>➤ South (Runway 36): Undeveloped (inside ½-mile); Tualota Creek (¾-mile); industrial; residential subdivision (1 ¼ miles)</li> </ul> </li> <li>➤ <i>Traffic Pattern</i> <ul style="list-style-type: none"> <li>➤ East: Generally rural residential, but with residential subdivisions to northeast and southeast</li> </ul> </li> </ul>	<p><b>PLANNED AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County</i> <ul style="list-style-type: none"> <li>➤ Light industrial and business park near runway ends</li> <li>➤ Low-high density residential to east beneath traffic pattern</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ Business park, low density residential west of Hwy. 79</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ Business park uses nearest airport</li> <li>➤ Low-density residential farther south</li> </ul> </li> </ul>
<p><b>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County General Plan</i> <ul style="list-style-type: none"> <li>➤ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policies N 7.1 to N 7.5)</li> <li>➤ Safety compatibility zones and criteria from previous compatibility incorporated into the Land Use Element of the General Plan</li> <li>➤ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)</li> <li>➤ Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8)</li> </ul> </li> <li>➤ <i>City of Murrieta General Plan</i> <ul style="list-style-type: none"> <li>➤ Within 65-70 CNEL, residential use requires an acoustical report and noise mitigation</li> <li>➤ Specific reference to airport compatibility in Safety Element (Goal 9) and Noise Element (N-2.1f)</li> </ul> </li> <li>➤ <i>City of Murrieta Development Codes</i> <ul style="list-style-type: none"> <li>➤ No specific reference to airport compatibility or ALUC</li> </ul> </li> <li>➤ <i>City of Temecula General Plan</i> <ul style="list-style-type: none"> <li>➤ Residential, educational, other institutional uses conditionally acceptable below 65 CNEL; generally unacceptable at 65-70 CNEL; discouraged above 70 CNEL</li> <li>➤ Reference to airport compatibility Public Safety Element (Policy 2.5)</li> </ul> </li> <li>➤ <i>City of Temecula Zoning Codes</i> <ul style="list-style-type: none"> <li>➤ References to airport compatibility in requirements for telecommunications facilities and antennas. No other specific reference to airport compatibility or ALUC</li> </ul> </li> </ul>	

## Exhibit FV-7

# Airport Environs Information

## French Valley Airport

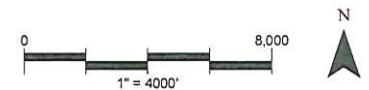




**Legend**

- Runway
- Compatibility Zones
- Airport Property Line
- City Limits
- Schools
- 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)
- High-Intensity Commercial/Office
- Low-Intensity Commercial/Office
- Office/Business Park
- Light Industrial/Warehousing
- Mixed Use
- Other Public/Institutional
- Parks and Recreation
- Agricultural
- Open Space/Conservation
- Water
- Unclassified
- Rural Residential
- Airport

Note: This map is combined and simplified from maps of the following sources:  
 Riverside County General Plan (December 2008)  
 City of Murrieta General Plan (January 2006)  
 City of Temecula General Plan (April 2005)



Riverside County  
 Airport Land Use Commission

Riverside County  
 Airport Land Use Compatibility Plan  
 West County Airports Background Data  
 (April 2010)



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2008) AND SOUTHWEST AREA PLAN**

**Residential Land Use**

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

**Other Policies**

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

**Non-Residential Land Use**

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

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

**Exhibit FV-9**

## **General Plan Consistency Review (Preliminary)**

**French Valley Airport**

**CITY OF MURRIETA:  
GENERAL PLAN (2006) AND ZONING CODES**

**Residential Land Use**

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

**Non-Residential Land Use**

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

**Other Policies**

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

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

**Exhibit FV-P, continued**

**CITY OF TEMECULA:  
GENERAL PLAN (2005) AND ZONING CODES**

**Residential Land Use**

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

**Non-Residential Land Use**

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

**Other Policies**

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

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

**Exhibit FV-9, continued**



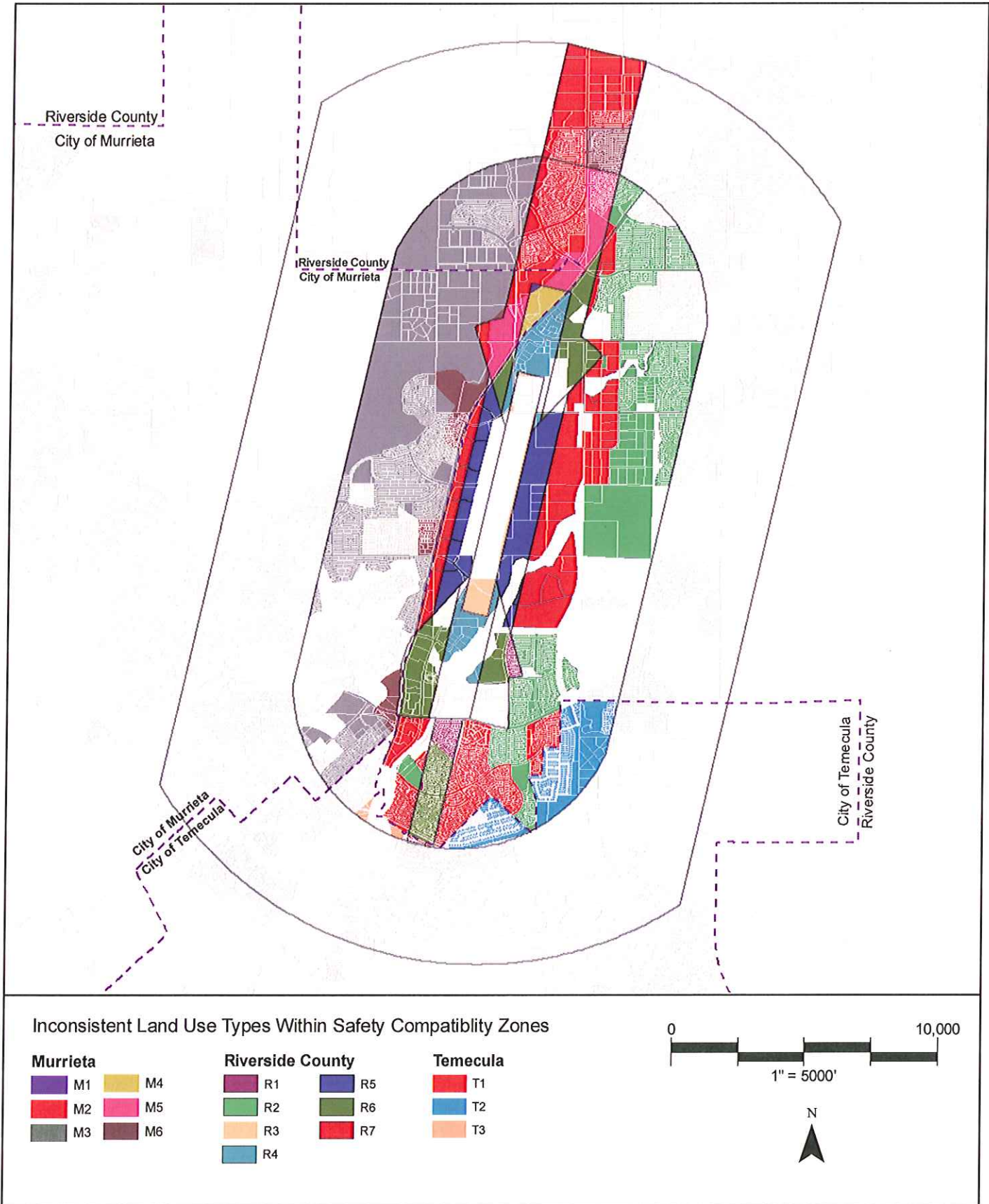


Exhibit FV-9, continued



## Background Data: Flabob Airport and Environs

### INTRODUCTION

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

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

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

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

**GENERAL INFORMATION**

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

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Airport Master Plan*
  - ▶ None
- ▶ *Airport Layout Plan Drawing*
  - ▶ Last update May 2003

**RUNWAY/TAXIWAY DESIGN**

**Runway 6-24**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ *Airplane Traffic Patterns*
  - ▶ Runways 6 & 24: Left traffic
  - ▶ Pattern altitude: 700 ft. AGL (1,464 ft. MSL)
  - ▶ Nighttime pattern altitude: 1,000 ft. AGL, around mountain
- ▶ *Instrument Approach and Departure Procedures*
  - ▶ None
- ▶ *Visual Approach Aids*
  - ▶ None
- ▶ *Operational Restrictions / Noise Abatement Procedures*
  - ▶ Runway 6 departures: Avoid overflight of trailer park, 1,000 ft. east of runway
  - ▶ Mt. Rubidoux (elev. 1,340 ft. MSL plus 20 ft. cross on top) ¼ mile southeast of airport
  - ▶ Flights to/from south controlled by Riverside Municipal Airport airspace

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

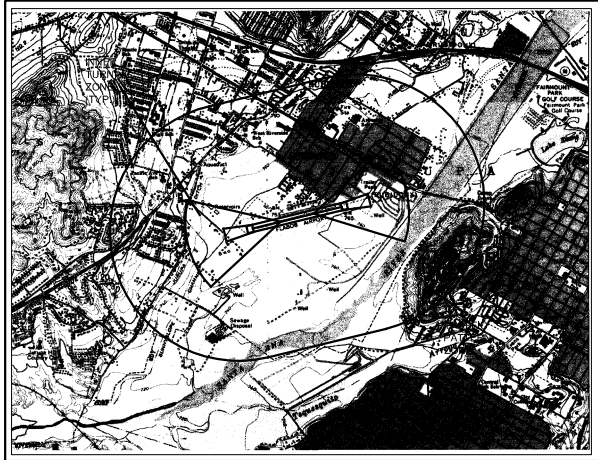
**PLANNED FACILITY IMPROVEMENTS**

- ▶ *Airfield*
  - ▶ None
- ▶ *Building Area*
  - ▶ Increase aircraft hangar spaces to 100
- ▶ *Property*
  - ▶ None

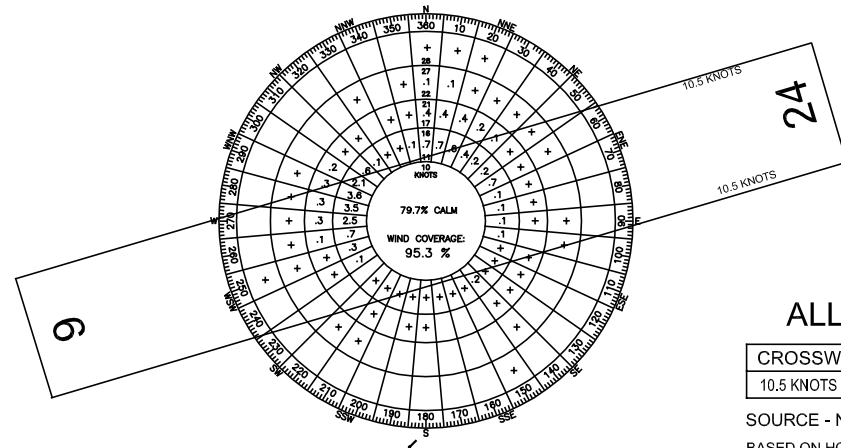
Exhibit FL-1

# Airport Features Summary

Flabob Airport



THOUSANDS OF FEET  
SCALE - 1" = 3000'  
VICINITY MAP



TRUE N  
MAGNETIC  
Magnetic Variation  
13.5 Degrees East  
(July 2000)

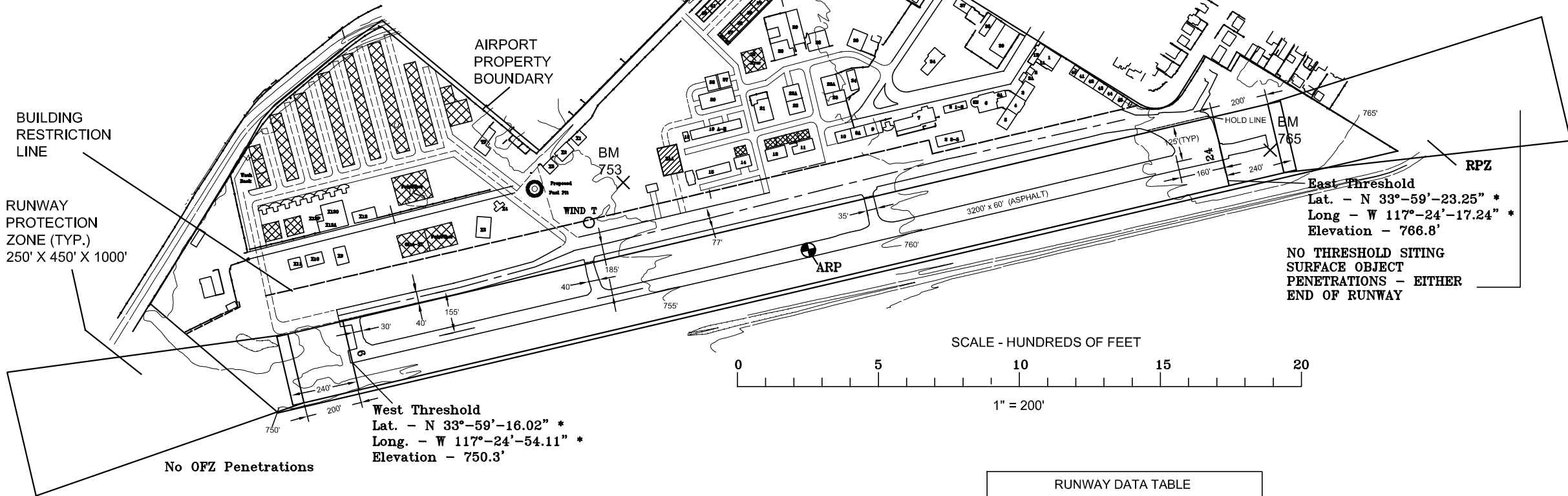
ALL WEATHER WINDROSE

CROSSWIND COMPONENT	6-24
10.5 KNOTS (12 MPH)	95.3%

SOURCE - National Climatic Center, Ashville, NC.  
BASED ON HOURLY OBSERVATIONS AT RIVERSIDE (KRAL) AIRPORT FROM JANUARY 1989 THRU DECEMBER 1998



MILES  
SCALE - 1" = 3.0 MILES  
LOCATION MAP



BUILDING TABLE					
NUMBER	USAGE	ELEVATION	NUMBER	USAGE	ELEVATION
1	HANGAR	—	37	STORE	—
2	OFFICE	—	39	INDUST.	—
3*	HANGAR	—	40	HANGAR	—
4**	INDUST.	—	41	HANGAR	—
5*	HANGAR	780'	42	HANGAR	—
6	HANGAR	—	43	HANGAR	—
7	CAFE	791'	44	HANGAR	—
8	EDUCAT.	—	45	HANGAR	—
9	HANGAR	—	57	HANGAR	—
9A	HANGAR	776'	58	HANGAR	—
10	HANGAR	—	59	HANGAR	—
11	HANGAR	—	60	HANGAR	—
12	HANGAR	—	X1	HANGAR	—
14	HANGAR	—	X2	HANGAR	—
15	HANGAR	—	X3	HANGAR	—
16*	HANGAR	776'	X4	HANGAR	—
17	HANGAR	—	X5	STORE	—
18	HANGAR	—	X8	HANGAR	—
19	HANGAR	—	X9	HANGAR	—
20	HANGAR	—	X10	HANGAR	—
21	HANGAR	—	X11	INDUST.	—
22	HANGAR	—	X12*	HANGAR	—
23	HANGAR	—	X120	INDUST.	—
24	HANGAR	—	X12P	EDUCAT.	—
25	MISC.	—	X14	HANGAR	—
26	ADMIN.	—	X15	HANGAR	—
28	HANGAR	—	X16	MISC.	—
29	INDUST.	—	S 1-2	MISC.	—
30	HANGAR	—	S 3-5	FUEL PIT	777'
31	INDUST.	—	T 1-17	T HANG.	—
32	INDUST.	—			

\* Hangar / Office  
\*\* Industrial / Office

AIRPORT DATA TABLE		
ITEM	EXISTING	FUTURE
AIRPORT ELEVATION	767'	
AIRPORT REFERENCE POINT (ARP)	N 33°-59'-19.6" * W 117°-24'-35.7" **	THERE ARE NO CHANGES PLANNED IN ANY OF THESE CATEGORIES
TAXIWAY MARKINGS	CENTERLINES	
NAVIGATIONAL AIDS	NONE	
AIRPORT CATEGORY	A1 - B1 (SMALL A/C)	
AIRPORT ACREAGE - FEE SIMPLE	82 ACRES	
APPROACH SLOPE	20 : 1	

LEGEND	
BUILDINGS EXISTING	
BUILDINGS UNDER CONST.	
FUTURE BUILDINGS	
RUNWAY HOLD LINES	
BUILDING RESTRICTION LINE	
PROPERTY BOUNDARY LINE	

RUNWAY DATA TABLE	
ITEM	RUNWAY 6-24
AVERAGE RUNWAY GRADIENT (%)	0.53 %
WIND COVERAGE (%) - 10.5 KTS.	95.3 %
RUNWAY CATEGORY	VFR
PAVEMENT TYPE	ASPHALT
APPROACH SLOPE AND CLEAR ZONES	1 : 20
MARKING	VISUAL (V)
RUNWAY DIMENSIONS	60' X 3200'
RUNWAY TRUE BEARING	76.90 / 256.90 DEG
RUNWAY SAFETY AREA DIMENSIONS	120' X 3680'
RUNWAY LIGHTING	MIRL
PAVEMENT DESIGN STRENGTH	8,000 Lbs.
OBJECT FREE AREA DIMENSIONS	3680' X 250'

CHANGE RECORD

CHANGE	DESCRIPTION	DATE	FLABOB AIRPORT, LLC.	
A	Hold Lines, Notes, Add 160' Dimension, Minor Appearance Items	10-2-03	Airport Layout Plan	
			MADE BY	R. W. Forker
			APPROVED BY	J. D. Lyon
			DATE	9-24-2003
			PROJECT NUMBER	ALP-7

\* Lat. / Long. locations are based on the NAD 83 (State Claim, Zone 6) datum.

Approved by the Thomas W. Wathen Foundation DATE

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION<sup>d</sup></b>		
<i>Aircraft Type</i>	<b>Current<sup>a</sup></b> <i>2002 data</i>	<b>Future<sup>b</sup></b> <i>Ultimate</i>		<b>Current</b>	<b>Future</b>
Single-Engine	190	262	<i>All Aircraft</i>		
Twin-Engine Piston & Turboprop	8	17	Day	85%	no change
Business Jet	0	0	Evening	10%	
Helicopter	0	0	Night	5%	
Sailplanes	1	1			
<i>Total</i>	<i>199</i>	<i>280</i>			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION<sup>d</sup></b>		
	<b>Current</b> <i>2002 data</i>	<b>Future</b> <i>Ultimate</i>		<b>Current</b>	<b>Future</b>
<i>Total</i>			<i>All Aircraft – Day/Evening/Night</i>		
Annual	27,000 <sup>c</sup>	43,400 <sup>b</sup>	Takeoffs & Landings		
Average Day	75	121	Runway 6	10%	no change
<i>Distribution by Aircraft Type<sup>d</sup></i>			Runway 24	90%	
Single-Engine	96%	94%			
Twin-Engine Piston & Turboprop	4%	6%			
Business Jet	0%	0%			
Helicopter	0%	0%			
Sailplanes	<1%	<1%			
<i>Distribution by Type of Operation<sup>d</sup></i>					
Local (incl. touch-and-goes)	50%	50%			
Itinerant	50%	50%			
<b>Notes</b>			<b>FLIGHT TRACK USAGE<sup>c</sup></b>		
<p><sup>a</sup> Source: Airport records</p> <p><sup>b</sup> Source: Coffman Associates; projected for compatibility planning purposes; time frame is 20+ years</p> <p><sup>c</sup> Source: California Division of Aeronautics aircraft operations counter program</p> <p><sup>d</sup> Source: Estimated by Coffman Associates from data provided by airport staff</p>			<p><b>Current and Future</b></p> <ul style="list-style-type: none"> <li>▶ Approaches, Runway 6                             <ul style="list-style-type: none"> <li>› Primarily straight-in traffic</li> </ul> </li> <li>▶ Departures, Runway 6                             <ul style="list-style-type: none"> <li>› Aircraft mostly follow Santa Ana River to northeast</li> </ul> </li> <li>▶ Approaches, Runway 24                             <ul style="list-style-type: none"> <li>› Most aircraft enter left-traffic pattern from north</li> <li>› Pattern stays inside Mt. Rubidoux during daylight hours; circles around east side of mountain at night</li> </ul> </li> <li>▶ Departures, Runway 24                             <ul style="list-style-type: none"> <li>› Unless cleared through Riverside Municipal Airport airspace to southwest, aircraft make 230°-270° left turn to depart along river or overhead the airport</li> </ul> </li> </ul>		

Exhibit FL-3

## Airport Activity Data Summary

Flabob Airport

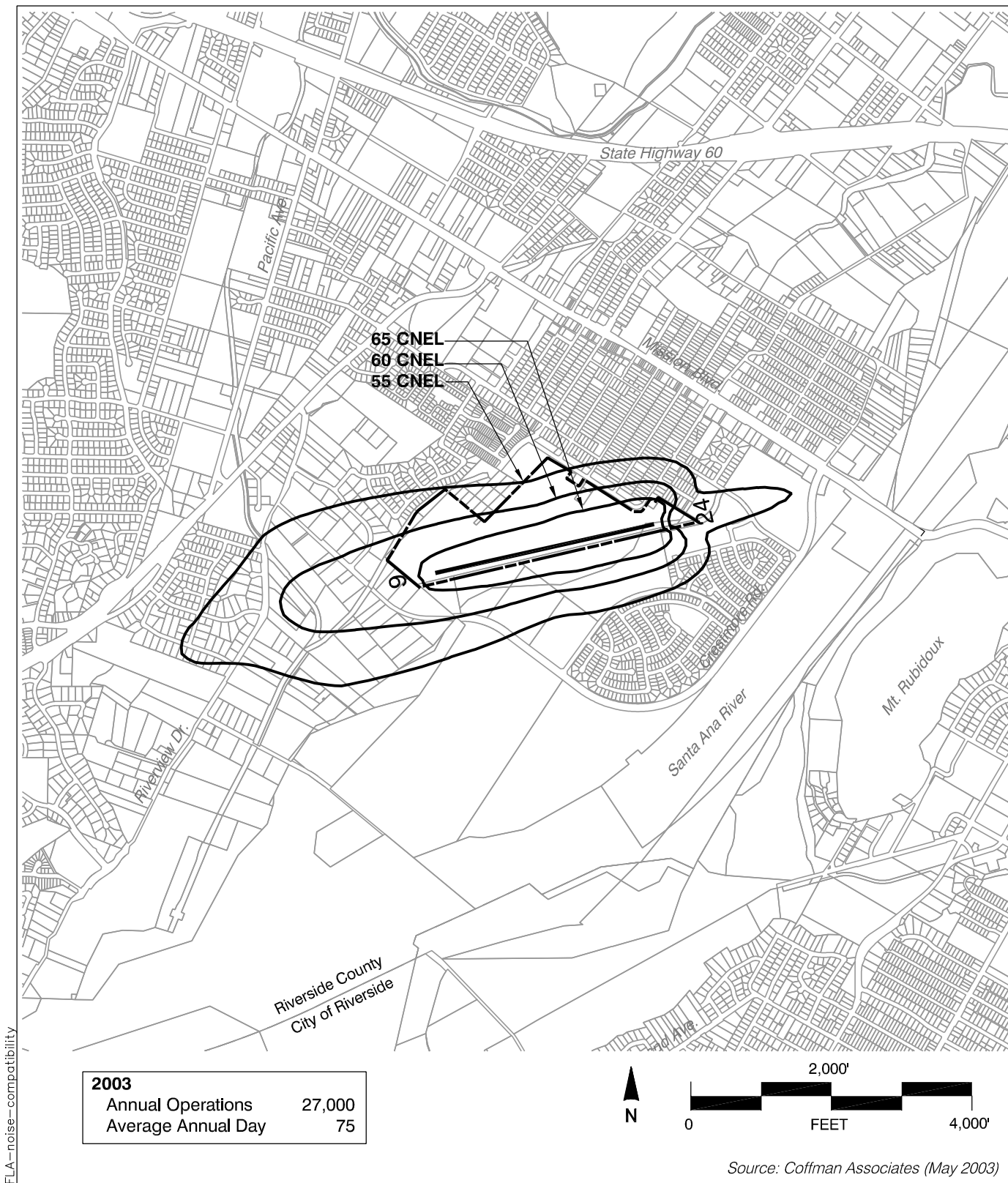
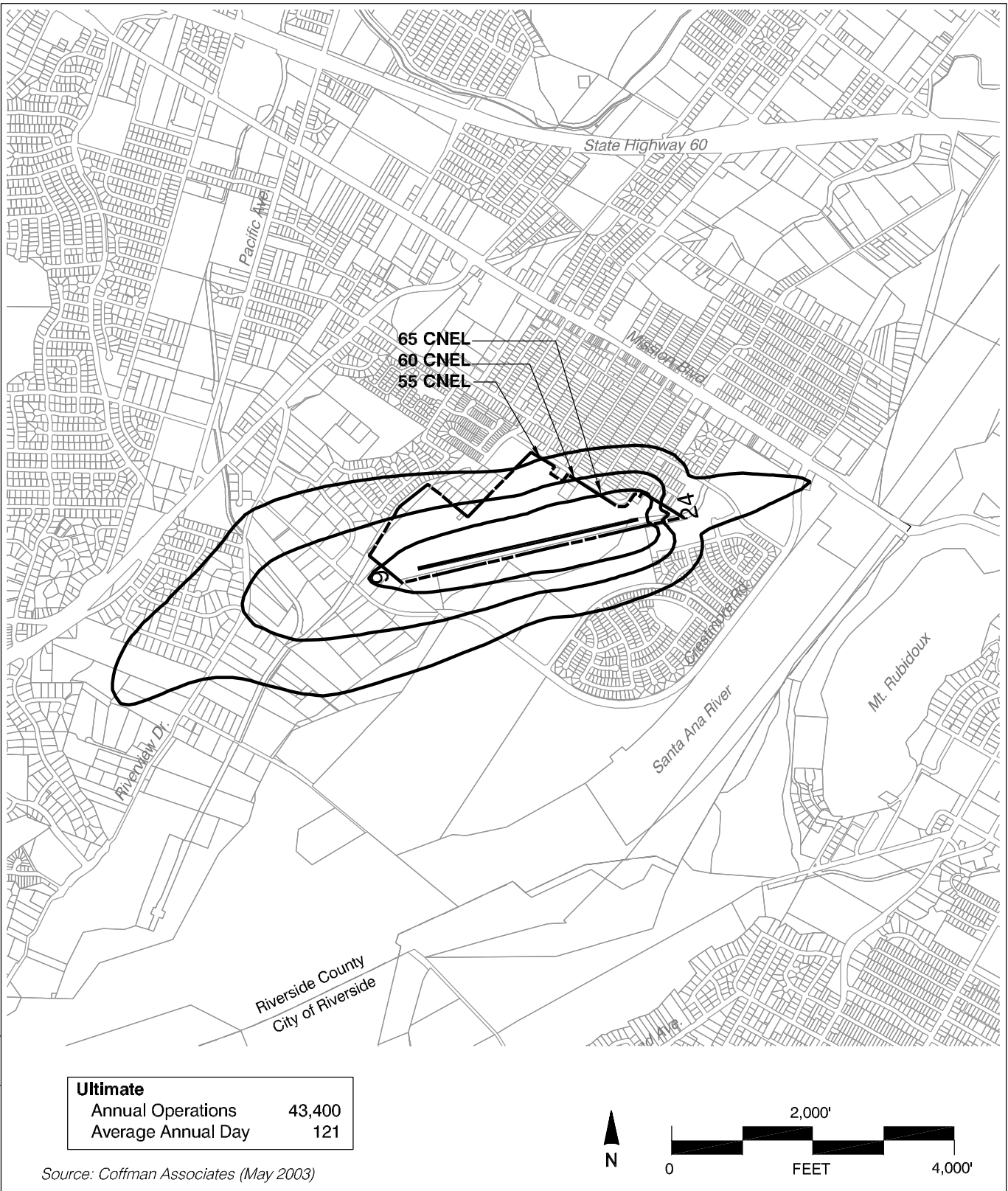


Exhibit FL-4

# Existing Noise Impacts

## Flabob Airport



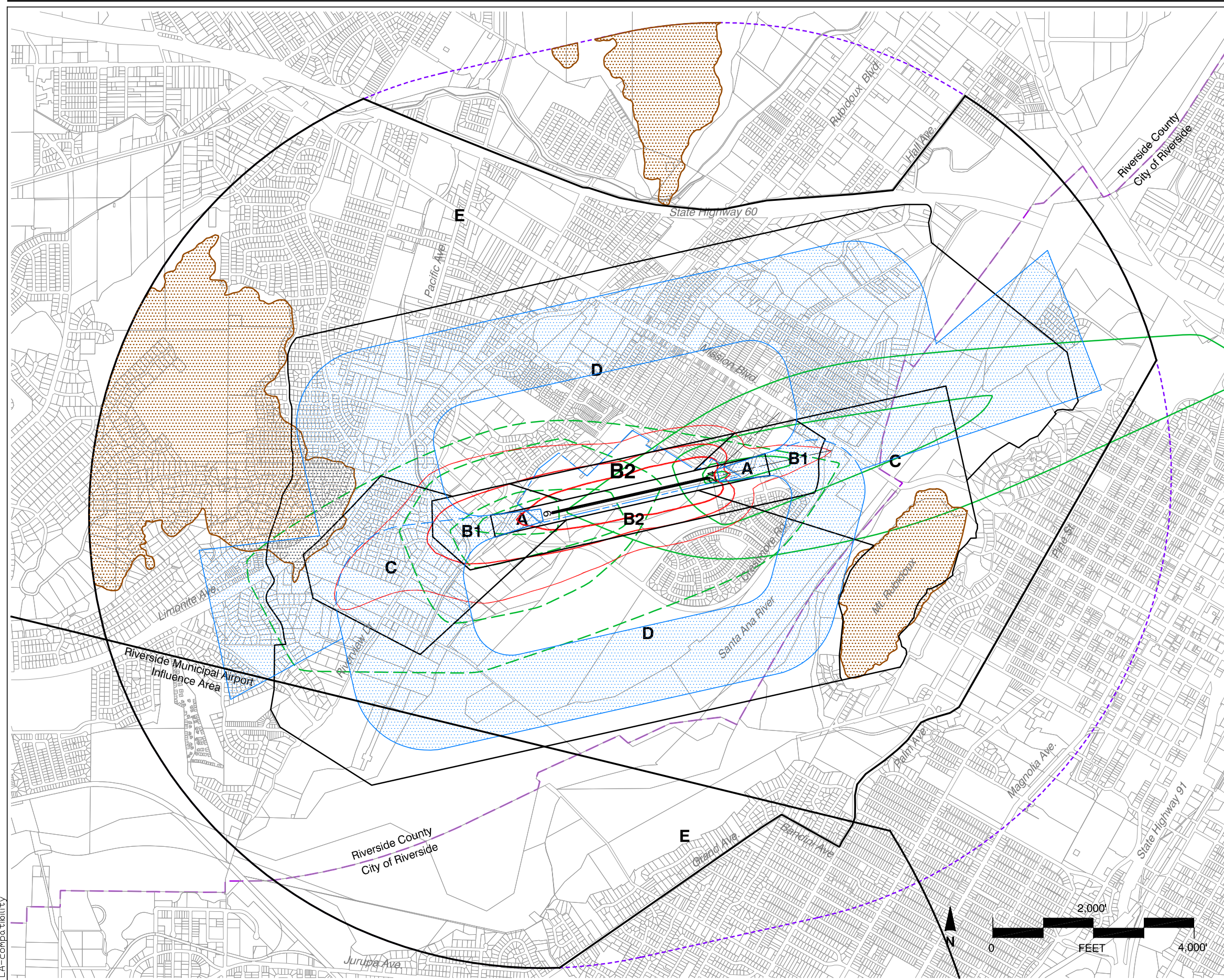
FLA—noise—compatibility

**Exhibit FL-5**

**Future Noise Impacts**  
Flabob 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 } Future Average
- 60 dB CNEL } Annual Day
- 55 dB CNEL }
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- Terrain Penetration on FAR Part 77 Surfaces

**Boundary Lines**

- Airport Property Line
- City Limits

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

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

Exhibit FL-6

**Compatibility Factors Map**  
**Flabob Airport**

FLA-compatibility





**AIRPORT SITE**

- ▶ *Location*
  - ▶ Western Riverside County
  - ▶ In unincorporated community of Rubidoux
  - ▶ 2 miles northwest of Riverside Central Business District
- ▶ *Nearby Terrain*
  - ▶ Airport site generally level
  - ▶ Santa Ana River within 1 mile south and east of runway
  - ▶ Nearby high points: Mt. Rubidoux (elevation 2,655 ft.) 1 mile southeast; Pedley Hills (elevation 1,000-1,200 ft.) 1-2 miles west; hill (elevation 1,735 ft.) 1¼ miles north

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *County of Riverside*
  - ▶ Airport entirely within unincorporated Riverside County
- ▶ *City of Riverside*
  - ▶ Riverside city limits within 1 mile south and east of runway

**STATUS OF COMMUNITY PLANS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

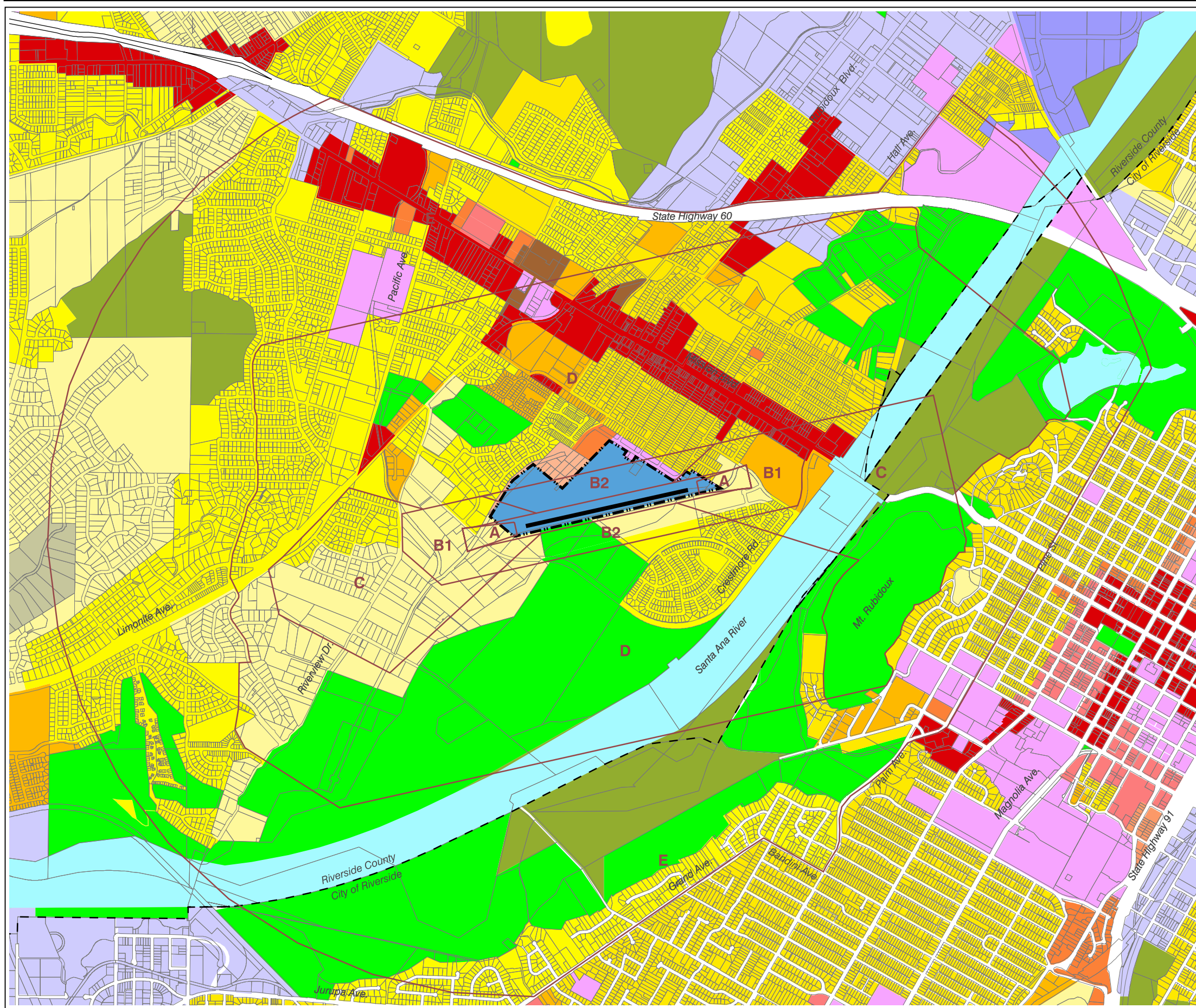
- ▶ *Riverside County General Plan*
  - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - ▶ Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - ▶ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - ▶ Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Riverside General Plan*
  - ▶ Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
  - ▶ Although intended for Riverside Municipal Airport, Transportation Element Policy T 3.8 could also apply to Flabob; policy states that "City should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety"
- ▶ *City of Riverside Zoning Codes*
  - ▶ No FAR Part 77 height limit zoning

**Exhibit FL-7**

**Airport Environs Information**

**Flabob Airport**

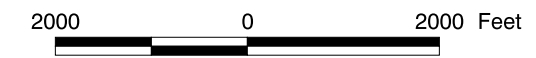




**Legend**

- City Limits
- Runway
- Airport Property Line
- 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
- Agriculture
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This map is combined and simplified from the following map sources:  
 Riverside County General Plan (October 2003)  
 City of Riverside General Plan (September 1993)



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

Exhibit FL-8

**General Plan Land Use Designations**  
**Flabob Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND JURUPA AREA PLAN**

**Residential Land Use**

- ▶ *Compatibility Zone A*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations east and west of airport [R1] conflict with *Zone A* compatibility criteria; no structures are allowed in *Zone A*
- ▶ *Compatibility Zone B1*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and High-Density Residential (8.1 to 14.0 dwelling units/acre) designation west and east of airport [R2], respectively, conflict with *Zone 1* compatibility criteria
- ▶ *Compatibility Zone B2*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation south of airport [R3] conflict with *Zone B2* compatibility criteria
- ▶ *Compatibility Zone C*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations west of the airport and High-Density Residential (8.1 to 14.0 dwelling units/acre) designation east of the airport [R4] conflict with *Zone C* compatibility criteria
- ▶ *Compatibility Zone D*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north and south of airport [R5] potentially conflict with the high-and-low options for *Zone D*
- ▶ *Compatibility Zone E*
  - › No inconsistencies noted

**Non-Residential Land Use**

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

**Other Policies**

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

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

Exhibit FL-9

## General Plan Consistency Review (Preliminary)

Flabob Airport Environs



**CITY OF RIVERSIDE:  
GENERAL PLAN (1993), AND ZONING CODES**

**Residential Land Use**

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

**Other Policies**

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

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

**Exhibit FL-9, continued**

P:\RCCO\Drawgs\FLA-consistency.dwg Apr 21, 2005 - 1:38pm

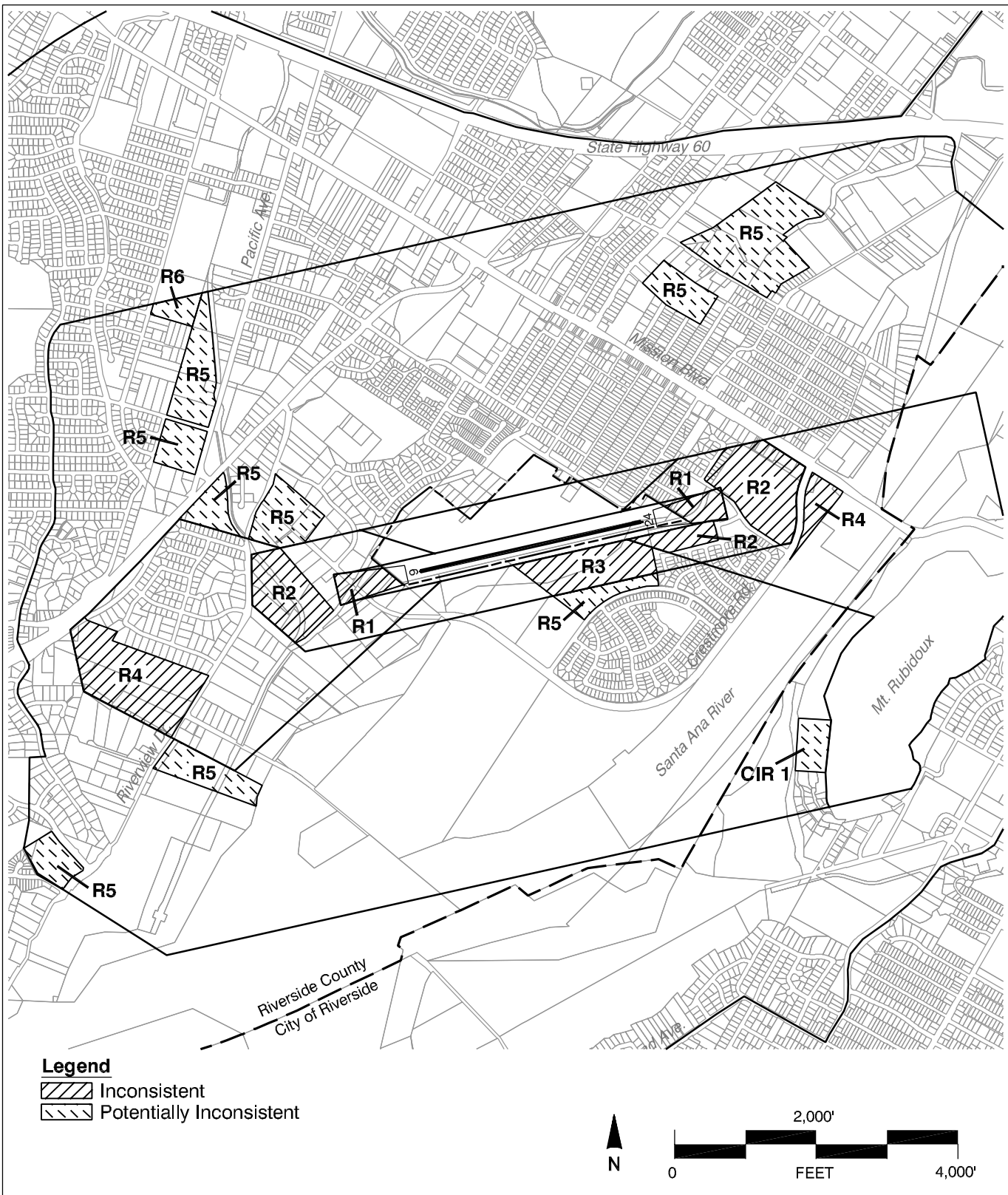


Exhibit FL-9, continued

## Background Data: Hemet-Ryan Airport and Environs

### INTRODUCTION

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

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

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

**GENERAL INFORMATION**

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

**AIRPORT PLANNING DOCUMENTS**

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

**RUNWAY/TAXIWAY DESIGN**

**Runway 4-22**

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

**Runway 5-23**

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

**Tow Plane Landing Area**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ *Airplane Traffic Patterns*
  - ▶ Runways 4, 23: Left traffic
  - ▶ Runways 5, 22: Right traffic
  - ▶ Pattern altitude: 1,000 ft. AGL
- ▶ *Instrument Approach Procedures (lowest minimums)*
  - ▶ Runway 5 RNAV (GPS)
    - Straight-in (1 mi. visibility; 855 ft. descent ht.)
    - Circling (1mi. visibility; 848 ft. descent height)
  - ▶ NDB-A
    - Circling (1¼ mi visibility; 1,248 ft. descent height)
- ▶ *Visual Approach Aids*
  - ▶ Airport: Rotating beacon
  - ▶ Runway 23: Precision Approach Path Indicator (3.0°)
- ▶ *Operational Restrictions / Noise Abatement Procedures*
  - ▶ Rwy 4-22 restricted to sailplanes and towplanes

**APPROACH PROTECTION**

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

**BUILDING AREA**

- ▶ *Location:* Primary area south of runways; sailplane facilities north of runways
- ▶ *Aircraft Parking Capacity*
  - ▶ Hangars: 103
  - ▶ Tiedowns: 79; plus parking for 100+ sailplanes
- ▶ *Other Major Facilities*
  - ▶ Commercial sailplane operations
  - ▶ Fire attack base
  - ▶ Riverside County Sheriff's Aviation Unit base
- ▶ *Services*
  - ▶ Fuel: Jet, Jet A, 100LL (FBO fuel truck service)
  - ▶ Other: Flight instruction; aircraft maintenance; sailplane launching; aircraft rental; charter; avionics repair

**POTENTIAL FACILITY IMPROVEMENTS**

(pending ALUCP adoption)

- ▶ *Airfield*
  - ▶ Extend Runway 5-23 to 5,300 feet
  - ▶ Upgrade GPS approach to future end of Runway 5 to provide ¾-mile visibility minimums; resulting RPZ mostly on existing airport property
  - ▶ Reduce Runway 4-22 length to 1,485 feet with lead-in taxiway for sailplane launching
  - ▶ Relocate sailplane landing area
- ▶ *Building Area*
  - ▶ Add up to 50 T-hangars and 24 box hangars
- ▶ *Property*
  - ▶ Acquire 24 acres fee simple in approach to Runways 22 and 23
  - ▶ Acquire 3 acres of approach protection easement on remainder of future Runway 5 RPZ.

**Exhibit HR-1**

**Airport Features Summary**

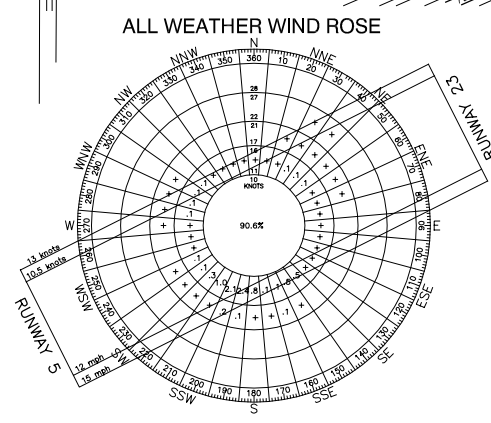
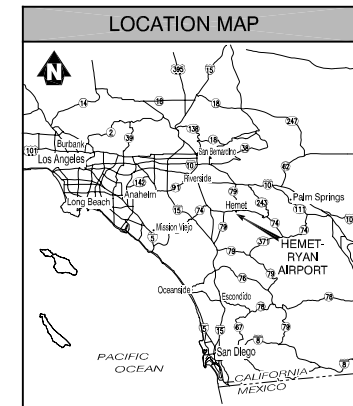
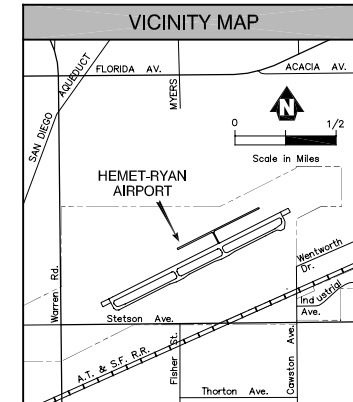
**Hemet-Ryan Airport**



RUNWAY DATA				
	RUNWAY 5-23		RUNWAY 4-22 (e)	
	EXISTING	FUTURE	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-II	No Change	A4 (Small)	No Change
CRITICAL AIRCRAFT	AIRCRAFT	Citation II	No Change	Sailplane
	WINGSPAN	53.5'	No Change	50'
	APPROACH SPEED	114	No Change	<90
	MAX. TAKEOFF WT.	22,000	No Change	1,300
PHYSICAL LENGTH AND WIDTH	4,315' x 100'	5,300' x 100'	2,045' x 25'	1,485' x 25'
LINE OF SIGHT PROVIDED	Yes	No Change	Yes	No Change
MAXIMUM ELEVATION (Above Mean Sea Level)	1,517'	No Change	1,513'	No Change
EFFECTIVE GRADIENT (%)	0.25%	0.23%	0.29%	No Change
MAXIMUM GRADIENT (%)	0.25%	0.23%	0.29%	No Change
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/DT	80/130/-	No Change	5/-/-	No Change
RUNWAY SAFETY AREA (Width)	300'	No Change	120'	120'
RUNWAY SAFETY AREA (Length Beyond Runway End)	5/4	600'	No Change	240'
OBJECT FREE AREA (Width)	500'	No Change	250'	No Change
OBJECT FREE AREA (Length Beyond Runway End)	5/4	300'	No Change	240'
OBSTACLE FREE ZONE (Width)	400'	No Change	250'	No Change
OBSTACLE FREE ZONE (Length Beyond Runway End)	5/4	200'	No Change	200'
APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway 23/22	5/4 Nonprecision [C]	No Change	Visual [A(V)]
APPROACH VISIBILITY (Minimums)	Approach End of Runway 23/22	5/4 1 Mile	No Change	Visual [A(V)]
APPROACH SLOPE (Required/Clear)	Approach End of Runway 23/22	5/4 34:1/34:1	No Change	20:1/50:1
APPROACH AND LANDING AIDS	Approach End of Runway 23/22	5/4 GPS (Straight-in)	No Change	GPS/MALS
RUNWAY END COORDINATES (NAD83)	Approach End of Runway 5/4	Latitude 33°43'56.592" N Longitude 117°01'44.876" W	No Change	Latitude 33°44'02.198" N Longitude 117°01'26.919" W
RUNWAY END ELEVATIONS (NAVD88)	Approach End of Runway 23/22	5/4 1,507'	No Change	1,517'
RUNWAY MARKING	Nonprecision	No Change	Basic	No Change
RUNWAY LIGHTING	Medium Intensity	No Change	None	No Change
DISTANCE FROM RW Q TO HOLD BARS	150'	No Change	90'	125'

- NOTES**
- (a) Airport coordinates data source: field survey by County of Riverside (1995). Airport elevations from survey by Krieger and Steward (1999) using National Geodetic survey monument "Ryan" (DX3153). Coordinates are NAD83 and elevations are NAVD88.
  - (b) Road segment to be abandoned.
  - (c) The BRL, APL, and OFA depicted on the ALP indicate the future limits of these functional lines. They are depicted as "existing" except beyond the physical limits of the existing airfield.
  - (d) Critical aircraft is in ARC B-II. However, Runway 5-23 and its safety area were constructed to ARC B-III standards. Therefore, the higher standards will be retained where possible.
  - (e) Runway 4-22 is parallel to Runway 5-23. Historically it was assigned its designation to more clearly separate sailplane related traffic.
  - (f) Existing runway edge lights on the north side of Runway 5-23, between Taxiway C and the Runway 23 threshold, are to be converted to semilush type lights. The purpose is to enable tow planes to land on Runway 23 and turn at Taxiway C without damaging the lights with the tow rope.

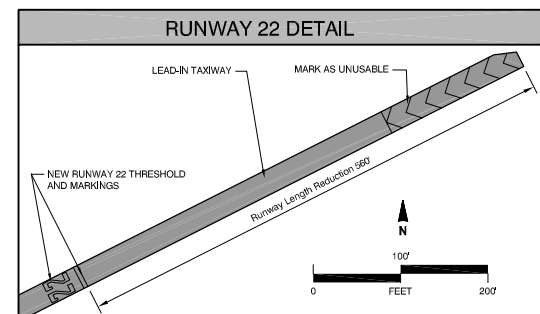
FACILITIES LEGEND	
1	Wash Rack
2	Fuel Island
3	Restaurant
4	VASI, to be replaced
5	AWOS Antenna
6	Aviation Museum
7	Aircraft Tiedowns
8	Aircraft Storage Hangars
9	Fixed Base Operators
10	Sailplane Facilities
11	Helipad
12	Box Hangars - (Future Site)
13	Large Aircraft Hangars - (Future Site)
14	Auto Parking
15	Fire Station
16	Future FBO if Firebase closes
17	Future large aircraft hangars, if Firebase closes
18	Future PAPI
19	Riverside County Sheriff's Aviation Unit
20	T-Hangars (Future Site)



WIND COVERAGE		
RUNWAY 5-23	10.5 Knots (12 mph)	13 Knots (15 mph)
ALL WEATHER	95.57%	98.96%

SOURCE: HEMET AWOS  
 PERIOD: JANUARY-JUNE 2004  
 27, 910 HOURLY OBSERVATIONS  
 + INDICATES LESS THAN 0.1 %

AIRPORT DATA		
AIRPORT SERVICE LEVEL (NPIAS)	General Aviation	No Change
AIRPORT REFERENCE CODE	B-III (d)	No Change
CRITICAL AIRCRAFT	Citation II	No Change
AIRPORT REFERENCE POINT (d)	Latitude 33° 44' 02.428" N Longitude 117° 01' 20.221" W	33° 44' 00.577" N 117° 01' 24.517" W
AIRPORT ELEVATION (Above Mean Sea Level)	1,517'	No Change
MEAN MAX. TEMP. (Hottest Month)	98.6° F (July)	No Change
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Beacon, NDB, GPS	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple 440 Easement 45	464 55
AIRCRAFT SPACES	Tiedowns 65± T-Hangars/Portables 100 Large Box Hangars 3	100± 130± 6
	FBO Area (Approx.) 15±	25±



DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	[Symbol]	[Symbol]
OTHER PAVEMENT IN USE	[Symbol]	[Symbol]
GRAVEL SHOULDER/ROAD	[Symbol]	N/A
AIRPORT PROPERTY LINE	[Symbol]	N/A
INTERNAL BOUNDARY	[Symbol]	N/A
OTHER PROPERTY LINES	[Symbol]	N/A
AVIGATION EASEMENT	[Symbol]	N/A
CRITICAL AIRFIELD AREAS *	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	N/A
FENCE	[Symbol]	N/A
VEHICLE GATE	[Symbol]	N/A
WIND CONE	[Symbol]	N/A
HELIPAD	[Symbol]	N/A
RUNWAY EDGE LIGHTS / REIS	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	N/A
AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
TOPOGRAPHIC CONTOURS	[Symbol]	N/A
WATERWAY/CULVERT/CHANNEL	[Symbol]	N/A
POWER LINE	[Symbol]	N/A
SECTION CORNER	[Symbol]	N/A

\* APL - Aircraft Parking Limits  
 BRL - Building Restriction Line  
 RSL - Runway Safety Area

OFA - Object Free Area  
 OFZ - Obstacle Free Zone  
 RPZ - Runway Protection Zone

SUBMITTED BY: County of Riverside

By \_\_\_\_\_ Date \_\_\_\_\_

NO.	REVISION	SPONSOR	DATE
3	Airport Master Plan Update	Mead & Hunt	4/11/05
2	Show new hangars and relocated portables	Mead & Hunt	1/19/00
1	Update format and delete demolished buildings	Shutt Moen Associates	6/20/98

**HEMET-RYAN AIRPORT**  
**HEMET, CALIFORNIA**  
**AIRPORT LAYOUT PLAN**

MEAD & HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS  
 707 Aviston Blvd., Santa Rosa, California 95403 - (707) 526-2010

County of Riverside

DESIGN: DD DRAWN: TE DATE: May 2005 SHEET 1 OF 4

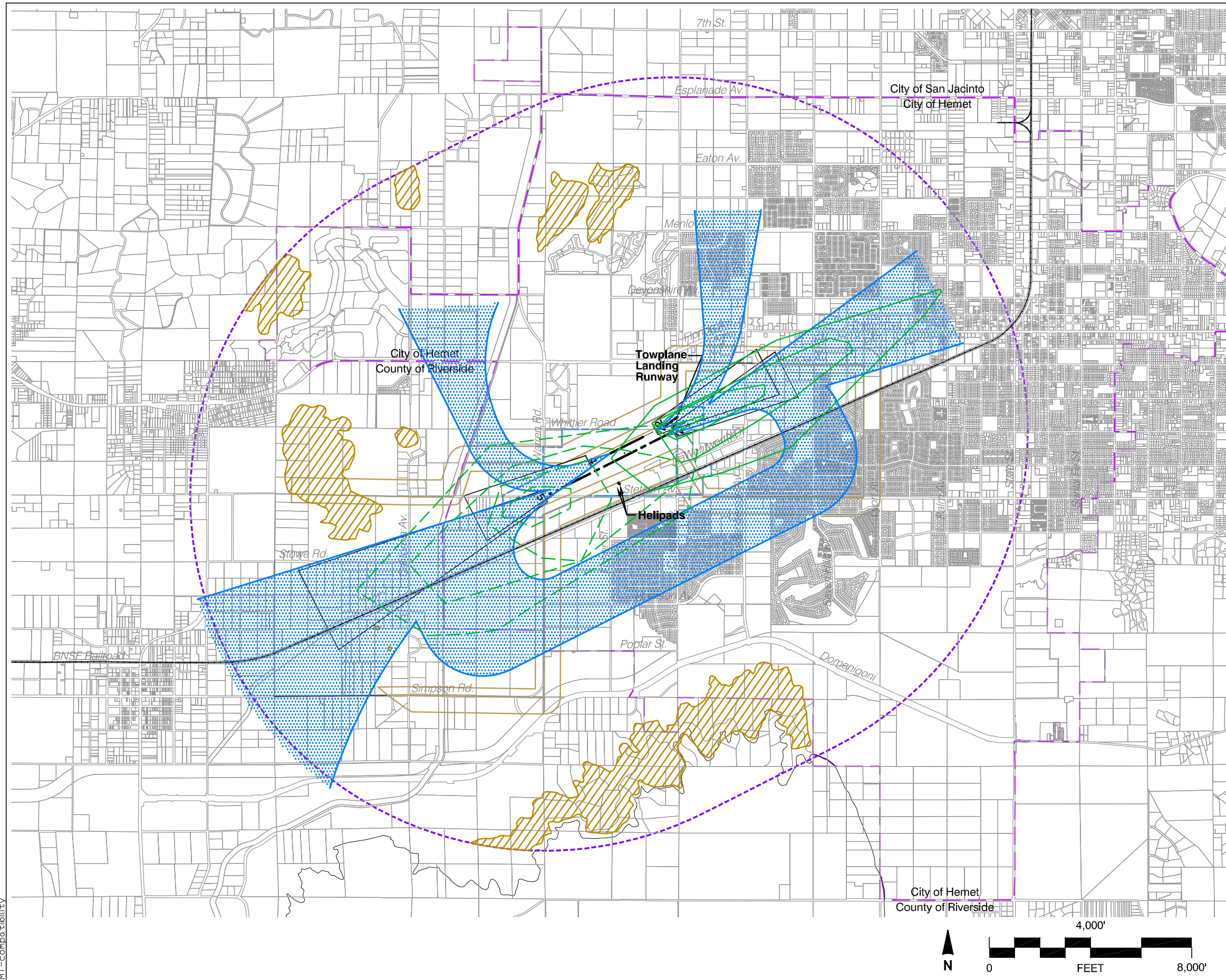


To be added at later date

To be added at later date



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**Legend**

**Compatibility Zones**

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

} To Be Added

**Noise and Overflight Compatibility Factors**

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

} Not Shown

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours \* (Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours \* (Shown only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- Terrain Penetration of FAR Part 77 Surfaces

**Boundary Lines**

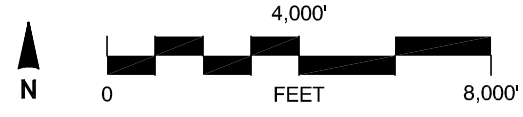
- Airport Property Line
- City Limits

\* Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**West County Airports Background Data**  
*(January 2006 Draft)*

Exhibit HR-6

**Compatibility Factors Map**  
**Hemet-Ryan Airport**



HMT-compatibility

**AIRPORT LOCATION AND NEARBY TOPOGRAPHY**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

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

**STATUS OF COMMUNITY PLANS**

- ▶ *County of Riverside*
  - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Hemet*
  - ▶ General Plan: adopted August 1992; amended August 1999; Housing Element amended September 2001
  - ▶ Land Use Map: adopted August 1992; amended November 1994
  - ▶ Specific Plans: Heartland Village (adopted 1983; last amended 1999); Hemet Valley Country Club (adopted 1991; last amended 1999); McSweeny Ranch (adopted 1991); Page Ranch (adopted 1980)

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED COMPATIBILITY MEASURES**

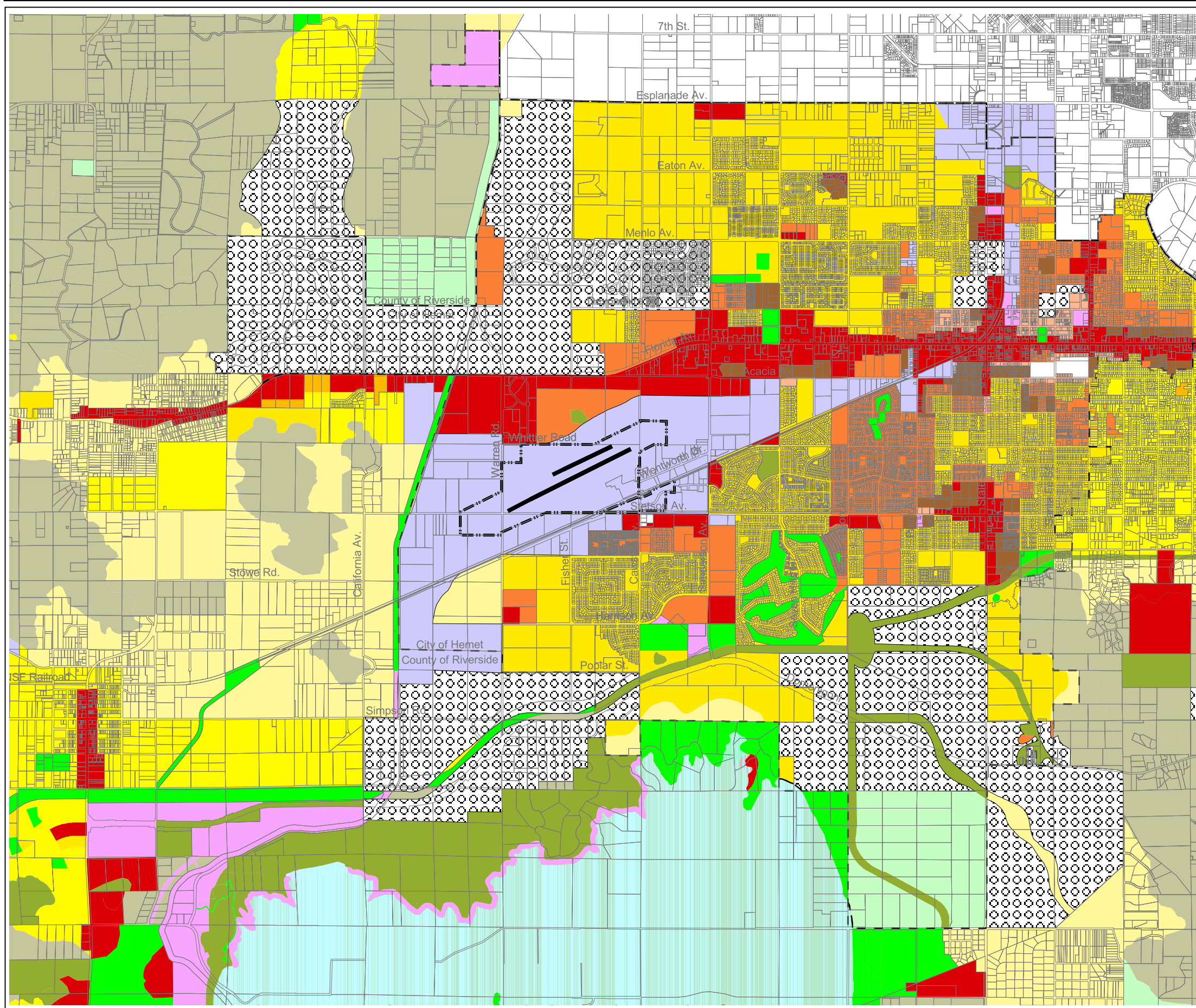
- ▶ *Riverside County General Plan*
  - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - ▶ Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - ▶ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - ▶ Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8)
  - ▶ Comply with Hemet-Ryan Airport CLUP (Harvest Valley/Winchester Area Plan 1.1)
- ▶ *City of Hemet General Plan (1992)*
  - ▶ Public Health and Safety Element sets maximum noise level standard for new residential development at 65 dB CNEL based on contours in 1986 ALUC plan
  - ▶ Development intensities within safety zones to be limited in accordance with ALUC plan criteria
  - ▶ Dedication of avigation easements required as part of development review process for airport area projects

**Exhibit HR-7**

**Airport Environs Information**

**Hemet-Ryan Airport**





**Legend**

- City Limits
- 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
- Specific Plan

Note: This map is combined and simplified from maps of the following sources:  
 Riverside County General Plan (October 2003)  
 City of Hemet General Plan (November 1994)



**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**West County Airports Background Data**  
 (January 2006 Draft)

Exhibit HR-8

**General Plan Land Use Designations**  
**Hemet-Ryan Airport Environs**



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## Background Data: Perris Valley Airport and Environs

### INTRODUCTION

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

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

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

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are

made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

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

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

Exhibits PV-1 through PV-3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV-2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV-4 and PV-5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV-6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV-7 through PV-9.



**GENERAL INFORMATION**

- ▶ *Airport Ownership:* Private
- ▶ *Year Opened:* 1942
- ▶ *Property Size*
  - › Fee title: 82 acres
  - › Lease: 18 acres
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 1,413 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Airport Master Plan*
  - › None
- ▶ *Airport Layout Plan Drawing*
  - › None
  - › Airport Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning [pending]

**RUNWAY/TAXIWAY DESIGN****Runway 15-33**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

- ▶ *Location:* Most facilities west of runway
- ▶ *Aircraft Parking Capacity*
  - › Hangar space: 10,000 sq. ft.
  - › Tie downs: 24
- ▶ *Services*
  - › Fuel: 100LL/80 (available during regular business hours) Emergency only
  - › Other: ultralight flight instruction, aircraft rental and sales
  - › Skydiving
- ▶ *Other Major Facilities*
  - › Indoor skydiving training facility

**PLANNED FACILITY IMPROVEMENTS**

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

Exhibit PV-1

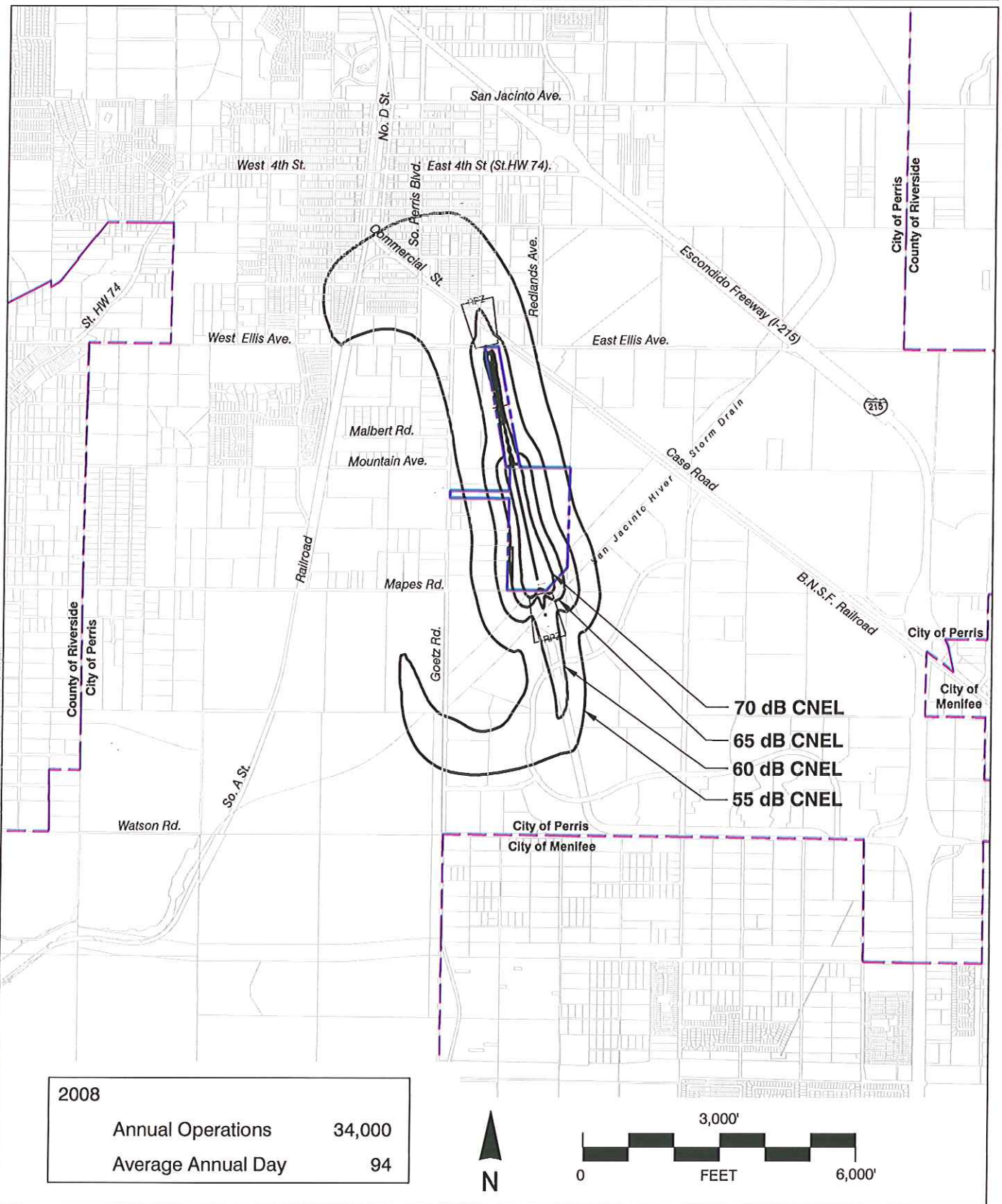
## Airport Features Summary

Perris Valley Airport









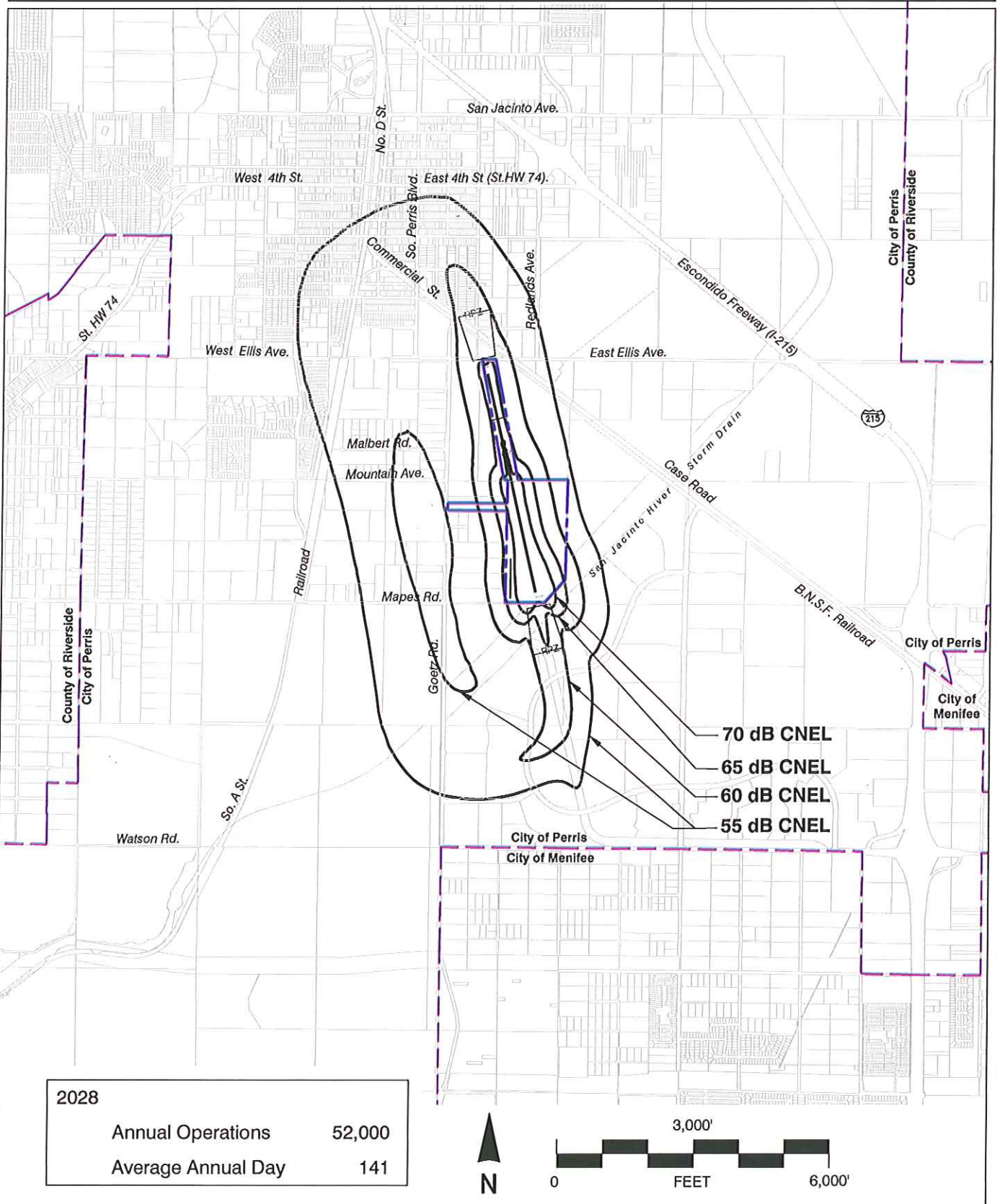
C:\Users\8701m\appdata\local\temp\AsPublish\_65\_9595105\A11\_P\com\stability\_2010.dwg Jul 01 2010 2:01:57m

Exhibit PV-4

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

## Existing Noise Impacts Perris Valley Airport





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

Exhibit PV-5

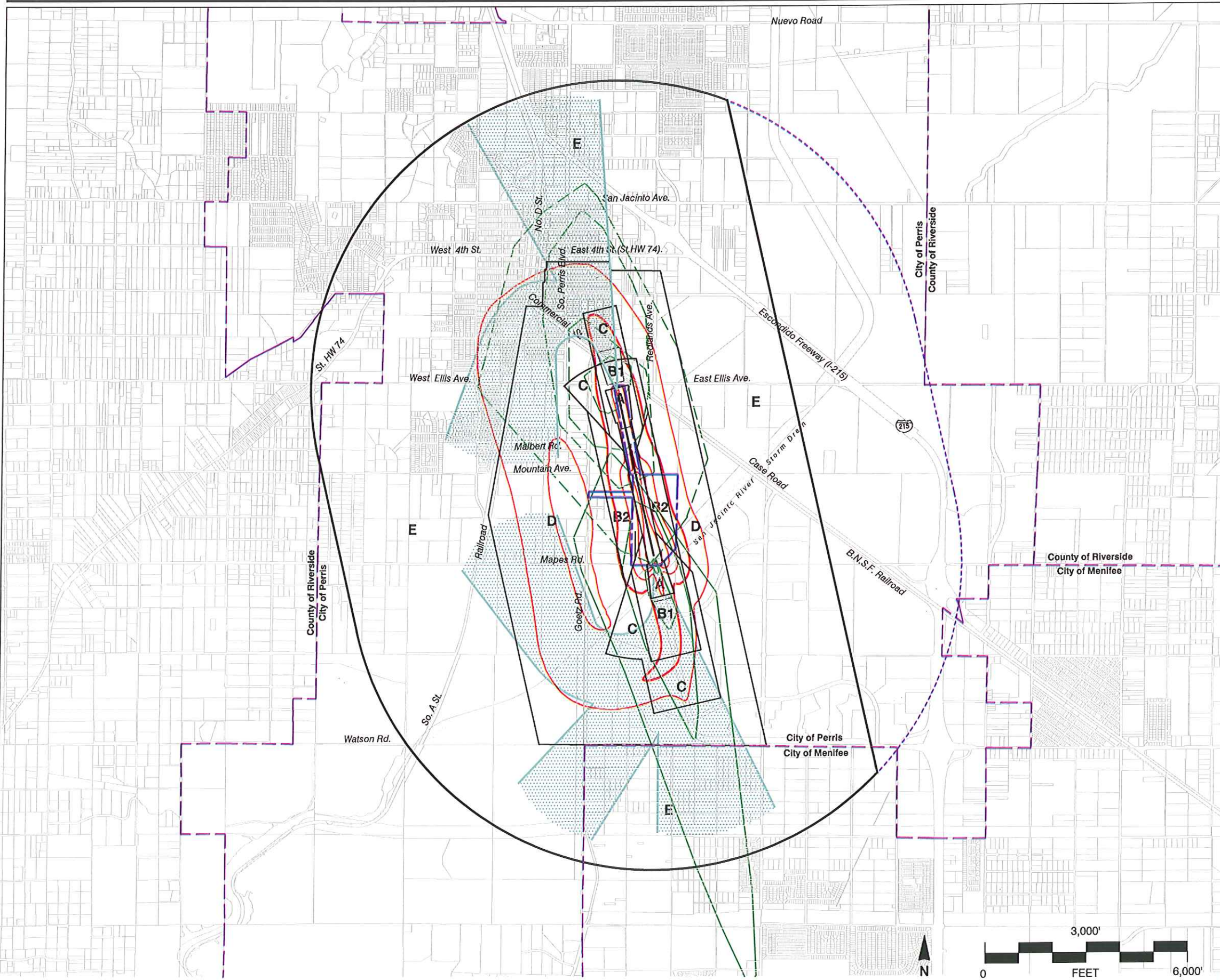
# Ultimate Noise Impacts

## Perris Valley Airport



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**Legend**

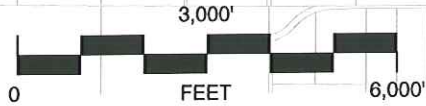
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
- Noise and Overflight Compatibility Factors**
- 70 dB CNEL
  - 65 dB CNEL
  - 60 dB CNEL
  - 55 dB CNEL
- } Future Average  
} Annual Day
- ▨ General Traffic Pattern Envelope  
(approximately 80% of aircraft overflights estimated to occur within these limits)
- Safety and Airspace Compatibility Factors**
- Aircraft Departure Accident Risk Intensity Contours \*  
(Shown Only for Takeoffs to the North)
  - Aircraft Approach Accident Risk Intensity Contours \*  
(Shown Only for Landings from the South)
  - FAR Part 77 Conical Surface Limits  
No Terrain Penetrations 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**  
*(July 2010 Draft)*

Exhibit PV-6

**Compatibility Factors**  
**Perris Valley Airport**



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



**AIRPORT SITE**

- ▶ *Location*
  - › Western Riverside County
  - › 1 miles southeast of Perris Central Business District
- ▶ *Nearby Terrain*
  - › Airport site generally level
  - › San Jacinto River adjacent to south end of runway
  - › Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,250± ft.)

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *City of Perris*
  - › Airport entirely within incorporated Perris city limits
- ▶ *County of Riverside*
  - › Riverside County within 2 miles west and east of runway
- ▶ *City of Menifee*
  - › 1 mile south of airport

**STATUS OF COMMUNITY PLANS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

- ▶ *Riverside County General Plan*
  - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 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 Perris General Plan*
  - › Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- ▶ *City of Perris Zoning Codes*
  - › No FAR Part 77 height limit zoning
- ▶ *City of Menifee*
  - › None yet established

Exhibit PV-7

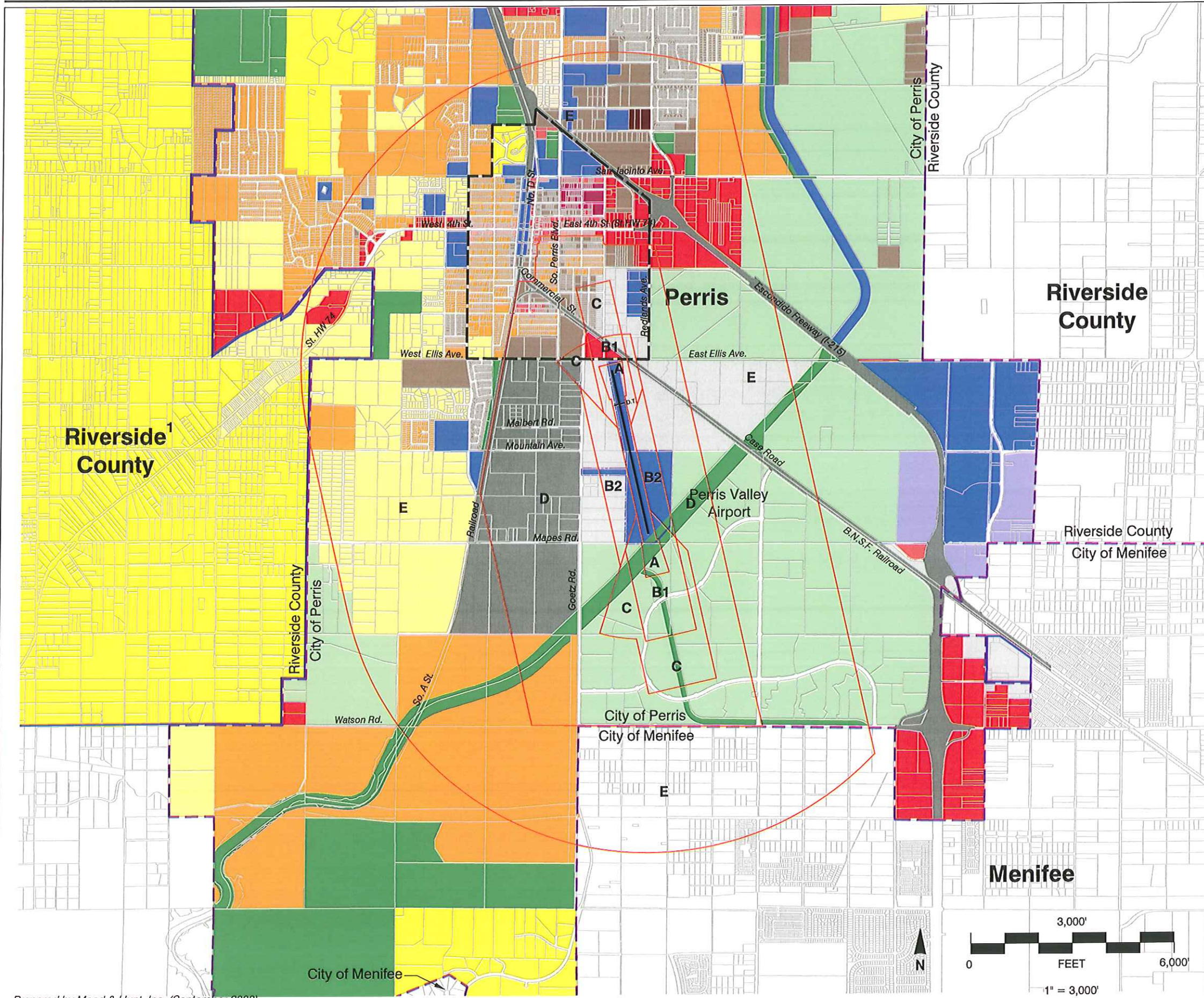
## Airport Environs Information

### Perris Valley Airport



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**Legend**

**Boundary Lines**

- - - City Limit Line
- - - City of Perris Sphere of Influence<sup>1</sup>
- - - Downtown Specific Plan
- - - Airport Property Line
- Runway
- Compatibility Zones

**City of Perris Land Use Designations<sup>2</sup>**

- Single Family Residential, 20,000 sq. ft. Lot
- Single Family Residential, 10,000 sq. ft. Lot
- Single Family Residential, 8,400 sq. ft. Lot
- Single Family Residential, 7,200 sq. ft. Lot
- Single Family Residential, 6,000 sq. ft. Lot
- Multiple Family Residential, 14 dwelling units per acre
- Multiple Family Residential, 22 dwelling units per acre
- Neighborhood Commercial/Urban Residential
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Business Park
- Light Industrial
- General Industrial
- Specific Plan
- Parks/Recreational/Open Space
- Public/Semi-Public Facilities/Utilities

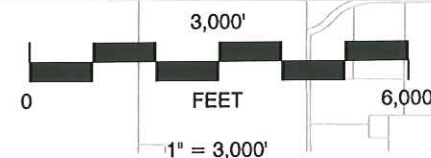
<sup>1</sup> A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

<sup>2</sup> Source: ?

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**West County Airports Background Data**  
 (July 2010 Draft)

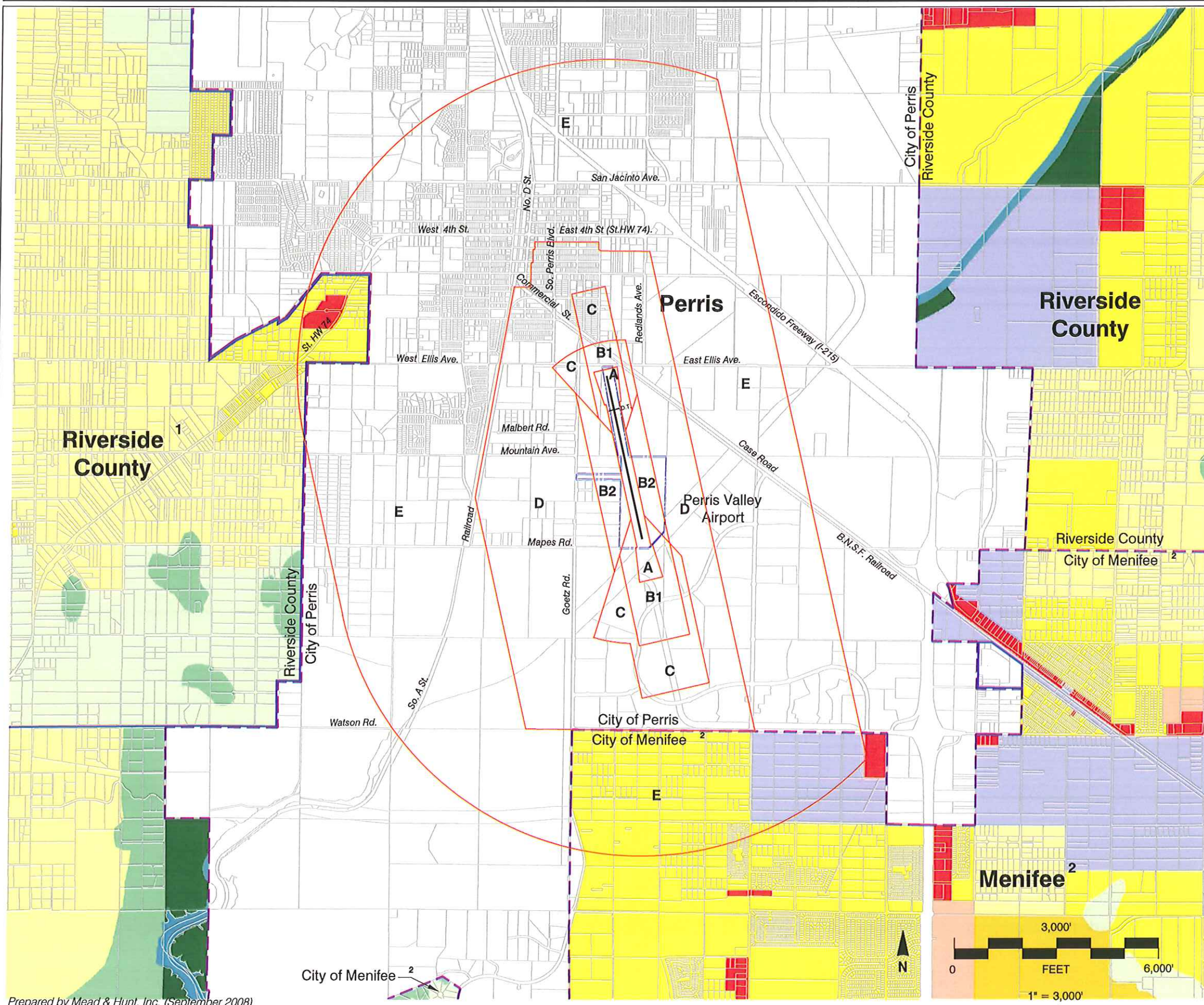
Exhibit PV-8

**General Plan Land Use Designations**  
**City of Perris**  
**Perris Valley Airport**



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 Prepared by Mead & Hunt, Inc. (September 2008)





**Legend**

- Boundary Lines**
- - - City Limit Line
  - - - City of Perris Sphere of Influence <sup>1</sup>
  - - - Airport Property Line
  - Runway
  - Compatibility Zones

**County of Riverside Land Use Designations <sup>2</sup>**

- Rural Residential
- Rural Mountainous
- Rural Desert
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Light Industrial
- High Industrial
- Business Park
- Public Facilities
- Community Center
- Indian Lands
- Freeway
- City
- Conservation
- Conservation Habitat
- Open Space Rural
- Recreation
- Water
- Mineral Resources
- Agriculture

<sup>1</sup> A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

<sup>2</sup> Border shown for the future City of Menifee, California. Incorporated: October 1, 2008. No General Plan or Zoning Ordinance was adopted at the time this map was created. The land use is as designated by Riverside County.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**West County Airports Background Data**  
 (July 2010 Draft)

Exhibit PV-9

**General Plan Land Use Designations**  
**County of Riverside**

Perris Valley Airport

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 Prepared by Mead & Hunt, Inc. (September 2008)



## Background Data: Riverside Municipal Airport and Environs

### INTRODUCTION

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

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

The surrounding area is heavily urbanized, especially to the east and south. Much of this development is not in conformance with either the former or new compatibility criteria. The opportunities for additional development in the airport environs are limited, however. Most such development can occur only as either infill or redevelopment. Information regarding local land uses and land use compatibility policies of the City of Riverside and Riverside County is summarized in Exhibit RI-8 and current general plan designations of the two jurisdictions are mapped in Exhibit RI-9. The final exhibit (RI-10) contains a preliminary assessment of inconsistencies between the city and county general plans and the *Compatibility Plan*.

**GENERAL INFORMATION**

- ▶ *Airport Ownership:* City of Riverside
- ▶ *Year Opened:* c. 1930
- ▶ *Property Size*
  - ▶ Fee Title: 441 acres
  - ▶ Avigation Easements: Required for all development in airport influence area; acreage uncertain
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 818 feet MSL

**AIRPORT PLANNING DOCUMENTS**

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

**RUNWAY/TAXIWAY DESIGN**

**Runway 9-27**

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

**Runway 16-34**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ *Airplane Traffic Patterns*
  - ▶ Runways 9, 27, 34: Left traffic
  - ▶ Runway 16: Right traffic
  - ▶ Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- ▶ *Instrument Approach Procedures (lowest minimums)*
  - ▶ Runway 9 ILS:
    - Straight-in (½-mile visibility; 200 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
  - ▶ Runway 9 VOR or GPS
    - Straight-in (½-mile visibility; 466 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height)
  - ▶ Two additional procedures provide circling only
- ▶ *Standard Inst. Departure Procedures:* None
- ▶ *Visual Approach Aids*
  - ▶ Airport: Rotating beacon
  - ▶ Runway 27: Visual Approach Slope Indicator (3.0°)
  - ▶ Runway 34: Precision Approach Slope Indicator
- ▶ *Operational Restrictions / Noise Abatement Procedures*
  - ▶ Runway 16-34 usage limited to 12,500-lb aircraft

**APPROACH PROTECTION**

- ▶ *Runway Protection Zones (RPZs)*
  - ▶ Runway 9: 2,500 ft. long; >¾ on airport or road r.o.w.
  - ▶ Runway 27: 1,000 ft. long; all on airport property
  - ▶ Runway 16: 1,000 ft. long; ¾ on airport property
  - ▶ Runway 34: 1,000-ft. long; <¼ on airport property
- ▶ *Approach Obstacles:* None

**BUILDING AREA**

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

**PLANNED FACILITY IMPROVEMENTS**

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

**Exhibit RI-1**

**Airport Features Summary**

**Riverside Municipal Airport**

**GENERAL NOTES**

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7 and 8 of these plans.
2. Details concerning terminal improvements are depicted on the TERMINAL AREA DRAWING, sheet 2 of these plans.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING, sheet 9 of these plans.
4. Existing fence line along existing property line, except where shown.
5. Existing facilities digitized from Aerial Photography, Inland Aerial Surveys, November 1998.

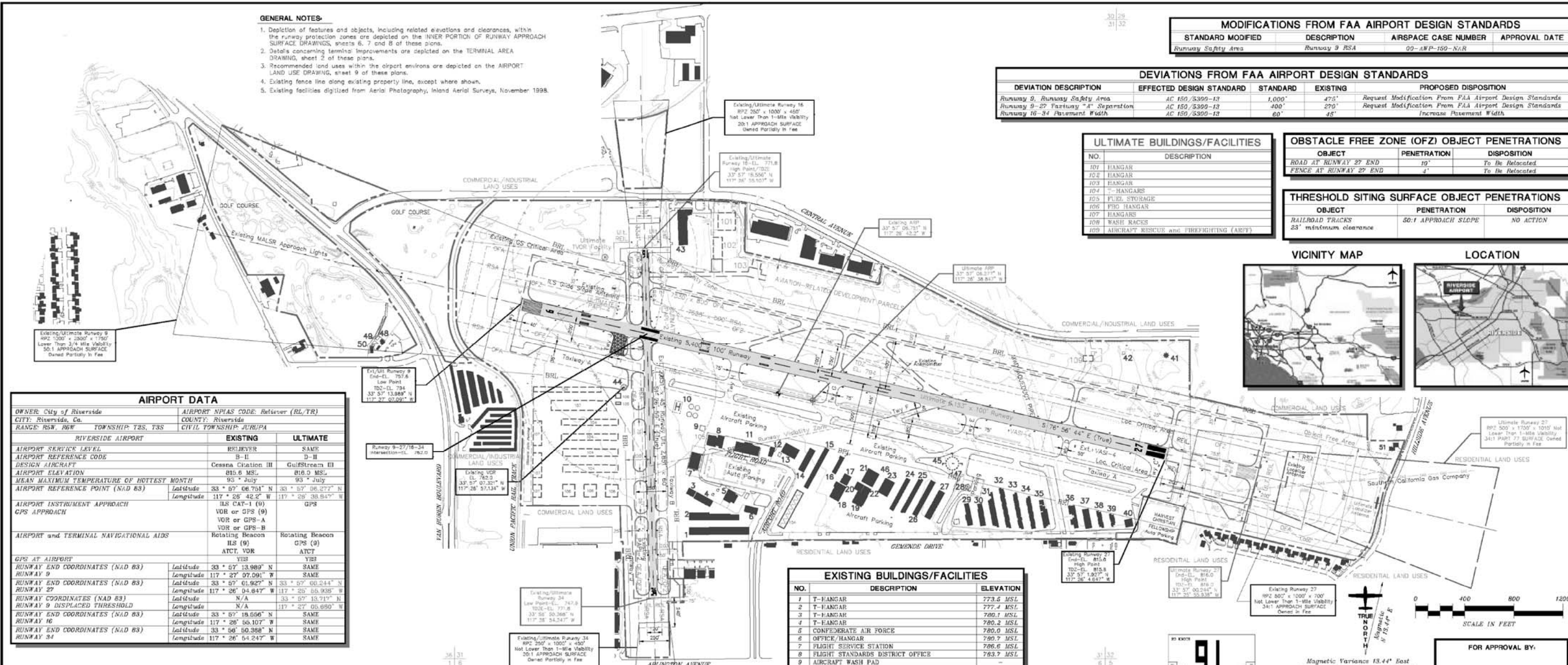
MODIFICATIONS FROM FAA AIRPORT DESIGN STANDARDS			
STANDARD MODIFIED	DESCRIPTION	AIRSPACE CASE NUMBER	APPROVAL DATE
Runway Safety Area	Runway 9 RSA	02-AWP-150-NAR	

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Runway 9, Runway Safety Area	AC 150, §309-13	1,000'	475'	Request Modification From FAA Airport Design Standards
Runway 9-27 Taxiway "A" Separation	AC 150, §309-13	400'	270'	Request Modification From FAA Airport Design Standards
Runway 16-34 Pavement Width	AC 150, §309-13	60'	45'	Increase Pavement Width

ULTIMATE BUILDINGS/FACILITIES	
NO.	DESCRIPTION
101	HANGAR
102	HANGAR
103	HANGAR
104	T-HANGAR
105	FUEL STORAGE
106	PBG HANGAR
107	HANGARS
108	BASE TRACKS
109	AIRCRAFT RESCUE and FIREFIGHTING (ARFF)

OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
ROAD AT RUNWAY 27 END	10'	To Be Relocated
FENCE AT RUNWAY 27 END	4'	To Be Relocated

THRESHOLD SITING SURFACE OBJECT PENETRATIONS		
OBJECT	PENETRATION	DISPOSITION
RAILROAD TRACKS	50:1 APPROACH SLOPE	NO ACTION
25' minimum clearance		

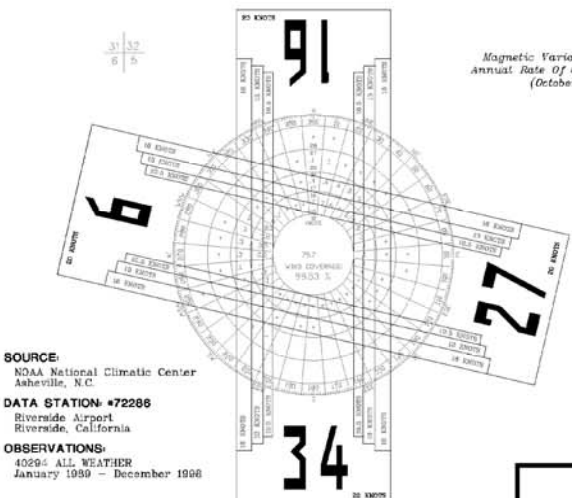


AIRPORT DATA			
OWNER: City of Riverside	AIRPORT NPIAS CODE: RIVERSIDE (RL/TR)		
CITY: Riverside, Ca	COUNTY: Riverside		
RANGE: R5W, R6W	TOWNSHIP: T2S, T3S	CIVIL TOWNSHIP: JURUPA	
RIVERSIDE AIRPORT		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL	B-II	B-II	SAME
AIRPORT REFERENCE CODES	Cessna Citation III	GulfStream III	
DESIGN AIRCRAFT	815.6 MSL	816.0 MSL	
AIRPORT ELEVATION	93' July	93' July	
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	Latitude 33° 57' 06.761" N	33° 57' 06.777" N	
AIRPORT REFERENCE POINT (NAD 83)	Longitude 117° 26' 42.2" W	117° 26' 38.847" W	
AIRPORT INSTRUMENT APPROACH	ILS CAT-I (9)	VOR or GPS (9)	
GPS APPROACH	VOR or GPS-A	VOR or GPS-B	
AIRPORT and TERMINAL NAVIGATIONAL AIDS			
	Rotating Beacon	Rotating Beacon	
	ILS (9)	GPS (9)	
	ATCT, VOR	ATCT	
	YES	YES	
GPS AT AIRPORT			
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 13.989" N	SAME	
RUNWAY 9	Longitude 117° 27' 07.091" W	SAME	
RUNWAY 27	Latitude 33° 57' 01.927" N	33° 57' 00.244" N	
RUNWAY 9	Longitude 117° 26' 04.847" W	117° 26' 06.936" W	
RUNWAY 27	Latitude N/A	33° 57' 13.717" N	
RUNWAY 9 DISPLACED THRESHOLD	Longitude N/A	117° 27' 00.090" W	
RUNWAY END COORDINATES (NAD 83)	Latitude 33° 57' 18.556" N	SAME	
RUNWAY 16	Longitude 117° 26' 05.107" W	SAME	
RUNWAY 34	Latitude 33° 56' 50.388" N	SAME	
RUNWAY 16	Longitude 117° 26' 54.247" W	SAME	

RUNWAY DATA	RUNWAY 9-27		RUNWAY 16-34	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY	General Aviation	General Aviation	General Aviation	General Aviation
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II	B-1 <sup>2</sup>	B-1 <sup>2</sup>
RUNWAY GEODETIC AZIMUTH (OC 769)	203.0467/103.0564	203.0467/103.0564	358.5418, 178.5453	358.5418, 178.5453
RUNWAY BEARING (True)	S 76° 56' 44" E	S 76° 56' 44" E	S 1° 26' 59" E	S 1° 26' 59" E
MAXIMUM RUNWAY ELEVATION (Above MSL)	815.6 MSL	816.0 MSL	774.3 MSL	774.3 MSL
RUNWAY WIND COVERAGE (12 MPH/10.5 KNOTS)	95.32%	95.41%	85.74%	85.74%
RUNWAY DIMENSIONS	5,409' ± 100'	6,153' ± 100'	2851' ± 45'	2,851' ± 60'
APPROACH VISIBILITY MINIMUMS	1/2 mile, +3/4 mile	1/2 mile, +3/4 mile	Visual	Visual
F.A.R. PART 77 CATEGORY	Precision/Nonprecision	Precision/Nonprecision	Visual-Utility	Visual-Utility
RUNWAY INSTRUMENTATION	PRECISION	PRECISION	NONE	NONE
RUNWAY APPROACH SURFACES	50:1, 34:1	50:1, 34:1	20:1, 20:1	20:1, 20:1
RUNWAY THRESHOLD DISPLACEMENT	NONE	NONE	NONE	NONE
RUNWAY STOPWAY	NONE	NONE	NONE	NONE
RUNWAY SAFETY AREA (RSA)	5,930' ± 300'	7,628' ± 500'	3,331' ± 120'	3,331' ± 120'
RUNWAY SAFETY AREA (RSA) BEYOND RWY END	382' / 148'	475' / 1000'	240'	240'
RUNWAY OBSTACLE FREE ZONE (OFZ)	5,736' ± 353'	6,553' ± 400'	3,251' ± 250'	3,251' ± 250'
RUNWAY OBJECT FREE AREA (OFA)	5,930' ± 300'	7,530' ± 600'	3,331' ± 250'	3,331' ± 250'
RUNWAY OBJECT FREE AREA BEYOND RWY END	382' / 100'	377' / 1000'	240'	240'
RUNWAY SURFACE MATERIAL	Asphalt	Asphalt	Asphalt	Asphalt
RUNWAY PAVEMENT SURFACE TREATMENT	NONE	NONE	NONE	NONE
RUNWAY PAVEMENT STRENGTH (in thousand lbs./ft.²)	40(S), 70(D)	40(S), 70(D)	40(S), 50(D)	40(S), 50(D)
RUNWAY EFFECTIVE GRADIENT	1.07%	0.95%	0.84%	0.84%
RUNWAY TOUCHDOWN ZONE ELEVATION	794.0 MSL, 815.8 MSL, 794.0 MSL, 815.8 MSL	None	None	None
RUNWAY MARKING	Precision/Nonprecision	Precision/Nonprecision	Basic/Visual	Basic/Visual
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
TAXIWAY MARKING	Centerline	Centerline	Centerline	Centerline
TAXIWAY SURFACE MATERIAL	Asphalt	Asphalt	Asphalt	Asphalt
TAXIWAY WIDTH	Varies (35' to 75')	35'	25'	25'
TAXIWAY SAFETY AREA WIDTH	79'	79'	49'	49'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	89'	89'
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	ILS/LOC (9) VOR or GPS (9)		GPS	
RUNWAY VISUAL NAVIGATIONAL AIDS	VASI-4 (27) REIL (27) MALSR (9)	PAPI-1 (9), VASI-1 (27) REIL (27) MALSR (9)	PAPI-2 (34) REIL (34) None	PAPI-2 REIL None

LEGEND		DESCRIPTION
EXISTING	ULTIMATE	AIRPORT PROPERTY LINE
EXISTING	ULTIMATE	AIRPORT REFERENCE POINT (ARP)
EXISTING	ULTIMATE	AIRPORT ROTATING BEACON
EXISTING	ULTIMATE	PAVEMENT (To Be Removed)
EXISTING	ULTIMATE	BUILDING (To Be Removed)
EXISTING	ULTIMATE	BUILDING CONSTRUCTION
EXISTING	ULTIMATE	BUILDING RESTRICTION LINE (BRL)
EXISTING	ULTIMATE	WATER LINE
EXISTING	ULTIMATE	FACILITY CONSTRUCTION
EXISTING	ULTIMATE	FENCING
EXISTING	ULTIMATE	RUNWAY EDGE LIGHTS
EXISTING	ULTIMATE	VISUAL GLIDESLOPE INDICATOR (VGI)
EXISTING	ULTIMATE	RUNWAY THRESHOLD LIGHTS and REIL
EXISTING	ULTIMATE	SECTION CORNER
EXISTING	ULTIMATE	SEGMENTED CIRCLE/WIND INDICATOR
EXISTING	ULTIMATE	TOPOGRAPHY
EXISTING	ULTIMATE	WIND INDICATOR (Lighted)
EXISTING	ULTIMATE	DIRT ROAD
EXISTING	ULTIMATE	CAS LINES
EXISTING	ULTIMATE	PARCELS
EXISTING	ULTIMATE	HELIPAD

EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEVATION
1	T-HANGAR	773.5 MSL
2	T-HANGAR	777.4 MSL
3	T-HANGAR	780.1 MSL
4	T-HANGAR	780.2 MSL
5	CONFEDERATE AIR FORCE	780.0 MSL
6	OFFICE/HANGAR	780.7 MSL
7	FLIGHT SERVICE STATION	786.6 MSL
8	FLIGHT STANDARDS DISTRICT OFFICE	783.7 MSL
9	AIRCRAFT WASH PAD	-
10	HELIPAD AND PARKING POSITION	-
11	TERMINAL ADMINISTRATION BUILDING	602.4 MSL
12	AIRPORT MAINTENANCE BUILDING	782.4 MSL
13	GOLDEN WEST AIRCRAFT	787.6 MSL
14	T-HANGAR/RIVERSIDE AIRMAIL LABS	788.6 MSL
15	T-HANGAR	785.9 MSL
16	T-HANGAR	787.6 MSL
17	RIVERSIDE AIR SERVICE	791.5 MSL
18	RIVERSIDE AIR SERVICE	796.4 MSL
19	RIVERSIDE AIR SERVICE	801.2 MSL
20	RIVERSIDE AIR SERVICE	783.4 MSL
21	RIVERSIDE AIR SERVICE	810.9 MSL
22	RIVERSIDE AIR SERVICE	794.5 MSL
23	FLYING COLORS AEROPAINT	800.7 MSL
24	T-HANGAR	790.6 MSL
25	T-HANGAR	792.9 MSL
26	T-HANGAR	793.7 MSL
27	T-HANGAR	801.9 MSL
28	AIRPORT TRAFFIC CONTROL TOWER (ATCT)	876.6 MSL
29	PORT-A-PORT HANGARS	818.0 MSL
30	PORT-A-PORT HANGARS	821.8 MSL
31	PORT-A-PORT HANGARS	815.5 MSL
32	PORT-A-PORT HANGARS	817.7 MSL
33	PORT-A-PORT HANGARS	817.4 MSL
34	PORT-A-PORT HANGARS	817.1 MSL
35	PORT-A-PORT HANGARS	818.0 MSL
36	PORT-A-PORT HANGARS	823.9 MSL
37	PORT-A-PORT HANGARS	830.7 MSL
38	PORT-A-PORT HANGARS	823.6 MSL
39	PORT-A-PORT HANGARS	823.3 MSL
40	HANGARS	833.7 MSL
41	AIRPORT ROTATING BEACON	902.0 MSL
42	RTR TOWERS	904.0 MSL
43	RIVERSIDE POLICE	797.5 MSL
44	RIVERSIDE TOWER (To Be Reallocated)	780.0 MSL
45	SEGMENTED CIRCLE/LIGHTED WIND CONE	818 MSL
46	FUEL STORAGE	-
47	ELECTRICAL VAULT	-
48	GOLF CLUB HOUSE	788.6 MSL
49	GOLF CLUB HOUSE	788.0 MSL
50	GOLF CLUB HOUSE	791.9 MSL
51	SINGLE FAMILY RESIDENCE	-



ALL WEATHER WIND COVERAGE				
	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 9-27	95.32%	96.62%	98.15%	99.37%
Runway 16-34	85.74%	91.71%	98.33%	99.75%
Runways Combined	99.53%	99.88%	99.98%	99.99%

FAA APPROVAL STAMP

SOURCE:  
NOAA National Climatic Center  
Asheville, N.C.

DATA STATION #72288  
Riverside Airport  
Riverside, California

OBSERVATIONS:  
40294 ALL WEATHER  
January 1999 - December 1998

RIVERSIDE AIRPORT  
AIRPORT LAYOUT PLAN  
Riverside, California

PLANNED BY: Christopher H. Kuyperin  
DETAILED BY: Larry B. Johnson  
APPROVED BY: Stephen G. Wagner

January 10, 2001 SHEET 1 OF 10

**Coffman Associates**  
Airport Consultants

<sup>1</sup> Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.  
<sup>2</sup> Small Aircraft Exclusively.



<b>BASED AIRCRAFT</b>				<b>TIME OF DAY DISTRIBUTION <sup>c</sup></b>		
	<b>Current <sup>a</sup></b> 2002 data	<b>Future <sup>a</sup></b> 2025	<b>Ultimate</b>		<b>Current</b>	<b>Future &amp; Ultimate</b>
<i>Aircraft Type</i>				<i>Single-Engine</i>		
Single-Engine	205	250		Day	80%	no change
Twin-Engine Piston & Turboprop	24	100	data not available	Evening	18%	
Business Jets	1	50		Night	2%	
Helicopters / Others	10	50		<i>Other Aircraft</i>		
<i>Total</i>	<i>240</i>	<i>450</i>		Day	90%	no change
				Evening	9%	change
				Night	1%	

<b>AIRCRAFT OPERATIONS</b>				<b>RUNWAY USE DISTRIBUTION <sup>c</sup></b>		
	<b>Current <sup>a</sup></b> 2002 data	<b>Future <sup>a</sup></b> 2025	<b>Ultimate <sup>c</sup></b>		<b>Current</b>	<b>Future &amp; Ultimate</b>
<i>Total</i>				<i>Business Jets &amp; Turbo Props</i>		
Annual	114,100 <sup>b</sup>	160,800	220,000	Day/Evening/Night		
Average Day	312	441	603	Takeoffs		
<i>Distribution by Aircraft Type</i>				Runway 9	10%	10%
Single-Engine	84%	62%	41%	Runway 27	90%	90%
Twin-Engine Piston	10%	8%	5%	Runway 16	0%	0%
Twin-Engine, Turboprop	2%	11%	23%	Runway 34	0%	0%
Business Jet	1%	17%	20%	Landings		
Helicopters / Other	3%	2%	11%	Runway 9	10%	50%
				Runway 27	90%	50%
<i>Distribution by Type of Operation <sup>c</sup></i>				Runway 16	0%	0%
Local (incl. touch-and-goes)				Runway 34	0%	0%
Single-Engine			45%	<i>Other Airplanes – Day/Evening/Night</i>		
Twin-Engine Piston			20%	Takeoffs & Landings		
Helicopter			45%	Runway 9	9%	no change
All Others			0%	Runway 27	88%	
<i>Total</i>	<i>43%</i>	<i>45%</i>	<i>24%</i>	Runway 16	1%	
Itinerant				Runway 34	2%	
Single-Engine			55%			
Twin-Engine Piston			80%			
Helicopter			55%			
All Others			100%			
<i>Total</i>	<i>57%</i>	<i>55%</i>	<i>76%</i>			

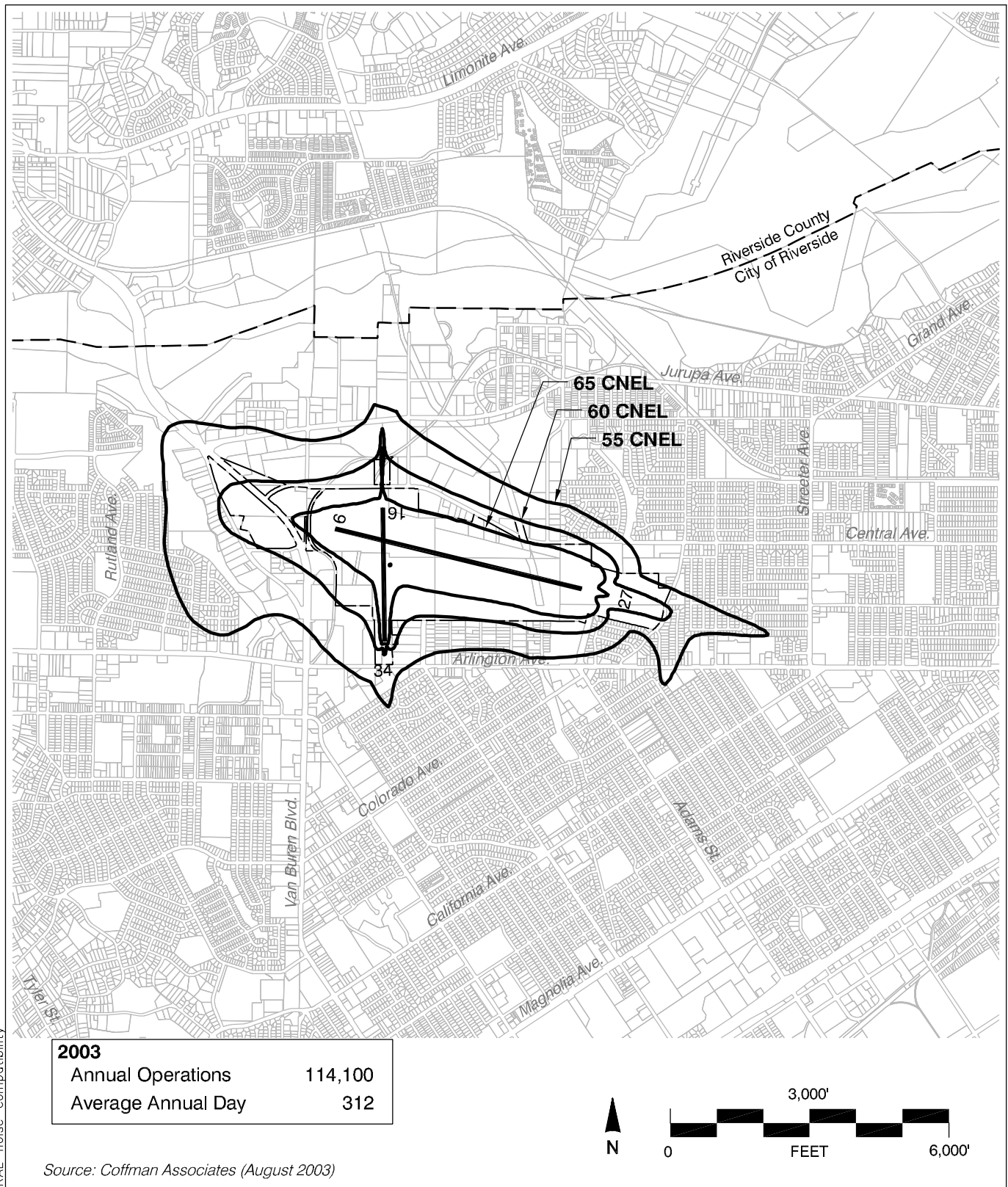
<b>FLIGHT TRACK USAGE</b>	
Data summary not available	

**Notes**

- <sup>a</sup> Source: *Riverside Municipal Airport Forecast Update (2002)*
- <sup>b</sup> Source: Air Traffic Control (ATC) tower counts plus estimated night operations
- <sup>c</sup> Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

Exhibit RI-3

**Airport Activity Data Summary**  
Riverside Municipal Airport

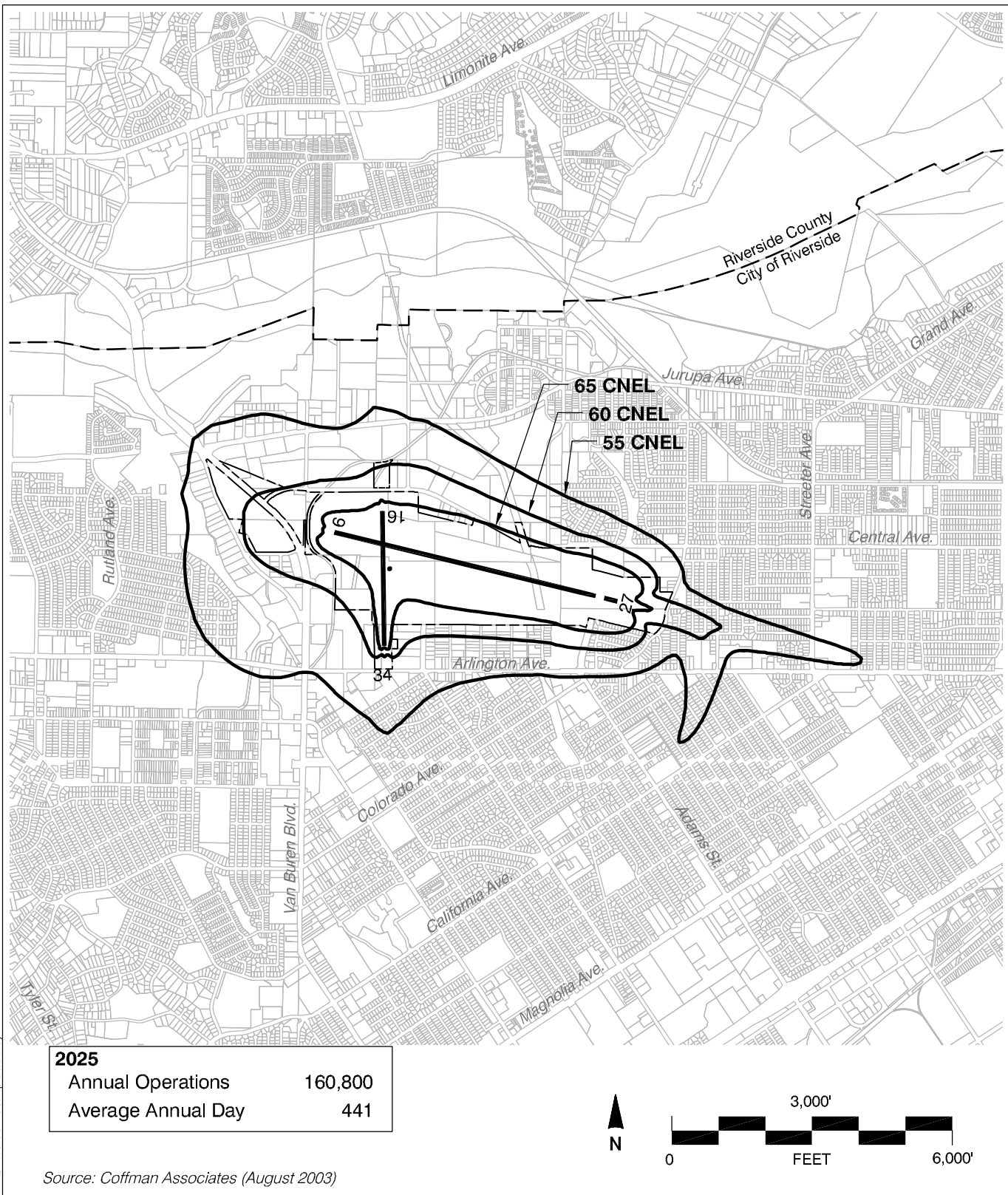


RAL-noise-compatibility

Exhibit RI-4

## Existing Noise Impacts

### Riverside Municipal Airport



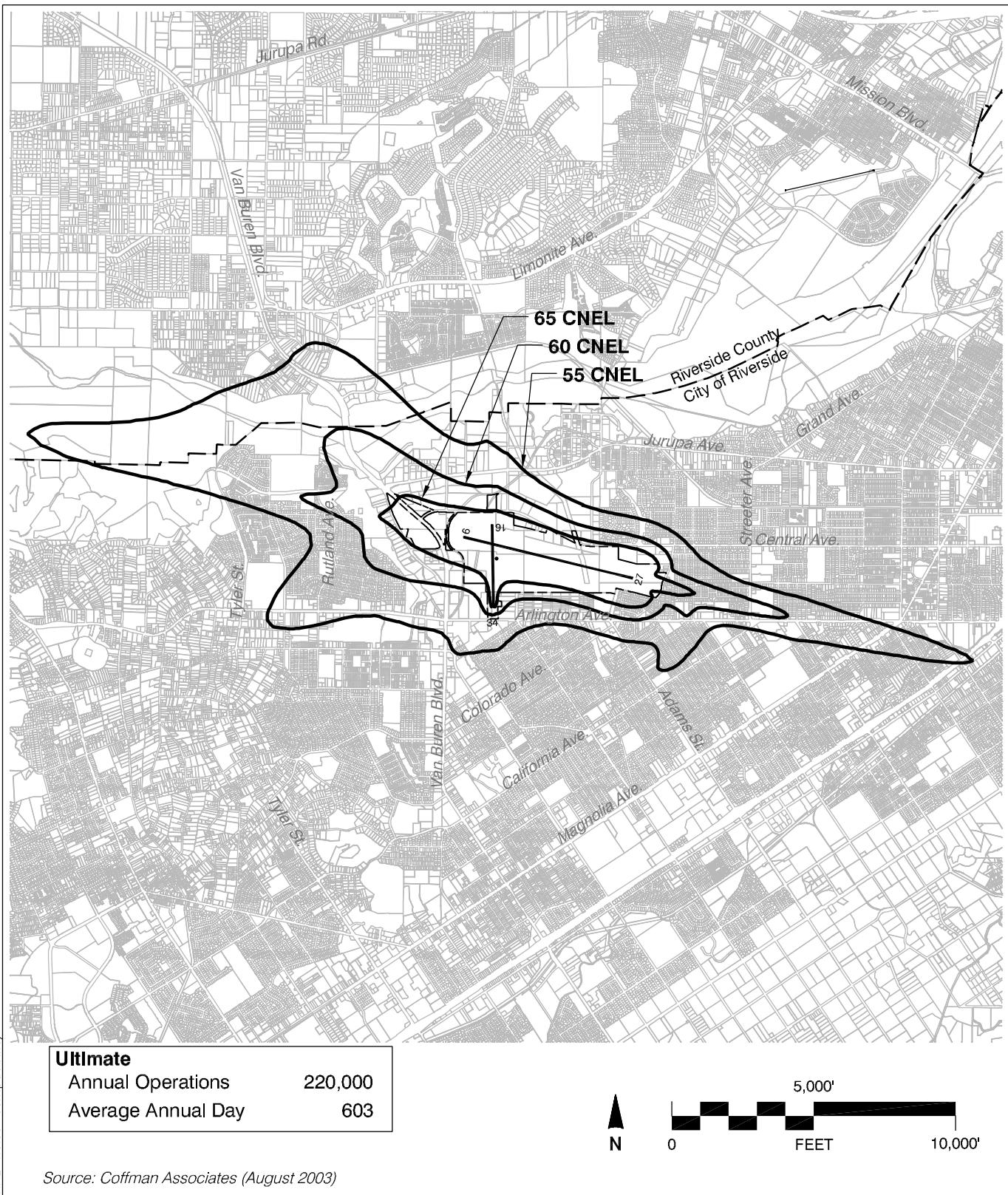
RAL-noise-compatibility

Source: Coffman Associates (August 2003)

Exhibit RI-5

### Future Noise Impacts Riverside Municipal Airport



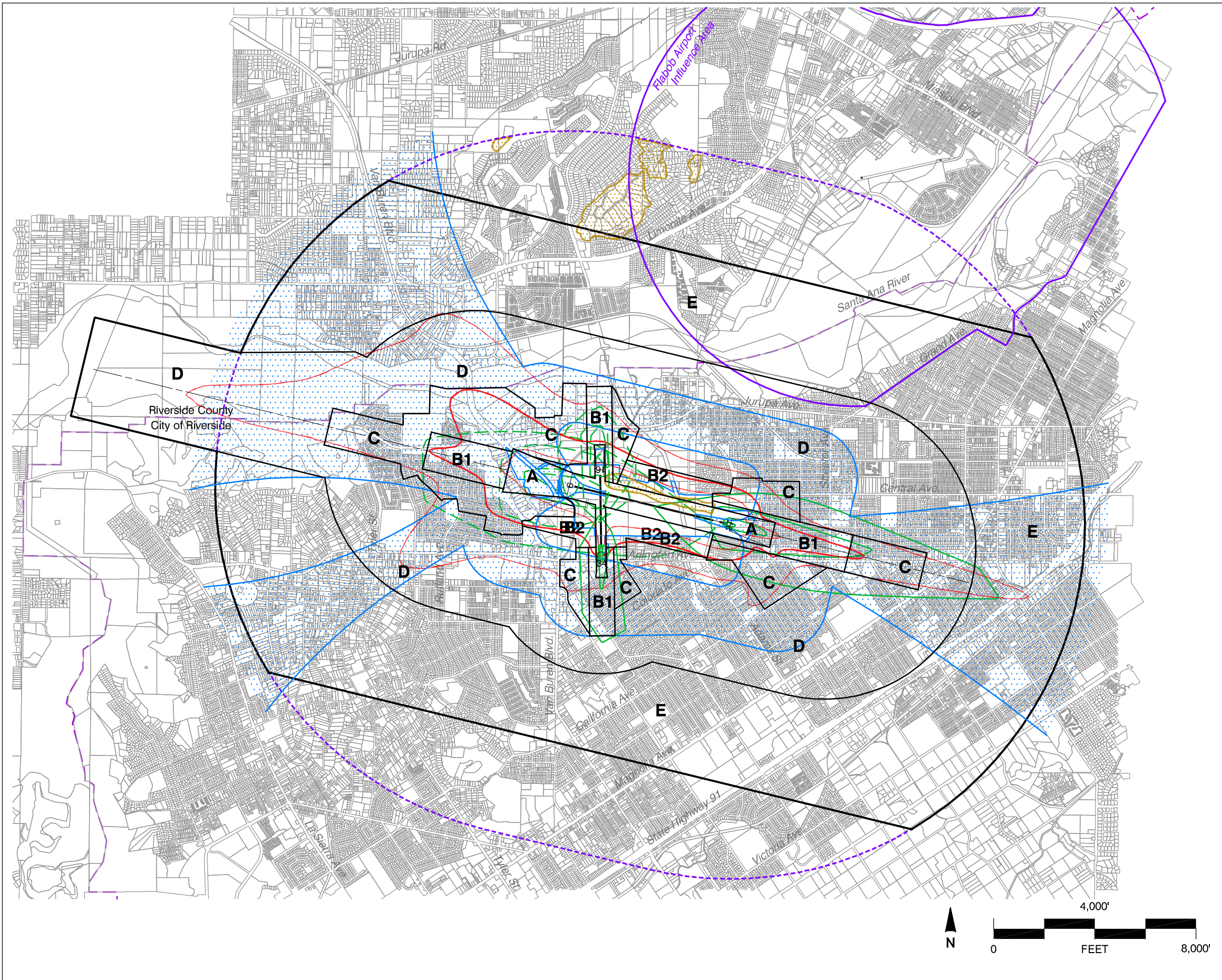


RAL-noise-compatibility

**Exhibit RI-6**

**Ultimate Noise Impacts**  
**Riverside Municipal Airport**





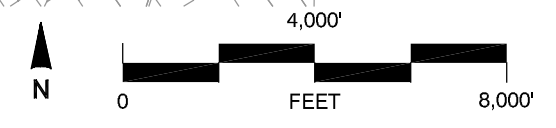
- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C
  - Zone D
  - Zone E
- Noise and Overflight Compatibility Factors**
- 65 dB CNEL } Ultimate
  - 60 dB CNEL }
  - 55 dB CNEL }
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
- Safety and Airspace Compatibility Factors**
- Aircraft Departure Accident Risk Intensity Contours\* (Shown Only for Takeoffs to the West and North)
  - Aircraft Approach Accident Risk Intensity Contours\* (Shown Only for Landings from the East and South)
  - FAR Part 77 Conical Surface Limits
  - FAR Part 77 Terrain Penetration
- Boundary Lines**
- Airport Property Line
  - City Limits

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

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

Exhibit RI-7

**Compatibility Factors Map**  
**Riverside Municipal Airport**





**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

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

**STATUS OF COMMUNITY PLANS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

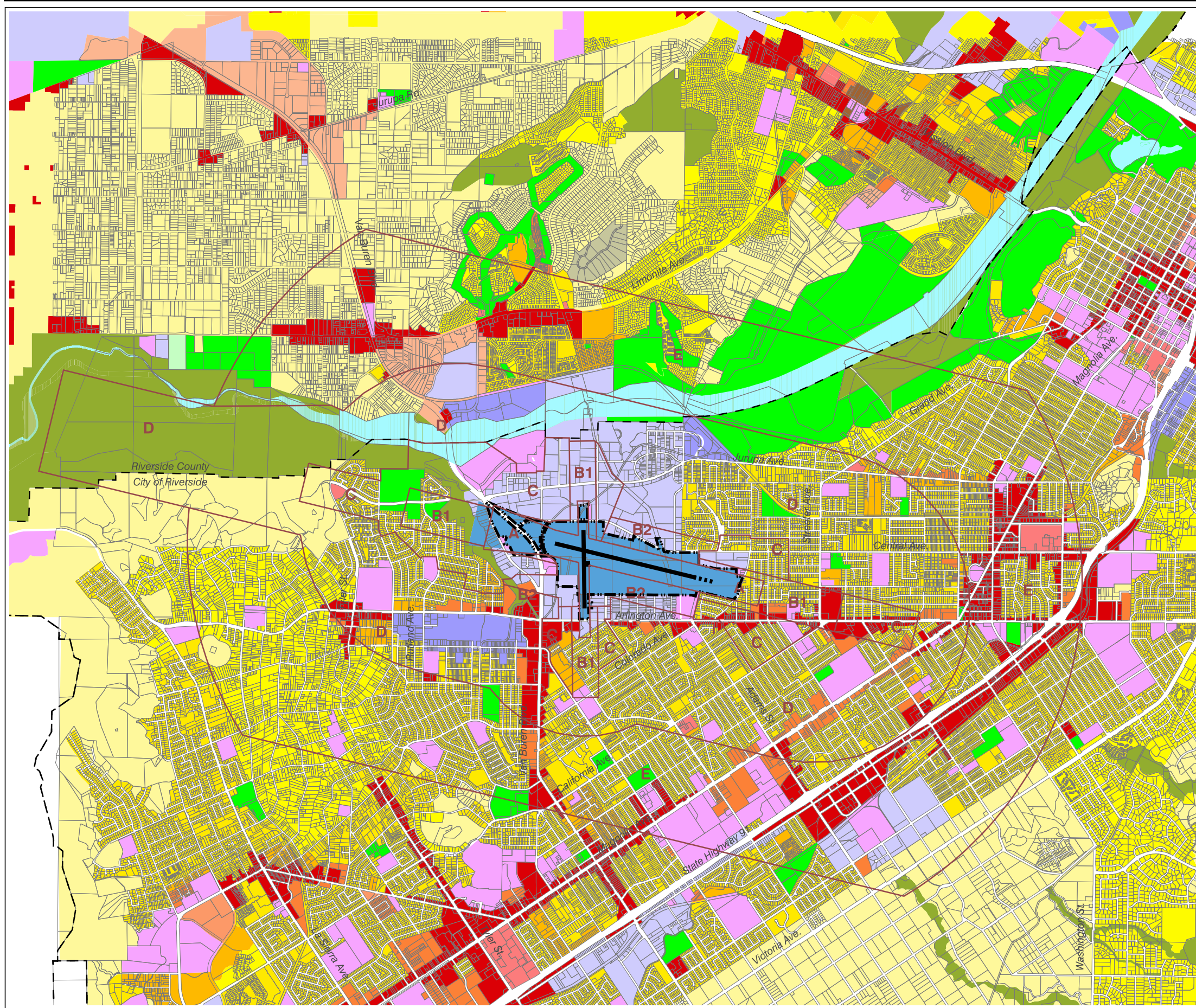
- ▶ *Riverside County General Plan*
  - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Riverside General Plan (1993)*
  - › Residential development deemed conditionally acceptable in 60–70 CNEL range; normally unacceptable at 70–75 CNEL; clearly unacceptable above 75 CNEL
  - › Transportation Element Policy T 3.8 states that city “should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety”
- ▶ *City of Riverside Zoning Codes*
  - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airport
  - › No FAR Part 77 height limit zoning

**Exhibit RI-8**

**Airport Environs Information**

**Riverside Municipal Airport**





**Legend**

- City Limit
- 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 the maps in the following sources:  
 Riverside County General Plan (October 2003)  
 City of Riverside General Plan (September 1993)



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

Exhibit RI-9

**General Plan Land Use Designations**  
**Riverside Municipal Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND JURUPA AREA PLAN**

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**Non-Residential Land Use**

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

**Other Policies**

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

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

Exhibit RI-10

**General Plan Consistency Review (Preliminary)**  
Riverside Municipal Airport Environs

**CITY OF RIVERSIDE:  
GENERAL PLAN (1993), AND ZONING CODES**

**Residential Land Use**

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

**Other Policies**

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

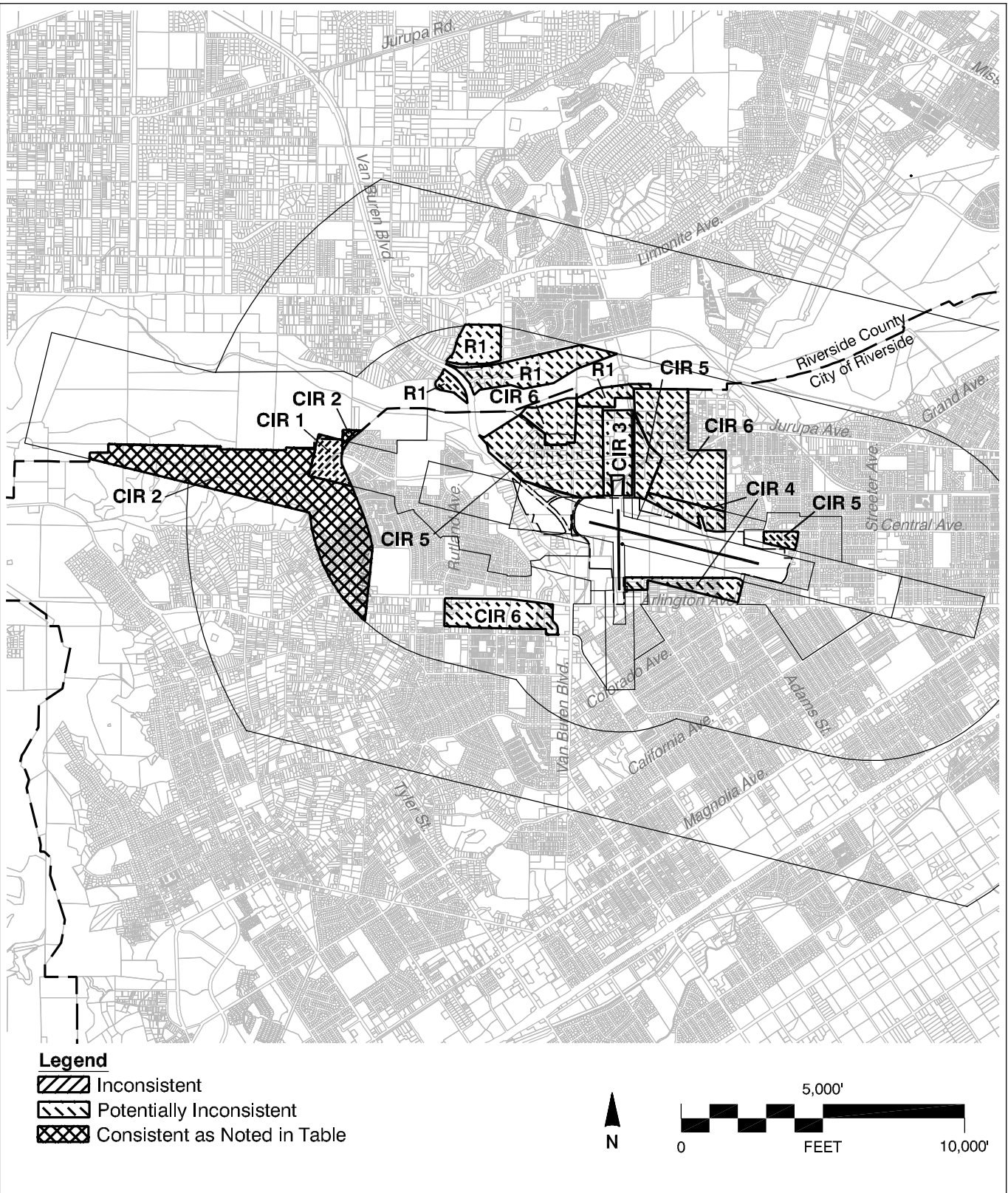
**Non-Residential Land Use**

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

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

**Exhibit RI-10, continued**





P:\RCCO\dwgs\FAL-consistency.dwg Apr 22, 2005 - 9:24am

**Exhibit RI-10, continued**

**Vol. 2 March Air Reserve Base**

**COMING SOON**

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# Background Data: Bermuda Dunes Airport and Environs

## INTRODUCTION

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

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

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

Except to the north, much of the land near Bermuda Dunes Airport is developed with a variety of urban uses. To the north, extensive new residential development is on-going. The airport itself is located in the unincorporated community of Bermuda Dunes, but is surrounded by the cities of Indio to the north and east, Palm Desert to the west, and La Quinta to the south. Exhibit BD-9 describes the nearby land uses and the compatibility policies of these jurisdictions. A map of planned land uses in the area, simplified from the respective general plans, is presented in Exhibit BD-10. Exhibit BD-11 assesses the consistency status between these general plans and the *Compatibility Plan*.



**GENERAL INFORMATION**

- ▶ Airport Ownership: Private (Bermuda Dunes Airport Corp.)
- ▶ Year Opened: 1962
- ▶ Property Size
  - ▶ Fee title: 100± acres
  - ▶ Avigation easements: None
- ▶ Airport Classification: General Aviation
- ▶ Airport Elevation: 73 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ Airport Master Plan
  - ▶ None
- ▶ Airport Layout Plan Drawing
  - ▶ Last updated 2001
- ▶ Bermuda Dunes Airport Noise Study
  - ▶ Prepared in 1986 by Aviation Systems Associates, Inc.
- ▶ Riverside County Permit
  - ▶ Airport operates under Riverside County Conditional Use Permit expiring 2023

**RUNWAY/TAXIWAY DESIGN**

**Runway 10-28**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

- ▶ Runway Protection Zones (RPZ)
  - ▶ Runway 10: 1,000-ft. long; 50±% on airport property
  - ▶ Runway 28: 1,000-ft. long; 70±% on airport property
- ▶ Approach Obstacles
  - ▶ Runway 10: None
  - ▶ Runway 28: Road
  - ▶ Trees 125 ft. north of runway granted California Division of Aeronautics waiver of transitional surface limits; trees restricted to 25 feet in height

**BUILDING AREA**

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

**POTENTIAL FACILITY IMPROVEMENTS**

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

Exhibit BD-1

**Airport Features Summary**

**Bermuda Dunes Airport**

**BASIC DATA TABLE**

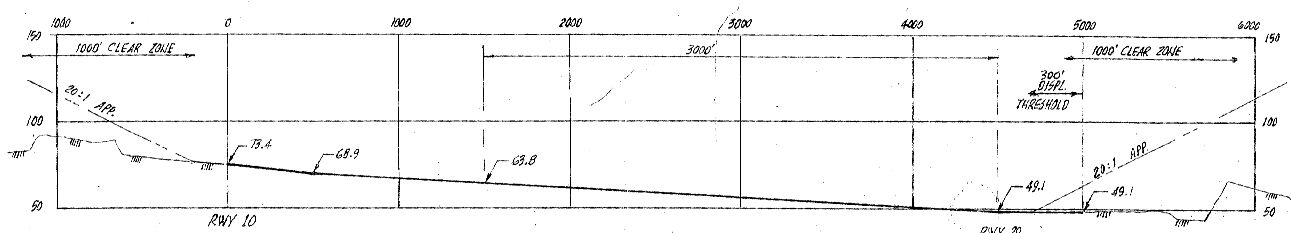
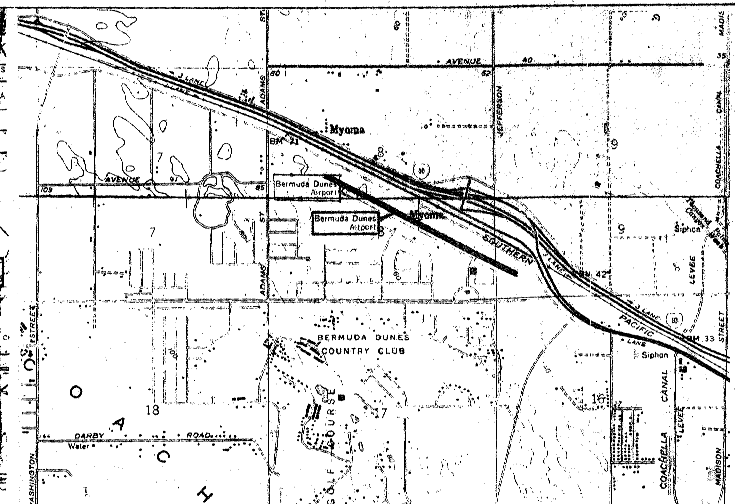
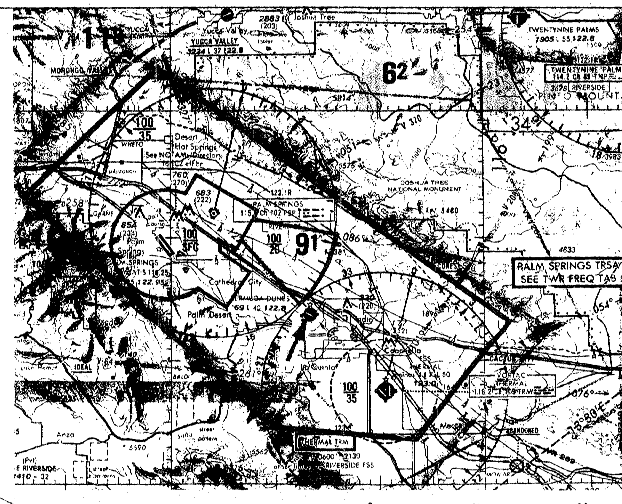
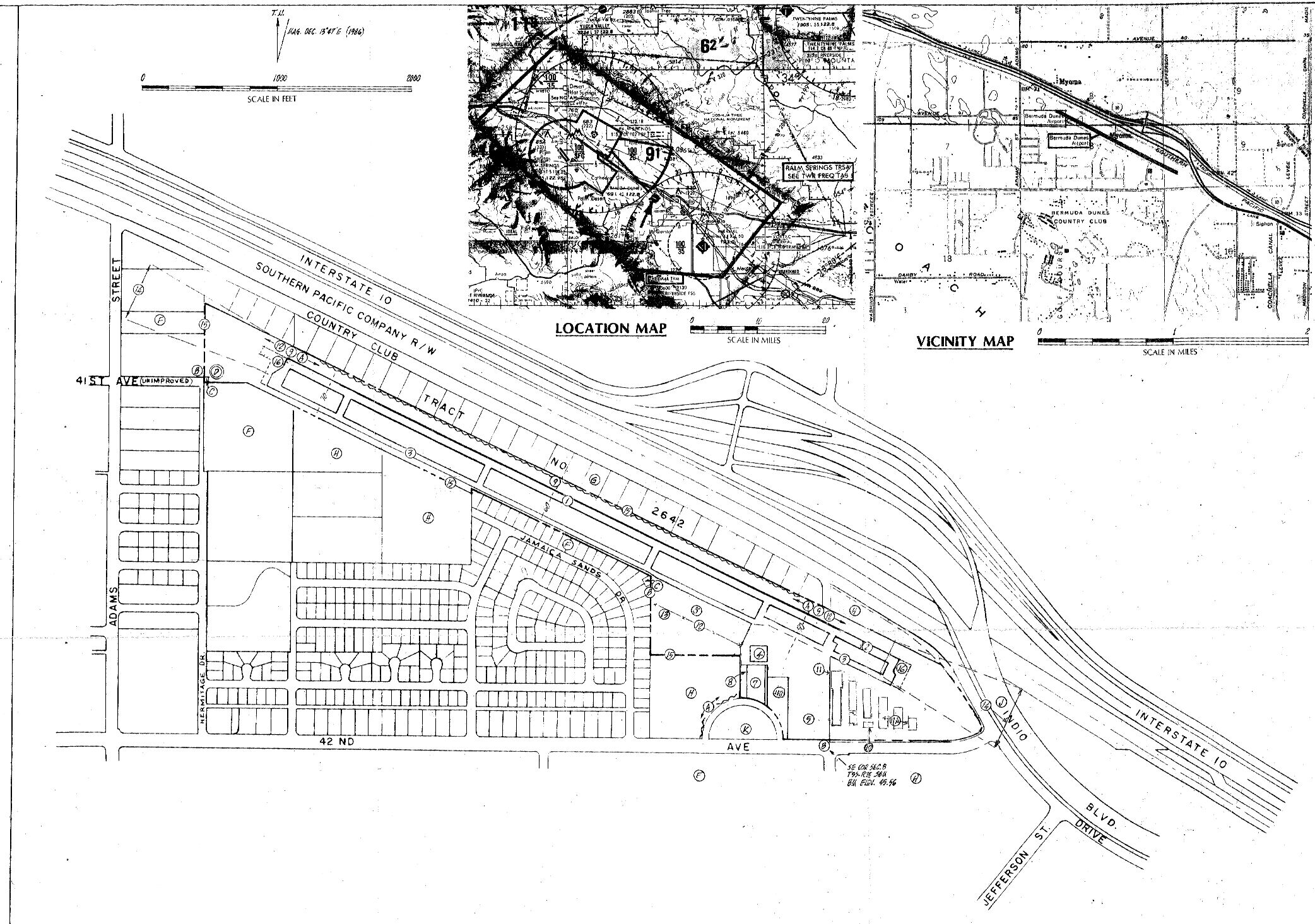
AIRPORT DATA	EXISTING	ULTIMATE (Same if Blank)
Airport Elevation	73.4 End RWY 10 49.1 End RWY 28	
Airport Reference Point (ARP)	33°44'54"N 116°16'26"W	
End RWY 28	33°44'45.7"N 116°16'04.9"W	
End RWY 10	33°45'05.1"N 116°16'52.9"W	
End RWY 28 Threshold	33°44'48.85"N 116°16'05.85"W	
Airport Magnetic Variation	13°47'E (1986)	
Normal Maximum Temperature	105°F (July)	
Airport and Terminal Nav. Aids	Rotating Beacon UOR RWY 28 65' ASL	
Runway Identification	10/28	
Runway Azimuth (True)	295°50'11.3"	
<b>RUNWAY DATA</b>		
Effective Gradient	0.5%	
% Wind Coverage	98	
Instrument Runway		UOR RWY 28
Pavement Type	Asphalt	
Pavement Strength	70 D	
Approach Surfaces	20:1	
Runway Lighting	LIRL	
Runway Marking	Non-Precision UOR Displaced Threshold RWY 28	
Nav. Aids, Visual Aids		UOR RWY 28 VASI RWY 28 RNAV (GPS) RWY 28
Taxiway Clearance (Min.)	150'	
Building/Parking Clearance	125' North 200' South	

**LEGEND**

AIRPORT FACILITIES	DIMENSIONS
① Runway	70x5000
② Displaced Threshold	70x500 RWY 28 300'
③ Taxiway	30 W Min.
④ Terminal Building and Hangar with Rotating Beacon 65' ASL	120x120x25H
⑤ Paved Aircraft Parking	100 Spaces
⑥ Turfed Aircraft Parking	80 Spaces
⑦ Paved Auto Parking	133 Spaces
⑧ Auto Access	
⑨ Hazard Light (3)	30' H
⑩ Fuel Storage and Pumps	24,000 Gal.
⑪ T-HANGARS - 43 UNITS	16 H
⑫ 6' Fencing on perimeter except Tract 2642	(1A) PROPOSED T-HANGARS H-14 (1B) PROPOSED HANGAR H-32
⑬ Wind Indicator, Seg. Circle	
⑭ Runway Clear Zone (RCZ)	
⑮ Property Line	
⑯ Blast Pads	RWY 28 100', RWY 10 BLAST PAD/STOPWAY 200'

**OTHER FACILITIES AND HAZARDS**

Ⓐ Trees	30 H
Ⓑ Power Pole (3)	30 H
Ⓒ Water Well	
Ⓓ Water Tank	104 D x 16 H
Ⓔ Water Pipeline	
Ⓕ Adjacent Residential Lots	19 H Max.
Ⓖ Adjacent Industrial Lots	28 H Max.
Ⓗ Adjacent Vacant Land	
Ⓙ Highway Overpass	20 H at C/L RWY 28
Ⓚ Tennis Club and Restaurant	



**C/L RUNWAY AND APPROACHES**

SUBMITTED BY: PACIFIC RIM ENVIRONMENTAL ENGINEERS	DATE: APRIL 11, 1985										
ORIGINAL DESIGN: MARCH 1, 1959	APPROVAL BLOCK										
<table border="1"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>BY</th> <th>APP.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		NO.	REVISIONS	BY	APP.	DATE					
NO.	REVISIONS	BY	APP.	DATE							
<p>81 HANGAR LOCATIONS, 300' DISPLACED THRESHOLD RWY 28, 3/23/2001 200' BLAST PAD/STOPWAY RWY 10, HAZARD LIGHTS LOWERED, ADD RNAV (GPS) APPROACH RWY 28</p>											
<p>BERMUDA DUNES AIRPORT CORPORATION BERMUDA DUNES, CALIFORNIA</p>											
<p><b>AIRPORT LAYOUT PLAN</b></p>											
DRAWING NO.	SCALE AS SHOWN SHEET 1 OF 1										

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION <sup>c</sup></b>		
	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>Ultimate</i>		<b>Current</b>	<b>Future</b>
<i>Aircraft Type</i>			<i>Business Jets &amp; Turboprops</i>		
Single-Engine	85		Day	90%	no change
Twin-Engine (piston & turboprop)	22	data not available	Evening	8%	
Business Jets	6		Night	2%	
Helicopters	3		<i>Other Aircraft</i>		
<i>Total</i>	<i>116</i>	<i>250</i>	Day	81%	no change
			Evening	15%	change
			Night	4%	
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION <sup>c</sup></b>		
	<b>Current</b> <i>2002 data</i>	<b>Future</b> <i>Ultimate</i>		<b>Current</b>	<b>Future</b>
<i>Total</i>			<i>All Aircraft – Day/Evening/Night</i>		
Annual	42,000 <sup>c</sup>	75,000 <sup>b</sup>	Takeoffs & Landings		
Average Day, Annual	115	205	Runway 10	20%	no change
Average Day, Peak Season	230	400	Runway 28	80%	change
<i>Distribution by Aircraft Type <sup>c</sup></i>			<b>FLIGHT TRACK USAGE <sup>c</sup></b> <b>(Current &amp; Future)</b>		
Single-Engine	42%	40%	▶ Takeoffs, Runway 10 – All Aircraft		
Twin-Engine Piston	10%	8%	› 80% left turn or traffic pattern		
Twin-Engine, Turboprop	10%	12%	› 20% straight out		
Business Jet	33%	36%	▶ Takeoffs, Runway 28 – Business Jets & Turboprops		
Helicopter	5%	4%	› 10% left turn or downwind departure		
<i>Distribution by Type of Operation <sup>c</sup></i>			› 60% noise abatement turn (10° right turn to rail line)		
Local (incl. touch-and-goes)	25%	20%	› 30% straight out		
Itinerant	75%	80%	▶ Takeoffs, Runway 28 – Piston Airplanes		
			› 30% left turn or traffic pattern		
			› 65% noise abatement turn (10° right turn to rail line)		
			› 5% straight out		
			▶ Takeoffs, Both Runways – Helicopters		
			› 100% straight out along freeway		
			▶ Landings, Both Runways – All Airplanes & Helicopters		
			› 80% traffic pattern		
			› 20% straight in		

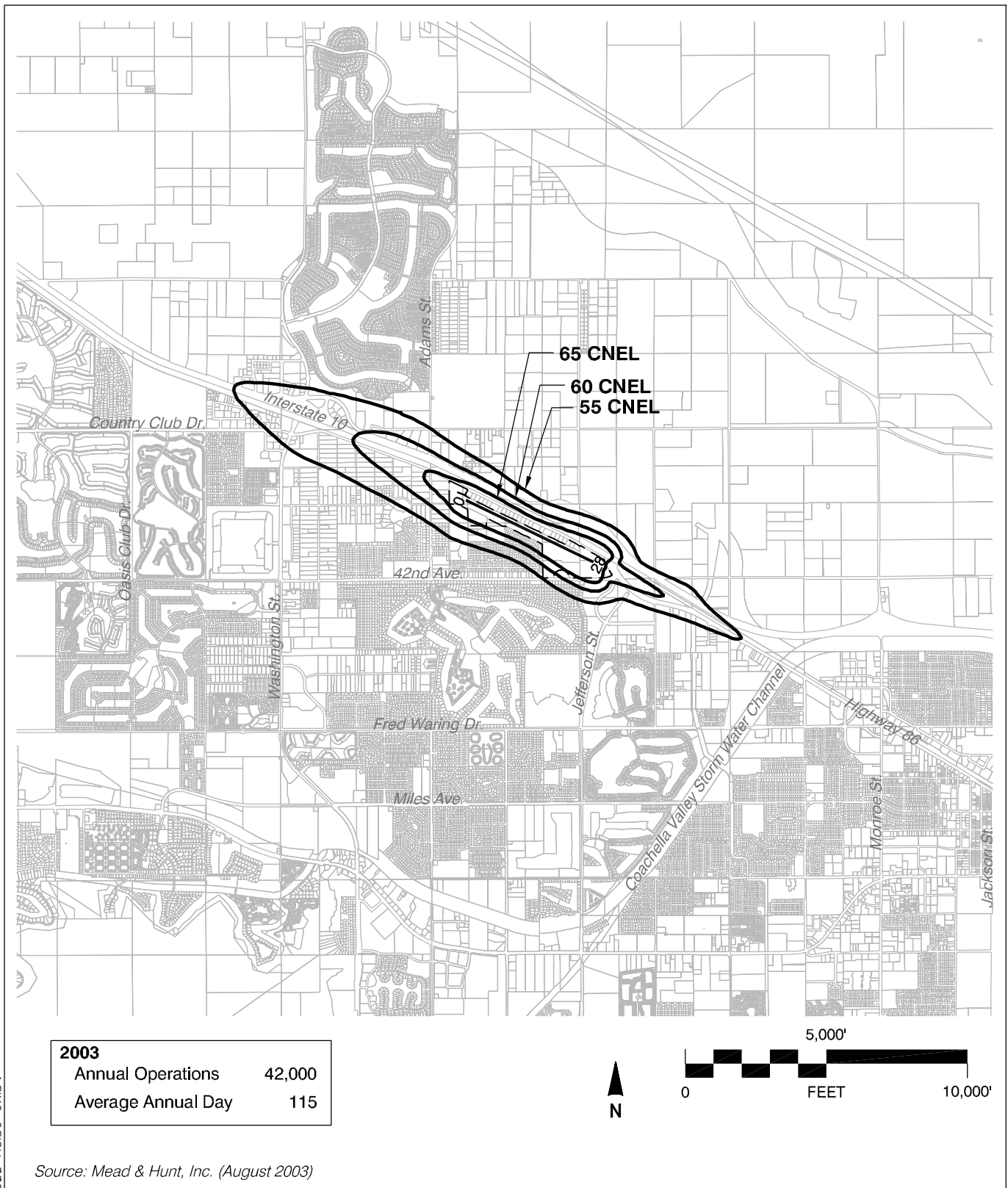
**Notes**

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

Exhibit BD-3

**Airport Activity Data Summary**  
Bermuda Dunes Airport



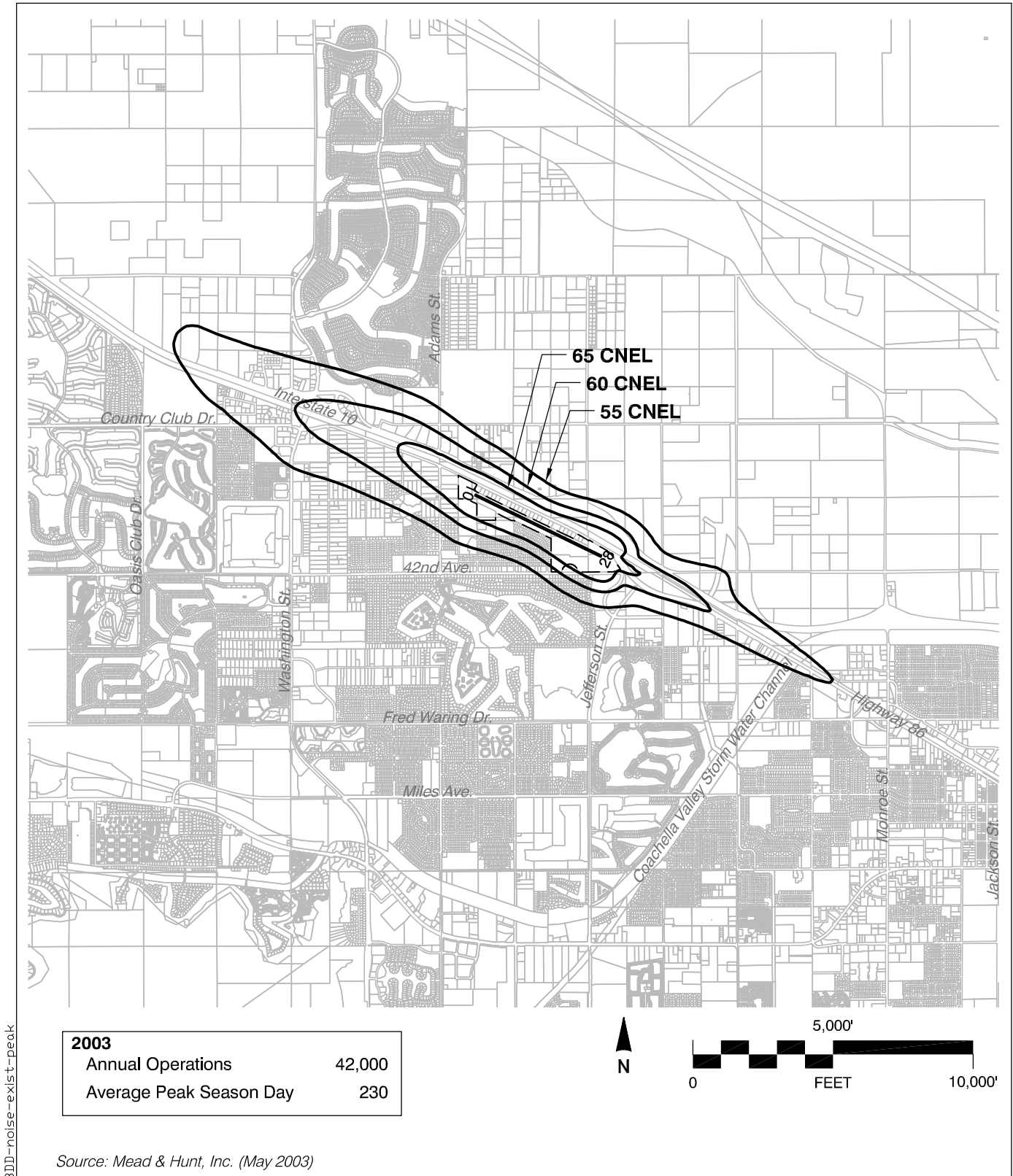


BDD-noise-exist

Exhibit BD-4

## Existing Noise Impacts: Average Annual Day

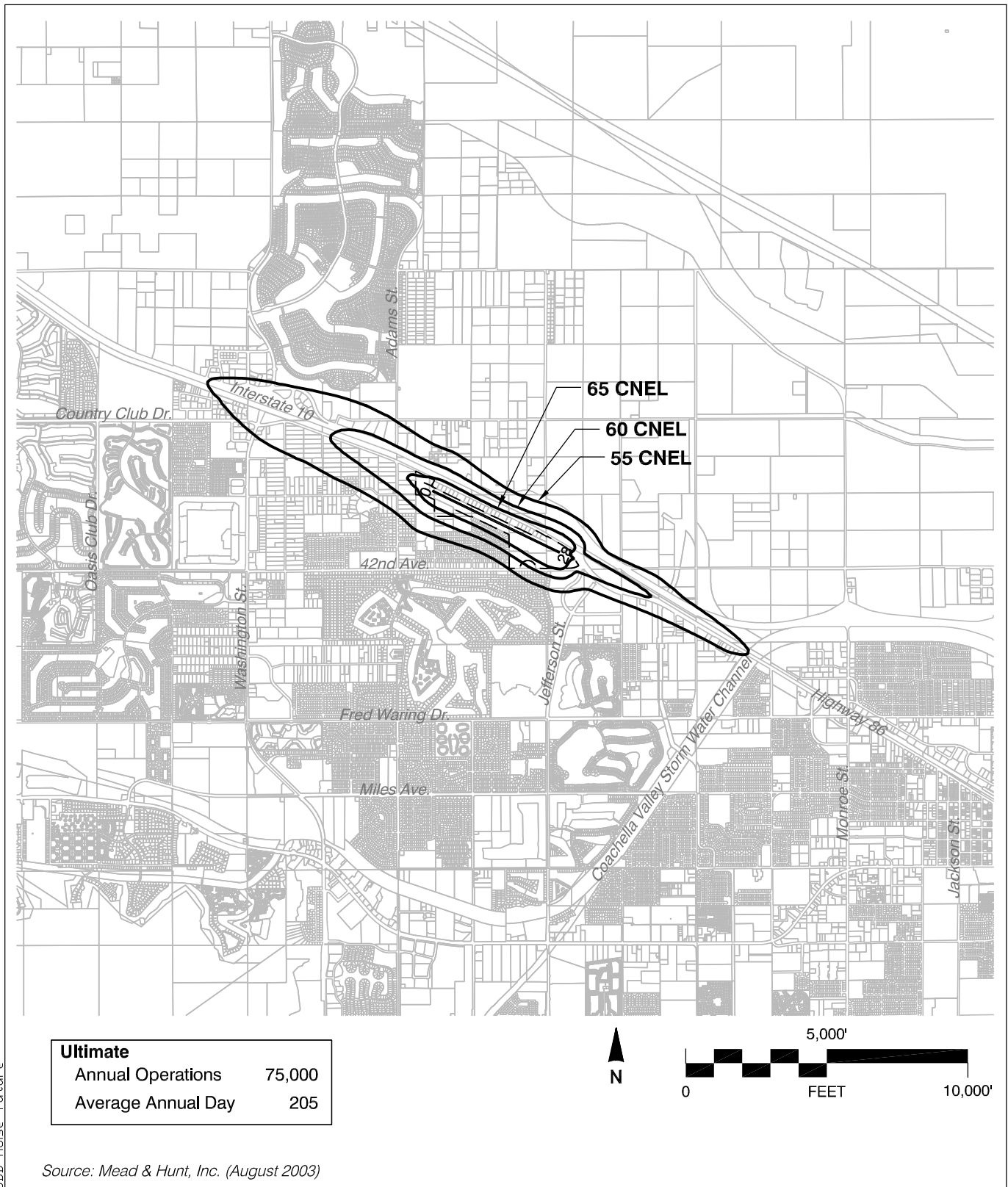
### Bermuda Dunes Airport



BDD-noise-exist-peak

**Exhibit BD-5**

## Existing Noise Impacts: Average Peak Season Day Bermuda Dunes Airport

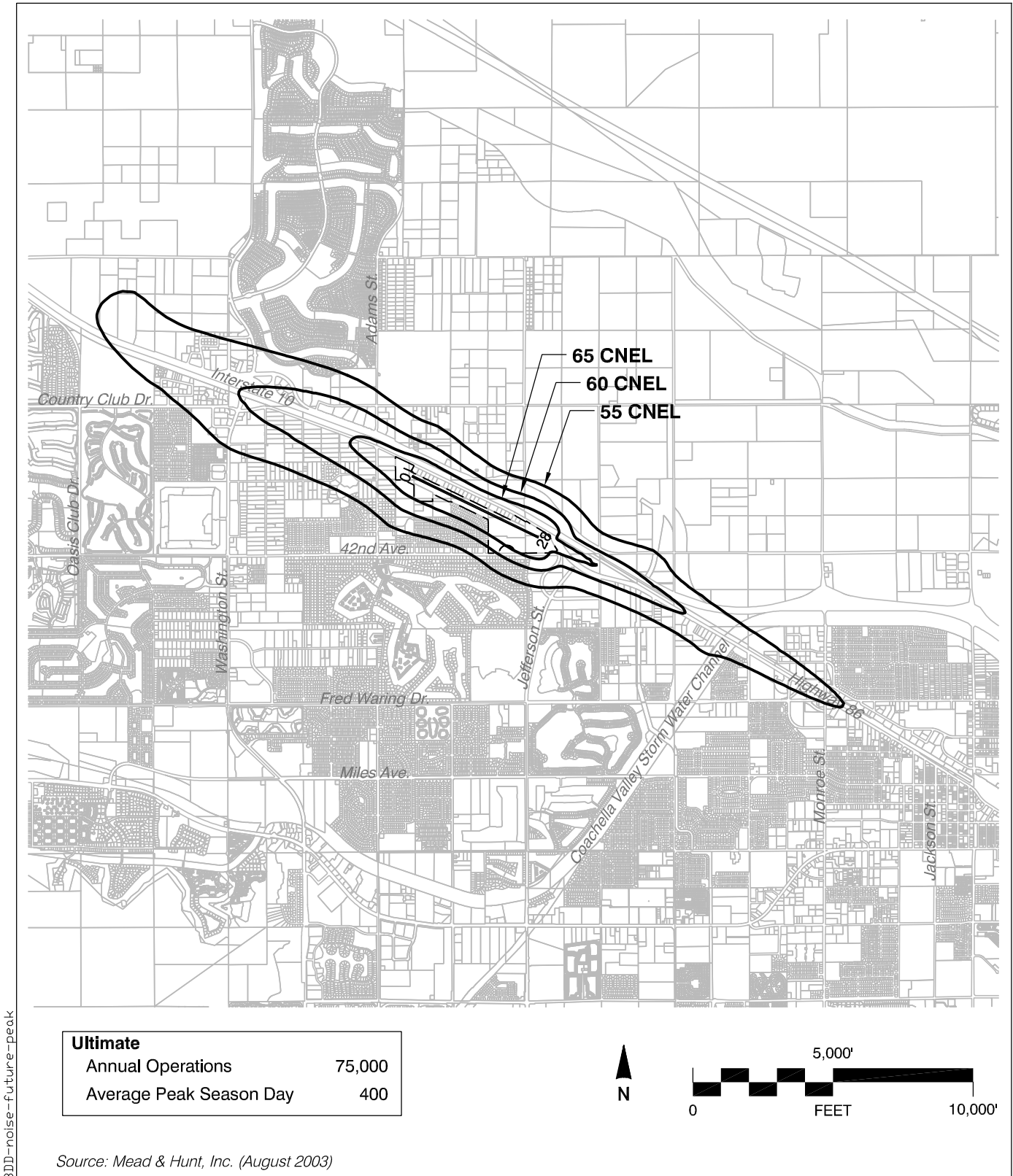


BDD-noise-future

Exhibit BD-6

## Future Noise Impacts: Average Annual Day Bermuda Dunes Airport



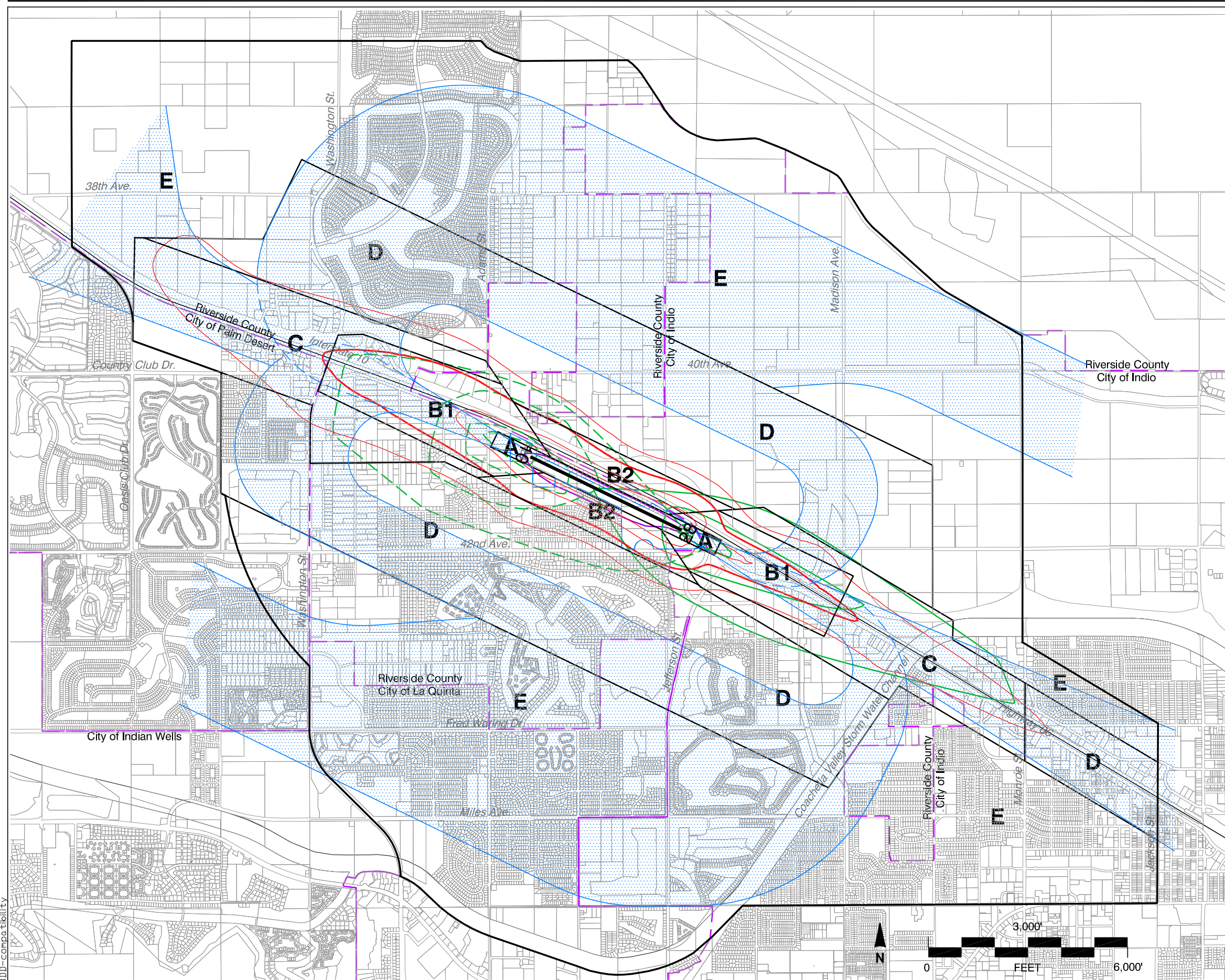


BDD-noise-future-peak

**Exhibit BD-7**

## Future Noise Impacts: Average Peak Season Day Bermuda Dunes 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
- } Future Average  
} Peak Season Day

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the West)
  - 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**

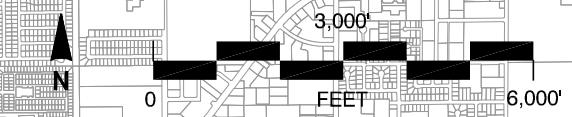
- Airport Property Line
- City Limits

\* 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  
East County Airports Background Data  
(December 2004)**

Exhibit BD-8

**Compatibility Factors Map  
Bermuda Dunes Airport**



BDD-compatibility



**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**STATUS OF COMMUNITY PLANS**

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

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - › Mostly continuation/infill of existing land use pattern
  - › Light industrial area at west end of runway
- ▶ *City of La Quinta*
  - › South: Low-density residential planned for annexation area adjacent to south edge of Bermuda Dunes
- ▶ *City of Palm Desert*
  - › West: Minimal changes anticipated; land use pattern largely established
  - › No land use planning yet done for future Bermuda Dunes area annexation
- ▶ *City of Indio*
  - › North: New industrial and community commercial areas north of Interstate 10, across from airport west of Jefferson Street
  - › Northeast: New residential planned development east of Jefferson Street; neighborhood commercial adjacent to freeway
  - › East: Industrial and commercial uses for ±2 miles along extended Runway 28 centerline
  - › Southeast: Low-density residential (5 du/ac) ±¾ mile from runway end including beneath traffic pattern

Exhibit BD-9

**Airport Environs Information**

Bermuda Dunes Airport

**ESTABLISHED COMPATIBILITY MEASURES**

**Riverside County**

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

**City of Indio**

- ▶ *Indio General Plan (1993)*
  - › Public Health and Safety element policies on airports and associated implementation measures implement 1986 ALUC compatibility plan (pp. 5-28-5-30)
  - › No schools to be located within 2 miles of airport
  - › Development proposals involving General Plan amendment to be submitted to ALUC for review (no mention made of zoning changes)
  - › High risk and critical facility uses prohibited in airport influence area
  - › Residences permitted within 65-CNEL contour if insulated to achieve 45 CNEL interior maximum
  - › Avigation easements required for all new land uses in airport influence area
- ▶ *Other Policies*
  - › No apparent reference to airport compatibility matters, including airport-related height limits, or to ALUC referral requirements in zoning code

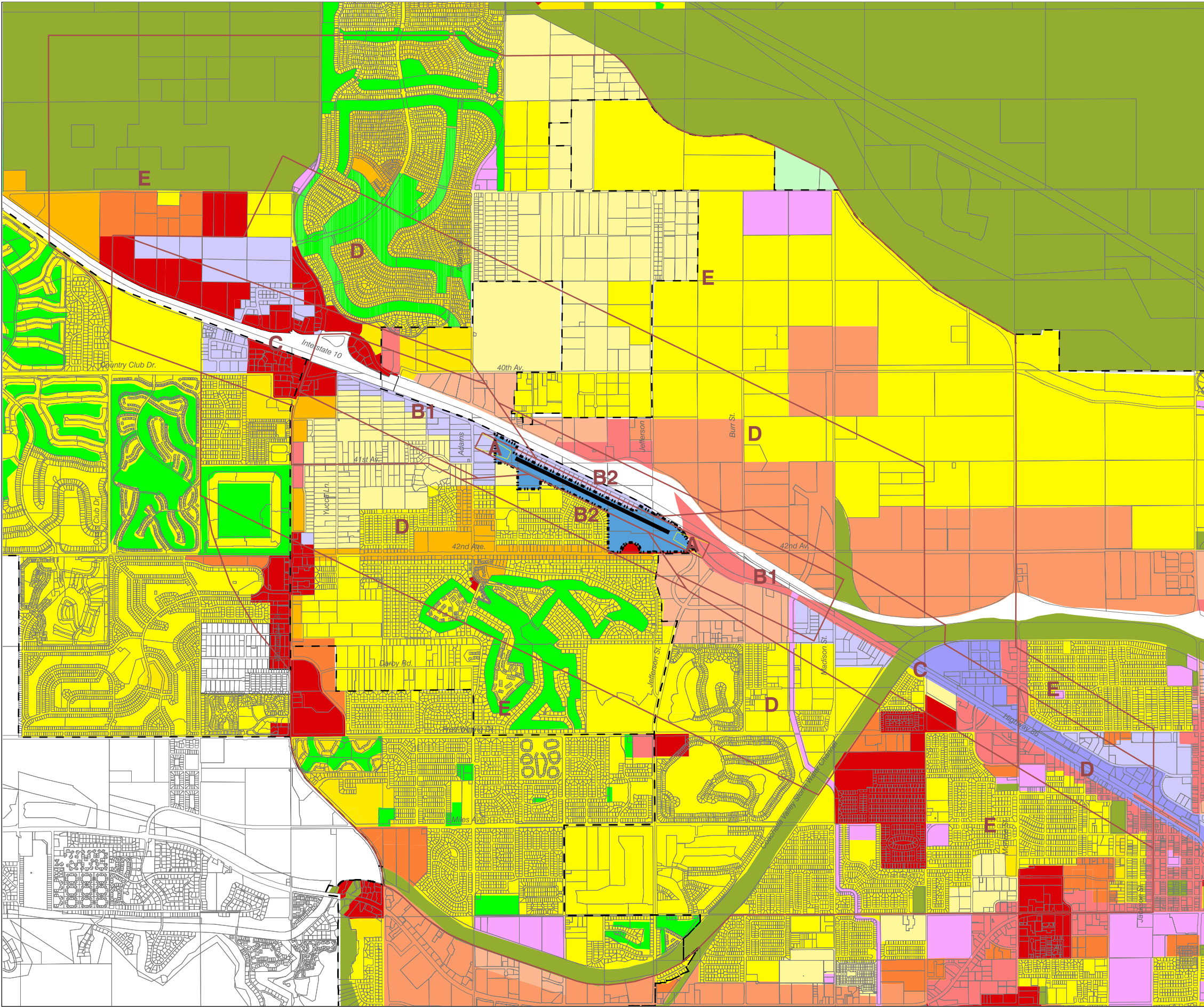
**City of La Quinta**

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

**City of Palm Desert**

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

**Exhibit BD-9, continued**



**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
- Agriculture
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note:  
This map is combined and simplified from the maps in the following sources.

- Riverside County General Plan (October 2003)
- City of Indio General Plan Land Use Diagram (October 1998)
- City of La Quinta General Plan Map (March 2002)
- City of Palm Desert Draft General Plan (2003)



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

Exhibit BD-10

**General Plan Land Use Designations**  
**Bermuda Dunes Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND WESTERN COACHELLA AREA PLAN**

**Residential Land Use**

- ▶ **Compatibility Zone B2**
  - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre) and Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations south of runway [R2] conflict with *Zone B2* compatibility criteria
- ▶ **Compatibility Zone C**
  - › At 8.1 to 14.0 dwelling units per acre, the area designated as High-Density Residential west and northwest of airport [ R3] conflicts with *Zone C* compatibility criteria
- ▶ **Compatibility Zone D**
  - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre) and Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations north of airport [R4] potentially conflict with the high- and- low options for *Zone D*
  - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre) designation south of airport [R5] potentially conflicts with the high- and- low options for *Zone D*
- ▶ **Compatibility Zone E**
  - › No inconsistencies noted

**Non-Residential Land Use**

- ▶ **Compatibility Zone A**
  - › A potential conflict exists in *Zone A*; half of *Zone A* is designated as Light Industrial /Warehousing west of airport [R6]; no structures are allowed in *Zone A*
- ▶ **Compatibility Zone C**
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Light Industrial/Warehousing northwest of airport [R7]
- ▶ **Compatibility Zone D**
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Light Industrial/Warehousing northwest of airport [R8]

**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 BD-11

**General Plan Consistency Review (Preliminary)  
Bermuda Dunes Airport Environs**

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

**Residential Land Use**

- ▶ **Compatibility Zone B1**
  - › Area northwest of airport [IN1] designated as Medium-Density Residential (8.1 to 14.0 dwelling units per acre) conflicts with *Zone B1* compatibility criteria
- ▶ **Compatibility Zone C**
  - › Area northwest of airport [IN2] indicated as Medium-Density Residential (8.1 to 14.0 dwelling units per acre) designation conflicts with *Zone C* compatibility criteria
  - › At 2.1 to 5.0 dwelling units per acre, Country Estates and Residential-Low designations, and Equestrian Estates (0.4 to 2.0 dwelling units/acre) designation southeast of airport [IN3] conflict with *Zone C* compatibility criteria
- ▶ **Compatibility Zone D**
  - › At 2.1 to 5.0 dwelling units per acre, Country Estates and Residential-Low designations northeast of airport and Equestrian Estates (0.4 to 2.0 dwelling units per acre) designation north of airport [IN4] potentially conflict with the high- and- low options for *Zone D*
  - › Country Estates and Residential-Low (2.1 to 5.0 dwelling units per acre) designations south and southeast of airport [IN5] potentially conflict with the high- and- low options for *Zone D*
- ▶ **Compatibility Zone E**
  - › No inconsistencies noted

**Non-Residential Land Use**

- ▶ **Compatibility Zone A**
  - › High-Intensity Commercial/ Office use indicated in half of Runway 28 protection zone [IN6] is a potential conflict; no structures are allowed in *Zone A*
- ▶ **Compatibility Zone B1**
  - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to area designated High-Intensity Commercial/Office northwest of airport [IN7]
  - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to areas designated as High-Intensity Commercial/Office and Office/Business Park east of airport [IN8]
- ▶ **Compatibility Zone B2**
  - › Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to area southeast of airport [IN9] designated as Office/Business Park
- ▶ **Compatibility Zone C**
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to area designated as High-Intensity Commercial/Office northwest of airport [IN10]
- ▶ **Compatibility Zone E**
  - › No inconsistencies noted

**Other Policies**

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

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

**Exhibit BD-11, continued**

**CITY OF LA QUINTA:  
GENERAL PLAN (2002), AND ZONING CODES*****Residential or Non-Residential Land Use***

- ▶ *Compatibility Zone E*
  - › No consistencies noted

***Other Policies***

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

**Exhibit BD-11, continued**



**CITY OF PALM DESERT:  
GENERAL PLAN (2003), AND ZONING CODES**

**Residential Land Use**

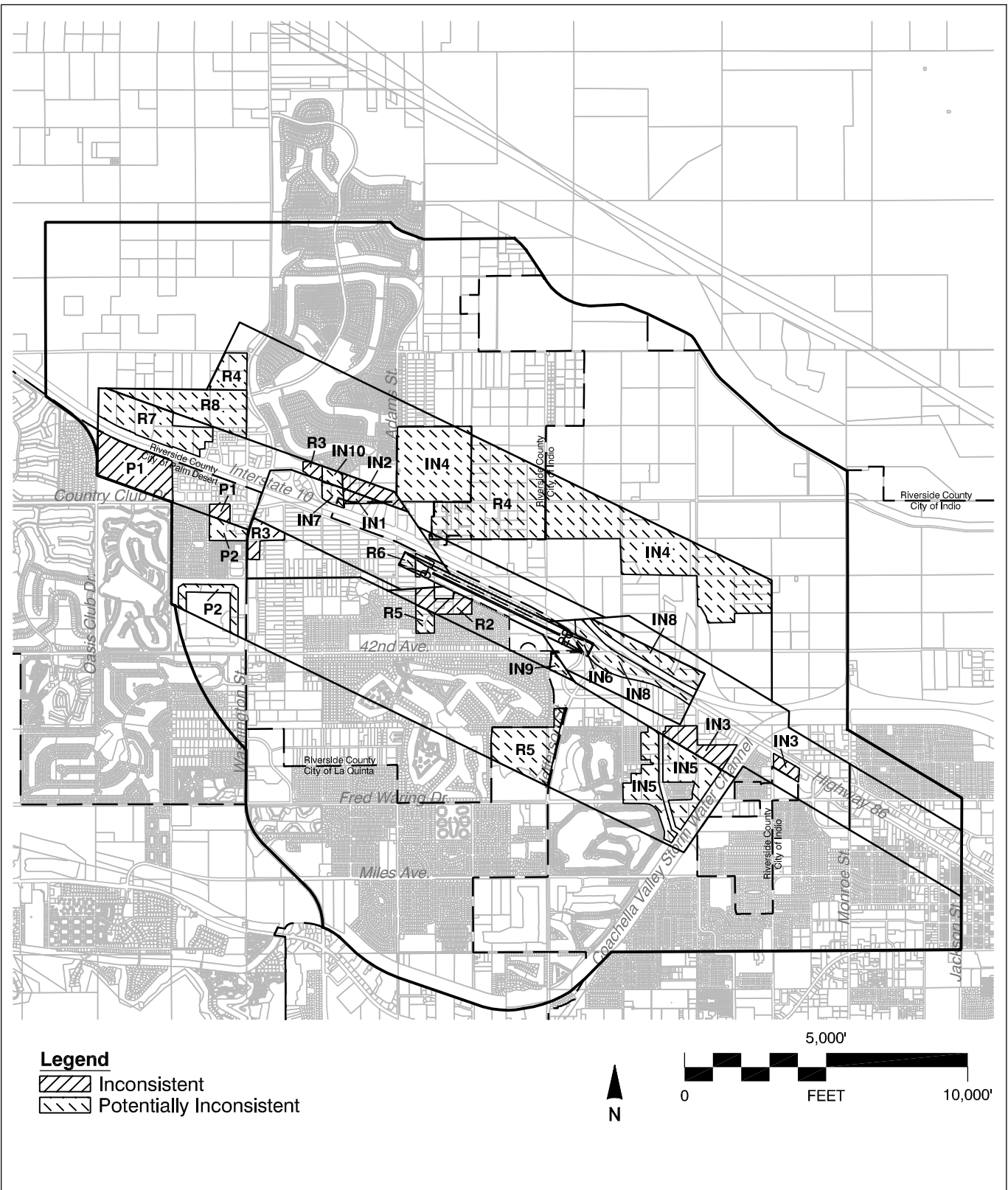
- ▶ *Compatibility Zone C*
  - › Low-Density Residential (2.1 to 5.0 dwelling units per acre) and Medium-Density Residential (5.1 to 8.0 dwelling units per acre) designations west of airport [P1] conflict with *Zone C* compatibility criteria
- ▶ *Compatibility Zone D*
  - › Low-Density Residential (2.1 to 5.0 dwelling units per acre) and Medium-Density Residential (5.1 to 8.0 dwelling units per acre) designations west and southwest of airport [P2] potentially conflict with the high- and- low options for *Zone D*

**Other Policies**

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

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

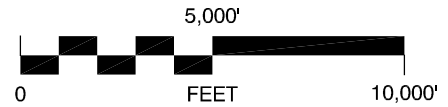
**Exhibit BD-11, continued**



P:\RCO\Draws\BDD-consistency.dwg Feb 08, 2005 - 1:56pm

**Legend**

-  Inconsistent
-  Potentially Inconsistent



**Exhibit BD-11, continued**

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Chapter 2	Countywide Policies
Chapter 3	Individual Airport Compatibility Policies and Maps
Appendices	

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Preface	
Chapter W1	Chino Airport
Chapter W2	Corona Municipal Airport
Chapter W3	Flabob Airport
Chapter W4	French Valley Airport
Chapter W5	Hemet-Ryan Airport
Chapter W6	Riverside Municipal Airport
Chapter W7	March Air Reserve Base <i>[to be added]</i>

### VOLUME 3: BACKGROUND DATA—EAST COUNTY AIRPORTS

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## Background Data: Blythe Airport and Environs

### INTRODUCTION

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

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

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

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

Information about the airport environs is summarized in Exhibit BL-8. Planned land uses for the area are illustrated in Exhibit BL-9. Exhibit BL-10 assesses the relationship between the county and city general plans for the area and the criteria indicated in the *Compatibility Plan*.



**GENERAL INFORMATION**

- ▶ *Airport Ownership:* County of Riverside
  - › Leased to City of Blythe
- ▶ *Year Opened:* 1942
- ▶ *Property Size*
  - › Fee title: 3,904 acres
  - › Avigation easements: 17± acres
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 397 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Airport Master Plan*
  - › Adopted November 2001
- ▶ *Airport Layout Plan Drawing*
  - › Adopted November 2001

**RUNWAY/TAXIWAY DESIGN**

**Runway 8-26**

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

**Runway 17-35**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

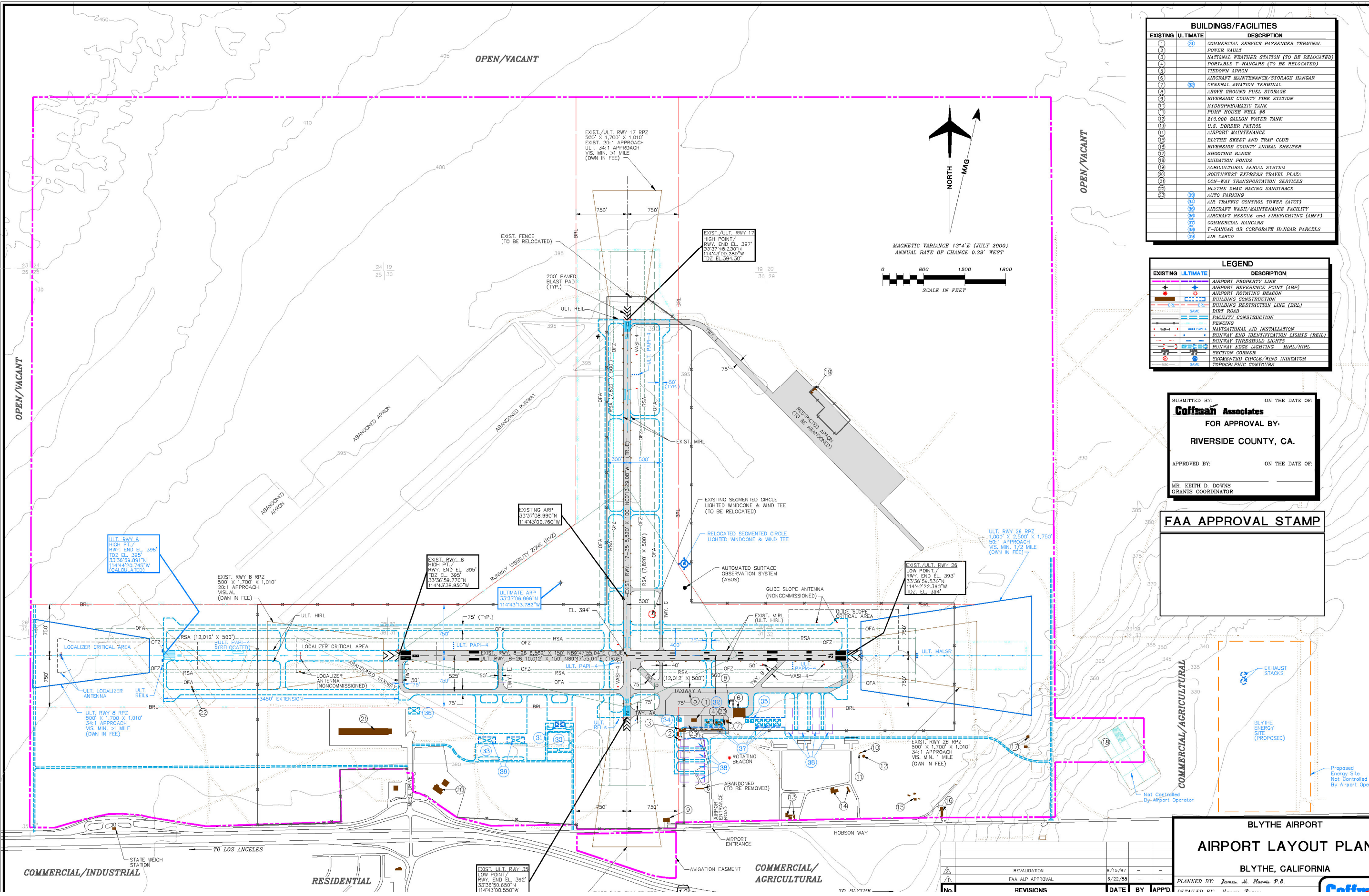
**PLANNED FACILITY IMPROVEMENTS**

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

**Exhibit BL-1**

**Airport Features Summary**

**Blythe Airport**



BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
1	31	COMMERCIAL SERVICE PASSENGER TERMINAL
2		POWER VAULT
3		NATIONAL WEATHER STATION (TO BE RELOCATED)
4		PORTABLE T-HANGARS (TO BE RELOCATED)
5		TIEDOWN APRON
6		AIRCRAFT MAINTENANCE/STORAGE HANGAR
7	32	GENERAL AVIATION TERMINAL
8		ABOVE GROUND FUEL STORAGE
9		RIVERSIDE COUNTY FIRE STATION
10		HYDRO-PNEUMATIC TANK
11		PUMP HOUSE WELL #6
12		210,000 GALLON WATER TANK
13		U.S. BORDER PATROL
14		AIRCRAFT MAINTENANCE
15		BLTYE SKEET AND TRAP CLUB
16		RIVERSIDE COUNTY ANIMAL SHELTER
17		SHOOTING RANGE
18		OXIDATION POND
19		AGRICULTURAL AERIAL SYSTEM
20		SOUTHWEST EXPRESS TRAVEL PLAZA
21		CON-WAY TRANSPORTATION SERVICES
22		BLTYE DRAC RACING SANDTRACK
23		AUTO PARKING
33		AIR TRAFFIC CONTROL TOWER (ATCT)
34		AIRCRAFT WASH/MAINTENANCE FACILITY
35		AIRCRAFT RESCUE and FIREFIGHTING (ARFF)
36		COMMERCIAL HANGARS
37		T-HANGAR OR CORPORATE HANGAR PARCELS
38		AIR CARO

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DIRT ROAD
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	RUNWAY EDGE LIGHTING - MIRL/HIRL
---	---	SECTION CORNER
---	---	SEGMENTED CIRCLE WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS

SUBMITTED BY: **Goffman Associates** ON THE DATE OF: \_\_\_\_\_  
 FOR APPROVAL BY: \_\_\_\_\_  
 RIVERSIDE COUNTY, CA.  
 APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_  
 MR. KEITH D. DOWNS  
 GRANTS COORDINATOR

**FAA APPROVAL STAMP**

**BLYTHE AIRPORT**  
**AIRPORT LAYOUT PLAN**  
 BLYTHE, CALIFORNIA

NO.	REVISIONS	DATE	BY	APPD.
1	REVALIDATION	9/15/97		
2	FAA ALP APPROVAL	6/22/88		

PLANNED BY: James M. Flaminio, P.E.  
 DRAWN BY: \_\_\_\_\_

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION</b>		
<i>Aircraft Type</i>	<b>Current<sup>a</sup></b> <i>1999 data</i>	<b>Future<sup>b</sup></b> <i>2020</i>		<b>Current<sup>a</sup></b>	<b>Future<sup>b</sup></b> <b>&amp; Ultimate</b>
Single-Engine	11	19	<i>Piston-Engine, Local</i>		
Twin-Engine Piston	4	8	Day	88%	no
Turboprop	0	1	Evening	10%	change
Turbojet	0	1	Night	2%	
Helicopters	0	0	<i>All Aircraft, Itinerant</i>		
<i>Total</i>	15	29	Day	85%	no
			Evening	10%	change
			Night	5%	

<b>AIRCRAFT OPERATIONS</b>				<b>RUNWAY USE DISTRIBUTION</b>		
	<b>Current<sup>a</sup></b> <i>1999 data</i>	<b>Future<sup>b</sup></b> <i>2020</i>	<b>Ultimate<sup>c</sup></b>		<b>Current<sup>a</sup></b>	<b>Future<sup>b</sup></b> <b>&amp; Ultimate</b>
<i>Total</i>				<i>Piston-Engine – Day/Evening/Night</i>		
Annual	24,650	58,100 <sup>d</sup>	230,000	Takeoffs & Landings		
Average Day	68	159	630	Runway 8	5%	no
<i>Distribution by Aircraft Type</i>				Runway 26	50%	change
Single-Engine	85%	82%	83%	Runway 17	30%	
Twin-Engine Piston	11%	11%	9%	Runway 35	15%	
Twin-Engine, Turboprop	2%	3%	4%	<i>Turboprops – Day/Evening/Night</i>		
Business Jet	2%	3%	2%	Takeoffs & Landings		
Transport Jet <sup>e</sup>	0%	0%	1%	Runway 8	5%	no
Helicopter	1%	1%	1%	Runway 26	75%	change
<i>Distribution by Type of Operation</i>				Runway 17	10%	
Local (incl. touch-and-goes)	50%	38%	no data	Runway 35	10%	
Itinerant	50%	62%	available	<i>Business Jets – Day/Evening/Night</i>		
				Takeoffs & Landings		
				Runway 8	5%	no
				Runway 26	85%	change
				Runway 17	5%	
				Runway 35	5%	

<b>FLIGHT TRACK USAGE</b>	
No data available	

**Notes**

<sup>a</sup> Source: 2001 Airport Master Plan estimates

<sup>b</sup> Source: 2001 Airport Master Plan forecast

<sup>c</sup> Source: 2001 Airport Master Plan runway capacity forecast

<sup>d</sup> Source: 2001 Airport Master Plan forecast plus 2,200 airline operations

<sup>e</sup> Includes B-727-huskit, A-300, and B-747-400

Exhibit BL-3

## Airport Activity Data Summary

Blythe Airport



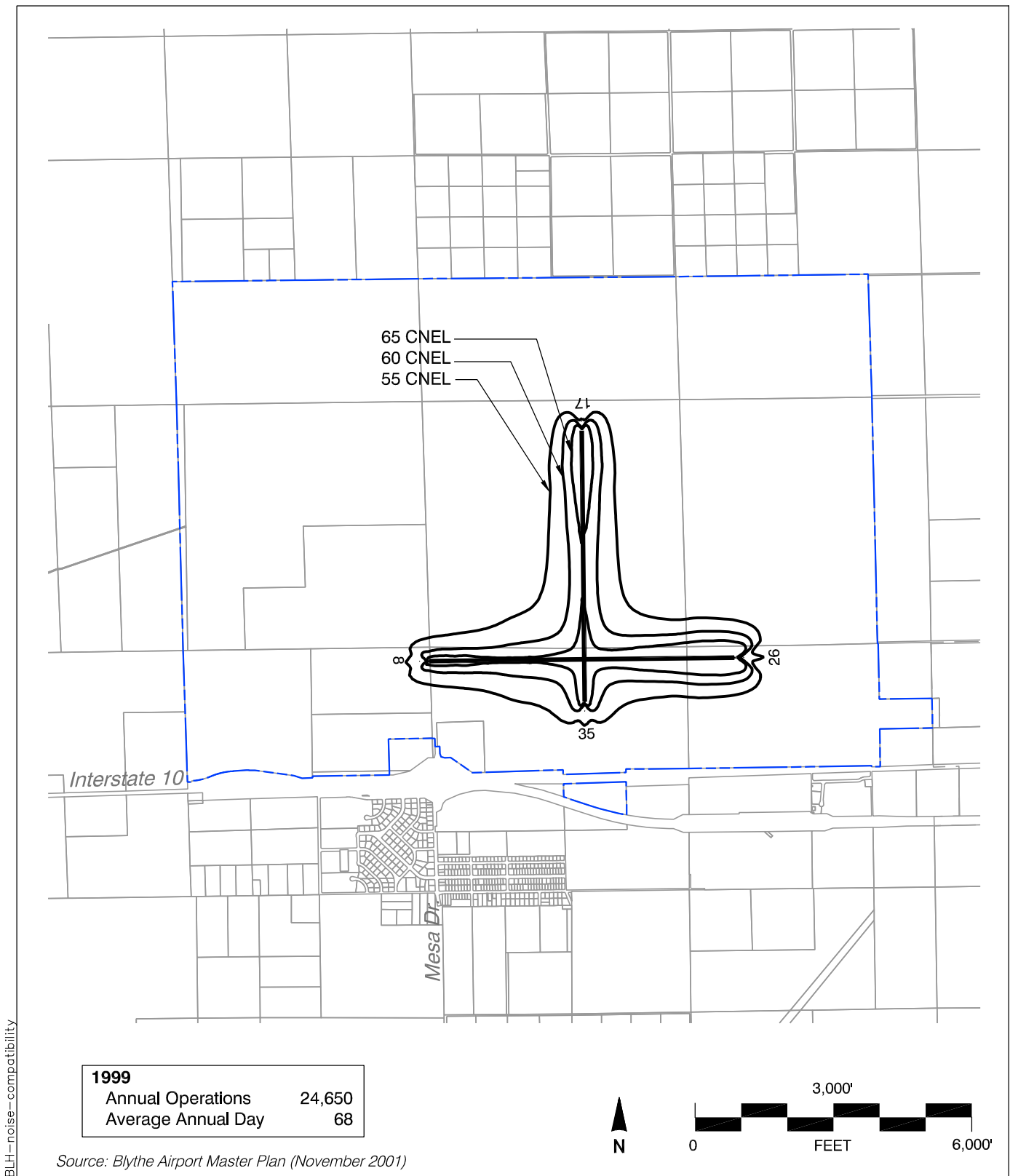
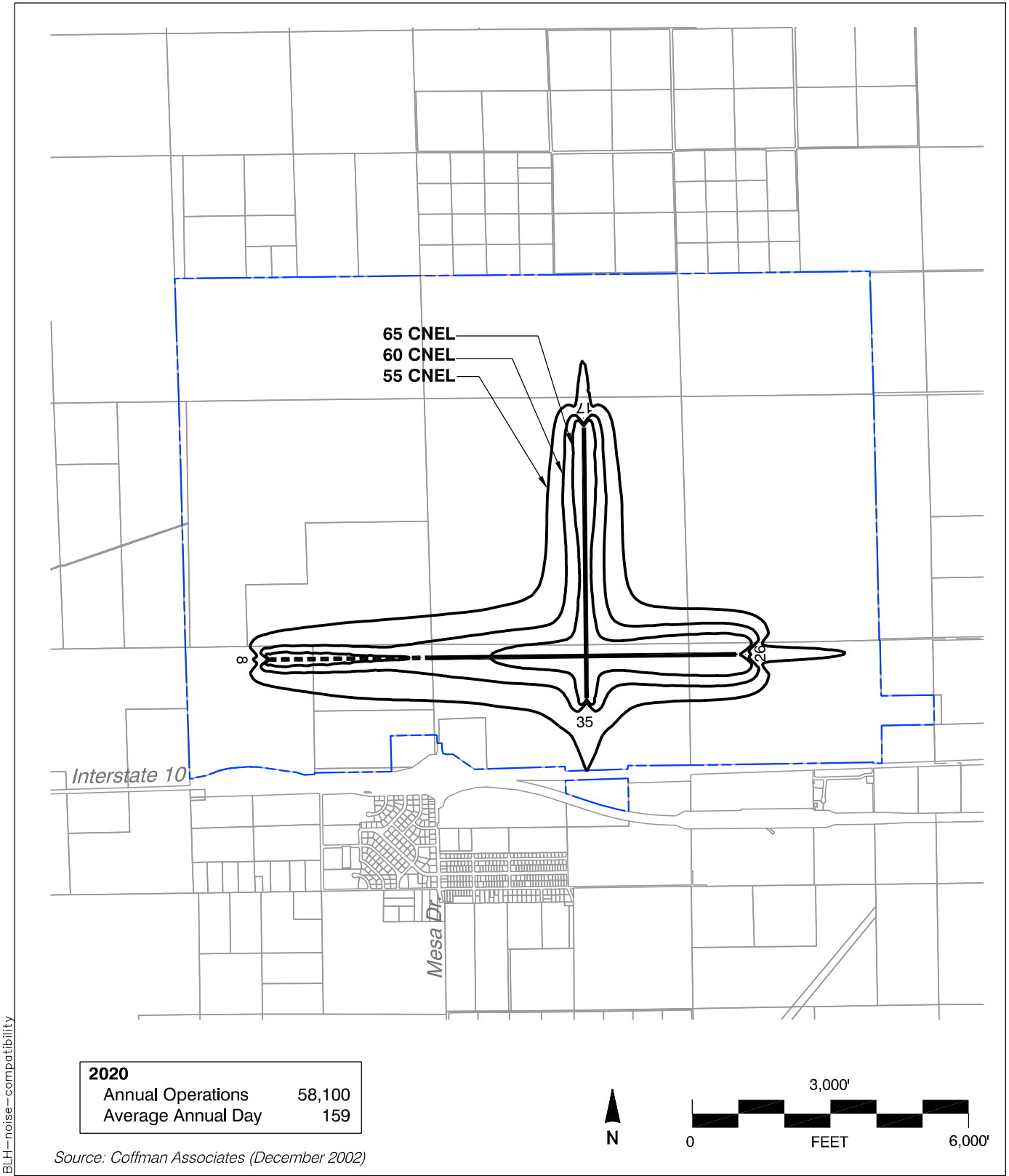


Exhibit BL-4

## Existing Noise Impacts

### Blythe Airport



BLH—noise—compatibility

**Exhibit BL-5**

**Future Noise Impacts**  
**Blythe Airport**

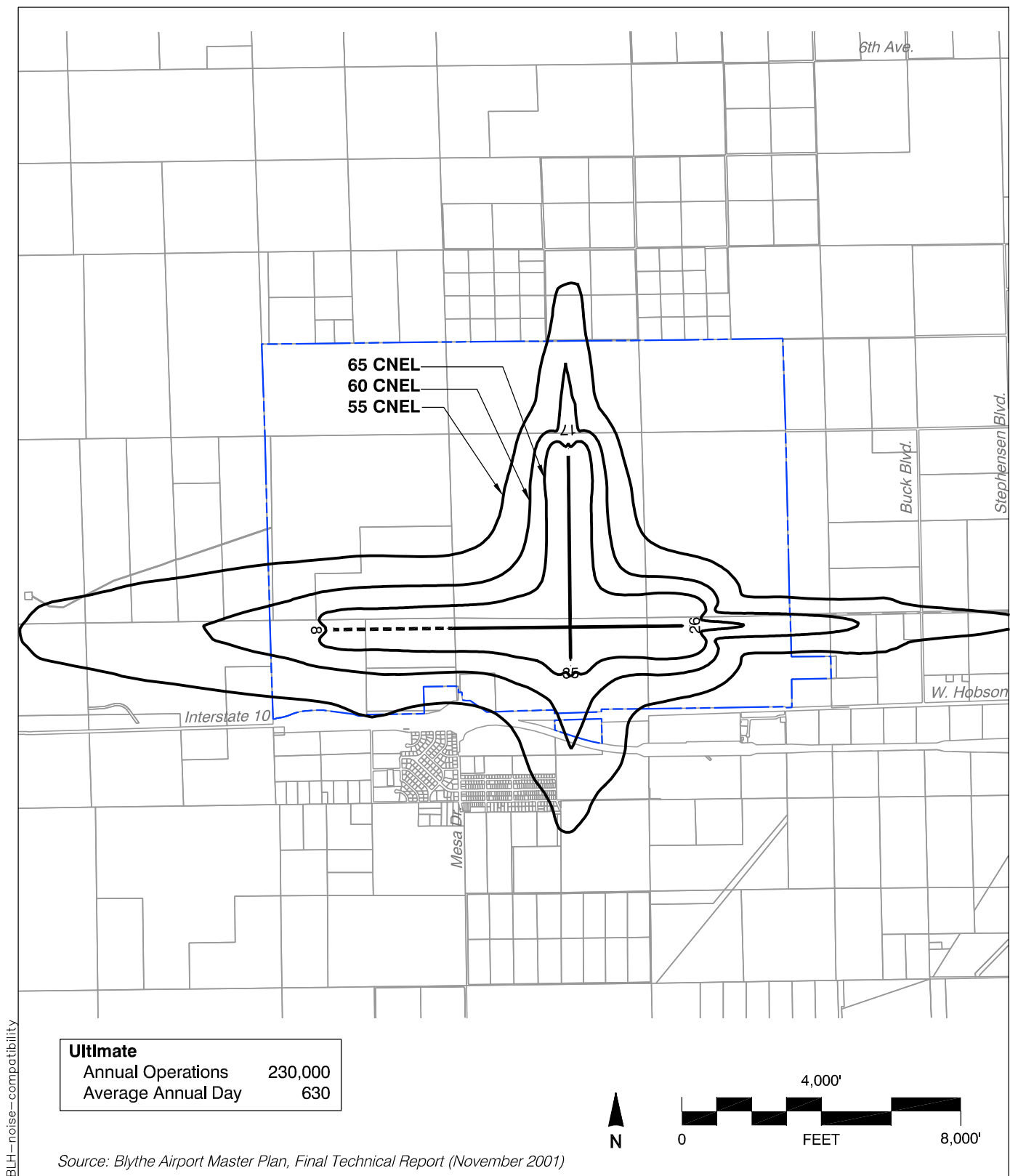
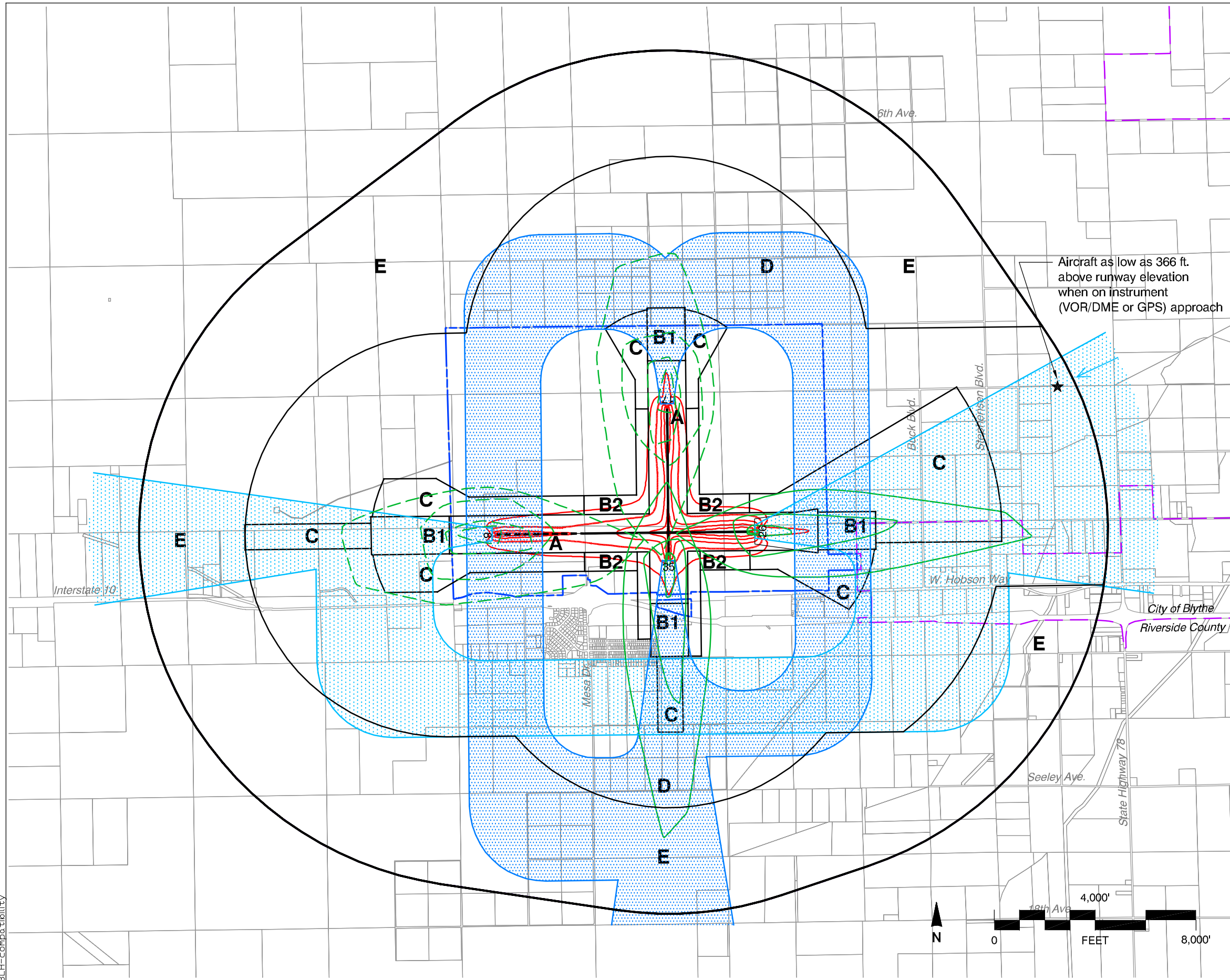


Exhibit BL-6

# Ultimate Noise Impacts

## Blythe Airport





**Legend**

**Compatibility Zones**

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

**Noise and Overflight Compatibility Factors**

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the West and North)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown only for Landings from the East and South)
- FAR Part 77 Conical Surface Limits (same as influence area)

No Terrain Penetration of FAR Part 77 Surfaces

**Boundary Lines**

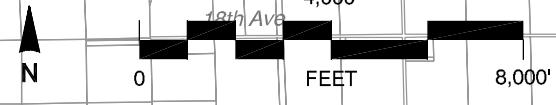
- Airport Property Line
- City Limits

\* 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**  
**East County Airports Background Data**  
 (October 2004)

Exhibit BL-7

**Compatibility Factors Map**  
**Blythe Airport**



BLH-compatibility

**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *County of Riverside*
  - › Entire airport within unincorporated area
- ▶ *City of Blythe*
  - › Current city limits border east airport property

**STATUS OF COMMUNITY PLANS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - › Agriculture; no planned development currently identified for nearby areas
- ▶ *City of Blythe*
  - › Agriculture and industrial uses planned for areas east of airport property

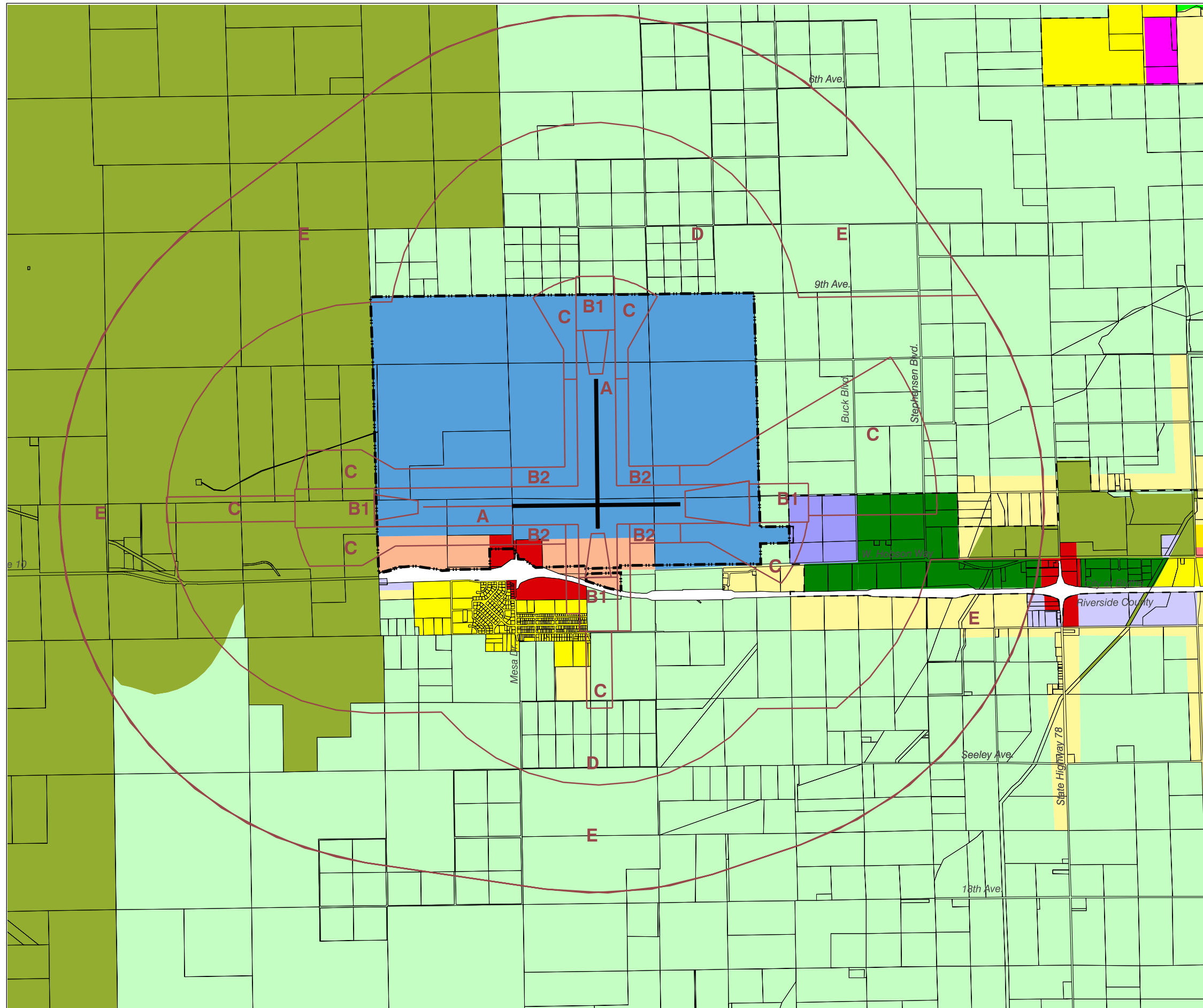
**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

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

**Exhibit BL-8**

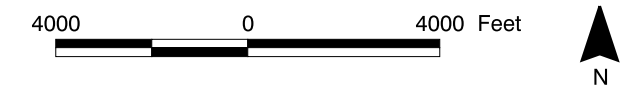
**Airport Environs Information**

**Blythe Airport**



- Legend**
- City Limits
  - 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
  - Agriculture
  - Urban Reserve
  - Open Space/Conservation
  - Federal Lands
  - State Lands
  - Indian Lands
  - Unclassified

Note:  
 This map is combined and simplified from the maps in the following sources.  
 Riverside County General Plan (October 2003)  
 City of Blythe General Plan (1989 Draft)



**Riverside County  
 Airport Land Use Commission**

**Riverside County  
 Airport Land Use Compatibility Plan  
 East County Airports Background Data  
 (October 2004)**

Exhibit BL-9

**General Plan Land Use Designations  
 Blythe Municipal Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND PALO VERDE AREA PLAN**

**Residential Land Use**

- ▶ *Compatibility Zone A*
  - › No inconsistencies noted
- ▶ *Compatibility Zone B1*
  - › Medium-Density Residential designation (2.1 to 5.0 dwelling units/acre) south of airport [R1] exceeds *Zone B1* compatibility criteria
- ▶ *Compatibility Zone C*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations (south and east of airport) and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation (south of airport) exceeds *Zone C* compatibility criteria [R2]
- ▶ *Compatibility Zone D*
  - › Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation south, southwest and east of the airport potentially conflict with the high-and-low options for *Zone D* [R3]
- ▶ *Compatibility Zone E*
  - › No inconsistencies noted

**Non-Residential Land Use**

- ▶ *Compatibility Zone B1*
  - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R4]
- ▶ *Compatibility Zone B2*
  - › Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R5]
- ▶ *Compatibility Zone C*
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of the airport [R6]
- ▶ *Compatibility Zone D*
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Light Industrial/Warehousing, Low-Intensity Commercial/Office, and Office/Business Park south of airport [R7]

**Other Policies**

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

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

Exhibit BL-10

## General Plan Consistency Review (Preliminary)

Blythe Airport Environs

**CITY OF BLYTHE:  
GENERAL PLAN (1989-DRAFT), AND ZONING CODES**

**Non-Residential Land Use**

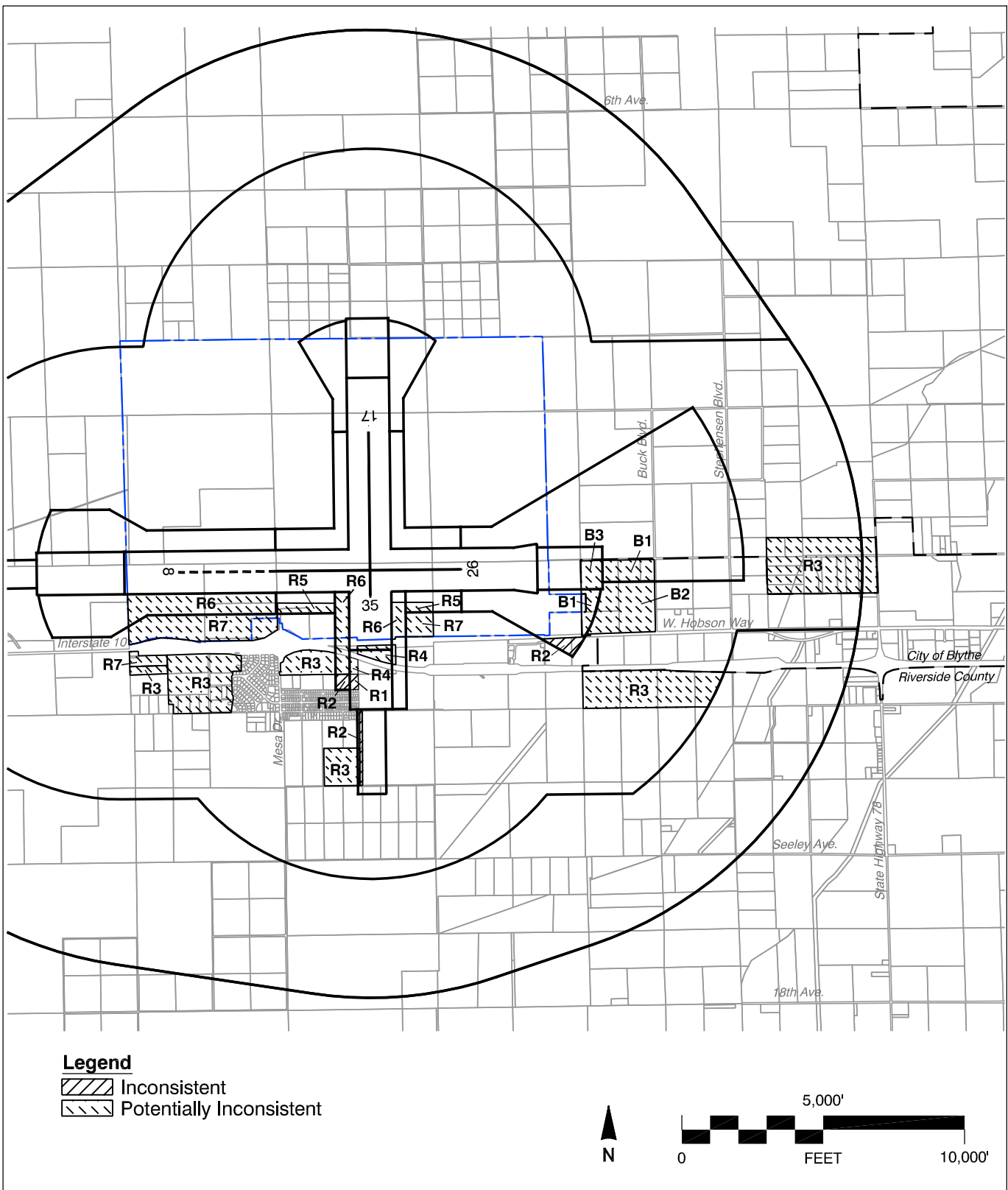
- ▶ *Compatibility Zone B1*
  - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to area designated as Heavy Industrial east of airport [B2]
- ▶ *Compatibility Zone C*
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to area designated as Heavy Industrial east of airport [B1]
- ▶ *Compatibility Zone D*
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to area designated as Heavy Industrial east of airport [B2]

**Other Policies**

- ▶ *General Plan*
  - › No acknowledgment of ALUC coordination
  - › Noise contours for new residential development not established
- ▶ *Zoning Codes*
  - › Height limit zoning not established

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

**Exhibit BL-10, continued**



P:\RCO\Drawings\BLH-consistency.dwg Feb 08, 2005 - 2:13pm

Exhibit BL-10, continued



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# Background Data: Banning Municipal Airport and Environs

## INTRODUCTION

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

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

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

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

**GENERAL INFORMATION**

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

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Airport Master Plan*
  - › Adopted by City Council, c. 1989
- ▶ *Airport Layout Plan Drawing*
  - › Last updated December 1990

**RUNWAY/TAXIWAY DESIGN**

**Runway 8-26**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

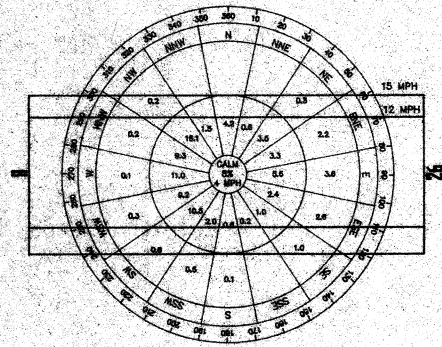
**PLANNED FACILITY IMPROVEMENTS**

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

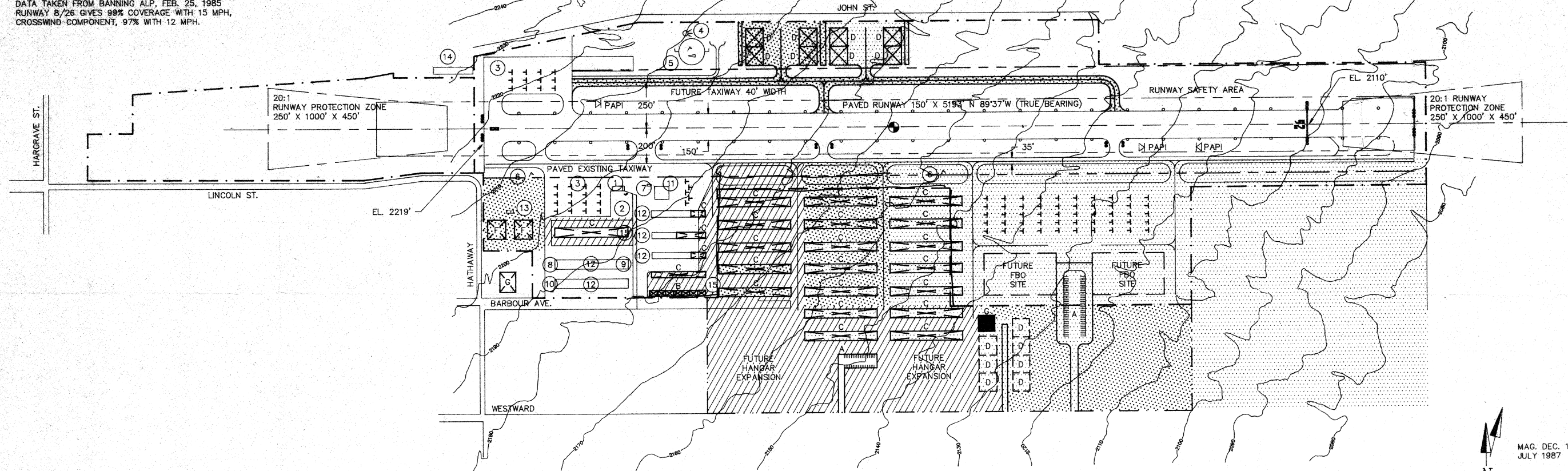
Exhibit BN-1

**Airport Features Summary**  
**Banning Municipal Airport**

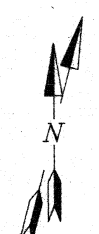
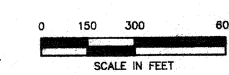
WIND ROSE



DATA TAKEN FROM BANNING ALP, FEB. 25, 1985  
 RUNWAY 8/26 GIVES 99% COVERAGE WITH 15 MPH,  
 CROSSWIND COMPONENT, 97% WITH 12 MPH.



MAG. DEC. 13' 45"E  
 JULY 1987



THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART BY A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAYS IMPROVEMENT ACT OF 1982.

AIRPORT DATA

RUNWAY DATA

LEGEND

BUILDINGS/FACILITIES

RUNWAY 8/26	EXISTING	FUTURE	RUNWAY 8/26	EXISTING	FUTURE
AIRPORT TYPE	GENERAL UTILITY	SAME	RUNWAY CATEGORY	GENERAL UTILITY	SAME
ELEVATION	2219' MSL	SAME	ELEVATION	2219' MSL	SAME
MEAN MAX TEMP. (JULY)	96.6°F	SAME	EFFECTIVE GRADIENT	2.40%	SAME
ARP - AIRPORT LAT.	33°55'21"	SAME	RUNWAY LENGTH	5193'	SAME
REFERENCE POINT LONG.	116°50'59"	SAME	DISPLACED THRESHOLD (26)	595'	SAME
TERMINAL NAVAIDS	PAPI 8 & 26	SAME	RUNWAY WIDTH	150'	SAME
APPROACHES	20:1 VISUAL	SAME	PAVEMENT GROSS LOAD	12,500#SWL	SAME
AIRPORT DESIGN GROUP	ADC II	SAME	SUBGRADE CLASS	FA	SAME
% WIND COVERAGE	97% - 12 MPH, 99% - 15 MPH		RUNWAY LIGHTS	MIRL	SAME
DESIGN AIRCRAFT	KING AIR	SAME	TAXIWAY LIGHTS	NONE	MITL
SURFACE TYPE	PAVED	SAME	MARKING	BASIC	SAME
FAR PART 77 CATEGORY	VISUAL/VISUAL	SAME	% WIND COVERAGE	97% - 12 MPH, 99% - 15 MPH	
			NAVIGATIONAL AIDS	NONE	SAME
			VISUAL AIDS	NONE	SAME
			RUNWAY SAFETY AREA		
			LENGTH BEYOND R/W END	600'	SAME
			WIDTH	300'	SAME

FACILITIES	LEGEND
BUILDINGS	[Symbol]
AIRPORT PROPERTY	[Symbol]
FUTURE FACILITIES	[Symbol]
FUTURE BUILDINGS	[Symbol]
FUTURE PROPERTY LINE	[Symbol]
BUILD. RESTRICTION LINE	[Symbol]
PHASE - I	[Symbol]
PHASE - II	[Symbol]
PHASE - III	[Symbol]
RUNWAY LIGHTS	[Symbol]
THRESHOLD & EXIT LIGHTS	[Symbol]
PAPI	[Symbol]
ARP	[Symbol]

NOTES: DATA FROM CITY MAPS AND AIRPORT LAYOUT PLAN FEB. 25, 1985. FENCES FOLLOW EXISTING PROPERTY LINE. FUTURE FENCING WILL FOLLOW FUTURE PROPERTY LINE

BUILDINGS/FACILITIES	EXISTING	FUTURE
TERMINAL/ADMINISTRATION BUILDING	(1)	
AUTO PARKING	(2)	A
TIEDOWNS	(3)	
ROTATING BEACON	(4)	
WIND T	(5)	
WIND SOCK	(6)	
FUEL ISLAND	(7)	
EARL SEAY & CO.	(8)	
AVIATION SPECIALTIES	(9)	
DRUETT AIRCRAFT MAINT.	(10)	
NAVIONEERS	(11)	
SINGLE HANGAR UNIT		B
T-HANGARS	(12)	C
CORPORATE HANGARS		D
STERLING LANDERS MACH. SHOP	(13)	
OFF AIRPORT T-HANGARS	(14)	
DIRT/GRASS	(15)	
AVIATION SPECIALTIES		E
FBO/HANGAR		F
FIRE STATION		G

CITY OF BANNING  
 APPROVAL DATE: \_\_\_\_\_  
 SEE APPROVAL LETTER: \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_

**Franzoy•Corey**  
 ENGINEERING COMPANY  
 225 Wilshire - Suite 202 - Irvine, California 92715  
 Phone (714) 478-5003

NO.	REVISIONS	BY:	DATE

**AIRPORT LAYOUT PLAN**  
**BANNING MUNICIPAL AIRPORT**  
 BANNING, CA

DESIGNED BY: J. HAWLEY, A/E  
 DRAWN BY: R. JOHANNESSEN  
 DATE: DECEMBER 28, 1980

DRAWING 1 OF 2



<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION <sup>e</sup></b>		
<i>Aircraft Type</i>	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>Ultimate</i>		<b>Current</b>	<b>Future</b>
Single-Engine	70	193	<i>All Aircraft</i>		
Twin-Engine, Piston	0	23	Day	95%	no change
Twin-Engine, Turboprop	3	5	Evening	3%	
Turbojet	0	0	Night	2%	
Helicopters	2	4			
Total	75	225			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION <sup>e</sup></b>		
	<b>Current</b>	<b>Future</b>		<b>Current</b>	<b>Future</b>
<i>Total</i>			<i>All Airplanes – Day &amp; Evening</i>		
Annual	12,000 <sup>c</sup>	70,000 <sup>d</sup>	Takeoffs & Landings		
Average Day	33	192	Runway 8	10%	no change
			Runway 26	90%	
			<i>All Airplanes – Night</i>		
			Takeoffs & Landings		
			Runway 8	0%	no change
			Runway 26	100%	
			<i>Helicopters</i>		
			Takeoffs & Landings (Helipad)		
			Runway 8 direction	10%	no change
			Runway 26 direction	90%	
<b>Distribution by Aircraft Type <sup>e</sup></b>			<b>FLIGHT TRACK USAGE <sup>e</sup></b>		
Single-Engine	77%	81%	<b>Current &amp; Future</b>		
Twin-Engine Piston	5%	10%	▶ Takeoffs, Runway 8		
Twin-Engine, Turboprop	1%	4%	› 30% straight out		
Business Jet	0%	1%	› 70% left turn		
Helicopter	17%	4%	▶ Takeoffs, Runway 26		
			› 65% straight out		
			› 35% right turn		
			▶ Landings, both runways		
			› 100% traffic pattern (no straight in)		
			▶ Helicopters follow freeway alignment; helipad is north of approach end of Runway 8		
<b>Distribution by Type of Operation <sup>a</sup></b>					
Local (incl. touch-and-goes)	30%	no change			
Itinerant	70%				

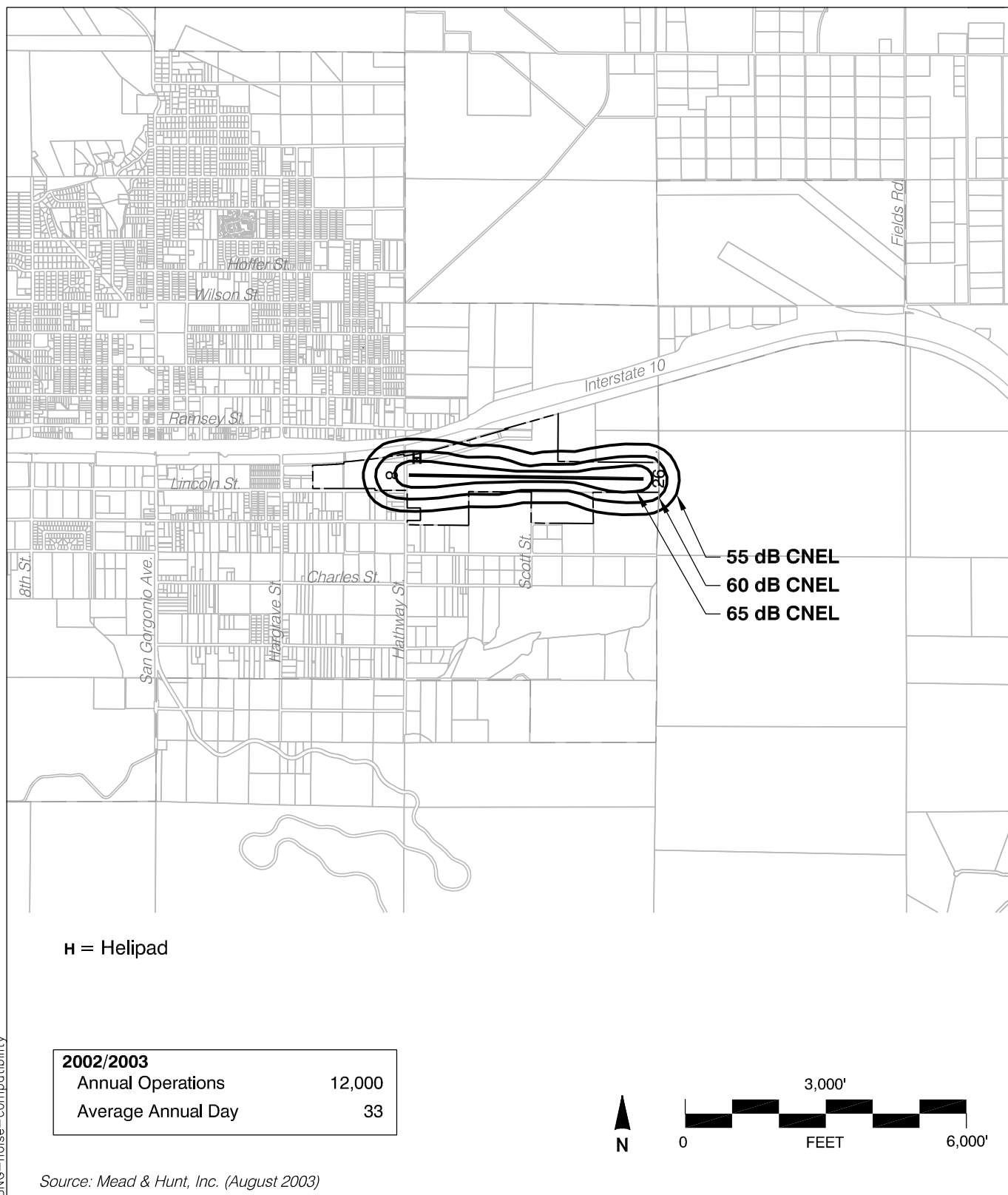
**Notes**

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

Exhibit BN-3

## Airport Activity Data Summary

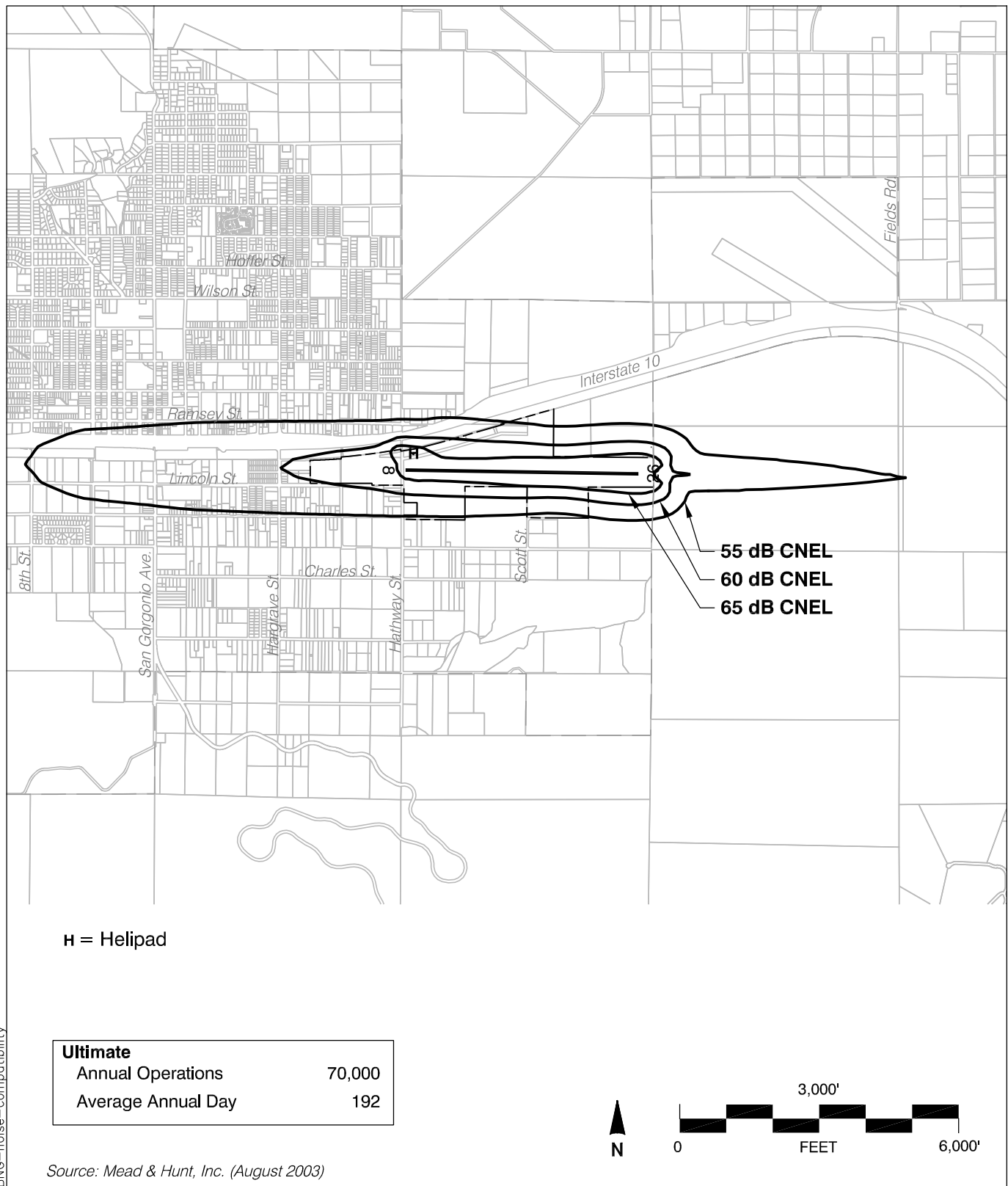
Banning Municipal Airport



BNG-noise-compatibility

Exhibit BN-4

## Existing Noise Impacts Banning Municipal Airport



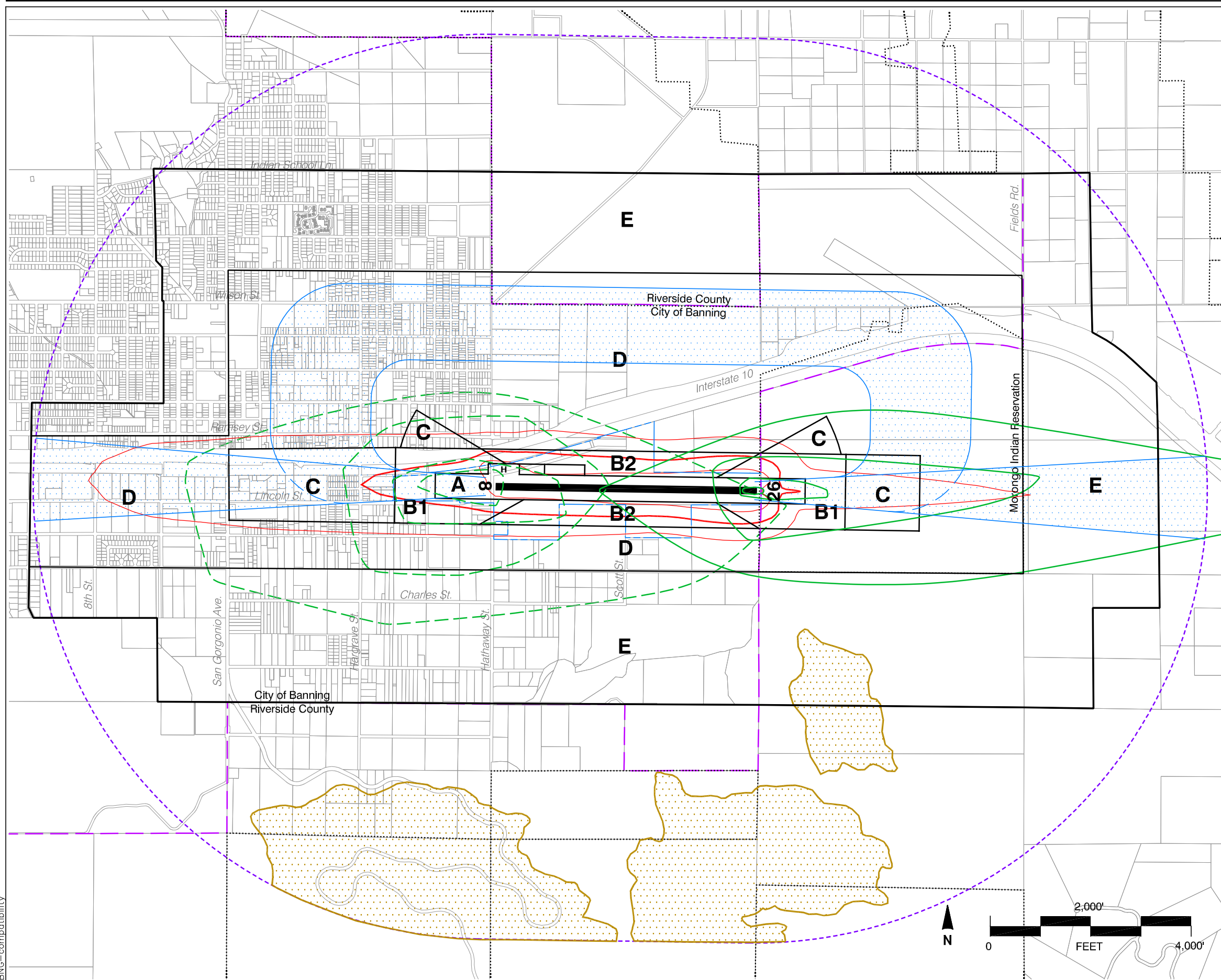
BNG-noise-compatibility

**Exhibit BN-5**

**Future Noise Impacts**  
**Banning 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 } Future Average
- 60 dB CNEL } Annual Day
- 55 dB CNEL }

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

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

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  
East County Airports Background Data  
(October 2004)**

Exhibit BN-6

**Compatibility Factors  
Banning Municipal Airport**

**AIRPORT SITE**

- ▶ *Location*
  - › North-central Riverside County
  - › 1¼ mile east of Banning city center
- ▶ *Nearby Terrain*
  - › Situated in San Gorgonio Pass at 2,200± ft. elevation
  - › Base of San Jacinto Mountains 1 mile south; Mt. San Jacinto peak (elevation 10,804 ft.) 12 miles southeast
  - › Base of San Bernardino Mountains 2+ miles north, Mt. San Gorgonio peak (elevation 11,499 ft.) 12 miles north

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *County of Riverside*
  - › Lands under unincorporated county jurisdiction within ¼ mile southeast and ¾ mile southwest of runway
- ▶ *City of Banning*
  - › Entire airport property within city limits
  - › Urbanized area of city lies west and northwest
- ▶ *Morongo Indian Reservation*
  - › Reservation lands immediately east of runway (including Runway 26 RPZ ) and within 0.6 miles north and 1 mile south
  - › Indian lands not subject to ALUC authority

**STATUS OF COMMUNITY PLANS**

- ▶ *Riverside County*
  - › General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Banning*
  - › General Plan adopted May 1986
- ▶ *Morongo Indian Reservation*
  - › No known land use plans

**EXISTING AIRPORT AREA LAND USES**

- ▶ *General Character*
  - › Mixed use area on eastern edge of city
  - › Union Pacific Railroad line and Interstate 10 border north side of airport
- ▶ *Runway Approaches*
  - › West (Runway 8): Mixture of industrial and scattered residential uses; high school south of final approach course, 1¼ mile from runway end
  - › East (Runway 26): Undeveloped desert lands
- ▶ *Traffic Pattern*
  - › North: Freeway/railroad corridor and undeveloped land except to northwest

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - › Southwest and Southeast: No currently identified development planned for nearby areas
- ▶ *City of Banning*
  - › West: Industrial uses along approach; mostly very low density residential south of Barbour Street
  - › North: New industrial area north of freeway; infill residential and mixed use to northwest
  - › South: Airport-related industry, including automobile drag strip adjoining airport; very-low-density residential south of Charles Street
- ▶ *Morongo Indian Reservation*
  - › No known development plans for lands adjoining east end of airport

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

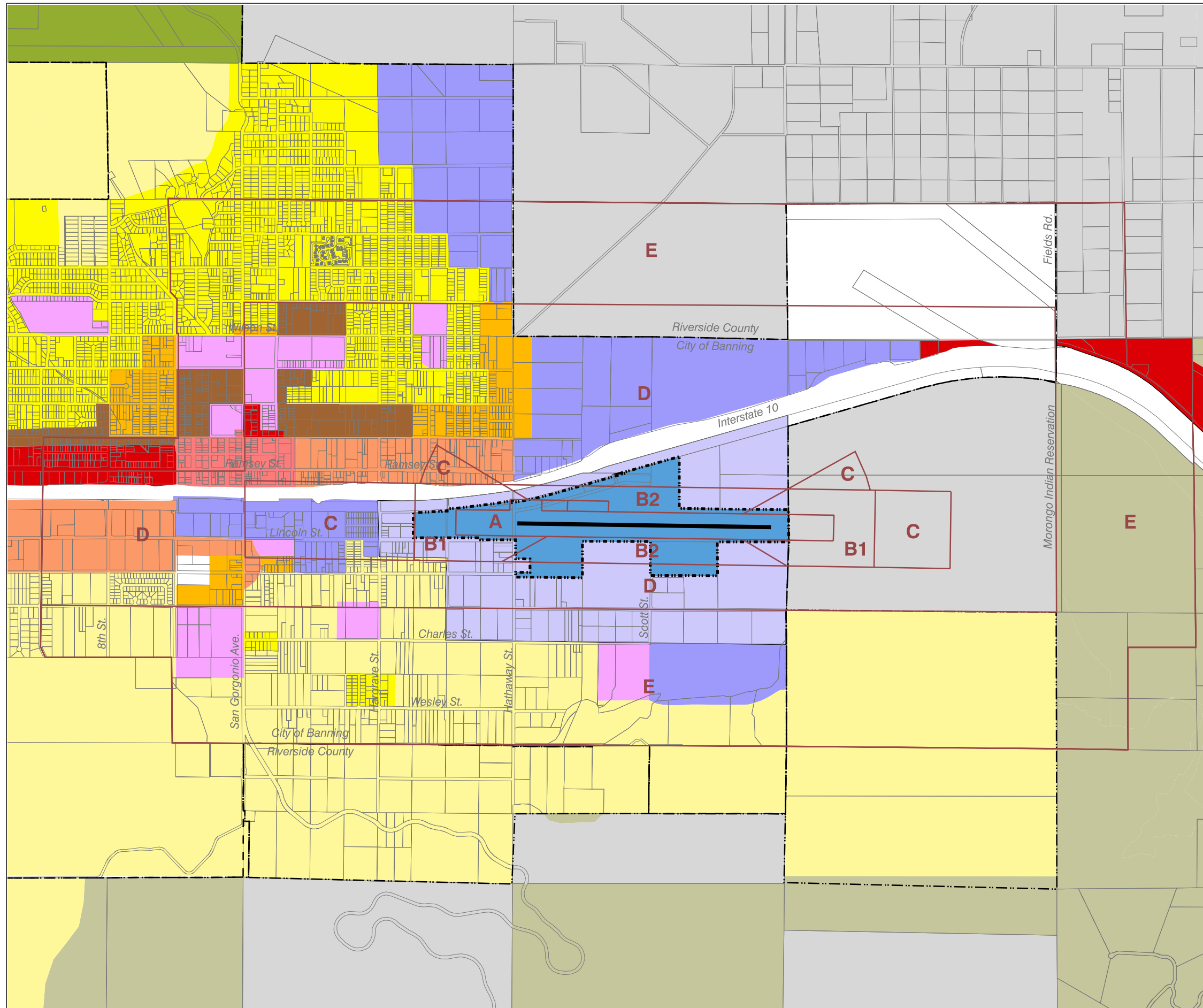
- ▶ *Riverside County General Plan*
  - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Banning General Plan*
  - › New single-family residential land uses deemed normally acceptable up to 60 dB CNEL and conditionally acceptable up to 70 dB CNEL
  - › Certification that interior noise level will not exceed 45 dB CNEL required for residential development where outdoor noise exceeds 65 dB CNEL
- ▶ *City of Banning Zoning Codes*
  - › Mostly 35-foot height limit in city; higher allowed in industrial zones and with conditional use permit
  - › Height limits established to protect airport airspace (specific language is outdated)

**Exhibit BN-7**

**Airport Environs Information**

**Banning Municipal Airport**





- 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
  - Agriculture
  - Open Space/Conservation
  - Federal Lands
  - State Lands
  - Indian Lands
  - Unclassified

Note:  
 This map is combined and simplified from the maps in the following sources.  
 Riverside County General Plan (October 2003)  
 City of Banning General Plan (May 1986)



**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**East County Airports Background Data**  
**(October 2004)**

Exhibit BN-8

**General Plan Land Use Designations**  
**Banning Municipal Airport Environs**

**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND PASS AREA PLAN**

**Residential Land Use**

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

**MORONGO INDIAN RESERVATION**

- ▶ *Compatibility Zones A, B1, C, D, and E*
  - › Potential inconsistencies in land use development east of airport [M1]

**Non-Residential Land Use**

- ▶ *Compatibility Zone E*
  - › Potential Conflict: no references to airspace protection height limitations in the Pass Area Plan

**Other Policies**

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

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

**Exhibit BN-9**

**General plan Consistency Review (Preliminary)**  
**Banning Municipal Airport Environs**

**CITY OF BANNING:  
GENERAL PLAN (1986), AND ZONING CODES**

**Residential Land Use**

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

**Other Policies**

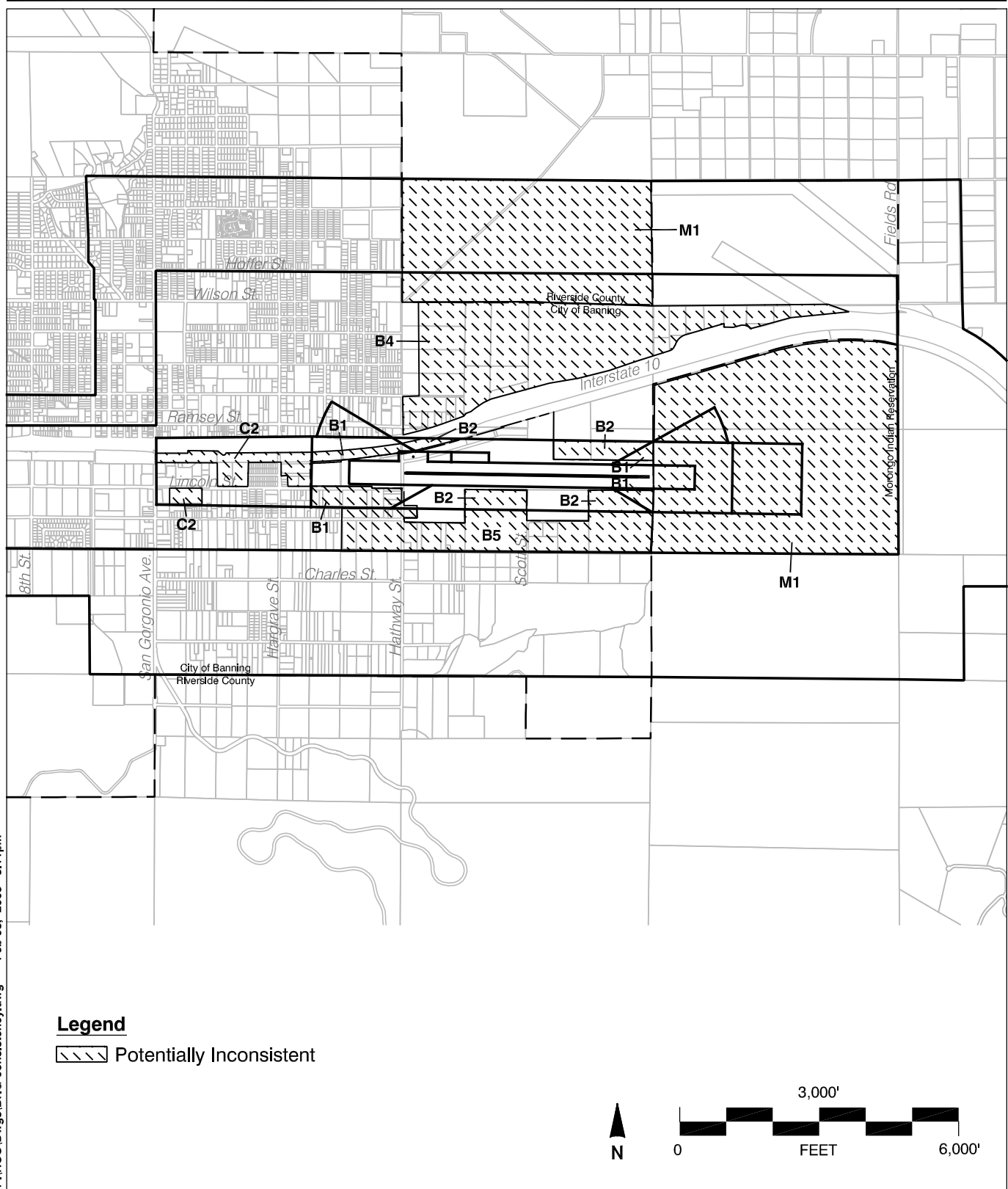
- ▶ *General Plan*
  - › No acknowledgment of ALUC coordination
  - › Noise Element policy conditionally allowing new residential development up to 70 dB CNEL conflicts with Compatibility Plan limit of 60 dB CNEL even if interior 45 dB CNEL criterion is met; policy does not state what set of noise contours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

**Non-Residential Land Use**

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

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

**Exhibit BN-9, continued**



P:\RCO\Draws\BNG-consistency.dwg Feb 08, 2005 - 3:11pm

Exhibit BN-9, continued



## Background Data: Chiriaco Summit Airport and Environs

### INTRODUCTION

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

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

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

Data regarding the airport and its usage is portrayed Exhibits CS-1 through CS-5 on the following pages. Land use information is summarized in Exhibits CS-6 and CS-7.

**GENERAL INFORMATION**

- ▶ *Airport Ownership:* County of Riverside
- ▶ *Year Opened:* 1942; County-owned since 1947
- ▶ *Property Size*
  - ▶ Fee title: 570 acres
  - ▶ Avigation easements: None
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 1,713 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Airport Master Plan*
  - ▶ None
- ▶ *Airport Layout Plan Drawing*
  - ▶ January 1992

**RUNWAY/TAXIWAY DESIGN**

**Runway 6-24**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

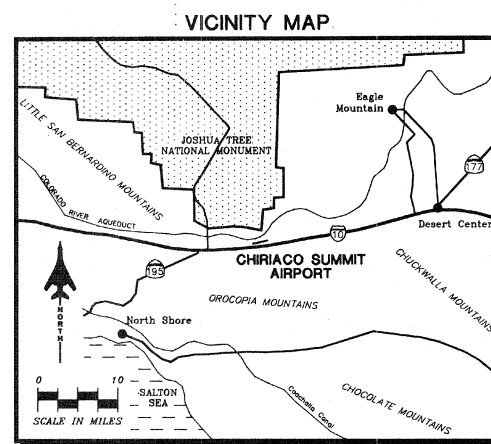
**PLANNED FACILITY IMPROVEMENTS**

- ▶ *Airfield and Building Area*
  - ▶ None
- ▶ *Property*
  - ▶ None

Exhibit CS-1

# Airport Features Summary

## Chiriaco Summit Airport



RUNWAY END COORDINATES		
RUNWAY	EXISTING	ULTIMATE
Runway 6	Latitude 33° 39' 50.25" N Longitude 115° 43' 2.21" W	Latitude 33° 39' 50.25" N Longitude 115° 43' 2.21" W
Runway 24	Latitude 33° 39' 59.74" N Longitude 115° 42' 7.78" W	Latitude 33° 39' 59.74" N Longitude 115° 42' 7.78" W

BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	ELEVATION
1		GENERAL PATTON MUSEUM	1753
2		CHIRIACO SUMMIT TRAILER PARK	1728
3		CHOLLA HOUSE ANTIQUES	1728
4		CAFE/MINI MARKET	1733
5		CHEVRON SERVICE STATION	1735
6		STORAGE BUILDING (With wind sock)	1730
7		CHIRIACO SUMMIT HOTEL	1733
8		TRAILER HOMES	1728

AIRPORT DATA			
Chiriaco Summit Airport (L77)			
CITY: Chiriaco Summit, California		COUNTY: Riverside California	
RANGE: 12 East		TOWNSHIP: 6 South	
		CIVIL TOWNSHIP: None	
		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		General Aviation	General Aviation
AIRPORT REFERENCE CODE		A-1	A-1
AIRPORT ELEVATION		1713 MSL	1713 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		104°F	104°F
AIRPORT REFERENCE POINT (ARP) COORDINATES		Latitude 33° 39' 55" N Longitude 115° 42' 35" W	Latitude 33° 39' 55" N Longitude 115° 42' 35" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS			

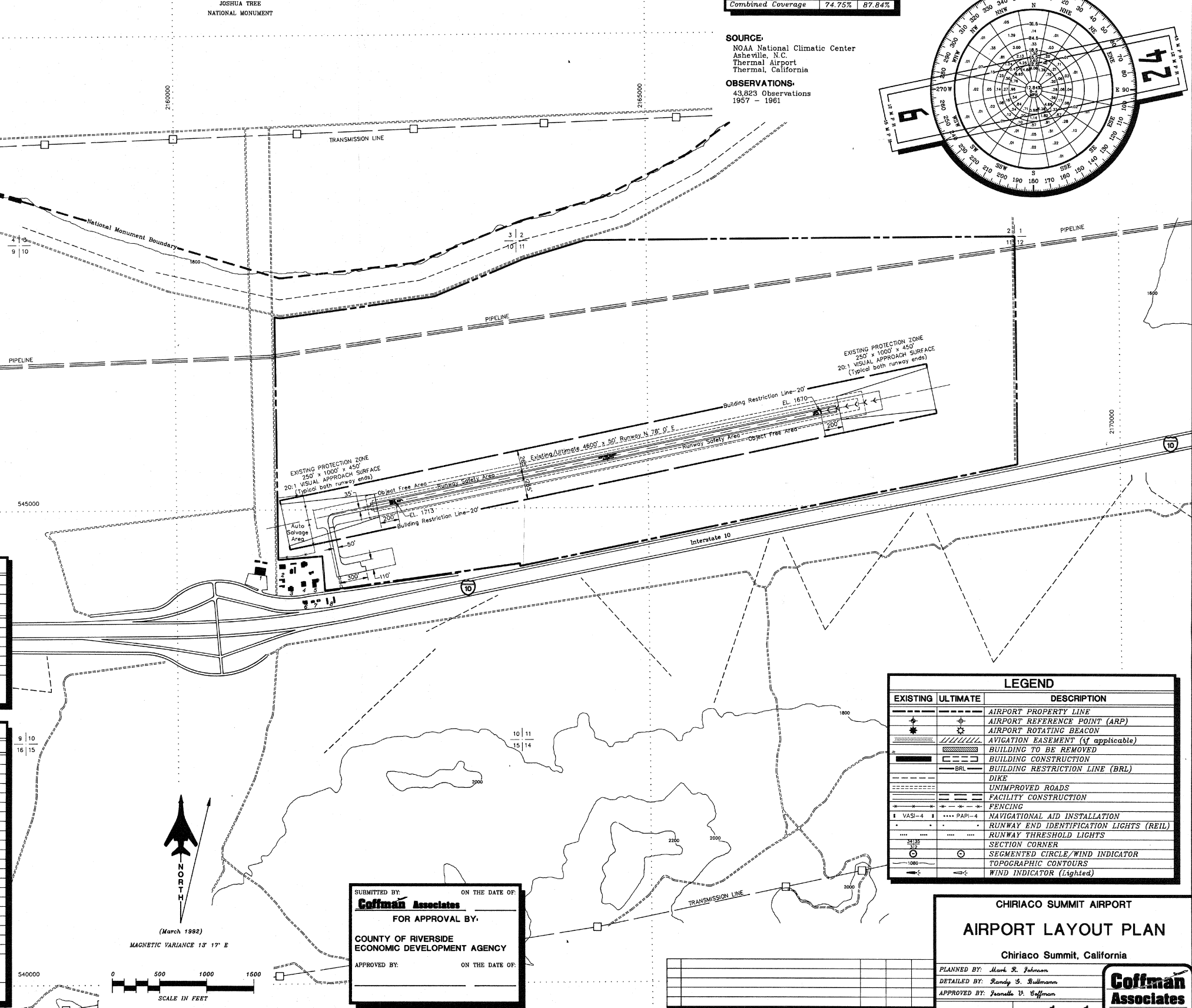
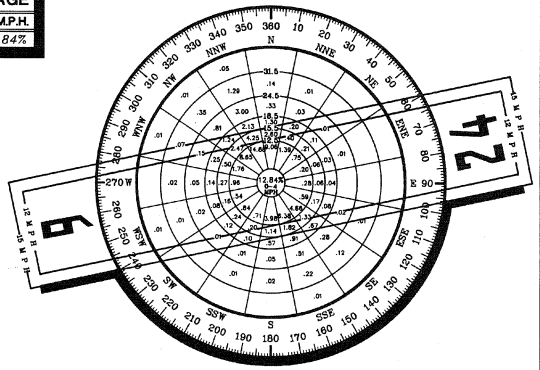
RUNWAY DATA	RUNWAY 5-23	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	A-1	A-1
RUNWAY CATEGORY	Basic Utility	Basic Utility
RUNWAY AZIMUTH	78.0000°	78.0000°
RUNWAY BEARING	N 78.0000° E	N 78.0000° E
RUNWAY DIMENSIONS	4600' ± 50'	4600' ± 50'
RUNWAY INSTRUMENTATION	Visual	Visual
RUNWAY APPROACH SURFACES	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	None	None
RUNWAY STOPWAY	170' (24)	170' (24)
RUNWAY SAFETY AREA	5250' ± 120'	5250' ± 120'
RUNWAY OBSTACLE FREE ZONE	5000' ± 250'	5000' ± 250'
RUNWAY OBJECT FREE AREA	5370' ± 250'	5370' ± 250'
PAVEMENT MATERIAL	Asphalt	Asphalt
PAVEMENT SURFACE TREATMENT	None	None
PAVEMENT STRENGTH (in thousand lbs.) <sup>1</sup>	6(S)	6(S)
RUNWAY EFFECTIVE GRADIENT (in %)	934	934
RUNWAY MARKING	Basic	Basic
RUNWAY LIGHTING	None	None
RUNWAY APPROACH LIGHTING	None	None
TAXIWAY LIGHTING	None	None
TAXIWAY MARKING	Centerline	Centerline
NAVIGATIONAL AIDS		

<sup>1</sup> Pavement strengths are expressed in Single (S), Dual (D), Dual Tandem (DT), and/or Double Dual Tandem (DDT), wheel loading capacities.

ALL WEATHER WIND COVERAGE		
	12 MPH.	15 MPH.
Combined Coverage	74.75%	87.84%

**SOURCE:**  
NOAA National Climatic Center  
Asheville, N.C.  
Thermal Airport  
Thermal, California

**OBSERVATIONS:**  
43,823 Observations  
1957 - 1961



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
*	*	AIRPORT ROTATING BEACON
////	////	AVIGATION EASEMENT (if applicable)
---	---	BUILDING TO BE REMOVED
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DIKE
---	---	UNIMPROVED ROADS
---	---	FACILITY CONSTRUCTION
---	---	FENCING
+	+	NAVIGATIONAL AID INSTALLATION
+	+	RUNWAY END IDENTIFICATION LIGHTS (REIL)
+	+	RUNWAY THRESHOLD LIGHTS
+	+	SECTION CORNER
+	+	SECTORED CIRCLE/WIND INDICATOR
+	+	TOPOGRAPHIC CONTOURS
+	+	WIND INDICATOR (Lighted)

SUBMITTED BY: **Coffman Associates** ON THE DATE OF: \_\_\_\_\_

FOR APPROVAL BY: \_\_\_\_\_

COUNTY OF RIVERSIDE  
ECONOMIC DEVELOPMENT AGENCY

APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_

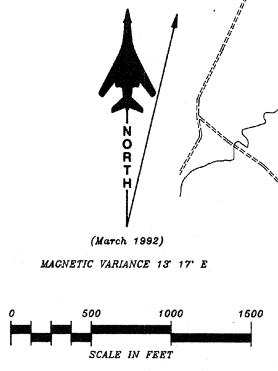
**CHIRIACO SUMMIT AIRPORT**  
**AIRPORT LAYOUT PLAN**

Chiriaco Summit, California

PLANNED BY: Mark R. Johnson  
 DETAILED BY: Randy S. Bullmann  
 APPROVED BY: Pamela V. Coffman

**Coffman Associates**  
Airport Consultants

June 22, 1992 SHEET 1 OF 1



No.	REVISIONS	DATE	BY	APP'D

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION <sup>b</sup></b>		
<i>Aircraft Type</i>	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>2025 forecast</i>		<b>Current</b>	<b>Future</b>
Single-Engine	2	5	<i>All Aircraft</i>		
Twin-Engine Piston	0	0	Day	95%	no change
Turboprop	0	0	Evening	5%	
Turbojet	0	0	Night	0%	
Helicopters	0	0			
<i>Total</i>	2	5			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION <sup>b</sup></b>		
	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>2025 forecast</i>		<b>Current</b>	<b>Future</b>
<i>Total</i>			<i>All Airplanes – Daylight Hours</i>		
Annual	4,000 <sup>c</sup>	5,200	Takeoffs		
Average Day	11	14	Runway 6	67%	no change
			Runway 24	33%	
<i>Distribution by Aircraft Type</i>			Landings		
Single-Engine	95%		Runway 6	17%	no change
Twin-Engine Piston	5%	no change	Runway 24	83%	
Twin-Engine, Turboprop	0%				
Business Jet	0%				
Helicopter	0%				
<i>Distribution by Type of Operation</i>			<b>FLIGHT TRACK USAGE <sup>b</sup></b>		
Local (incl. touch-and-goes)	3%	no change	<b>Current &amp; Future</b>		
Itinerant	97%		<ul style="list-style-type: none"> <li>▶ Approaches, Both Runways                             <ul style="list-style-type: none"> <li>› Mostly left-hand pattern, some straight-in, depending upon direction of arrival</li> </ul> </li> <li>▶ Departures, Both Runways                             <ul style="list-style-type: none"> <li>› Mostly straight-out, some left-hand pattern, depending upon direction of travel</li> </ul> </li> </ul>		

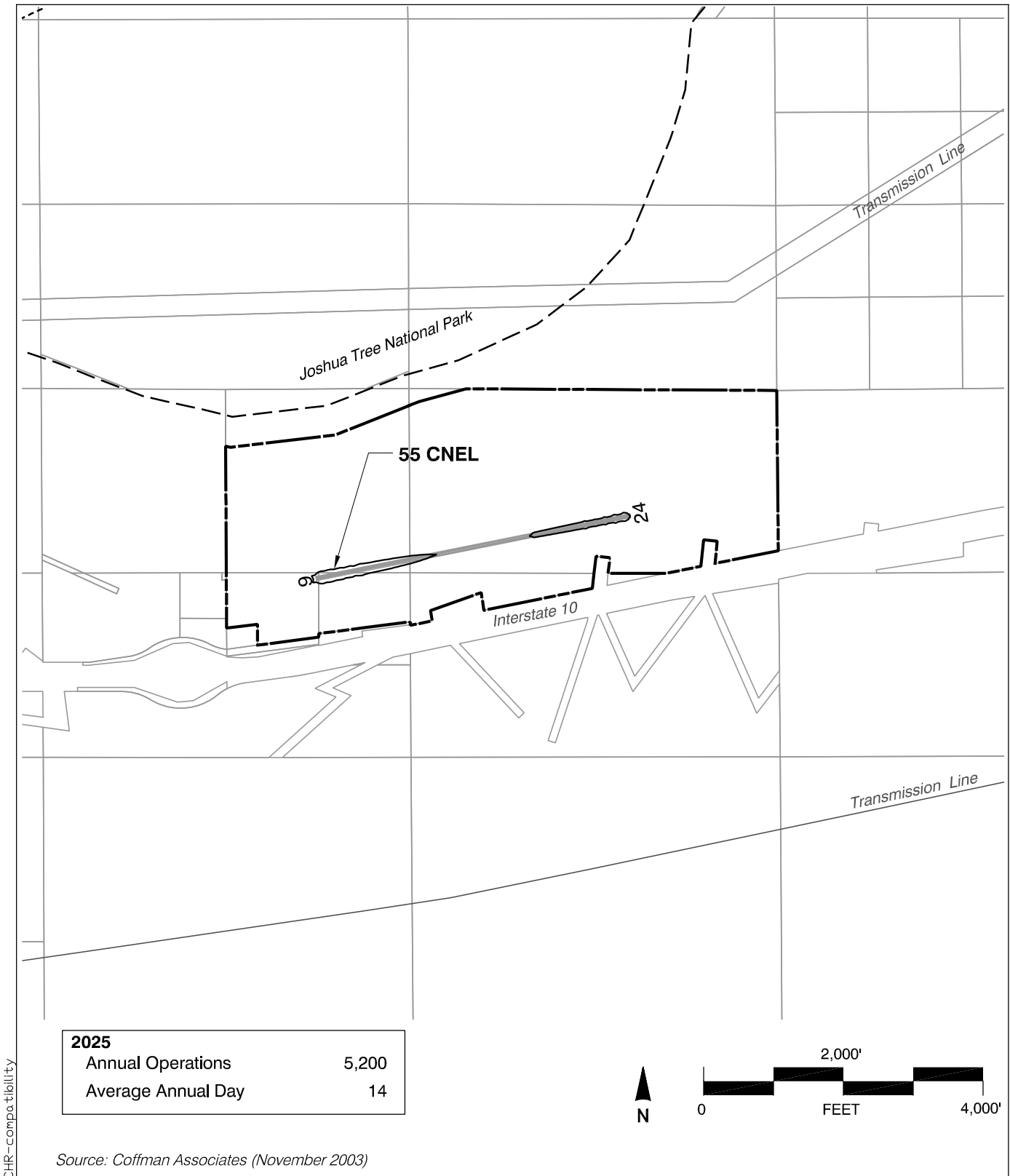
**Notes**

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

Exhibit CS-3

**Airport Activity Data Summary**  
Chiriaco Summit Airport



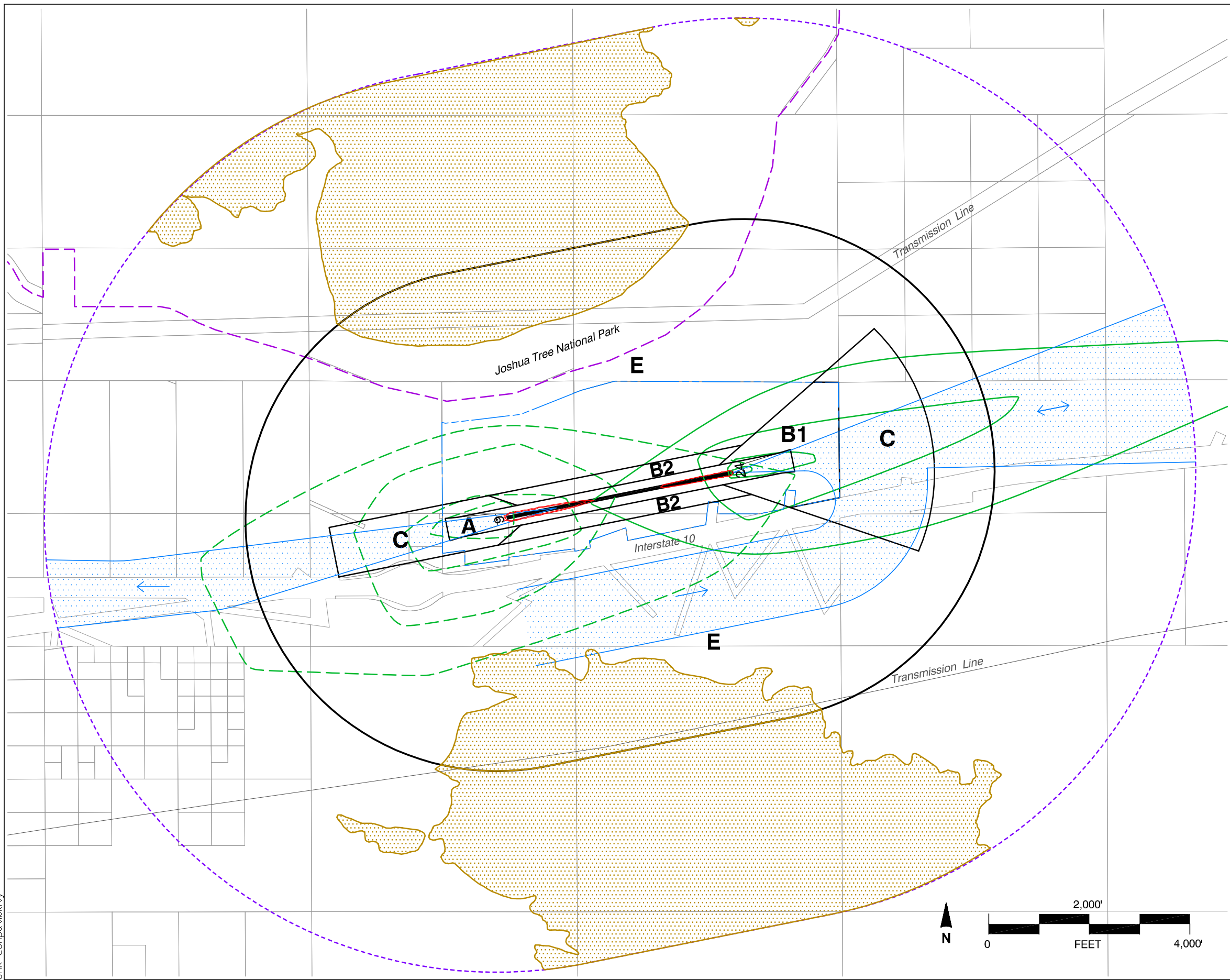


CHR-compatibility

**Exhibit CS-4**

**Future Noise Impacts**

**Chiriaco Summit Airport**



**Legend**

**Compatibility Zones**

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

**Noise and Overflight Compatibility Factors**

- 55 dB CNEI (Future Average Annual Day)
- ▭ General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- ▭ Terrain Penetration of FAR Part 77 Surfaces

**Boundary Lines**

- Airport Property Line
- Joshua Tree National Park

\* 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  
 East County Airports Background Data  
 (October 2004)**

Exhibit CS-5

**Compatibility Factors Map  
 Chiriaco Summit Airport**



**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *County of Riverside*
  - ▶ Located entirely within unincorporated Riverside County
- ▶ *National Park Service*
  - ▶ Joshua Tree National Park north of airport

**STATUS OF COMMUNITY PLANS**

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

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

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

**Exhibit CS-6**

**Airport Environs Information**

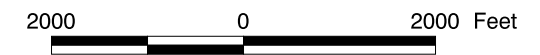
**Chiriaco Summit Airport**



**Legend**

- 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
- Agriculture
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This is combined and simplified from the following map source:  
Riverside County General Plan (October 2003)



**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**East County Airports Background Data**  
 (October 2004)

Exhibit CS-7

**General Plan Land Use Designations**  
**Chiriaco Summit Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND EASTERN COACHELLA VALLEY AREA PLAN****Residential Land Use**

- ▶ *Compatibility Zone A, B1, B2, C, and E*
  - › No inconsistencies noted

**Non-Residential Land Use**

- ▶ *Compatibility Zone A, B1, B2, C, and E*
  - › No inconsistencies noted

**Other Policies**

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

Exhibit CS-8

**General Plan Consistency Review (Preliminary)**  
Chiriaco Summit Airport Environs

## Background Data: Desert Center Airport and Environs

### INTRODUCTION

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

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

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

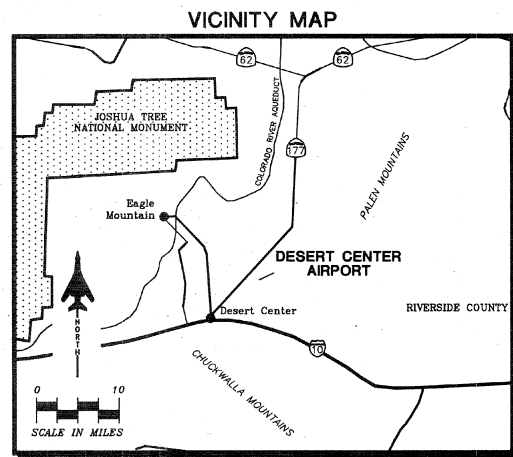
Surrounding land uses consist of desert and some agricultural areas. The nearest populated areas are more than 3 miles distant. There are no existing land use compatibility conflicts and none are anticipated. An assessment of local land use conditions and plans is presented in Exhibits DC-5 and DC-6.

<p><b>GENERAL INFORMATION</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airport Ownership:</i> County of Riverside</li> <li>▶ <i>Year Opened:</i> 1942; County-owned since 1947</li> <li>▶ <i>Property Size</i> <ul style="list-style-type: none"> <li>▶ Fee title: 1,129 acres</li> <li>▶ Avigation easements: None</li> </ul> </li> <li>▶ <i>Airport Classification:</i> General Aviation</li> <li>▶ <i>Airport Elevation:</i> 559 feet MSL</li> </ul>	<p><b>AIRPORT PLANNING DOCUMENTS</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airport Master Plan</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Airport Layout Plan Drawing</i> <ul style="list-style-type: none"> <li>▶ Last updated June 1992</li> </ul> </li> </ul>
<p><b>RUNWAY/TAXIWAY DESIGN</b></p> <p><b>Runway 5-23</b></p> <ul style="list-style-type: none"> <li>▶ <i>Critical Aircraft:</i> Single engine, piston</li> <li>▶ <i>Airport Reference Code:</i> B-II</li> <li>▶ <i>Dimensions:</i> 4,200 ft. long, 50 ft. wide</li> <li>▶ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> <li>▶ 45,000 lbs (single wheel)</li> <li>▶ 80,000 lbs (dual wheel)</li> <li>▶ 140,000 lbs (dual-tandem wheel)</li> </ul> </li> <li>▶ <i>Average Gradient:</i> 0.9% (rising to west)</li> <li>▶ <i>Runway Lighting</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Primary Taxiways:</i> No parallel taxiway; only a connecting taxiway between apron and Rwy 5 approach end</li> </ul>	<p><b>TRAFFIC PATTERNS AND APPROACH PROCEDURES</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> <li>▶ Runways 5 &amp; 23: Left traffic</li> <li>▶ Pattern Altitude: 1,000 feet AGL</li> </ul> </li> <li>▶ <i>Instrument Approach and Departure Procedures</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Visual Approach Aids</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> <li>▶ Daytime operations only</li> </ul> </li> </ul>
<p><b>BUILDING AREA</b></p> <ul style="list-style-type: none"> <li>▶ <i>Location:</i> Southwest corner of airport property</li> <li>▶ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> <li>▶ Hangar spaces: 0</li> <li>▶ Tiedowns: 3</li> </ul> </li> <li>▶ <i>Other Major Facilities</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Services</i> <ul style="list-style-type: none"> <li>▶ None; airport unattended</li> </ul> </li> </ul>	<p><b>APPROACH PROTECTION</b></p> <ul style="list-style-type: none"> <li>▶ <i>Runway Protection Zones (RPZ)</i> <ul style="list-style-type: none"> <li>▶ Runway 5: 1,000 ft. long; all on airport property</li> <li>▶ Runway 23: 1,000 ft. long; all on airport property</li> </ul> </li> <li>▶ <i>Approach Obstacles</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> </ul>
<p><b>BUILDING AREA</b></p> <ul style="list-style-type: none"> <li>▶ <i>Location:</i> Southwest corner of airport property</li> <li>▶ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> <li>▶ Hangar spaces: 0</li> <li>▶ Tiedowns: 3</li> </ul> </li> <li>▶ <i>Other Major Facilities</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Services</i> <ul style="list-style-type: none"> <li>▶ None; airport unattended</li> </ul> </li> </ul>	<p><b>PLANNED FACILITY IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airfield and Building Area</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> <li>▶ <i>Property</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> </ul>

Exhibit DC-1

## Airport Features Summary

### Desert Center Airport



RUNWAY END COORDINATES		
RUNWAY	EXISTING	ULTIMATE
Runway 5	Latitude 33° 44' 46.17" N	33° 44' 46.17" N
	Longitude 115° 19' 43.07" W	115° 19' 43.07" W
Runway 23	Latitude 33° 45' 3.82" N	33° 45' 3.82" N
	Longitude 115° 18' 56.92" W	115° 18' 56.92" W

BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	ELEVATION
1		STORAGE BUILDING (40' x 60')	579
2		GREENHOUSE (To Be Removed)	571
3		PILOT LOUNGE	570

AIRPORT DATA		
Desert Center Airport (L64)		
CITY: Desert Center, California	COUNTY: Riverside California	
RANGE: 16 East	TOWNSHIP: 5 South	CIVIL TOWNSHIP: None
	EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL	General Aviation	General Aviation
AIRPORT REFERENCE CODE	B-II	B-II
AIRPORT ELEVATION	559 MSL	559 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	107°F	107°F
AIRPORT REFERENCE POINT (ARP) COORDINATES	Latitude 33° 44' 55" N Longitude 115° 19' 20" W	33° 44' 55" N 115° 19' 20" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Airport Beacon (Nonoperational)	Airport Beacon (Nonoperational)

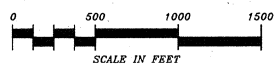
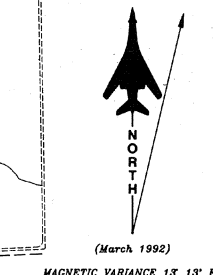
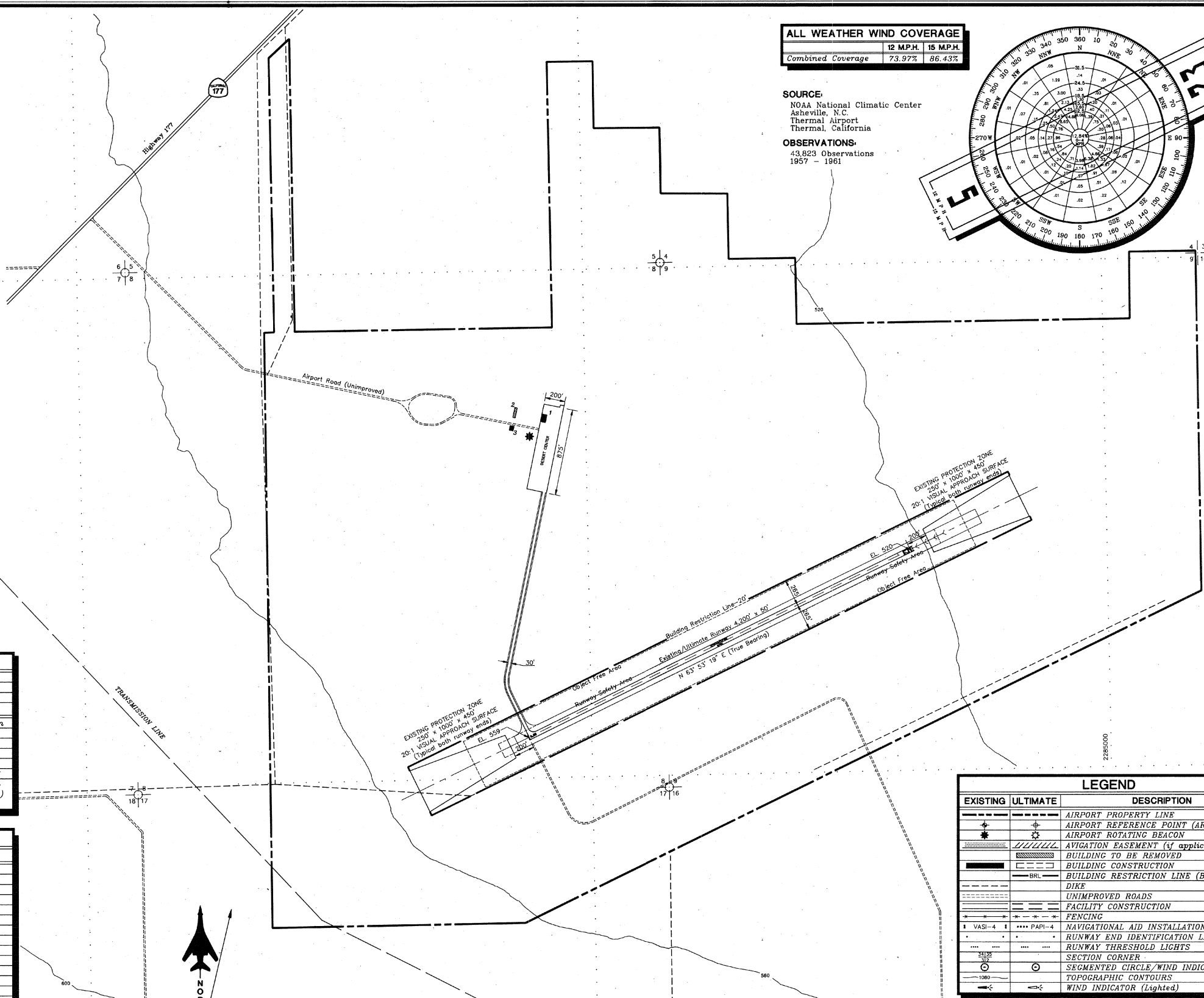
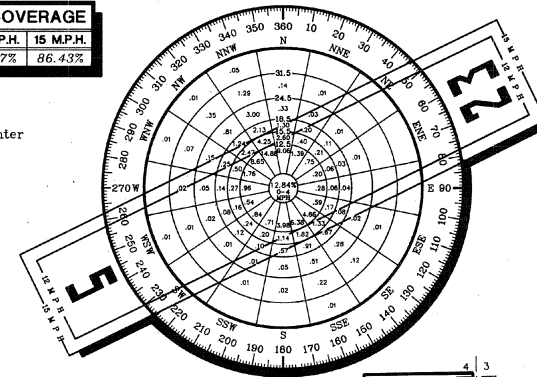
RUNWAY DATA	RUNWAY 5-23	
	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	B-II	B-II
RUNWAY CATEGORY	General Utility	General Utility
RUNWAY AZIMUTH	63.8886°	63.8886°
RUNWAY BEARING	N 63.8886° E	N 63.8886° E
RUNWAY DIMENSIONS	4200' x 50'	4200' x 50'
RUNWAY INSTRUMENTATION	Visual	Visual
RUNWAY APPROACH SURFACES	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	None	None
RUNWAY STOPWAY	None	None
RUNWAY SAFETY AREA	4800' x 150'	4800' x 150'
RUNWAY OBSTACLE FREE ZONE	4600' x 250'	4600' x 250'
RUNWAY OBJECT FREE AREA	5400' x 500'	5400' x 500'
PAVEMENT MATERIAL	Asphalt	Asphalt
PAVEMENT SURFACE TREATMENT	None	None
PAVEMENT STRENGTH (in thousand lbs.) <sup>1</sup>	45(S),D(80),DT(140)	45(S),D(80),DT(140)
RUNWAY EFFECTIVE GRADIENT (in %)	.928	.928
RUNWAY MARKING	Basic	Basic
RUNWAY LIGHTING	None	None
RUNWAY APPROACH LIGHTING	None	None
TAXIWAY LIGHTING	None	None
TAXIWAY MARKING	Centerline	Centerline
NAVIGATIONAL AIDS	Airport Beacon (Nonoperational)	Airport Beacon (Nonoperational)

<sup>1</sup>Pavement strengths are expressed in Single (S), Dual (D), Dual Tandem (DT), and/or Double Dual Tandem (DDT), wheel loading capacities.

ALL WEATHER WIND COVERAGE	
	12 MPH 15 MPH
Combined Coverage	73.97% 86.43%

SOURCE:  
NOAA National Climatic Center  
Asheville, N.C.  
Thermal Airport  
Thermal, California

OBSERVATIONS:  
43,823 Observations  
1957 - 1961



SUBMITTED BY: **Coffman Associates** ON THE DATE OF: \_\_\_\_\_

FOR APPROVAL BY: \_\_\_\_\_

COUNTY OF RIVERSIDE  
ECONOMIC DEVELOPMENT AGENCY

APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
*	*	AIRPORT ROTATING BEACON
////	////	AVIGATION EASEMENT (if applicable)
---	---	BUILDING TO BE REMOVED
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DIKE
---	---	UNIMPROVED ROADS
---	---	FACILITY CONSTRUCTION
---	---	FENCING
+	+	NAVIGATIONAL AID INSTALLATION
+	+	RUNWAY END IDENTIFICATION LIGHTS (REIL)
+	+	RUNWAY THRESHOLD LIGHTS
+	+	SECTION CORNER
+	+	SEGMENTED CIRCLE/WIND INDICATOR
+	+	TOPOGRAPHIC CONTOURS
+	+	WIND INDICATOR (Lighted)

DESERT CENTER AIRPORT  
**AIRPORT LAYOUT PLAN**

Desert Center, California

PLANNED BY: Mark R. Johnson  
DETAILED BY: Randy S. Bullmann  
APPROVED BY: Jeanette V. Coffman



No.	REVISIONS	DATE	BY	APP'D.

June 22, 1992 SHEET 1 OF 1



<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION <sup>b</sup></b>		
<i>Aircraft Type</i>	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>2025 forecast</i>		<b>Current</b>	<b>Future</b>
Single-Engine	0	5	<i>All Aircraft</i>		
Twin-Engine Piston	0	0	Day	80%	no change
Turboprop	0	0	Evening	20%	
Turbojet	0	0	Night	0%	
Helicopters	0	0			
<i>Total</i>	0	5			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION <sup>b</sup></b>		
	<b>Current <sup>a</sup></b> <i>2002 data</i>	<b>Future <sup>b</sup></b> <i>2025 forecast</i>		<b>Current</b>	<b>Future</b>
<i>Total</i>			<i>All Airplanes</i>		
Annual	150 <sup>c</sup>	2,300	Takeoffs & Landings		
Average Day	<1	6	Runway 5	60%	no change
<i>Distribution by Aircraft Type</i>			Runway 23	40%	
Single-Engine	95%				
Twin-Engine Piston	5%	no change			
Twin-Engine, Turboprop	0%				
Business Jet	0%				
Helicopter	0%				
<i>Distribution by Type of Operation</i>					
Local	50%				
(incl. touch-and-goes)		no change			
Itinerant	50%	change			
<b>Notes</b>			<b>FLIGHT TRACK USAGE</b>		
<sup>a</sup> Source: Airport management records and estimates			<b>Current &amp; Future</b>		
<sup>b</sup> Source: Estimated/projected for compatibility planning purposes			▶ Approaches, Both Runways		
<sup>c</sup> Source: California Division of Aeronautics aircraft operations counter program			› Mostly left-hand pattern, some straight-in, depending upon direction of arrival		
			▶ Departures, Both Runways		
			› Mostly straight-out, some left-hand pattern, depending upon direction of travel		

Exhibit DC-3

## Airport Activity Data Summary

Desert Center Airport



Exhibit DC-4

## Future Noise Impacts

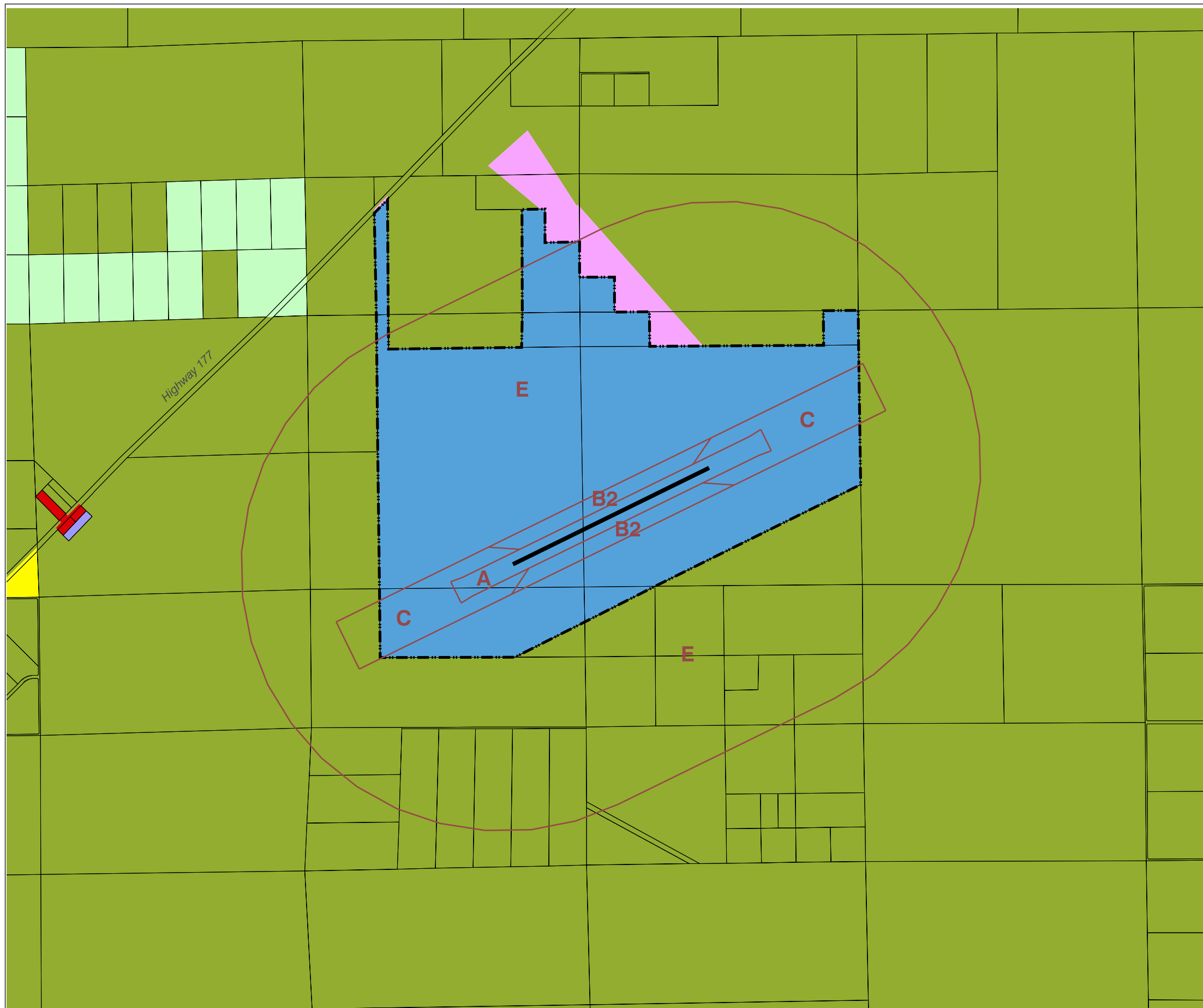
### Desert Center Airport

<p><b>AIRPORT SITE</b></p> <ul style="list-style-type: none"> <li>▶ <i>Location</i> <ul style="list-style-type: none"> <li>▶ Eastern Riverside County</li> <li>▶ 55 miles east of Indio; 50 miles west of Blythe</li> <li>▶ 4 miles northeast of community of Desert Center</li> </ul> </li> <li>▶ <i>Nearby Terrain</i> <ul style="list-style-type: none"> <li>▶ Airport in flat desert lands of Chuckwalla Valley, elevation 559 feet MSL</li> <li>▶ Coxcomb Mtns to north, Eagle Mtns to west, Chuckwalla Mtns to south, Palen Mtns to east all 7+ miles distant with peak elevations 3,000 to 4,000 feet</li> </ul> </li> </ul>	<p><b>AIRPORT ENVIRONS LAND USE JURISDICTIONS</b></p> <ul style="list-style-type: none"> <li>▶ <i>County of Riverside</i> <ul style="list-style-type: none"> <li>▶ Located entirely within unincorporated Riverside County</li> </ul> </li> </ul>
<p><b>EXISTING AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>▶ <i>General Character</i> <ul style="list-style-type: none"> <li>▶ Primarily uninhabited desert; some agriculture</li> </ul> </li> <li>▶ <i>Runway Approaches</i> <ul style="list-style-type: none"> <li>▶ Southwest (Runway 5): Desert; agriculture; Lake Tamarisk retirement community, 3 miles from runway</li> <li>▶ Northeast (Runway 23): Desert</li> </ul> </li> <li>▶ <i>Traffic Patterns</i> <ul style="list-style-type: none"> <li>▶ Desert; Highway 177, 1.5 miles northwest</li> </ul> </li> </ul>	<p><b>STATUS OF COMMUNITY PLANS</b></p> <ul style="list-style-type: none"> <li>▶ <i>Riverside County</i> <ul style="list-style-type: none"> <li>▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003</li> </ul> </li> </ul>
<p><b>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</b></p> <ul style="list-style-type: none"> <li>▶ <i>Riverside County General Plan</i> <ul style="list-style-type: none"> <li>▶ 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)</li> <li>▶ Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan</li> <li>▶ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)</li> <li>▶ 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)</li> </ul> </li> </ul>	<p><b>PLANNED AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>▶ <i>Riverside County</i> <ul style="list-style-type: none"> <li>▶ Open space rural lands (1 dwelling unit per 20 acres) entirely surrounding airport</li> </ul> </li> </ul>

Exhibit DC-5

## Airport Environs Information

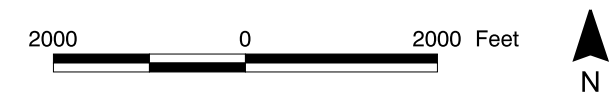
### Desert Center Airport



**Legend**

- Airport Boundary 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 the following map source:  
 Riverside County General Plan (October 2003)



**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Commission Plan**  
**East County Airports Background Data**  
 (October 2004)

Exhibit DC-6

**General Plan Land Use Designations**  
**Desert Center Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003) AND DESERT CENTER AREA PLAN**

---

**Residential Land Use**

- ▶ *Compatibility Zones A – D*
    - › No inconsistencies noted
- 

**Non-Residential Land Use**

- ▶ *Compatibility Zones A – D*
  - › No inconsistencies noted

**Other Policies**

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

Exhibit DC-7

**General Plan Consistency Review (Preliminary)**  
**Desert Center Airport Environs**

## Background Data: Jacqueline Cochran Regional Airport and Environs

### INTRODUCTION

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

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

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

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

**GENERAL INFORMATION**

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

**AIRPORT PLANNING DOCUMENTS**

- ▶ Airport Master Plan
  - ▶ Approved by Riverside County Board of Supervisors December 2004
- ▶ Airport Layout Plan Drawing
  - ▶ Approved by Riverside County Board of Supervisors December 2004

**RUNWAY/TAXIWAY DESIGN**

**Runway 12-30**

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

**Runway 17-35**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ Airplane Traffic Patterns
  - ▶ All runways: Left traffic
  - ▶ Pattern altitude: 1,000 ft. AGL
- ▶ Instrument Approach Procedures (lowest minimums)
  - ▶ Runway 30 VOR/DME
    - Straight-in (1 mi. visibility, 240 ft. descent height)
    - Circling (1 mi. visibility, 340 ft. descent height)
  - ▶ Runway 30 RNAV (GPS )
    - Straight-in (1 mi. visibility, 260 ft. descent height)
    - Circling (1 mi. visibility, 320 ft. descent height)
  - ▶ Runway 35 RNAV (GPS )
    - Straight-in (1 mi. visibility, 700 ft. descent height)
    - Circling (1 mi. visibility, 700 ft. descent height)
- ▶ All runways VOR
  - Circling (1¼ mi. visibility; 1,100 ft. descent height)
- ▶ Standard Inst. Departure Procedures: None
- ▶ Visual Approach Aids
  - ▶ Airport: Rotating beacon
  - ▶ Runway 35: Precision Approach Path Indicator (3.0°)
  - ▶ Runway 17: Visual Approach Slope Indicator (3.0°)
- ▶ Operational Restrictions / Noise Abatement Procedures
  - ▶ None

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

**POTENTIAL FACILITY IMPROVEMENTS**

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

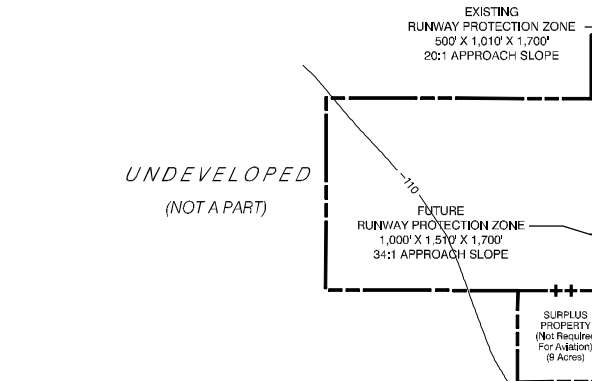
Exhibit JC-1

# Airport Features Summary

Jacqueline Cochran Regional Airport

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (IFR/AS)	Transport	No Change
AIRPORT REFERENCE CODE	D-III	No Change
CRITICAL AIRCRAFT	Boeing BusJet 2	No Change
AIRPORT REFERENCE POINT (A)	Latitude 33° 37' 35.990" N Longitude 116° 09' 34.752" W	33° 37' 31.332" N 116° 09' 33.586" W
AIRPORT ELEVATION (Above Mean Sea Level)	-114'	-115'
MEAN MAX. TEMP. (Hottest Month)	108° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	GPS/VORTAC	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple 1,752 Easement 0	1,890 No Change
AIRCRAFT PARKING SPACES	Tiedowns 43 Hangars 50 Box Hangars 6 Helicopter Spaces 0	No Change 143 42 4

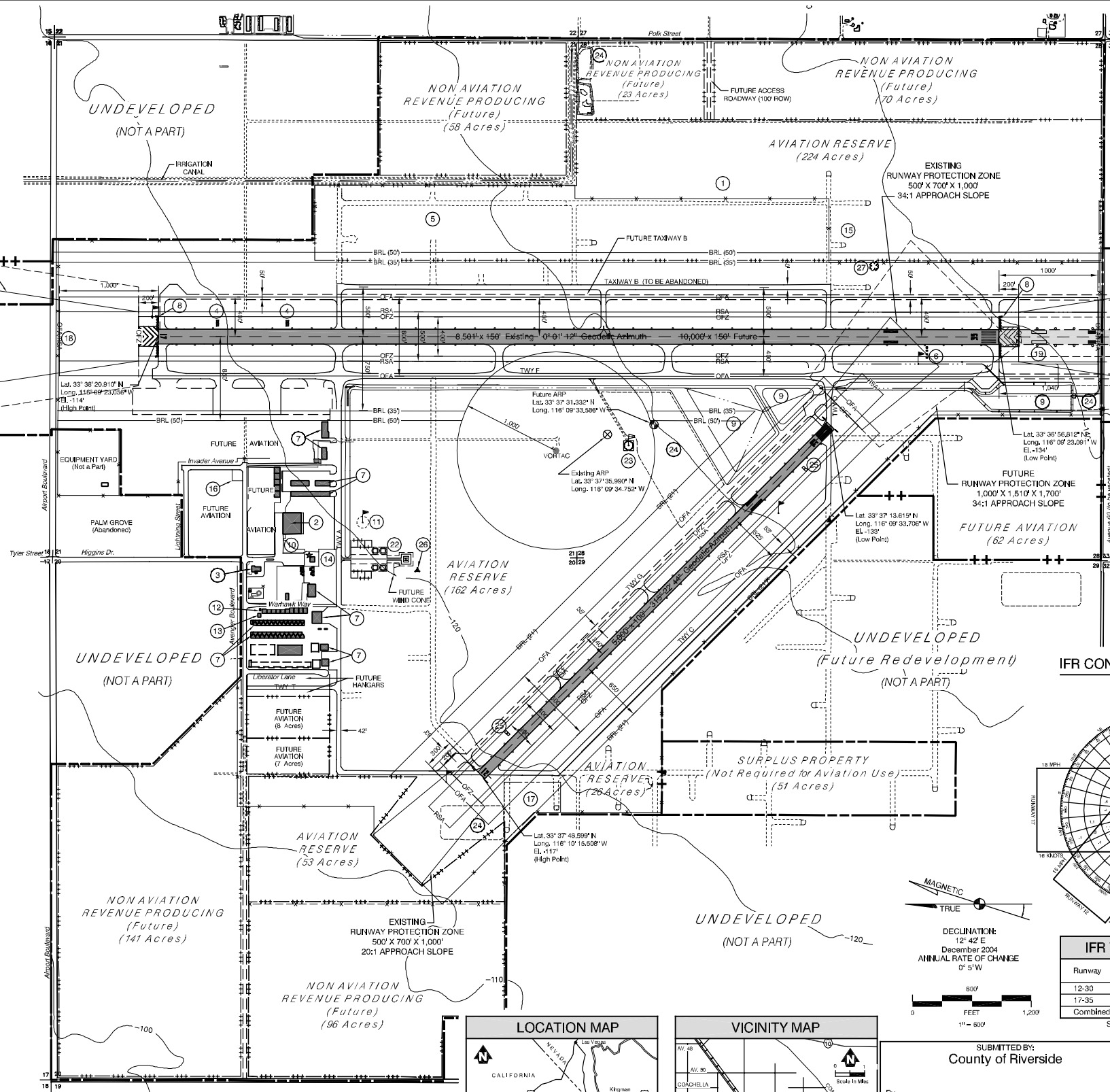
BUILDING AND FACILITY LEGEND	
1	Future Passenger Terminal Site
2	FBO
3	Riverside County - Fire Station 39
4	VASI
5	Future Air Cargo Site
6	PAPI
7	Hangar(s)
8	REILS
9	Detention Basin
10	Fuel Facilities
11	Segmented Circle & Wind Cone (to be relocated)
12	Electric Vault
13	Maintenance Building
14	GA Tiedown Apron
15	Future ARFF Facility
16	Sewer Lift Station
17	Skidplane Staging Area (Temp.)
18	Future Localizer Location
19	Future Office Slope Antenna
20	Future Hangars
21	Future FBO/Specialty Aviation
22	Future Helicopter Operations Area
23	Relocated Segmented Circle & Wind Cone
24	Future Detention Basin
25	Future PAPI
26	Automated Surface Observing Station (ASOS)
27	Palm Tree Cluster



RUNWAY DATA				
	RUNWAY 12-30		RUNWAY 17-35	
	EXISTING	FUTURE	EXISTING	FUTURE
AIRPORT REFERENCE CODE	B-II	No Change	D-III	No Change
CRITICAL AIRCRAFT	Super Kingair	No Change	Boeing BusJet 2	No Change
PHYSICAL LENGTH AND WIDTH	5,000' x 100'	No Change	8,500' x 150'	10,000' x 150'
RUNWAY/TAXIWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
EFFECTIVE GRADIENT	0.22%	No Change	0.24%	0.20% (e)
PAVEMENT STRENGTH (1000#) SID/DI	20/4	No Change	30/174	No Change
RUNWAY SAFETY AREA WIDTH	150'	No Change	500'	No Change
LENGTH BEYOND END	300'	300'/600'	1,000'	No Change
RUNWAY LIGHTING	Med. Intensity	No Change	Med. Intensity	High Intensity
RUNWAY MARKING	Nonprecision	No Change	Nonprecision	Precision
TAXIWAY LIGHTING	None	Med. Intensity	Med. Intensity	No Change
MAX. ELEVATION (below MSL)	-117'	No Change	-114'	No Change

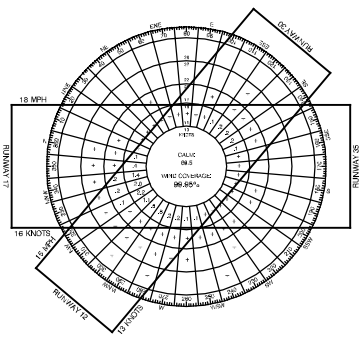
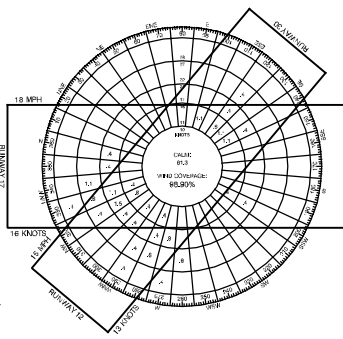
RUNWAY END DATA					
APPROACH END OF RUNWAY:	12	30	17	35	
APPROACH TYPE	Existing Visual [B(V)]	Nonprecision C [N(P)]	Visual [B(V)]	Visual [C(NP)]	Precision [A]
[FAR Part 77 Category]	Future No Change	No Change	Nonprecision [A]	Precision [A]	Precision [A]
APPROACH VISIBILITY	Existing 1 1/2 Mile	1 Mile	1 Mile	1 Mile	1 Mile
MINIMUMS:	Future No Change	3/4 Mile	3/4 Mile	1/2 Mile	1/2 Mile
APPROACH SLOPE:	Existing 20:1	34:1	20:1	34:1	34:1
Required/Clear	Future No Change	No Change	34:1	50:1	50:1
RUNWAY SAFETY AREA	Existing 300'	300'	1,000'	1,000'	1,000'
Length Beyond Rwy End	Future No Change	No Change	No Change	No Change	No Change
APPROACH & LANDING AIDS	Existing None	None	VASI/RELS	PAPI/RELS	PAPI/RELS
Future	PAPI	PAPI	No Change	No Change	No Change
Electronic	Existing VOR-A	GPS/VOR-A	VOR-A	GPS/VOR-A	GPS/VOR-A
Future	No Change	No Change	No Change	ILS	ILS
RUNWAY END COORDINATES	Existing Latitude 33° 37' 48.599" N Longitude 116° 10' 15.508" W	33° 37' 13.619" N 116° 09' 33.708" W	33° 38' 20.910" N 116° 09' 23.058" W	33° 38' 56.812" N 116° 09' 23.091" W	33° 38' 41.977" E 116° 09' 23.091" W
Future	No Change	No Change	No Change	No Change	No Change

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	---	---
OTHER PAVEMENT IN USE	---	---
DIRT OR GRAVEL ROAD	---	---
AIRPORT PROPERTY LINE (Special Use Perm)	---	---
OTHER PROPERTY LINES	---	---
AVIGATION EASEMENT	---	---
INTERNAL BOUNDARY (base, R.O.W, etc.)	---	---
CRITICAL AIRFIELD AREAS *	XYZ	XYZ
BUILDING	---	---
FENCE	---	---
VEHICLE GATE	---	---
WIND CONE	---	---
UTILITY POLE / POWERLINE	---	---
TOPOGRAPHIC CONTOURS	---	---
WATERWAY / CLIVERT	---	---
AIRPORT REFERENCE POINT	⊗	⊗
SECTION CORNER	20 28 19 30	
* APL - Aircraft Parking Limits BRL - Building Restriction Line OFA - Object Free Area CFZ - Obstacle Free Zone	RPZ - Runway Protection Zone RSA - Runway Safety Area	



IFR CONDITIONS WIND ROSE

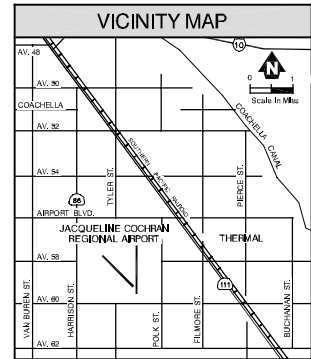
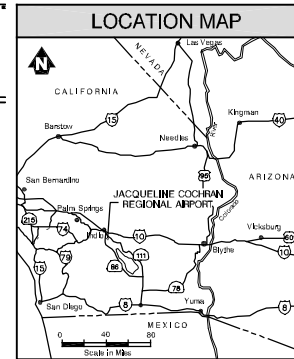
VFR CONDITIONS WIND ROSE



IFR WIND COVERAGE		
Runway	15 M.P.H. (13 Knots)	18 M.P.H. (16 Knots)
12-30	99.74	99.96
17-35	99.25	99.76
Combined	99.94	99.98

VFR WIND COVERAGE		
Runway	15 M.P.H. (13 Knots)	18 M.P.H. (16 Knots)
12-30	95.86	98.21
17-35	94.10	95.73
Combined	98.88	99.54

Source: National Climatic Data Center (NCDC) Period: Surface Wind Velocity (1993-2002)



**ALP NOTES**

1 Airport coordinates data source: Runway 17-35 surveyed by Krueger & Stewart (2001) (NAD83), Runway 12-30 and coordinates from Mead & Hunt engineering drawings and AutoCAD.

SUBMITTED BY:  
County of Riverside

By \_\_\_\_\_ Date \_\_\_\_\_

By \_\_\_\_\_ Date \_\_\_\_\_

FMA Approval Space

NO.	REVISION	SPONSOR	DATE
4	Update (add new construction)	Mead & Hunt Inc.	12/04
3	AMP Update Study	Mead & Hunt Inc.	5/04
2	Property Release: Runway 17-35 Phase 1 Extension	Coffman Associates	1/99
1	Recent Construction: Proposed Property Release	Coffman Associates	4/98

**JACQUELINE COCHRAN REGIONAL AIRPORT**  
THERMAL, CALIFORNIA

**AIRPORT LAYOUT PLAN**

**MEAD & HUNT** ENGINEERS ARCHITECTS SCIENTISTS PLANNERS  
707 Aviator Blvd., Santa Rosa, California 95403 - (707) 535-5010

DESIGN: MM/CB DRAWN: TE DATE: December 2004 SHEET 1 OF 1

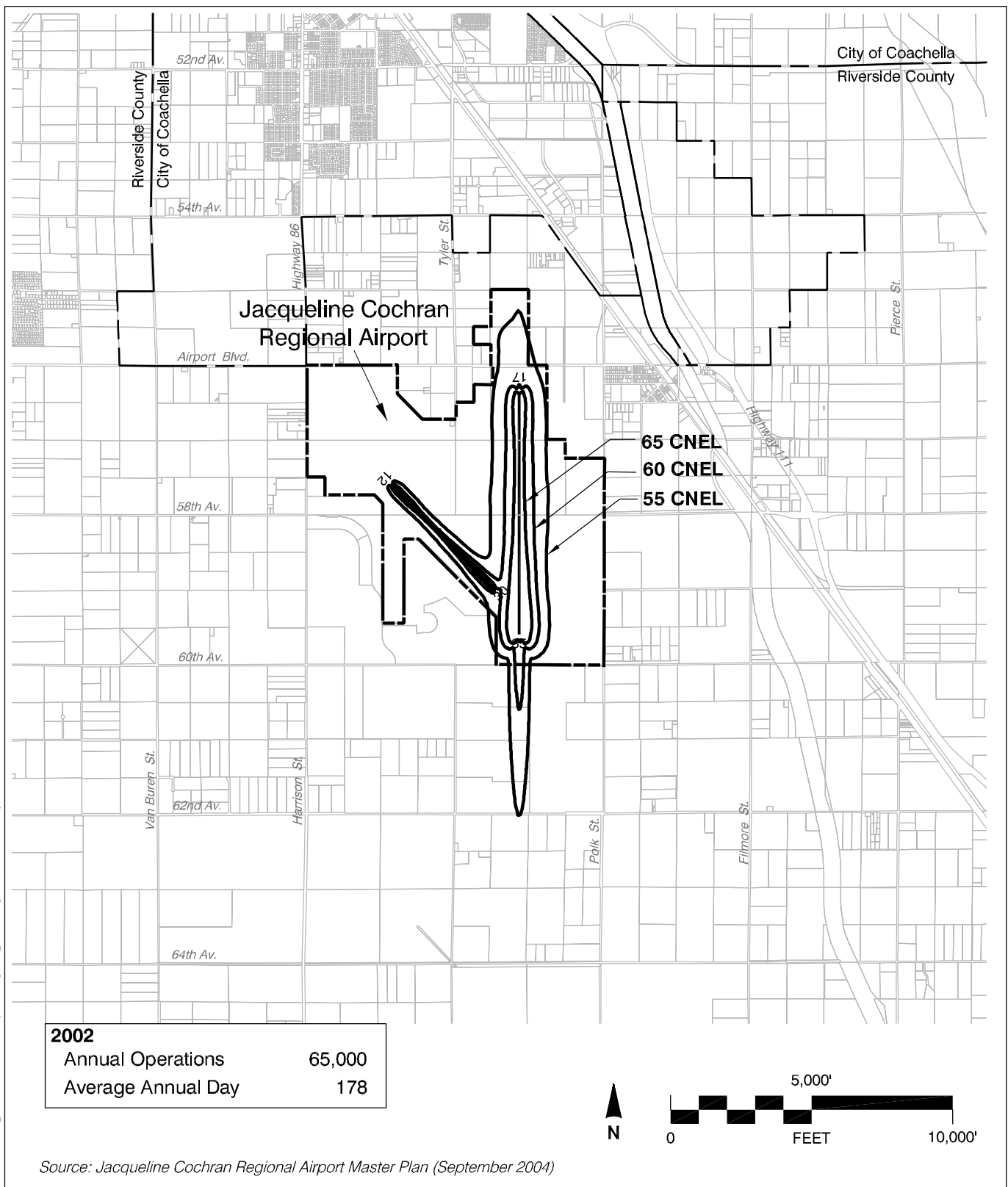


<b>BASED AIRCRAFT</b>				<b>TIME OF DAY DISTRIBUTION <sup>a</sup></b>		
<i>Aircraft Type</i>	<b>Current <sup>a</sup></b> 2002 data	<b>Future <sup>a</sup></b> 2025	<b>Ultimate</b>		<b>Current</b>	<b>Future &amp; Ultimate</b>
Single-Engine	51	161		<i>Single-Engine</i>	95.0%	no
Twin-Engine Piston & Turboprop	14	54	data not available	Day	3.0%	change
Business Jets	4	34		Evening	2.0%	
Helicopters / Others	2	6		Night		
<i>Total</i>	<i>71</i>	<i>255</i>		<i>Twin-Engine, Piston</i>		
				Day	96.0%	no
				Evening	2.5%	change
				Night	1.5%	
				<i>Large (Charter) Jets</i>		
				Day	90%	no
				Evening	5%	change
				Night	5%	
				<i>Business Jets &amp; Other Aircraft</i>		
				Day	98.0%	no
				Evening	1.5%	change
				Night	0.5%	
<b>AIRCRAFT OPERATIONS</b>				<b>RUNWAY USE DISTRIBUTION <sup>a</sup></b>		
	<b>Current <sup>a</sup></b> 2002 data	<b>Future <sup>a</sup></b> 2025	<b>Ultimate <sup>b</sup></b>		<b>Current</b>	<b>Future &amp; Ultimate</b>
<i>Total</i>				<i>Takeoffs &amp; Landings</i>		
Annual	65,000	110,000	220,000	<i>Single &amp; Twin-Engine, Piston – Day/Evening/Night</i>		
Average Day	178	301	603 <sup>c</sup>	Runway 17	20%	
				Runway 35	70%	no
				Runway 12	3%	change
				Runway 30	7%	
				<i>Twin-Engine Turboprop &amp; Helicopter – Day/Evening/Night</i>		
				Runway 17	22%	
				Runway 35	74%	no
				Runway 12	1%	change
				Runway 30	3%	
				<i>Small Business Jets – Day/Evening/Night</i>		
				Runway 17	10%	
				Runway 35	86%	no
				Runway 12	0%	change
				Runway 30	4%	
				<i>Medium Business Jets &amp; Large Jets – Day/Evening/Night</i>		
				Runway 17	5%	no
				Runway 35	95%	change
<b>FLIGHT TRACK USAGE <sup>a</sup></b>						
<b>Current &amp; Future</b>				▶ Departures, Runway 17		
▶ Approaches, Runway 17				▶ Jets: 100% straight out		
› All: 90% right traffic; 10% straight in				▶ Others: 60% left turns; 10% right turns; 30% straight		
▶ Approaches, Runway 35				▶ Departures, Runway 35		
› Jets: 60% left traffic; 40% straight in				▶ Med & Large Jets: 80% left; 10% right; 10% straight		
› Others: 60% left traffic; 10% right traffic; 30% straight				▶ Others: 80% left turns; 10% right turns; 10% straight		
▶ Approaches, Runways 12 & 30				▶ Departures, Runways 12 & 30		
› All: 100% straight in				▶ All: 100% straight out		
<b>Notes</b>						
<sup>a</sup> Source: <i>Jacqueline Cochran Regional Airport Master Plan (December 2004)</i> and <i>Environmental Baseline Data/CEQA Initial Study (December 2004)</i> ; 2022 Airport Master Plan forecast assumed as 2025 for compatibility planning purposes						
<sup>b</sup> Source: Estimated/projected by Mead & Hunt for compatibility planning purposes; reflects time frame beyond 20 years						
<sup>c</sup> Ultimate annual average day also representative of future peak season average day						

Exhibit JC-3

## Airport Activity Data Summary

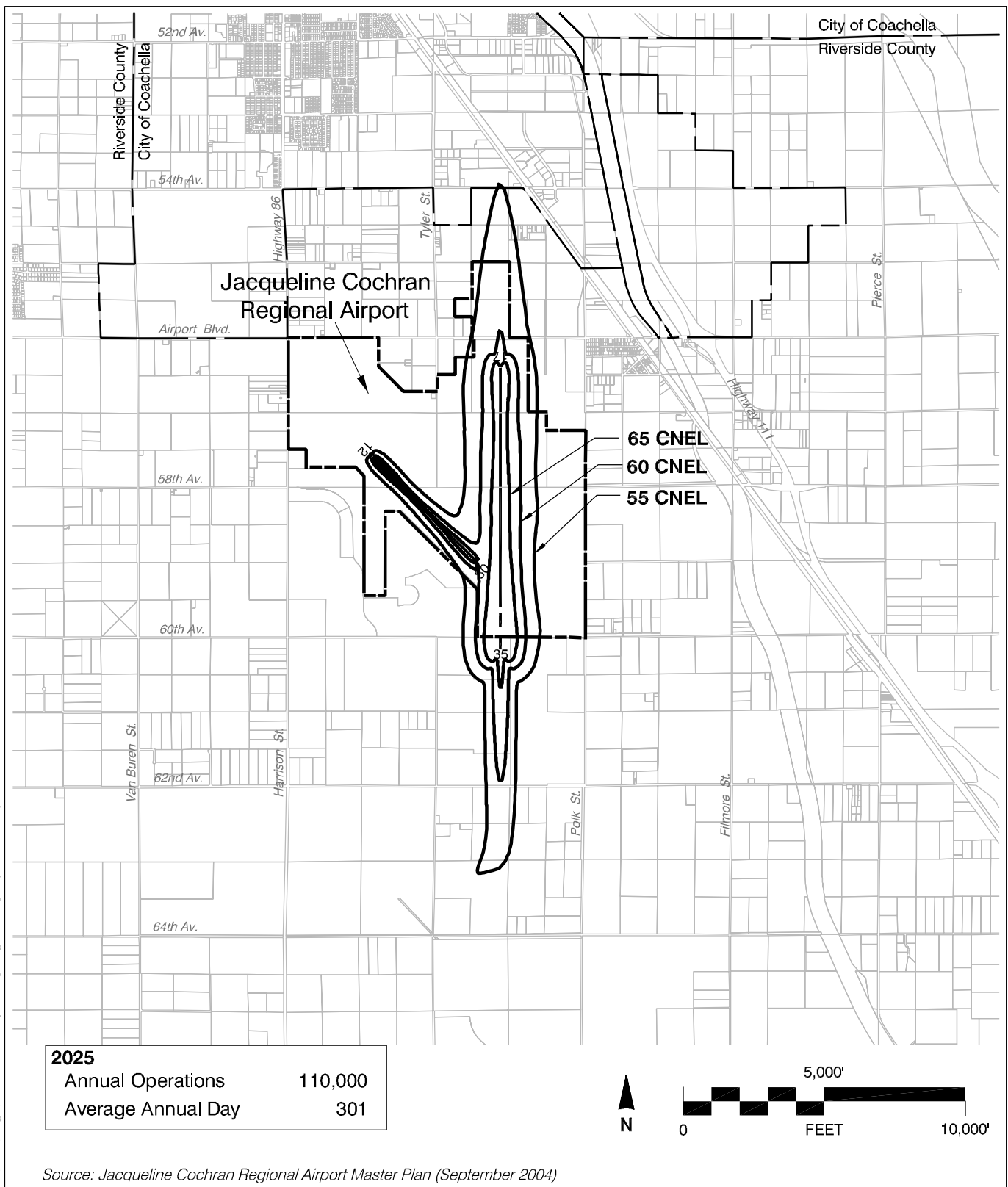
### Jacqueline Cochran Regional Airport



P:\RCO\Dwgs\TRIM-noise-compatibility.dwg May 04, 2005 - 4:22pm

**Exhibit JC-4**

**Existing Noise Impacts**  
**Jacqueline Cochran Regional Airport**

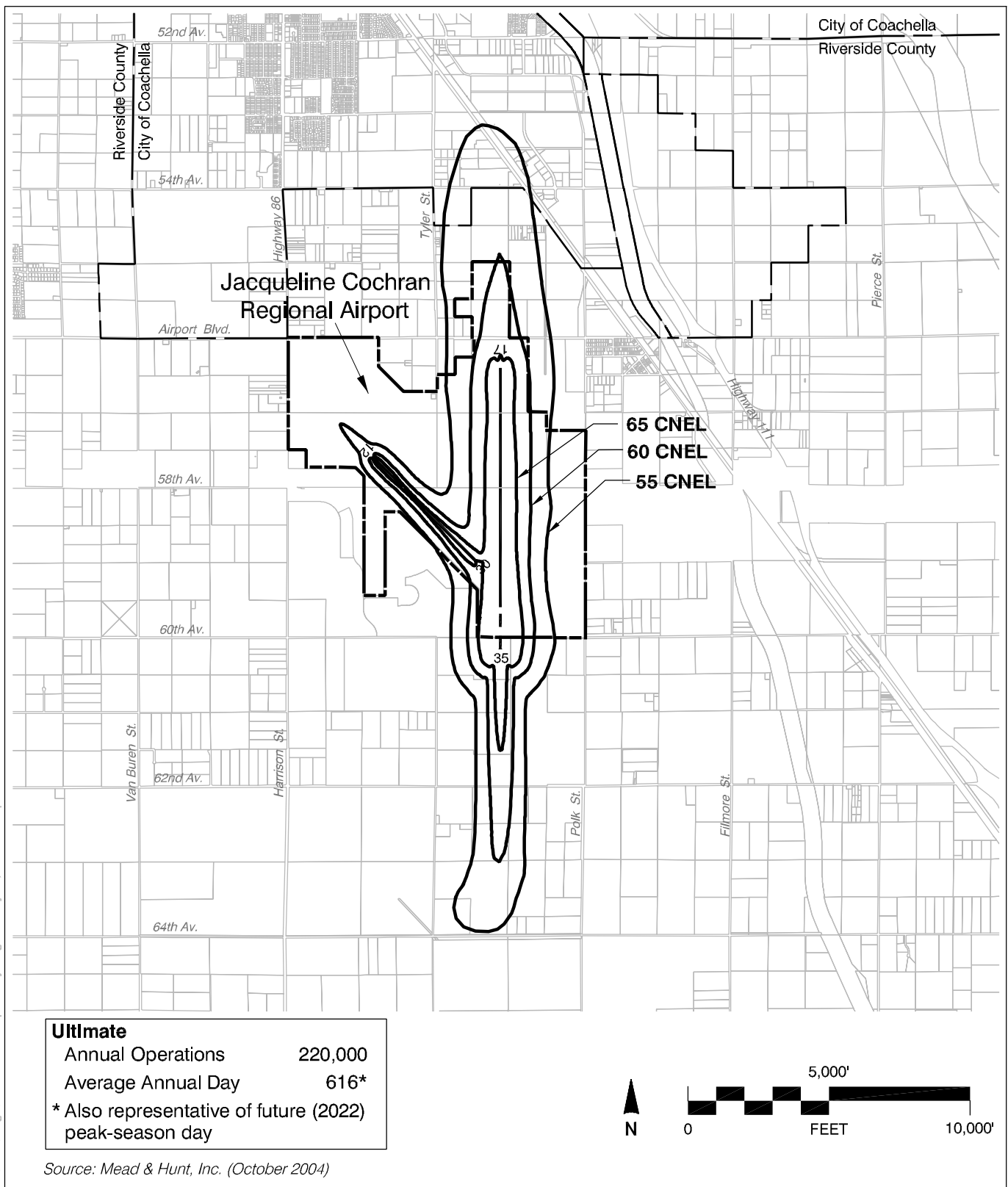


Source: Jacqueline Cochran Regional Airport Master Plan (September 2004)

**Exhibit JC-5**

**Future Noise Impacts**  
Jacqueline Cochran Regional Airport

P:\RCO\Drawgs\TRM-noise-compatibility.dwg May 04, 2005 - 4:26pm



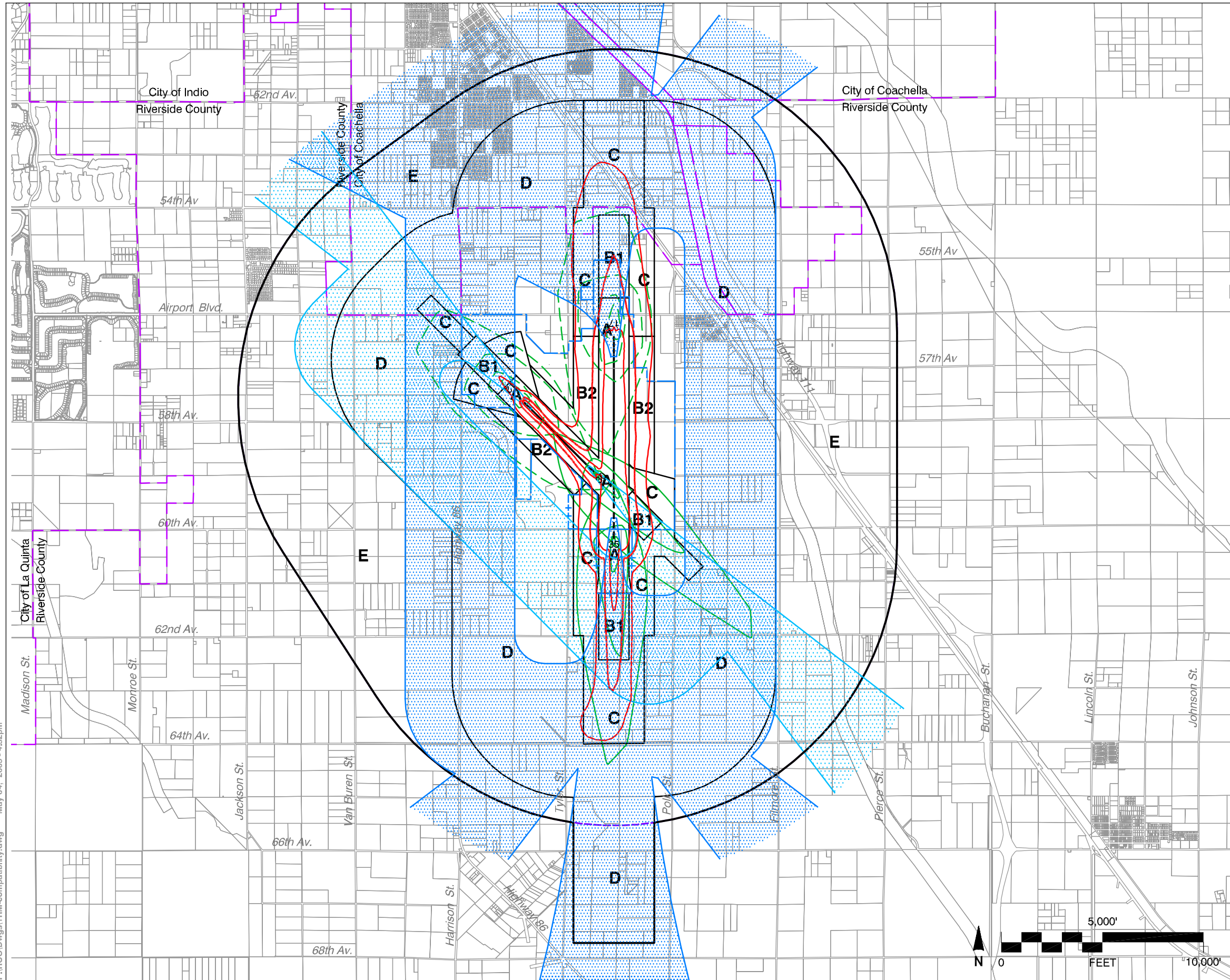
P:\RCO\Drawgs\TRM-noise-compatibility.dwg May 04, 2005 - 4:29pm

Exhibit JC-6

# Ultimate Noise Impacts

## Jacqueline Cochran Regional Airport





**Legend**

**Compatibility Zones**

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

**Noise and Overflight Compatibility Factors**

- 65 dB CNEL } Ultimate Average Day or
- 60 dB CNEL } Future Peak Season Day
- 55 dB CNEL }

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours \* (Shown only for Takeoffs to the North and Northwest)
- Aircraft Approach Accident Risk Intensity Contours \* (Shown only for Landings from the South and Southeast)
- FAR Part 77 Conical Surface Limits
- No Terrain Penetrations of FAR Part 77 Surfaces

**Boundary Lines**

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

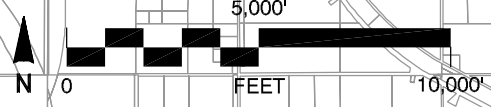
\* Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.

**Riverside County  
Airport Land Use Commission  
Riverside County  
Airport Land Use Compatibility Plan  
East County Airports Background Data  
(December 2004 Draft)**

Exhibit JC-7

**Compatibility Factors Map  
Jacqueline Cochran Regional Airport**

P:\RCCO\Drawings\TRM-compatibility.dwg May 04, 2005 - 4:32pm



**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *County of Riverside*
  - ▶ Airport within unincorporated county jurisdiction
  - ▶ Community of Thermal at northeast corner of airport
- ▶ *City of Coachella*
  - ▶ City limits touch northwest corner of airport (area is within Augustine Indian Reservation) and within 1 mile north of Runway 17 approach end
  - ▶ City sphere including additional area north west of airport
- ▶ *City of Indio*
  - ▶ Nearest point within city limits, 4 miles northwest (outside airport influence area)
- ▶ *City of La Quinta*
  - ▶ Southern extension of city within 3 miles west

**STATUS OF COMMUNITY PLANS**

- ▶ *Riverside County*
  - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
  - ▶ Kohl Ranch Specific Plan, amended January 2003
- ▶ *City of Coachella*
  - ▶ *General Plan 2020* adopted October 1998
- ▶ *City of La Quinta*
  - ▶ General Plan adopted early 2002
  - ▶ Land use map updated March 2002

**EXISTING AIRPORT AREA LAND USES**

- ▶ *General Character*
  - ▶ Predominantly agriculture or undeveloped desert within 1 mile; urban areas farther north
- ▶ *Runway Approaches*
  - ▶ Northwest (Runway 12): Undeveloped near runway; high school 2.0 miles from runway end
  - ▶ Southeast (Runway 30): Agriculture and undeveloped
  - ▶ North (Runway 17): Undeveloped near runway; Hwy 111, 1½ miles from runway end
  - ▶ South (Runway 35): Agriculture, undeveloped desert
- ▶ *Traffic Patterns*
  - ▶ Southwest: Agriculture and undeveloped
  - ▶ East: Community of Thermal on northeast; agriculture elsewhere

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - ▶ North: Heavy & light industrial within 1 mile of runway
  - ▶ East: Additional urban uses (residential, light industrial, commercial) in Thermal; agriculture south of town
  - ▶ South: New community (Kohl Ranch) along extended runway centerline; open space & industrial up to 1 mile beyond existing runway end
  - ▶ West: Vista Santa Rosa Policy Area to remain agricultural & rural residential
- ▶ *City of Coachella*
  - ▶ Light industrial north of airport
  - ▶ Commercial & low-density residential along Hwy 86 beyond 1 mile from airport
  - ▶ Very-low-density residential in West Coachella
- ▶ *City of La Quinta*
  - ▶ Low-density residential to west outside city sphere
  - ▶ New community to south, as in county plan; outside city sphere of influence

Exhibit JC-8

## Airport Environs Information

### Jacqueline Cochran Regional Airport

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

**Riverside County**

- ▶ *Riverside County General Plan*
  - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *Kohl Ranch Specific Plan*
  - › Incorporates safety compatibility guidelines from 1992 ALUC *Comprehensive Land Use Plan*
  - › Sets guidelines for water features to minimize bird attraction
  - › No mention of noise standards noted

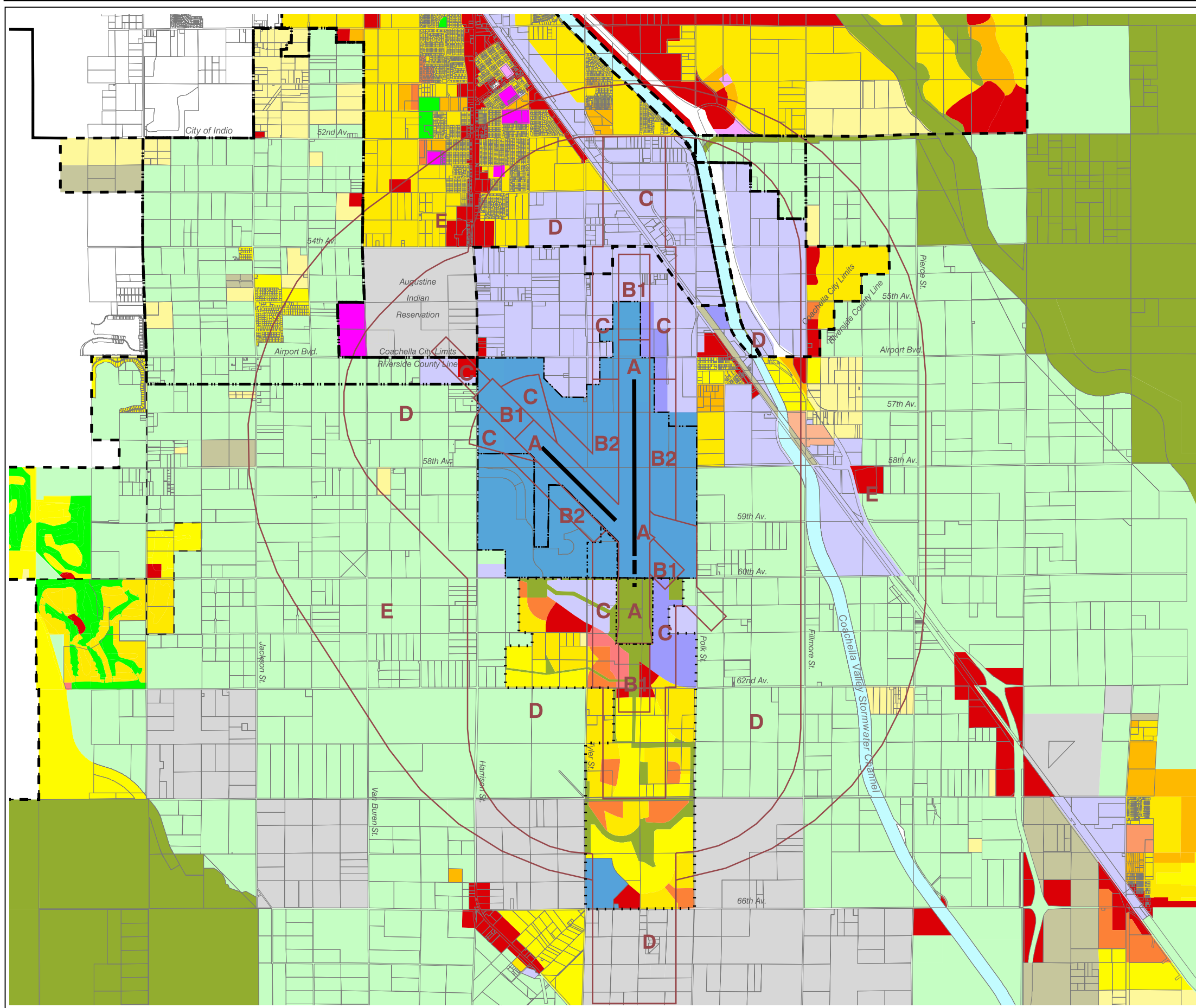
**City of Coachella**

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

**City of La Quinta**

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

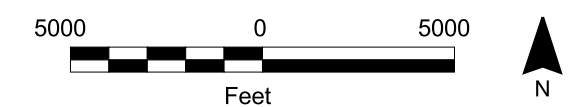
**Exhibit JC-8, continued**



**Legend**

- City Limits
- City Sphere of Influence
- Airport Property Line
- Specific Plan
- 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 Coachella General Plan (October 1998)



**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**East County Airports Background Data**  
*(December 2004 Draft)*

Exhibit JC-9

**General Plan Land Use Designations**  
**Jacqueline Cochran Regional Airport Environs**



**COUNTY OF RIVERSIDE:  
GENERAL PLAN (2003)**
**Residential Land Use**

- ▶ **Compatibility Zone B1**
  - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre) designation south of 62<sup>nd</sup> Avenue [R1] conflicts with *Zone B1* compatibility criteria
- ▶ **Compatibility Zone C**
  - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Very-High Density Residential (14.1 to 20.0 dwelling units per acre) designations south of airport [R2] conflict with *Zone C* compatibility criteria
- ▶ **Compatibility Zone D**
  - › Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations west of airport [R3] potentially conflict with the high- and- low options for *Zone D*
  - › Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and High-Density Residential (8.1 to 14.0 dwelling units per acre) designations east of airport [R4] potentially conflict with the high- and -low density options for *Zone D*
  - › Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Highest Density Residential (>20 dwelling units per acre) designations south of airport [R5] potentially conflict with the high- and -low density options for *Zone D*
- ▶ **Compatibility Zone E**
  - › No inconsistencies noted

**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

**Non-Residential Land Use**

- ▶ **Compatibility Zone A**
  - › A potential conflict exists in *Zone A*; a portion of the northeast corner of *Zone A* (north of Airport Boulevard) is designated as Heavy Industrial/Warehousing [R6]; no structures are allowed in *Zone A*; site proposed for airport acquisition
- ▶ **Compatibility Zone B1**
  - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing (north and south of airport) and Low and High Intensity Commercial/Office south of the airport [R7]
- ▶ **Compatibility Zone B2**
  - › Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing east of airport [R8]
- ▶ **Compatibility Zone C**
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing north and south of airport [R9], High Intensity Commercial/Office south of airport [R10], and Light Industrial/Warehousing and Low-Intensity Commercial/Office west of the airport [R11]
- ▶ **Compatibility Zone D**
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Heavy Industrial, Light Industrial/Warehousing, and Low-Intensity Commercial north, south, and east of airport [R12]
- ▶ **Compatibility Zone E**
  - › No inconsistencies noted

**AUGUSTINE INDIAN RESERVATION**

- ▶ **Compatibility Zone C**
  - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to Indian lands northwest of airport [A1]
- ▶ **Compatibility Zone D**
  - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to Indian lands northwest of airport [A2]

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

Exhibit JC-10

## General Plan Consistency Review (Preliminary)

### Jacqueline Cochran Regional Airport Environs

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

**Residential Land Use**

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

**Other Policies**

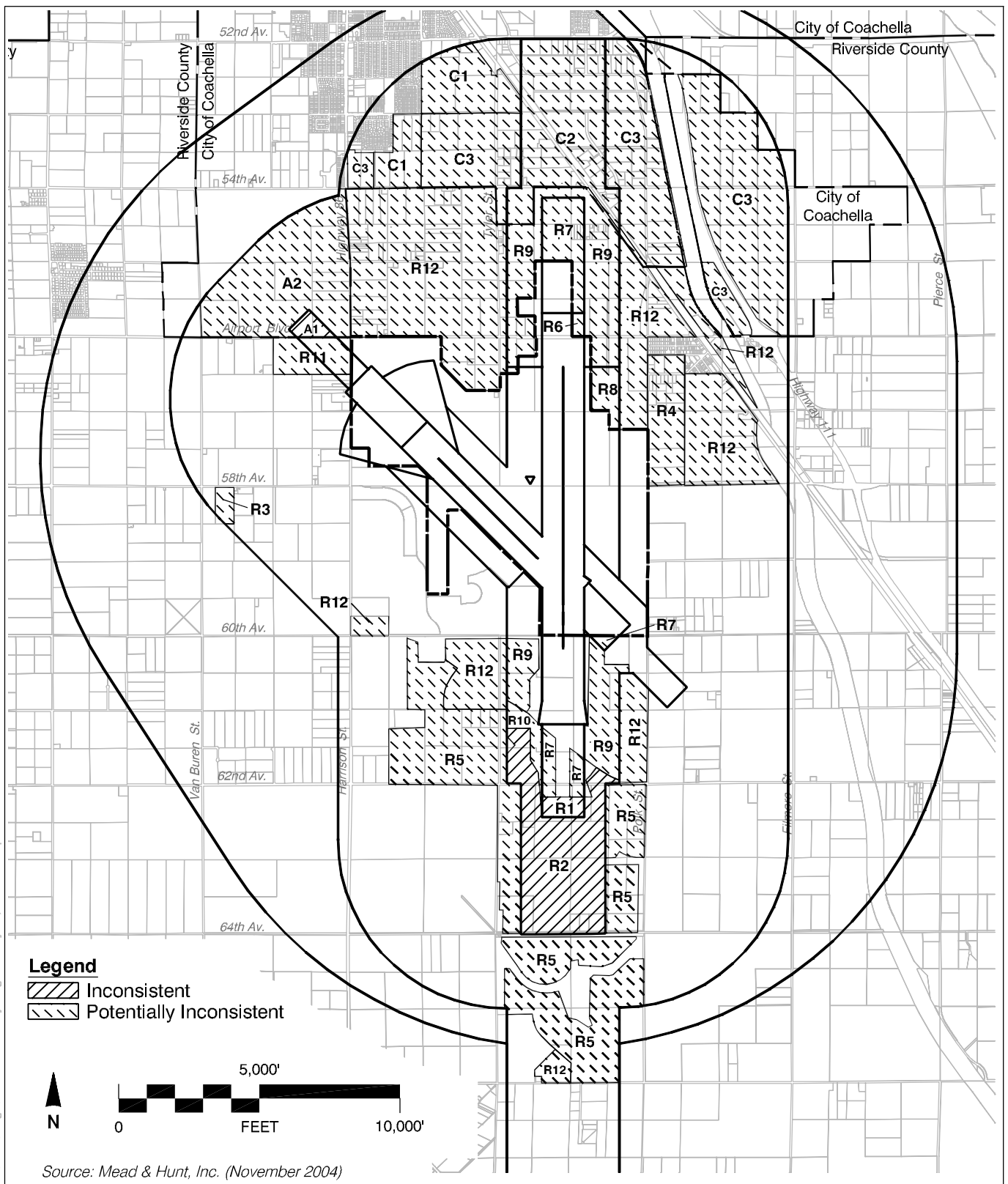
- ▶ *General Plan*
  - › The Circulation Element “encourages implementation of the *Thermal Airport Master Plan* as it relates to safety, land use, and noise.”
  - › No acknowledgment of ALUC coordination
  - › The General Plan should be amended to incorporate the current *ALUC Compatibility Plan* with respect to Jacqueline Cochran Regional Airport
  - › Noise policy conditionally allows residential development up to 70 dB CNEL conflicts with *Compatibility Plan* limit of 60 dB CNEL
- ▶ *Zoning Codes*
  - › Airport height limit zoning not established

**Non-Residential Land Use**

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

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

**Exhibit JC–10, continued**



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**Exhibit JC-10, continued**

## Background Data: Palm Springs International Airport and Environs

### INTRODUCTION

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

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

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

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

Information about the airport and its surroundings is summarized on the following pages. Exhibits PS-1 through PS-7 focus on the airport's features, activity, and noise impacts. Current and planned land uses are described in the tables and maps presented in Exhibits PS-8 through PS-10.



**GENERAL INFORMATION**

- ▶ *Airport Ownership:* City of Palm Springs
- ▶ *Year Opened:* 1939
- ▶ *Property Size*
  - ▶ Fee title: 932 acres
  - ▶ Avigation easements: 16 acres
- ▶ *Airport Classification:* Primary Commercial Service
- ▶ *Airport Elevation:* 474 feet MSL

**AIRPORT PLANNING DOCUMENTS**

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

**RUNWAY/TAXIWAY DESIGN**

**Runway 13R-31L**

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

**Runway 13L-31R**

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

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

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

**APPROACH PROTECTION**

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

**BUILDING AREA**

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

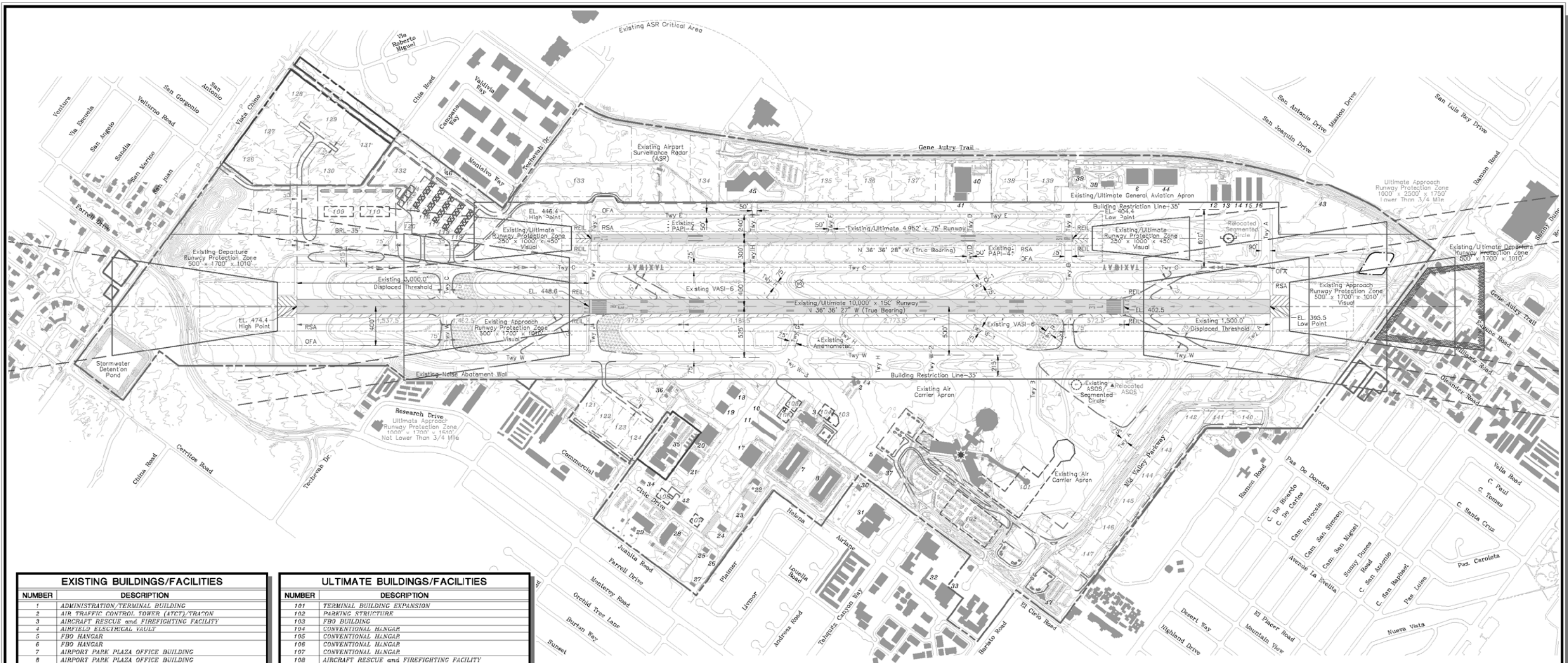
**PLANNED FACILITY IMPROVEMENTS**

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

**Exhibit PS-1**

**Airport Features Summary**

**Palm Springs International Airport**



EXISTING BUILDINGS/FACILITIES	
NUMBER	DESCRIPTION
1	ADMINISTRATION/TERMINAL BUILDING
2	AIR TRAFFIC CONTROL TOWER (ATCT)/TRACON
3	AIRCRAFT RESCUE and FIREFIGHTING FACILITY
4	AIRFIELD ELECTRICAL VAULT
5	FBO HANGAR
6	FBO HANGAR
7	AIRPORT PARK PLAZA OFFICE BUILDING
8	AIRPORT PARK PLAZA OFFICE BUILDING
9	FUEL STORAGE
10	T-HANGAR
11	T-HANGAR
12	T-HANGAR
13	T-HANGAR
14	T-HANGAR
15	T-HANGAR
16	T-HANGAR
17	PRIVATE HANGAR
18	PRIVATE HANGAR
19	PRIVATE HANGAR
20	VACANT HANGAR
21	STATIC CONTROLS, INC. PLANT
22	RENTAL CAR SERVICE AREA
23	RENTAL CAR SERVICE AREA
24	RENTAL CAR SERVICE AREA
25	RENTAL CAR SERVICE AREA
26	RENTAL CAR SERVICE AREA
27	RENTAL CAR SERVICE AREA
28	CITY BUILDING
29	CITY BUILDING
30	CITY BUILDING
31	CITY BUILDING
32	CITY BUILDING
33	CITY BUILDING
34	INDUSTRIAL BUILDING
35	SCHOOL DISTRICT FACILITY
36	FIRE TRAINING FACILITY
37	GENERAL AVIATION TERMINAL
38	GENERAL AVIATION TERMINAL
39	RESTAURANT/SERVICE STATION
40	SKYWEST MAINTENANCE HANGAR
41	HUSH HOUSE
42	AIRCRAFT MAINTENANCE HANGAR
43	ACCESS CONTROL REMOTE BUILDING
44	FBO HANGAR
45	MUSEUM
46	REMOTE TRANSMITTER RECEIVER (RTR)
47	?

ULTIMATE BUILDINGS/FACILITIES	
NUMBER	DESCRIPTION
101	TERMINAL BUILDING EXPANSION
102	PARKING STRUCTURE
103	FBO BUILDING
104	CONVENTIONAL HANGAR
105	CONVENTIONAL HANGAR
106	CONVENTIONAL HANGAR
107	CONVENTIONAL HANGAR
108	AIRCRAFT RESCUE and FIREFIGHTING FACILITY
109	CARGO BUILDING
110	CARGO BUILDING
111	EXECUTIVE HANGAR
112	EXECUTIVE HANGAR
113	EXECUTIVE HANGAR
114	EXECUTIVE HANGAR
115	T-HANGAR (13 Units)
116	T-HANGAR (13 Units)
117	T-HANGAR (13 Units)
118	T-HANGAR (13 Units)
119	T-HANGAR (11 Units)
120	FUEL FACILITY (Self-Service)
121	AVIATION RELATED PARCEL
122	AVIATION RELATED PARCEL
123	AVIATION RELATED PARCEL
124	AVIATION RELATED PARCEL
125	AVIATION RELATED PARCEL
126	AVIATION RELATED PARCEL
127	AVIATION RELATED PARCEL
128	AVIATION RELATED PARCEL
129	AVIATION RELATED PARCEL
130	AVIATION RELATED PARCEL
131	AVIATION RELATED PARCEL
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135	AVIATION RELATED PARCEL
136	AVIATION RELATED PARCEL
137	AVIATION RELATED PARCEL
138	AVIATION RELATED PARCEL
139	AVIATION RELATED PARCEL
140	PARCEL
141	PARCEL
142	PARCEL
143	PARCEL
144	PARCEL
145	PARCEL
146	PARCEL
147	PARCEL

- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations and elements, 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 feet vertical object height.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	ABANDONED/REMOVED PAVEMENT
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
		AVIGATION EASEMENT (if applicable)
---	---	BUILDING REMOVAL
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DRAINAGE
---	---	FACILITY CONSTRUCTION
---	---	FENCING
+	+	NAVIGATIONAL AID INSTALLATION
+	+	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	TOPOGRAPHY
---	---	WIND INDICATOR (Lighted)



SUBMITTED BY: **Coffman Associates** ON THE DATE OF: \_\_\_\_\_

FOR APPROVAL BY: \_\_\_\_\_

City of  
**Palm Springs, California**

APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_

Director of Aviation

**PALM SPRINGS INTERNATIONAL AIRPORT**

**AIRPORT LAYOUT DRAWING**

PALM SPRINGS, CALIFORNIA

PLANNED BY: *Flora S. Benson*

DETAILED BY: *Richard A. Lally*

APPROVED BY: *Flora S. Benson*

April 25, 2002 SHEET 2 OF 12

**Coffman Associates**  
Airport Consultants

No.	REVISIONS	DATE	BY	APPD.

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION</b>		
	<b>Current<sup>a</sup></b> <i>2002 data</i>	<b>Future<sup>b</sup></b> <i>2025</i>		<b>Current<sup>c</sup></b>	<b>Future<sup>b</sup></b>
<i>Aircraft Type</i>			<i>Airline</i>		
Single-Engine	99	152	Day	77%	76%
Twin-Engine Piston	20	35	Evening	14%	19%
Turboprop	4	18	Night	9%	5%
Turbojet	2	11	<i>Other Airplanes</i>		
Helicopters	2	1	Day	78%	no change
<i>Total</i>	<i>127</i>	<i>220</i>	Evening	15%	change
			Night	7%	
			<i>Helicopters</i>		
			Day	81%	no change
			Evening	15%	change
			Night	4%	
<b>AIRLINE ACTIVITY</b>			<b>RUNWAY USE DISTRIBUTION</b>		
	<b>Current<sup>a</sup></b> <i>2002 data</i>	<b>Future<sup>b</sup></b> <i>2025</i>		<b>Current<sup>c</sup></b>	<b>Future<sup>b</sup></b>
<i>Enplaned Passengers</i>	<i>642,458</i>	<i>1,350,000</i>	<i>General Aviation, Local</i>		
<i>Air Carrier Operations</i>	<i>35,786</i>	<i>56,460</i>	Takeoffs & Landings		
			Runway 13L	35%	no change
			Runway 31R	65%	change
			Runway 13R	0%	
			Runway 31L	0%	
			<i>General Aviation, Itinerant</i>		
			Takeoffs & Landings		
			Runway 13L	17%	no change
			Runway 31R	32%	change
			Runway 13R	18%	
			Runway 31L	33%	
			<i>Business Jet &amp; Commuter Airline</i>		
			Takeoffs & Landings		
			Runway 13L	4%	no change
			Runway 31R	5%	change
			Runway 13R	32%	
			Runway 31L	60%	
			<i>Air Carrier</i>		
			Takeoffs & Landings		
			Runway 13L	0%	no change
			Runway 31R	0%	change
			Runway 13R	35%	
			Runway 31L	65%	
<b>AIRCRAFT OPERATIONS</b>			<b>FLIGHT TRACK USAGE<sup>c</sup></b>		
	<b>Current<sup>a</sup></b> <i>2002 data</i>	<b>Future<sup>b</sup></b> <i>2025</i>	<b>Current and Future</b>		
<i>Total</i>			<ul style="list-style-type: none"> <li>▶ Approaches generally straight-in except for tough-and-go</li> <li>▶ Departures turn eastward to avoid residential areas and San Jacinto Mountains</li> </ul>		
Annual	109,544	170,260			
Average Day	304	473			
<i>Distribution by Aircraft Type</i>					
Single-Engine	51%	49%			
Twin-Engine					
Piston & Turboprop	4%	5%			
Business Jet	8%	11%			
Helicopter	2%	3%			
Airline, Jet & Turboprop	35%	32%			
<i>Distribution by Type of Operation</i>					
Local	14%	14%			
(incl. touch-and-goes)					
Itinerant	86%	86%			

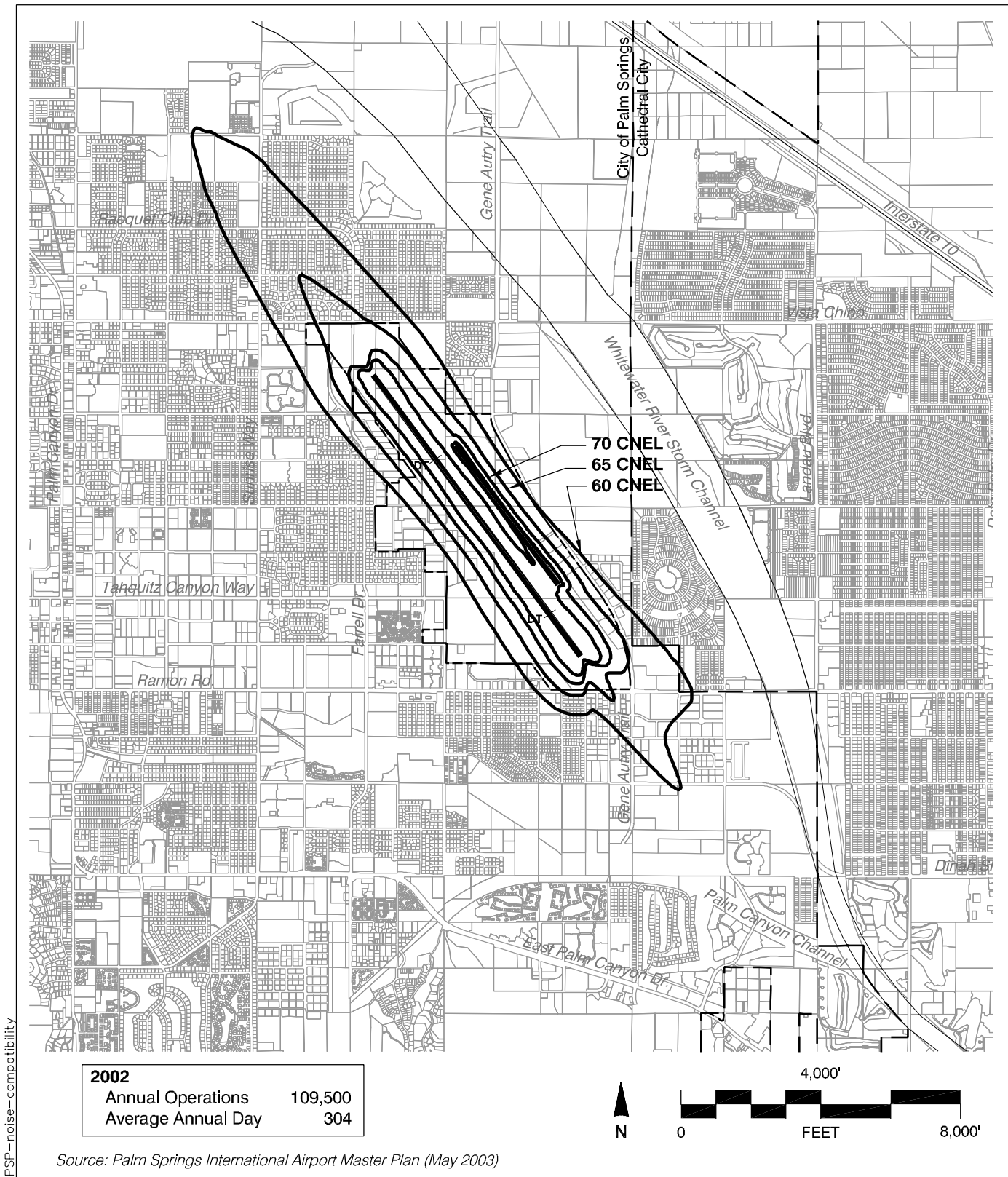
**Notes**

- <sup>a</sup> Source: Airport management records
- <sup>b</sup> Source: 2003 Airport Master Plan forecast for 2020 assumed as 2025 for compatibility planning purposes
- <sup>c</sup> Source: 2003 Airport Master Plan estimates

Exhibit PS-3

## Airport Activity Data Summary

Palm Springs International Airport

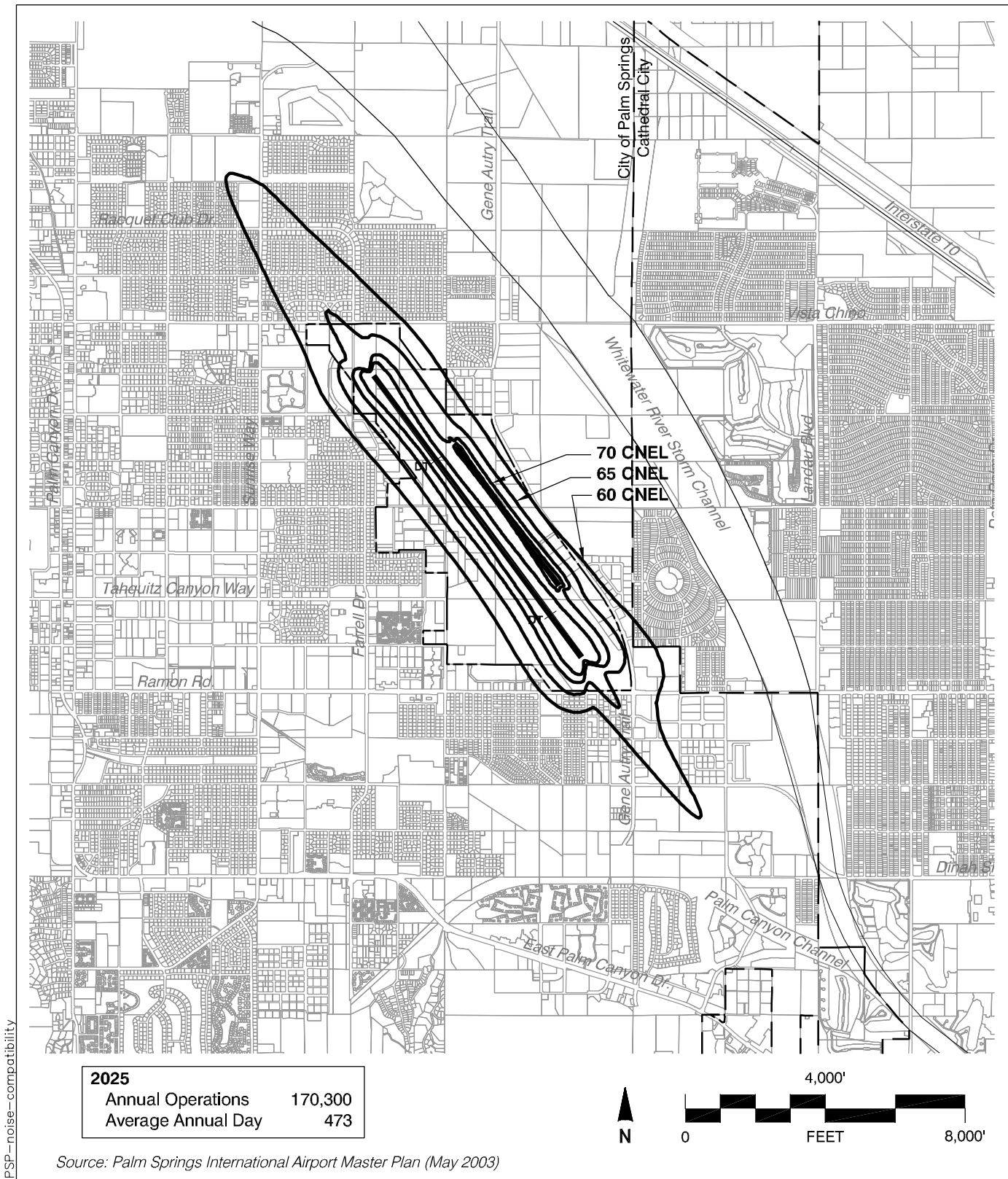


PSP—noise-compatibility

Exhibit PS-4

**Existing Noise Impacts**  
**Palm Springs International**



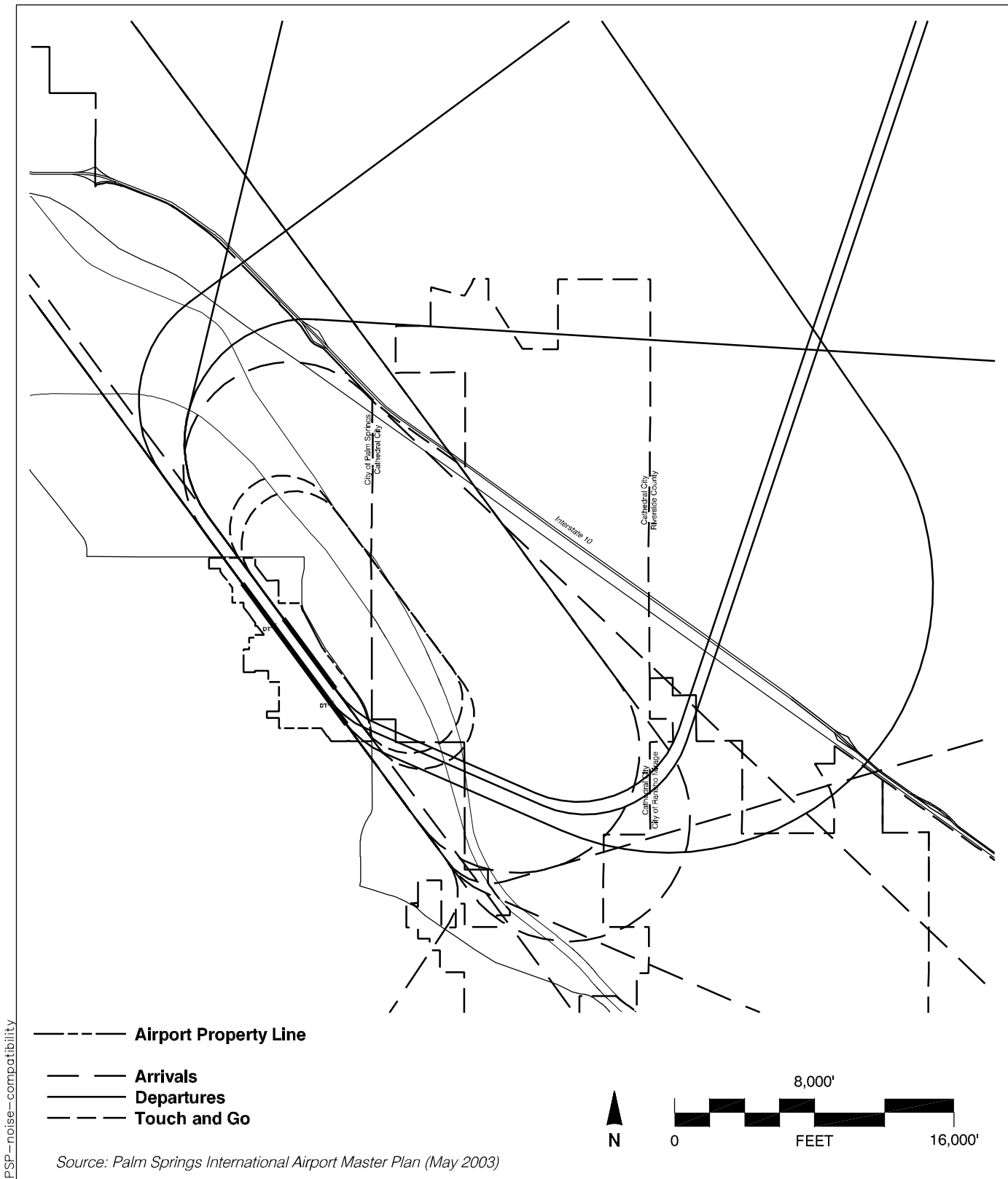


PSP—noise—compatibility

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

**Exhibit PS-5**

**Future Noise Impacts**  
**Palm Springs International**

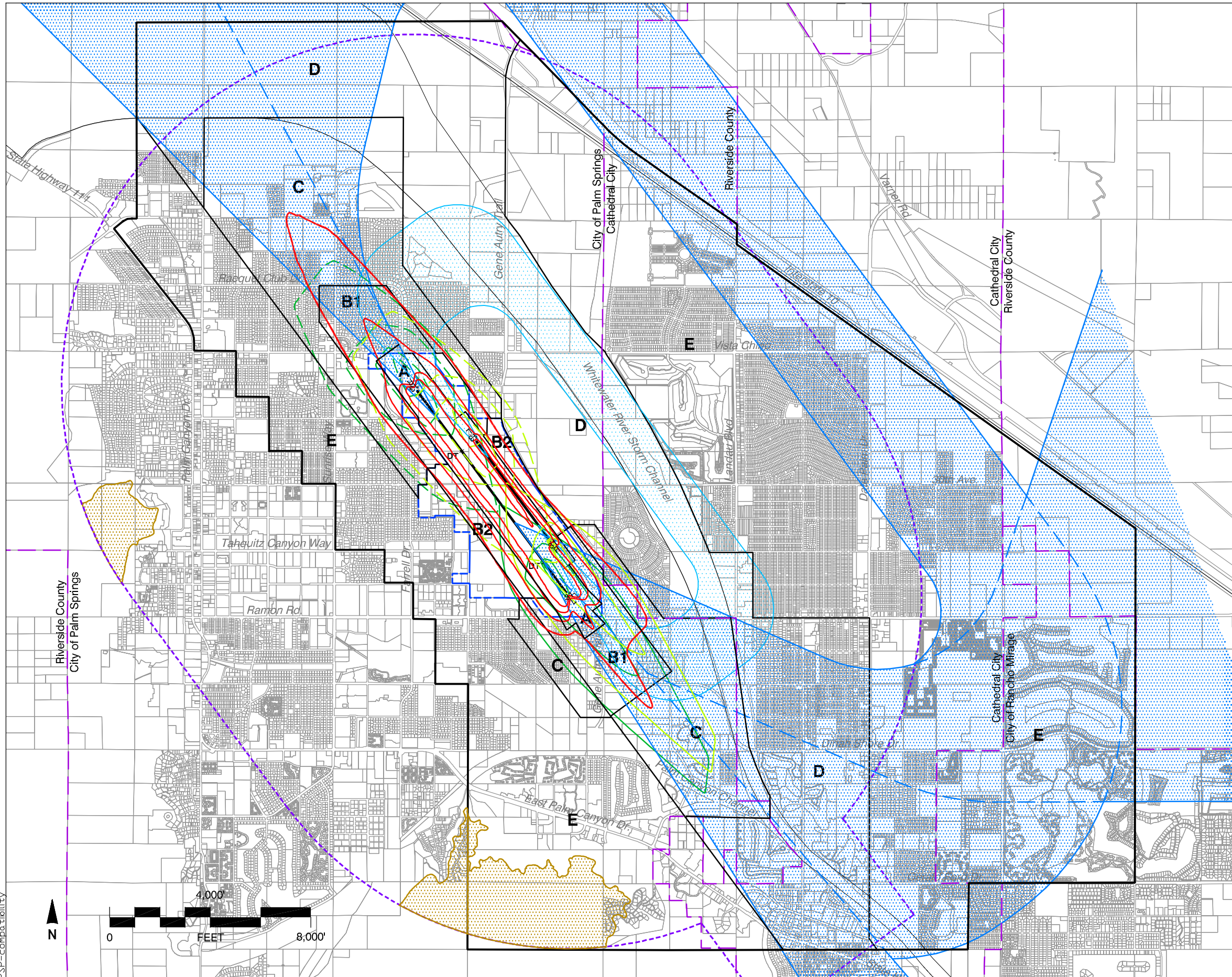


PSP—noise—compatibility

**Exhibit PS-6**

**Modeled Flight Tracks**  
**Palm Springs International Airport**





**Legend**

**Compatibility Zones**

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

**Noise and Overflight Compatibility Factors**

- 75 dB CNEL
  - 70 dB CNEL
  - 65 dB CNEL
  - 60 dB CNEL
  - 55 dB CNEL Contour Not Shown
- Composite of Existing and Future Average Annual Day

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the Northwest)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown only for Landings from the Southeast; shifted 1,500 feet to reflect displaced threshold on primary runway)
- FAR Part 77 Conical Surface Limits
- 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**  
**East County Airports Background Data**  
 (March 2005)

Exhibit PS-7

**Compatibility Factors Map**  
**Palm Springs International Airport**

PSP-compatibility

**AIRPORT SITE**

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

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

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

**STATUS OF COMMUNITY PLANS**

- ▶ *City of Cathedral City*
  - ▶ General plan adopted July 2002
- ▶ *City of Palm Springs*
  - ▶ General Plan adopted March 1993
- ▶ *City of Rancho Mirage*
  - ▶ General Plan adopted 1996

**EXISTING AIRPORT AREA LAND USES**

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

**PLANNED AIRPORT AREA LAND USES**

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

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

- ▶ *City of Cathedral City General Plan*
  - ▶ Single-family residential conditionally acceptable within 55-CNEL contour; normally unacceptable within 70-CNEL contour
  - ▶ Multi-family residences and other noise-sensitive development conditionally acceptable within 60 CNEL noise contour and normally unacceptable above 70 CNEL

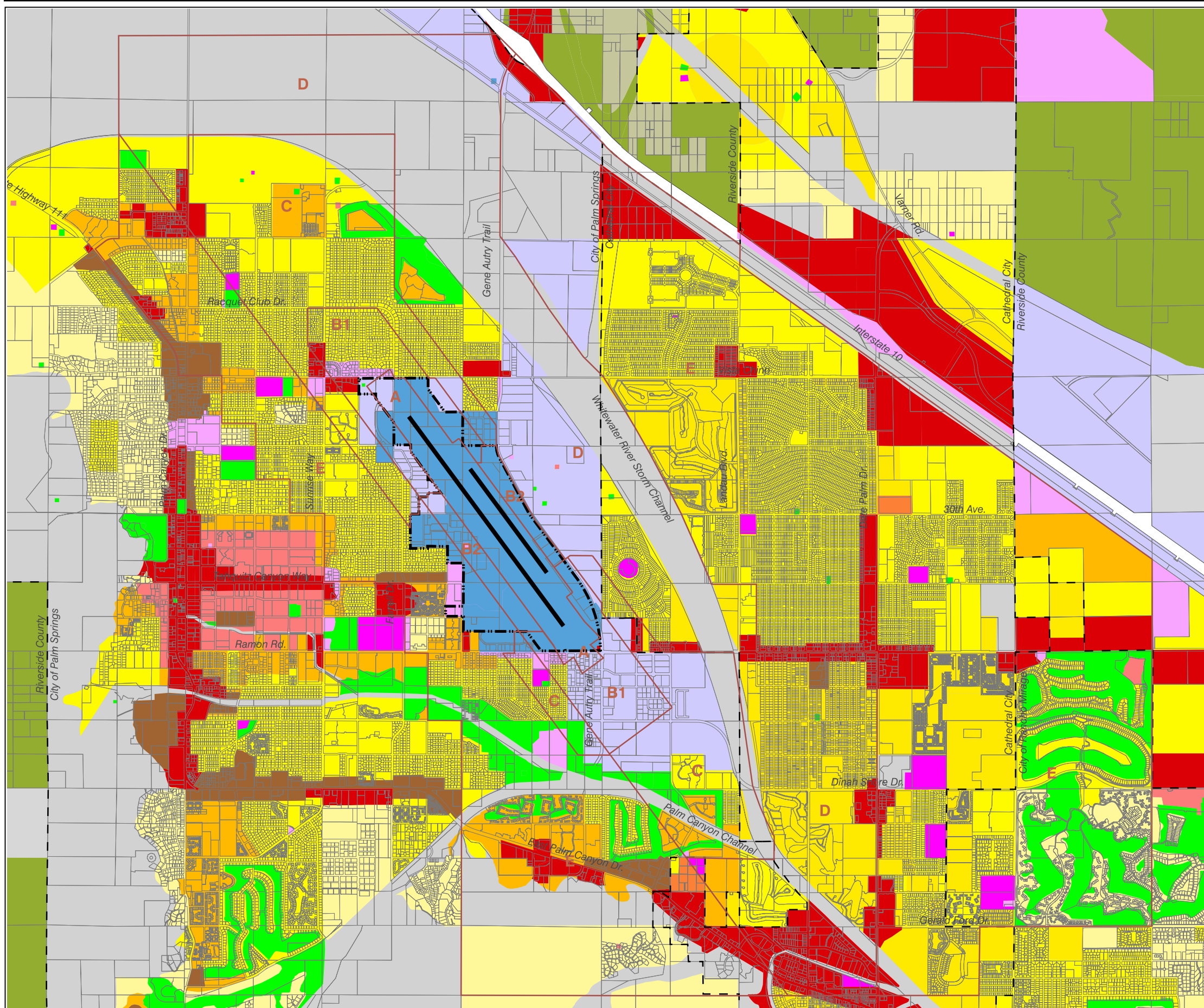
- ▶ *City of Palm Springs General Plan*
  - ▶ Residential uses normally acceptable between 60 and 70 CNEL; rural/low-density residential clearly unacceptable above 70-CNEL; medium- to high-density residential normally unacceptable between 70 and 75 CNEL and clearly unacceptable above 75 CNEL
- ▶ *City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

**Exhibit PS-8**

**Airport Environs Information**

**Palm Springs International Airport**

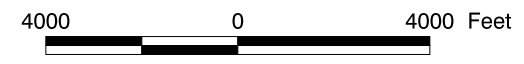




**Legend**

- City Limits
- 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 Cathedral City General Plan (July 2002)  
 City of Palm Springs General Plan (March 1993)  
 City of Rancho Mirage (1996)



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

Exhibit PS-9

**General Plan Land Use Designations**  
**Palm Springs International Airport Environs**

**CITY OF CATHEDRAL CITY:  
GENERAL PLAN (2002)**
**Residential Land Use**

- ▶ *Compatibility Zone C*
  - › Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre and 5.1 to 8.0 dwelling units/acre conflict with *Zone C* compatibility criteria south-southeast of airport [C1]
- ▶ *Compatibility Zone D*
  - › Residential designations with densities ranging from 2.1 to 5.0 dwelling units/acre 5.1 to 8.0 dwelling units/acre east and southeast of airport potentially conflict with the high-and-low options of *Zone D* [C2]

**Non-Residential Land Use**

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

**Other Policies**

- ▶ *General Plan*
  - › No acknowledgement of ALUC coordination
  - › Noise policy allowing up to 70 dB CNEL for residential development conflicts with Compatibility Plan limit of 60 dB CNEL
- ▶ *Zoning Codes*
  - › No airport-related height limit zoning established

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

**Exhibit PS-10**
**General Plan Consistency Review (Preliminary)**
**Palm Springs International Airport Environs**

## CITY OF PALM SPRINGS: GENERAL PLAN (1993), AND ZONING CODES

### Residential Land Use

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

### Other Policies

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

### Non-Residential Land Use

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

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

## Exhibit PS-10, continued

**CITY OF RANCHO MIRAGE:  
GENERAL PLAN (1998)**
**Non-Residential Land Use**

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

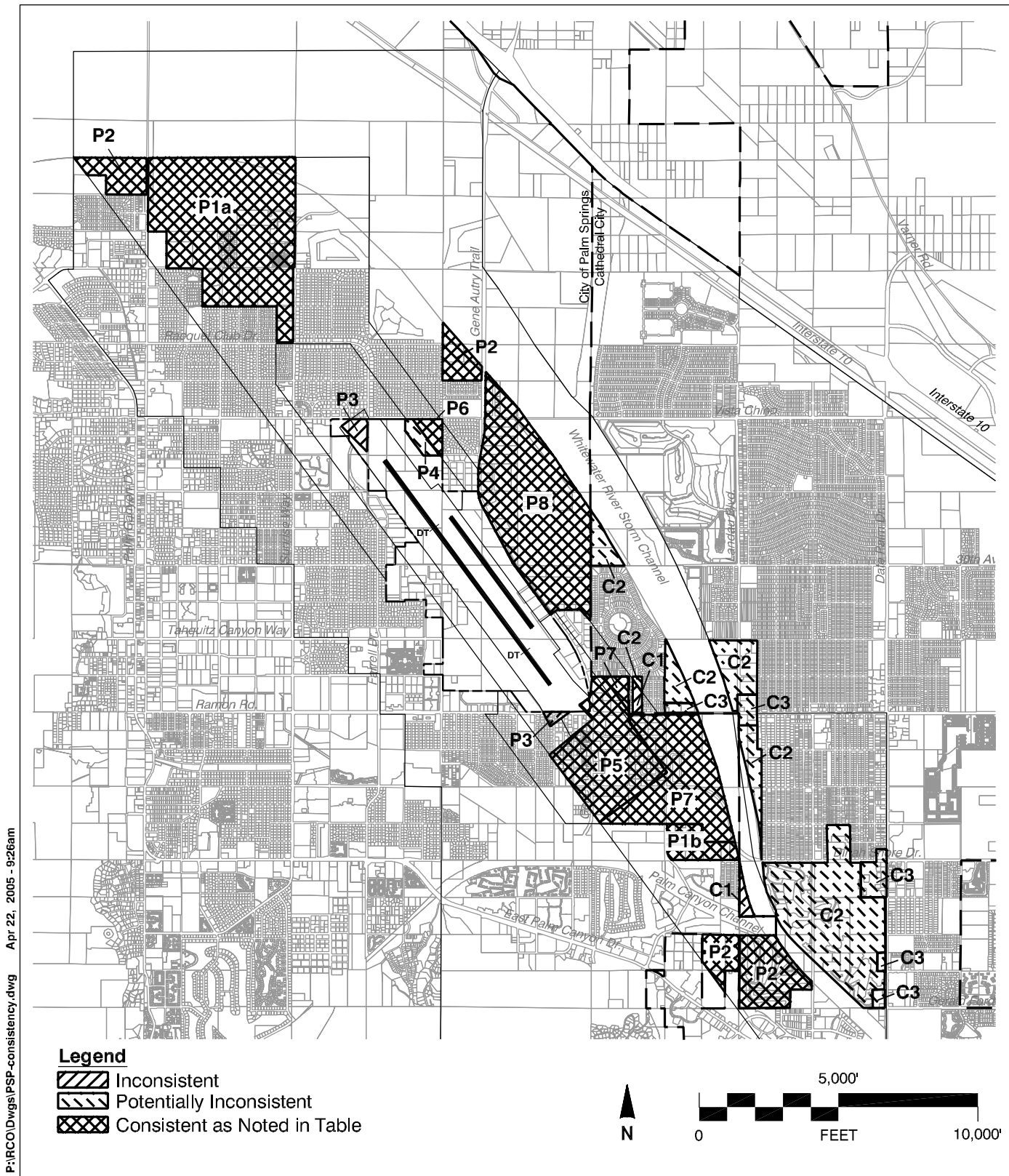
**Other Policies**

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

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

**Exhibit PS-10, continued**





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Exhibit PS-10, continued

RESOLUTION NO. 04-02  
ADOPTING THE BANNING AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

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

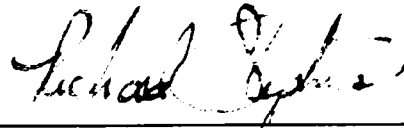
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on March 10, 2005, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Riverside Municipal Airport Master Plan.

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

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

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

AYES:	Commissioners:	Stephens, Butler, Housman, Hogan, Goldenbaum and Bradley
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Lightsey, Pratt



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Chair, Riverside County Airport Land Use  
Commission

WITNESS, my hand this 10<sup>th</sup> day of March, 2005.



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Executive Director, Riverside County Airport  
Land Use Commission

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

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

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

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

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

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



\_\_\_\_\_  
Chair, Riverside County Airport Land Use Commission

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



\_\_\_\_\_  
Executive Director, Riverside County Airport Land Use Commission



RESOLUTION NO. 04-07  
ADOPTING THE BERMUDA DUNES AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and,

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

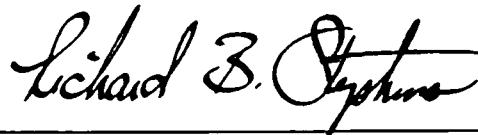
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on December 9, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Bermuda Dunes Airport Layout Plan.

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

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

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

AYES:	Commissioners:	Goldenbaum, Hogan, Lightsey, Stephens, Butler, Housman and Alberg
NOES:	Commissioners:	NONE



Chair, Riverside County Airport Land Use  
Commission

WITNESS, my hand this 9<sup>th</sup> day of December, 2004.



Executive Director, Riverside County Airport  
Land Use Commission

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

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

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

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

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

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

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

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

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

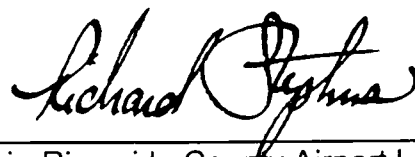
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Blythe Airport Master Plan.

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

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

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

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



\_\_\_\_\_  
Chair, Riverside County Airport Land Use  
Commission

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



\_\_\_\_\_  
Executive Director, Riverside County Airport  
Land Use Commission



AIRPORT LAND USE COMMISSION

COUNTY OF RIVERSIDE

RESOLUTION NO. 04-01  
ADOPTING THE CHIRIACO SUMMIT AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

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

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

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

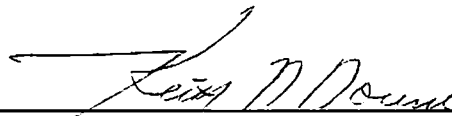
The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Ardsdale at a regularly scheduled meeting held on the 14<sup>th</sup> day of October, 2004 by the following vote;

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



Chair, Riverside County Airport Land Use Commission

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



Executive Director, Riverside County Airport Land Use Commission

AIRPORT LAND USE COMMISSION

COUNTY OF RIVERSIDE

RESOLUTION NO. 04-03

ADOPTING THE CORONA MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

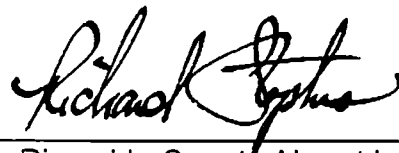
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Riverside County ALUC, in regular session assembled on October 14, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the Corona Municipal Airport Master Plan.

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

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

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

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



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Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.



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Executive Director, Riverside County Airport Land Use Commission



RESOLUTION NO. 04-05  
ADOPTING THE DESERT CENTER AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

WHEREAS, Caltrans Division of Aeronautics has reviewed the Airport Layout Plan submitted as part of the plan and approved the usage of that plan for the preparation of the land use compatibility plan: and,

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

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

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

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

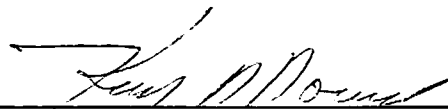
The foregoing resolution was adopted on a motion by Commissioner Lightsey and seconded by Commissioner Van Ardsdale at a regularly scheduled meeting held on the 14<sup>th</sup> day of October, 2004 by the following vote;

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.



Executive Director, Riverside County Airport Land Use Commission

RESOLUTION NO. 04-08  
ADOPTING THE FLABOB AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and,

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

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

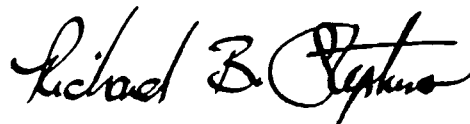
BE IT FURTHER RESOLVED by the Riverside County ALUC that Flabob Airport Land Use Compatibility Plan as represented by the draft plan dated April 2004 is hereby adopted and, thereon, replaces and otherwise supersedes the Flabob Airport Comprehensive Land Use plan adopted on March 30, 1984, and the Riverside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

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

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

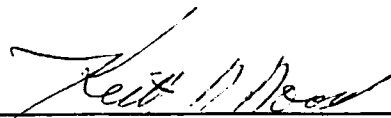
AYES: Commissioners: Goldenbaum, Lightsey, Butler,  
Stephens, Hogan, Housman and  
Alberg

NOES: Commissioners: NONE



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Chair, Riverside County Airport Land Use  
Commission

WITNESS, my hand this 9<sup>th</sup> day of December, 2004.



\_\_\_\_\_  
Executive Director, Riverside County Airport  
Land Use Commission



RESOLUTION NO. 04-09  
ADOPTING THE FRENCH VALLEY AIRPORT LAND USE COMPATIBILITY PLAN

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

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

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

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

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

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

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

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

WHEREAS, as required by PUC Section 21675(c), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and

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

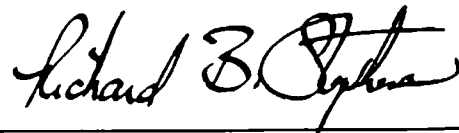
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the French Valley ALUC, in regular session assembled on December 9, 2004, that the formulation of the Plan has been guided by the Handbook; and includes and is based upon the French Valley Airport Master Plan.

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

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

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

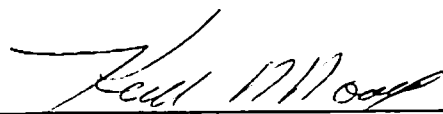
AYES:	Commissioners:	Hogan Goldenbaum, Lightsey, Stephens, Butler, Housman and Alberg
NOES:	Commissioners:	NONE



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Chair, Riverside County Airport Land Use  
Commission

WITNESS, my hand this 9<sup>th</sup> day of December, 2004.



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Executive Director, Riverside County Airport  
Land Use Commission

AIRPORT LAND USE COMMISSION

COUNTY OF RIVERSIDE

RESOLUTION NO. 05-02  
ADOPTING THE PALM SPRINGS INTERNATIONAL AIRPORT LAND USE  
COMPATIBILITY PLAN

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

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

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

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

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

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

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

WHEREAS, as required by PUC Section 21675(C), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and

RESOLUTION NO. 04-06  
ADOPTING PROCEDURES OF THE LAND USE COMPATIBILITY PLANS

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

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

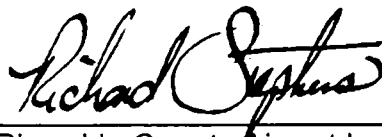
WHEREAS, ALUC has or will adopt an Airport Land Use Compatibility Plan (ALUCP) for certain public airports; and,

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

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

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

AYES:	Commissioners:	Stephens, Van Ardsdale, Butler, Housman and Lightsey
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Goldenbaum and Pratt



\_\_\_\_\_  
Chair, Riverside County Airport Land Use Commission

WITNESS, my hand this 15 day of October 2004.



\_\_\_\_\_  
Executive Director, Riverside County Airport Land Use Commission



RESOLUTION NO. 05-01  
ADOPTING THE RIVERSIDE MUNICIPAL AIRPORT LAND USE COMPATIBILITY  
PLAN

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

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

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

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

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

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

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

WHEREAS, as required by PUC Section 21675(C), ALUC staff has consulted with and sought comments from the affected land use jurisdictions regarding the proposed Airport Influence Area boundary; and

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

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

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

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

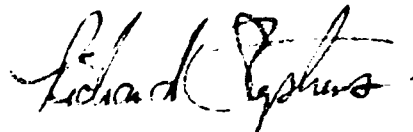
BE IT FURTHER RESOLVED by the Riverside County ALUC that its approval of the Plan is exempt from the requirements of Public Resources Code sections 21000 *et seq.*

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

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

NOES: Commissioners: None

ABSENT: Commissioners: Lightsey, Pratt



---

Chair, Riverside County Airport Land Use  
Commission

WITNESS, my hand this 10<sup>th</sup> day of March, 2005.



---

Executive Director, Riverside County Airport  
Land Use Commission



RIVERSIDE COUNTY  
AIRPORT LAND USE PLAN

Formulated  
by

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Adopted April 26, 1984

RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION

COMPOSITION

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

STAFF

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



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## CHAPTER I

### INTRODUCTION

#### A. Legal Background

1. California State Law (Public Utilities Code, Article 3.5, Sections 21670-21678 as amended) created the requirement for an Airport Land Use Commission in each county and assigned the commission the following powers and duties:
  - (a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses.
  - (b) To coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.
  - (c) To prepare and adopt an airport land use plan pursuant to Section 21675.
  - (d) To review the plans, regulations and other actions of local agencies and airport operators pursuant to Section 21676.
  - (e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.
2. The Riverside County Airport Land Use Commission was established December 14, 1970 when the Board of Supervisors acting in conjunction with the mayors of the cities in the county designated the existing five member aviation commission to assume the planning responsibilities of an airport land use commission. On August 29,

1972, the Board, in response to the mayors of the cities in the county, augmented the five member commission by two additional members to be appointed from time to time by a selection committee of the mayors.

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

B. Historical Background

1. The Commission has designated interim airport-influenced areas around nearly all public use airports within the County. Local planning agencies affected by these designations have been encouraged to consult with the Commission and its staff concerning planning actions and regulations affecting the influenced areas.
2. On October 10, 1974, the Commission defined the final boundaries of the Palm Springs Municipal Airport-influenced area and adopted, as their official comprehensive land use plan for the influenced area, "A Specific Plan for the Airport Portion of the Transportation Element of the Palm Springs General Plan, September 1974." Subsequently, the City of Palm Springs adopted the same plan as a part of their general plan and modified their city zoning plan accordingly. The City of Palm Springs acted as lead agency in this matter and prepared the Draft and Final Environmental Impact Report for this plan.
3. An interim airport-influenced area around the Hemet-Ryan Airport was designated by the Airport Land Use Commission (ALUC) August 30, 1973. The ALUC asked the City of Hemet and the County Planning Department to prepare "area" land-use plans for their respective jurisdictions

within the interim-influenced area. Higher priority work in both agencies and the fact that existing land use then appeared to be compatible with the airport, precluded response to the ALUC's request.

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

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

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

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

Subsequently, contested planning actions within the City of Hemet highlighted inadequacies of the approved land use plans. A sub-committee of members of all involved jurisdictions was formed to

research and discuss the problem. This subcommittee first met June 17, 1982 and by December 1982 produced a "Position Paper" defining an enlarged planning boundary around the airport and proposed policies for land use within the boundary.

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

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



## CHAPTER II

### Airport Influenced Area Boundaries and Land Use Planning Areas

#### A. Review

1. As mentioned in Chapter I, interim airport-influenced boundaries have been designated at all public use airports in the County except Chiriaco Summit, Rancho California and Thompson Transportation Center. Final boundaries have been designated for the Palm Springs Municipal Airport and the Hemet-Ryan Airport. Experience in developing the final boundaries at these two airports led to a change in the ALUC's Rules and Regulations for defining airport-influenced boundaries.
2. As a result, each interim influenced boundary must be reviewed against the new criteria and the area redesignated or a new influenced area boundary defined, if deemed necessary.

#### B. Airport Influenced Area Boundaries

1. Airport Influenced Area Boundaries will be determined by the ALUC on the basis of the type of airport, type of aircraft expected to use the airport, aircraft flight patterns and altitudes, noise levels, Federal Aviation Administration (FAA) criteria concerning objects affecting navigable airspace as established in Part 77 of the Federal Aviation Regulations (FAR Part 77) or a combination of these factors.
2. The boundaries will be adjusted in so far as possible to follow roads, section lines, canals, aqueducts, or other natural features that will provide for easy identification of the boundaries.
3. If practicable, parcel maps will be used in defining the boundaries.

4. Existing land uses within the airport-influenced boundaries will be documented so that those areas already devoted to incompatible uses can be identified.

C. Land Use Planning Areas

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

2. Area I

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

3. Area II

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

4. Area III

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

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

## CHAPTER III

### Airport Land Use Commission Policies and Rationale

#### A. Safety Considerations

1. Policy 1: Area I shall be kept free of all high risk land uses.  
(See Appendix B). Residential development (2½ acre lot size and larger) will be permitted only within areas designated by the ALUC to be so far removed from the actual flight paths or to be in areas where aircraft will have gained sufficient altitude that they no longer pose a relative safety threat, should inflight problems occur.
2. Rationale for Policy 1: The approach surfaces are specifically defined by Federal Aviation Regulations. These areas carry the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Aircraft have a higher tendency to have problems within these zones due to changing power settings to take-off or land. The convergence of all aircraft landing and taking-off within these narrow zones also means that the noise levels are highest in these zones. Due to these factors and the accepted Federal definition of the boundary of these surfaces, the area was deemed inappropriate for housing and high risk uses. Certain areas of approach zones may be deemed appropriate for large lot (dispersed) residential use because over this area aircraft have achieved higher altitude and may be turning out of the approach zone away from the area in question. Therefore, the relative risk is not as great as in other areas of the approach zone.
3. Policy 2: Area II shall have a minimum residential lot size of 2½ acres. Agricultural, industrial and commercial uses are acceptable in this area.
4. Rationale for Policy 2: Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in

this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing - take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.)

B. Noise Considerations

1. Policy 3 - Within Area III, avigation easements will be required for all land uses. The height of the avigation easements will be from runway ground elevation within Area I, the defined approach surfaces, and from 150 feet above runway ground level elevation throughout the remainder of Areas II and III.
2. Rationale for Policy 3. Activity directly related to the airports does not extend much beyond the area defined as the airport-influenced area. This is the area influenced by airport operations and aircraft noise. Prospective buyers of land within the area should be notified that aircraft will be in the area and that some may be noisy or produce other ancillary effects such as glare or vibration. Avigation easements are a legal basis wherein the landowner basically acknowledges that aircraft and ancillary effects are present in the airspace overhead, and gives up any future right to sue regarding the acknowledged effects and their impact upon the enjoyment of his property or change in property value. Avigation easements are permitted and defined by the Public Utilities Code, Section 21652. The requirement for avigation easements allows property to be developed in the airport-influenced area for residential and other land uses, but offers constructive notice to future buyers; and protection to the airport that people

choosing to live and/or work in the influenced area will not have a legal basis for suit, which would jeopardize the airport operation and presence.

3. Policy 4 - New housing to be constructed within the noise level specified by the ALUC for each airport shall be sound-proofed as necessary to achieve interior annual noise levels attributable to exterior sources, not to exceed 45 dB (CNEL of Ldn) in any habitable room with windows closed.
4. Rationale for Policy 4. An important element of this plan is the selection of a noise standard determining residential land use compatibility. There is a great deal of information available on the subject. Not all of the information is consistent. The State of California Noise Standards for Airports established 65 CNEL as the long range (1986) criteria for excluding residential uses without soundproofing. The Environmental Protection Agency uses 55 Ldn (equivalent to CNEL) as the minimum outdoor level of noise that they can predict with confidence will not be detrimental to health or welfare. The County of Riverside General Plan establishes 60 Ldn or CNEL as the level above which residential uses should be discouraged. In addition to these various recommended standards, some references (see Appendix C) point out that the acceptable noise standard may vary according to location. These studies suggest that, because of the difference in background noise levels, the standard for quiet rural areas could be as much as 20 dB less than for established but very noisy urban residential communities near busy roads, industrial areas, or airports. These studies also suggest that the standard could be adjusted based upon previous exposure and community attitudes by as



much as 15 dB from a community with no prior experience with the intruding noise (such as at a new airport) to those communities that have had considerable previous exposure and are aware that the noise source is necessary and operating for their benefit (such as military airports) or that the noise will not continue indefinitely (such as emergency or fire bomber operation). Because of these various considerations, the ALUC expects to establish an appropriate noise standard at each airport based upon all of the mentioned considerations. This standard will be an integral part of that specific airport land use plan and will delineate that area within which soundproofing of new housing will be acceptable.

5. Airport Consideration

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

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

## CHAPTER IV

### Riverside County Airport Land Use Plans

#### A. Introduction

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

#### B. Airport Land Use Plans

1. Palm Springs Municipal Airport. Plan prepared by City of Palm Springs. Adopted by the ALUC October 10, 1974. Plan is on file with the Riverside County Aviation Department.
2. Hemet Ryan Airport. Plan prepared jointly by City of Hemet, County of Riverside and ALUC. Adopted by the ALUC September 22, 1983. Plan is on file with Riverside County Aviation Department.

## CHAPTER V

### IMPLEMENTATION

#### A. Consultation with Affected Local Planning Agencies

1. Subsequent to the designation or redesignation of interim airport-influenced areas and designation of planning boundaries (per Chapter II), local planning agencies whose jurisdiction or projected LAFCO approved sphere of influence are affected by these designations will be notified. Their cooperation in the finalization of the boundaries will be sought. If required, a subcommittee structure of ALUC commissioners will be designated to hear and consult with local commissioners to resolve differences. Subcommittees organized under this concept will, after considering all facets and negotiating solution acceptable to individual subcommittee members, prepare a position paper delineating their recommendations to their respective jurisdiction.
2. Before final consideration of airport-influenced areas, associated planning boundaries and individual Airport Land Use Plans, environmental documentation required by Commission rules for implementing the California Environmental Quality Act will be prepared by the local jurisdiction with the cooperation of the ALUC. The Commission will consider the results of this documentation prior to finalizing planning boundaries and land use plans.

#### B. Land Use Changes after Finalization of Planning Boundaries

1. After final adoption of the Airport Land Use Plan and planning boundaries by the ALUC, the plan will be considered as the comprehensive land use plan required by Section 21675 of the PUC.
2. The plan designating final planning boundaries and land uses therein will be provided each jurisdiction affected. The affected jurisdiction's general plan, and any applicable specific plan, shall be amended within

180 days of receipt of the ALUC plan to be consistent with that plan per Section 65302.3 of the California Government Code (General Planning Law).

3. In the event that the legislative body of the affected jurisdiction does not concur with any provisions of the ALUC approved plan, it may satisfy the provision of the Government Code Section 65302.3 by over-riding the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the legislative purposes defined in Section 21670 of the PUC.
4. If the affected public agency over-rides the ALUC plan and does not itself operate the public owned airport involved, the operator of the involved airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agencies decision to over-ride the ALUC plan.

C. Land Use Changes Before Finalization of the Planning Boundaries

1. After redesignation of the interim airport-influenced boundaries per Chapter II A2 affected local jurisdictions will be notified. They will be asked to refer all land use cases (Tentative Tract Maps, Parcel Maps, Conditional Use Permits, Changes of Zone, General Plan and Specific Plans) that would change or have the potential to change property within the interim-influenced area from currently compatible uses to uses that would be incompatible with the airport activities to the ALUC for review and recommendation.
2. ALUC recommendation before finalization of this plan and planning boundaries would fall within the powers and duties assigned the ALUC per Section 21674 of the PUC. That is, "to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses."  
-Local agencies would be encouraged to consider the ALUC recommendations.

## Appendix B

### HIGH RISK LAND USE EXAMPLES

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

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

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

#### Places of Assembly:

- auditoriums, churches, schools, carnivals, drive-in theaters, etc.

#### High Patronage Services:

- bowling alleys, restaurants, theaters, motels, banks, etc.

#### Large Retail Outlets:

- department stores, supermarkets, drug stores, etc.

#### Residential:

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

#### Critical Facilities:

- telephone exchanges, radio/t.v. studios, hospitals, etc.

#### Flammables:

- bulk fuel storage, gasoline and liquid petroleum service stations, manufacture of plastics, breweries, feed and flour mills, etc.

Source: Hemet Ryan Airport Land Use Plan



APPENDIX C

Adjustments to the  
Measured Community Noise Equivalent Level (CNEL)  
to Obtain Normalized CNEL

Type of Correction	Description	Amount of Correction to be Added to Measured CNEL in dB
Seasonal Correction	Summer (or year-round operation). Winter only (or windows always closed).	0 -5
Correction for Outdoor Residual Noise Level	<p>Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).</p> <p>Quiet suburban or rural community (not located near industrial activity).</p> <p>Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).</p> <p>Noisy urban residential community (near relatively busy roads or industrial areas).</p> <p>Very noisy urban residential community</p>	<p>+10</p> <p>+5</p> <p>0</p> <p>-5</p> <p>-10</p>
Correction for Previous Exposure and Community Attitudes	<p>No prior experience with the intruding noise.</p> <p>Community has had some previous exposure to intruding noise but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to noise previously, but the people are aware that bona fide efforts are being made to control the noise</p> <p>Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.</p> <p>Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances</p>	<p>+5</p> <p>0</p> <p>-5</p> <p>-10</p>
Pure Tone or Impulse	No pure tone or impulsive character. Pure tone or impulsive character present.	0 +5

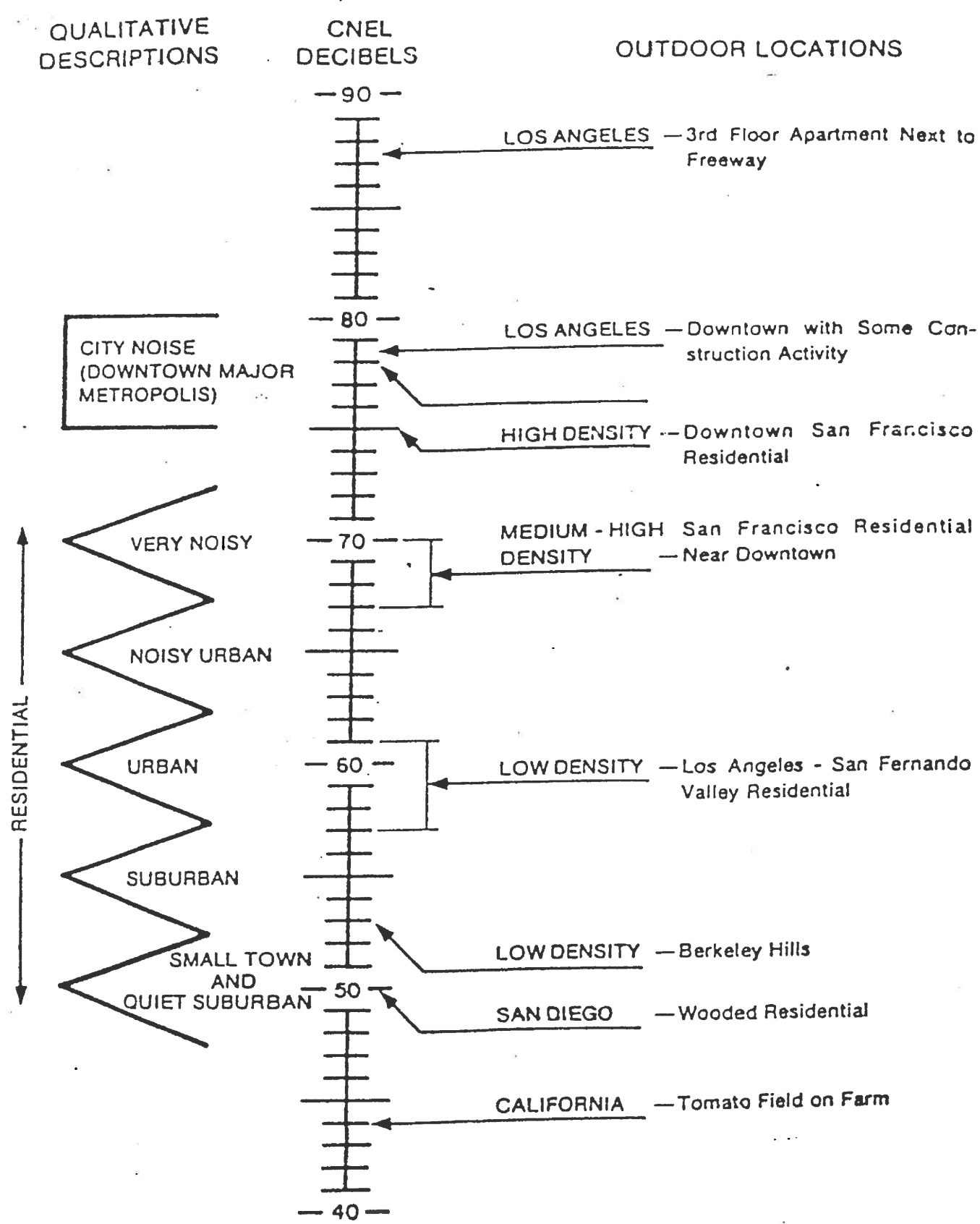


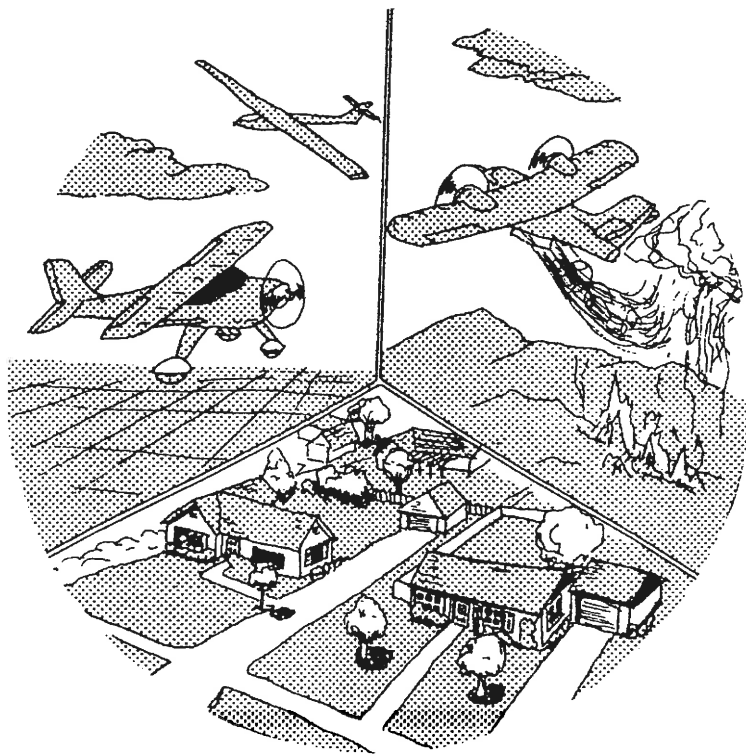
Figure III - 8

COMPARATIVE CNEL VALUES AT VARIOUS LOCATIONS

Source: California Office of Noise Control

HEMET RYAN AIRPPORT  
COMPREHENSIVE AIRPORT  
LAND USE PLAN

1992



Hemet-Ryan Land Use Plan  
Sub-Committee Membership  
1989

Members

City of Hemet

Planning Commission  
Claude Thomas

City Councilman  
James Quinn

Riverside County

Planning Commission  
Carole Donahoe

Airport Land Use Commission  
Robert Lindquist

Airport User Group

Hemet-Ryan Aero Club  
De Witt Hazelton

Staff

City of Hemet

Community Development  
Mark Goldberg

Riverside County

Planning Department  
Jerry Jolliffe

Aviation Department  
Judy M. Ross

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C. Preparation of Airport Noise Contours January 11, 1989	C



## INTRODUCTION

In May, 1982, the Riverside County Board of Supervisors, Hemet City Council, and Airport Land Use Commission (ALUC) appointed representatives to the Hemet-Ryan Subcommittee. The purpose of the subcommittee was to assess the need for a new noise study, re-evaluate the Hemet-Ryan Airport Land Use Plan, adopted in 1980, and discuss other issues, including land use, which pertain to the continuing operations of Hemet-Ryan Airport. The subcommittee met monthly to discuss a variety of issues including: area land use, noise, safety, flight patterns and airport operations. This report summarizes the subcommittee's major findings and includes proposed policies for the Hemet-Ryan Airport influence areas. The proposed policies relate to land use, noise and airport operations, and are recommended as policies for the Hemet-Ryan Airport Land Use Plan.

The Hemet Ryan Airport Land Use Plan Subcommittee was reconvened by the Riverside County Airport Land Use Commission (ALUC) during the ALUC's regular May 1987 meeting. The Airport Land Use Plan had been implemented five years prior. Changes have occurred at the airport, and the Master Plan Study was completed. These changes warranted the review of the Airport Land Use Plan.

The membership of the reconvened subcommittee to review the Hemet-Ryan Airport Land Use Plan was approved by the Airport Land Use Commission during their June 4, 1987 regular meeting.

The subcommittee, as appointed, met monthly to discuss the various issues they deemed relative to improve the existing Hemet Ryan Airport Land Use Plan, dated December 1982.

#### HISTORY/BACKGROUND

In September of 1940, less than three months after construction had started, aircraft operations began at the Hemet-Ryan Airport. Ryan Field, as it was called then, owed its beginning to the rapid expansion of the Army Air Corps in the hectic months before the United States entered World War II.

Named after T. Clyde<sup>cy</sup> Ryan, the field was built on 318 acres of land purchased by the County for lease to the Ryan School of Aeronautics. The school, an affiliated of Mr. Ryan's Aeronautical Company headquartered in San Diego, was one of several civilian schools selected to train the many eager cadets entering the Army's pilot training program.

The entry of the United States into the war increased training activities at the field, and by war's end, more than 10,000 pilots had learned to fly at Ryan Field. After a great deal of petitioning by citizens of Hemet and the County, the War Assets Administration, by quit claim, returned the leased land to the County along with 72 additional acres that the military had acquired.

## CURRENT OPERATIONS

Since then, the County has maintained and expanded facilities at the field. A layout plan for development of the airport was approved by the County Board of Supervisors, and development has followed this plan. Nearly 38 additional acres have been acquired. The runway was extended and repaired and numerous repairs to existing buildings have been made. An additional runway extension is planned for the future.

The 428 acres represents a current land value of over \$9,000,000. The runways, taxiways and buildings are valued at about \$4,500,000. In addition, the combined California Department of Forestry/United States Forest Service air attack base represents a \$5,000,000 investment if the facility had to be duplicated at another airport. The combined air attack base spend \$2,700,000 in 1987, and \$3,500,000 in 1988, for fire bomber flight time, standby time, retardant, and landing fees.

The airport has provided adequate facilities for general aviation, including business and recreational flying to the area for nearly 42 years; and, for over 27 years it has served as a fire bomber base. For most of this time, the aviation activities have been compatible with the surrounding land uses. However, over the last few years, development pressures have arisen in both the City of Hemet and unincorporated areas to permit urbanization of the area around the airport. This has led to

some potential incompatibilities with aviation activities that are perceived by some as a threat that may eventually curtail operations at the airport.

#### RYAN AIRPORT - AREA GROWTH

The County Airport Land Use Commission (ALUC) designated an interim airport-influenced area around the airport in 1973 based upon a noise study prepared in 1972, as well as flight safety considerations. The Airport Land Use Commission asked the County Planning Department and the Manager of the City of Hemet to prepare airport area land use plans per state legislation to protect the airport from future incompatible uses.

Higher priority work in both agencies and the fact that the then existing land uses appeared compatible with the airport, precluded response to the Airport Land Use Commission's request.

Late in 1977, a developer proposed a 900-unit residential development within the City of Hemet just east of the airport. The Airport Land Use Commission implored the City of Hemet to disapprove the development. It was eventually defeated. This skirmish over residential encroachment toward the airport led, in 1978, to a cooperative effort to prepare an "Airport Land Use Plan" for the Hemet-Ryan Airport that could be adopted by the City, the County, and the Airport Land Use Commission. A plan was approved by the City as a part of its Southwest Area Plan adopted by the City Council June 26, 1979. The County Board of

Supervisors approved its plan on June 10, 1980. Finally, the Airport Land Use Commission adopted both plans formally October 17, 1980. Many of the land use designations in the plan were based upon noise contours that had been mapped in 1978 by a consultant using a computer program based upon operational data provided by the County Aviation Department.

During the plan preparation and adoption process (May 1978 - October 17, 1980), the City of Hemet approved Planned Community Development (PCD) projects for large planned developments east and south of the airport. When these developments were reviewed by the Airport Land Use Commission there was concern with the number of residences involved under the 1986 - 55 Ldn noise contour. There were special concerns with the Lewis Homes Planned Community Development. The Airport Land Use Commission felt that the City had not acted in good faith by approving these Planned Community Developments during the preparation and approval cycle of the Airport Land Use Plan. The City felt that it had considered all aspects of the airport's influence and had acted in full accord with the Southwest Area Plan.

In mid-1982, the Riverside County Aviation Commission voted to oppose the City of Hemet Annexation No. 100. The property is located at the northeast end of the runway under the Federal Aviation Administration defined approach zone. The Commission was concerned with the possibility of incompatible land uses. The Riverside County Board of Supervisors also adopted a position



in opposition to the Annexation. The Local Agency Formation Commission denied the annexation application without prejudice. A refiling based on resolution of the land use concerns, is anticipated.

#### FORMATION OF HEMET-RYAN AIRPORT SUBCOMMITTEE

As the controversy became more intense, both jurisdictions, as well as the County Planning Commission and Board of Supervisors, became aware that only through a spirit of cooperation could these matters be solved. Since all agencies professed a sincere desire to protect the airport, the new City of Hemet Director of Community Development proposed the formation of a subcommittee comprised of two members each from the Hemet City Planning Commission, County Planning Commission and ALUC, staffed by employees of each jurisdiction. The subcommittee would research and discuss the problem and subsequently report to their separate jurisdictions the proposed policies for land use around the airport. This subcommittee first met on June 17, 1982.

During the course of discussion of the subcommittee, many factors were considered. Safety of flight operations as well as safety and welfare of persons on the ground were discussed. Specific risk areas were mapped and defined. Noise effects were considered with relationship to the flight patterns and altitudes of various types of aircraft involved in taking off from or landing at the airport.

Land uses already committed were identified and discussed as well as trade-offs in those areas that could be negotiated.

Federal Aviation Administration imaginary surfaces prescribed in Federal Aviation Regulations (FAR), Part 77 were used in many cases to define critical areas where aircraft maneuvering created special risk or noise considerations. A need for a new noise study was discussed at length. The subcommittee decided that a new noise study was not necessary at this time because their land use recommendations considered not only noise but flight hazards due to aircraft entering and leaving the flight patterns, reducing or increasing engine settings, turning, ascending and descending, and flying at low altitudes immediately after take off by fire bombers which are heavily loaded.

Finally, the subcommittee tied all of these factors into this report to their separate jurisdictions with the policy statements, land uses, and aviation controls recommended herein.

An Airport Land Use Plan was approved by the City as a part of its Southwest Area Plan adopted by the City Council June 26, 1979. The County Board of Supervisors approved its plan on June 10, 1980. Finally, the Airport Land Use Commission adopted both plans formally October 17, 1980. Many of the land use designations in the plan were based upon noise contours that had been mapped in 1978 by a consultant using a computer program

based upon operational data provided by the County Aviation Department.

The City of Hemet acted as lead agency in the preparation of the Environmental Impact Report. The Environmental Impact Report was adopted by the City of Hemet on July 26, 1983.

In September 22, 1983 the Airport Land Use Commission certified the Environmental Impact Report and adopted the "Position Paper" of the Hemet-Ryan Airport Subcommittee as the Land Use Plan for Hemet-Ryan Airport.

Periodic reviews of Land Use Plans are permitted under PUC 21676. The PUC 21676 indicates that the plan may be reviewed as often as necessary but only can be amended once per year.

The current Hemet-Ryan Airport Land Use Plan is five (5) years old. The Riverside County Board of Supervisors had approved the Master Plan Study for the Hemet-Ryan Airport on May 17, 1988. The Master Plan Study addresses and guides the future development of the Hemet-Ryan Airport. The subcommittee had reviewed the Master Plan Study Board adopted recommendations in the update to the Hemet-Ryan Airport Land Use Plan. The Hemet-Ryan Airport Land Use Plan considers the Master Plan Study as their twenty (20) year long range plan for the Hemet-Ryan Airport.

The following pages present the reconvened subcommittee's findings and policy recommendations.

## I. RELATIVE RISK CONCEPT

### Relative Risk Principle:

The purpose of this document is to identify potential risks and noise associated with aircraft and airport operations as that risk and noise relates to existing and future land uses within the horizontal surface or area of influence of the airport. This assessment of noise and risk will be used by Riverside County, the City of Hemet, and the Riverside County Airport Land Use Commission in making land use decisions. Three areas are defined herein; Area I, Area of Extreme Risk; Area II, Area of High Risk; and Area III, Area of Moderate Risk. The concept is that each successive area is influenced by less relative risk and less noise than the preceding area. The areas were defined by use of characteristic flight paths of various aircraft using the airport, and existing and projected noise contours. Details of the selection criteria which defines each area is listed in the section defining the relative risk areas.

## II. DEFINITIONS

### A. Critical Facilities:

Examples (including but not limited to):

1. Telephone Exchanges
2. Electrical Transformer Relays
3. Radio HV Studies

### B. Discretionary Review:

Land Uses

There exists a wide variety of land uses categories. To deal with the review of such land uses in a practical manner, a discretionary review procedure is employed. The discretionary review procedure is located in Section VIII, Discretionary Review Procedures, page 36.

### C. Hazardous Materials:

Examples (including, but not limited to):

1. Flammable Liquids
2. Flammable Materials
3. Combustible Materials
4. Explosive Materials
5. Pesticides
6. Cleaning Agents
7. Compressed Gas
8. Feed and Flour Mills
9. Plastics Manufacturing/Storage
10. Breweries



D. Institutional:

Examples (including but not limited to):

1. School
2. Church and Similar Uses
3. Motel
4. Hospital
5. Nursing Home
6. Health Facilities
7. Clinic
8. Care Homes
9. Convalescent Facilities
10. Day Care

E. Places of Assembly

Any structure, public or private, or premise, or portion thereof with a capacity for occupancy of over 50 persons which is designed or used for entertainment, amusement, instruction, education, worship, deliberation, display, meeting, awaiting transportation or for the consumption of food and drink.

Examples (including but not limited to):

1. Auditorium
2. Theatre
3. Recreation/Entertainment Facilities
4. Shopping Mall
5. Restaurant

6. Church
7. Clubhouse
8. Arena
9. Stadium
10. Circus
11. Major Retail Outlets
12. Funeral Homes
13. Bowling Alleys
14. Motels
15. Banks
16. Professional Office Buildings
17. Labor Intensive Industrial Operations

### III. RELATIVE RISK AREAS

#### A. AREA I: Area of Extreme Risk

The imaginary approach surface defined by Federal Aviation Regulations (Federal Aviation Regulations (FAR), Volume XI, Part 77, Objects Affecting Navigable Airspace), as the approach surfaces for the size and types of runways at the airport.

This area was designated by the subcommittee as the highest relative risk area due to the convergence of flight paths and the resultant high volume of aircraft. Aircraft are descending or ascending, changing power settings, and performing critical turns; thus, the possibility of an aircraft related incident occurring is higher in these areas. The noise level is also higher due to the lower altitude of aircraft.

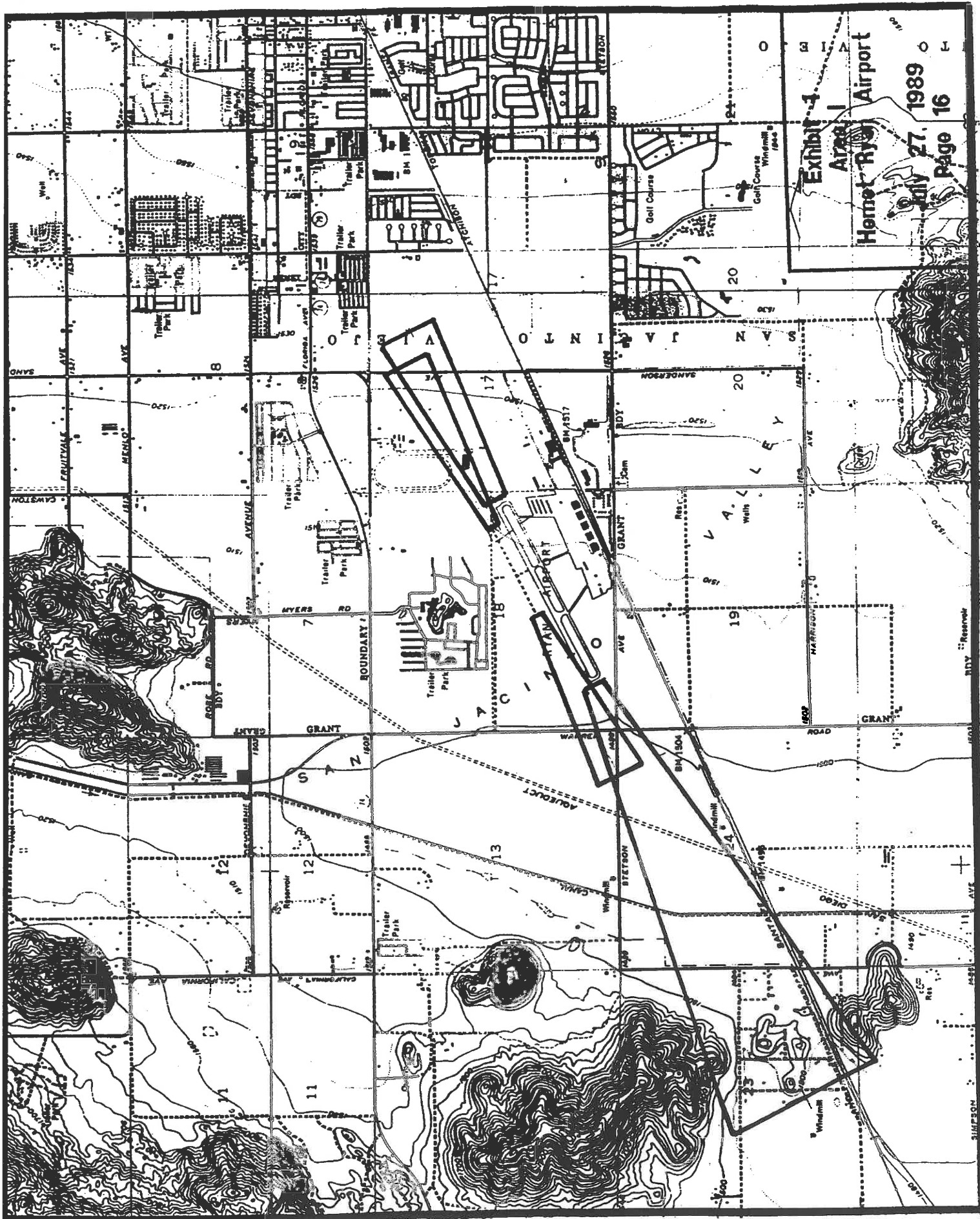


Exhibit 4  
Aerial  
Hemet-Rye Airport  
July 27, 1989  
Page 16

B. AREA II: Area of High Risk

An area defined by the subcommittee on July 29, 1982, and revised October 1982, to be an area of greatest safety concerns. The safety concerns are due to aircraft ascending, descending, turning, and changing power settings when landing at or taking off from the airport.

Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude; therefore, the policies are not as severe. The boundaries of the area were established to coincide as much as possible to areas where aircraft would be in the landing - take-off generalized pattern and would be turning and applying or reducing power (again, higher risk of something happening).



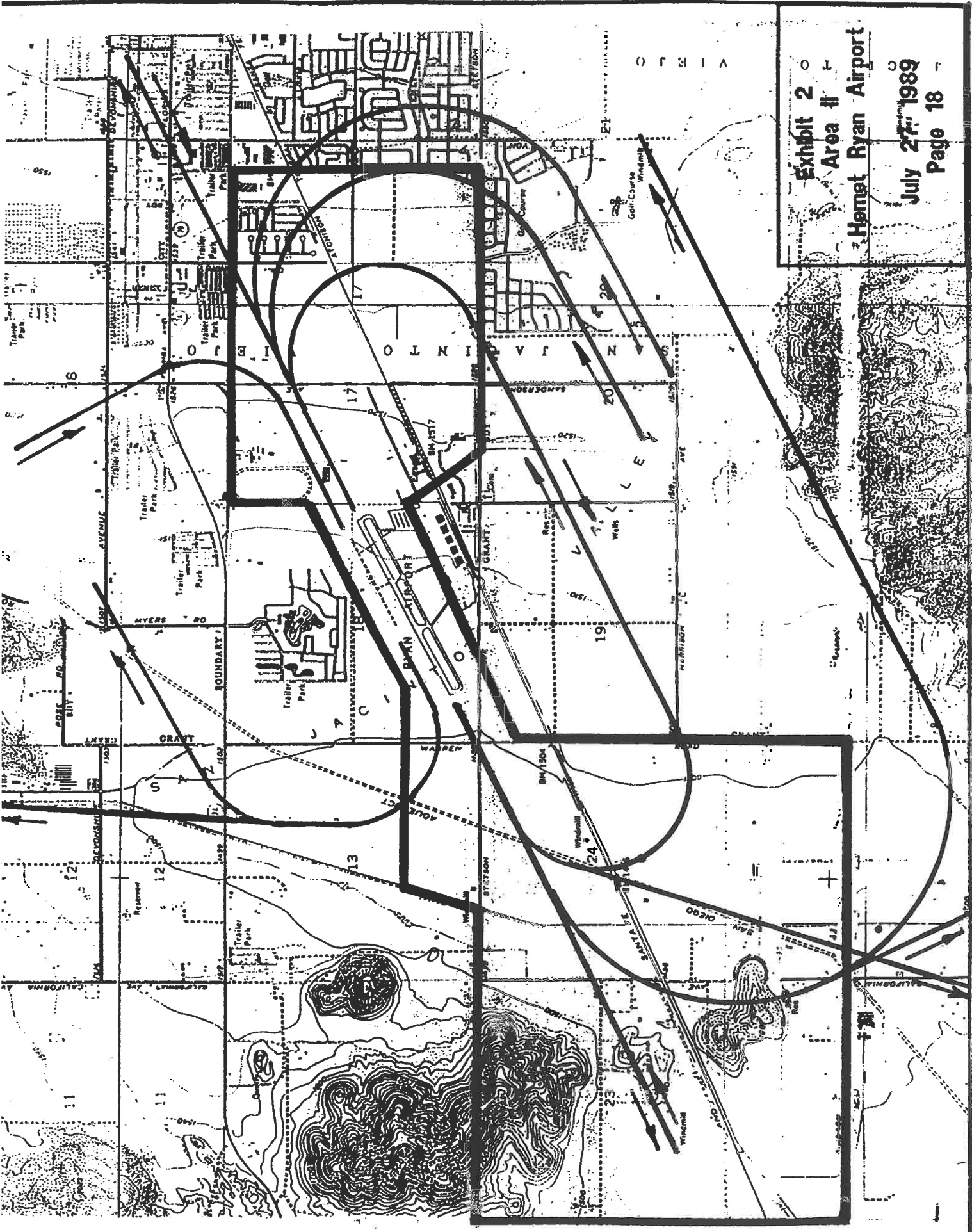


Exhibit 2  
Area II  
Hemet Ryan Airport  
July 27, 1989  
Page 18

C. TRANSITION AREA:

The subcommittee determined that the distinction from Area II to Area III is very abrupt. In Area II, residential dwelling units are on large acreage (2-1/2 acres per dwelling unit). In Area III, a wide range of land uses are permitted. The subcommittee reviewed several issues to create a smoother transition. The issues included density, height, institutional uses, place of assembly, and hazardous materials.

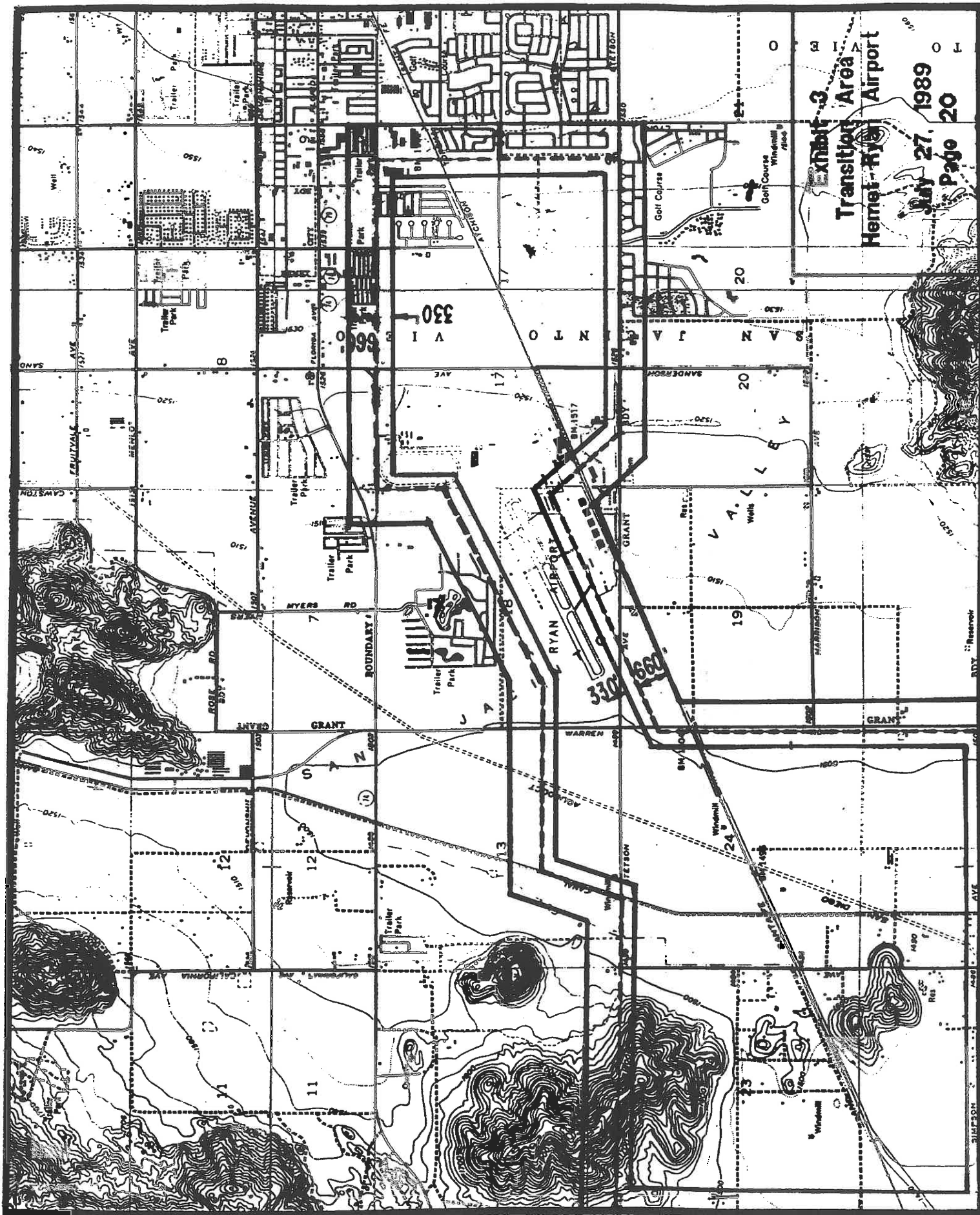


Exhibit 3  
Transition Area  
Hemet-Ryan Airport  
July 27, 1989  
Page 20

D. AREA III: Area of Moderate Risk

The outer boundary of the Area of Moderate Risk is based upon the outer radius of the imaginary horizontal surface of the airport as defined in Federal Aviation Regulations (FAR), Part 77. This area is normally used to determine whether obstructions exist within the area where aircraft are most likely to be maneuvering. It was designated by the Airport Subcommittee as the Area of Moderate Risk due to the flight paths and aircraft noise which are present in the entire area. The boundaries of Area III for planning purposes have been adjusted to follow roads or section lines for easy identification. It is bounded by Eaton Avenue on the north, Palm Avenue on the east, Simpson Avenue on the south, and the section line dividing Sections 2 and 3, 10 and 11, 14 and 15, 22 and 23, and N 1/2 of Sections 26 and 27, T5S, R2W, SBB & M on the west.

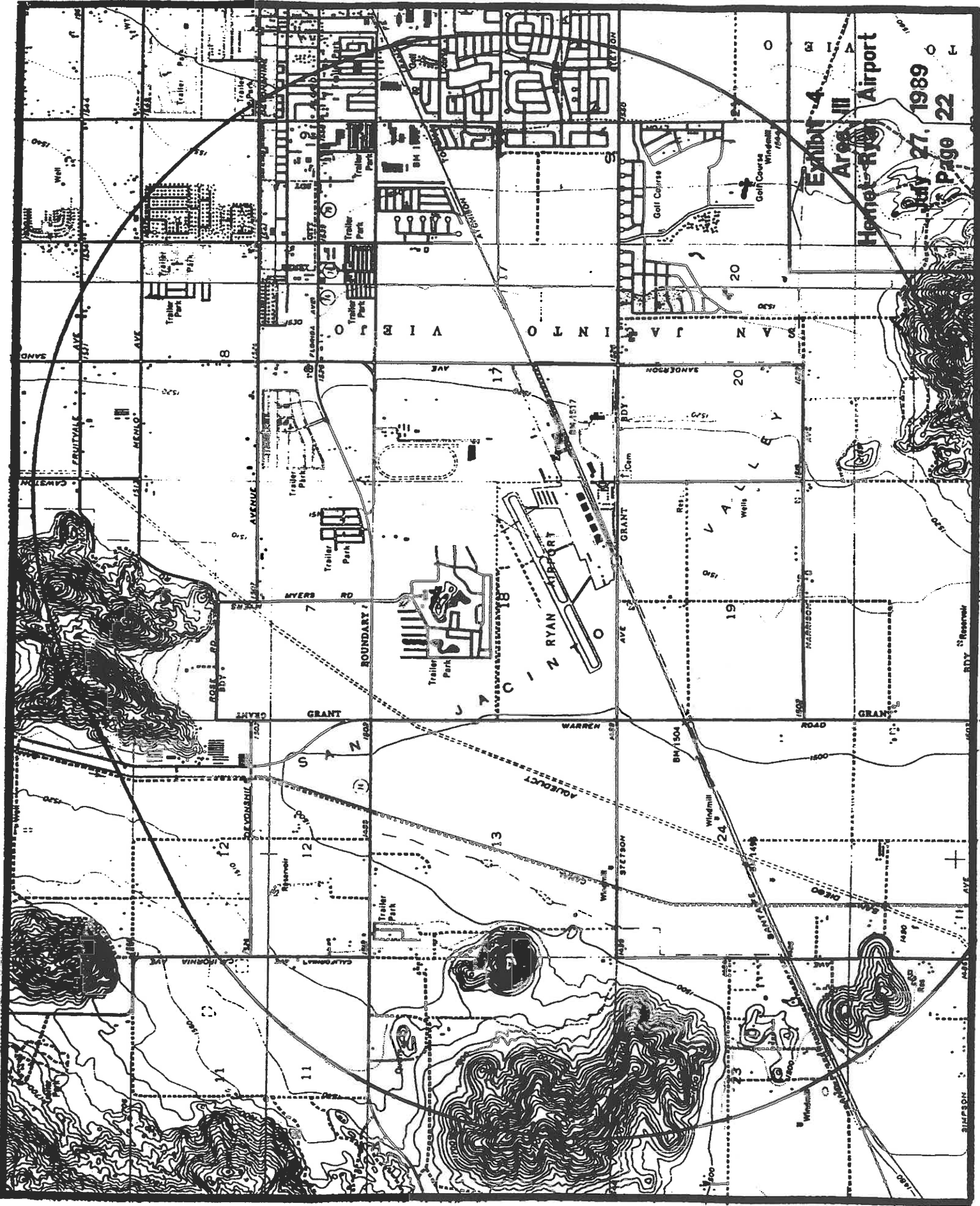


EXHIBIT 4  
Area III  
Henet-Ryan Airport  
July 27, 1989  
Page 22



IV. FAA PART 77 STANDARDS

A. Height

Part 77 applies:

1. To any object of natural growth, terrain, permanent or temporary construction or alteration including equipment or materials and apparatus of a permanent or temporary nature.
2. To alteration of any permanent or temporary existing structure, equipment or materials by a change in height or lateral dimensions.

B. Construction or Alterations which require notice to the FAA Administrator includes:

1. Any construction or alteration more than 200' above ground level.
2. Any construction or alteration of a greater height than the imaginary surface extending upward and outward.
3. Overcrossings of highways, railroads, or other forms of mobile transportation with heights above the average grade of:

<u>Forms</u>	<u>Height</u>
a. Interstate Highways	17'
b. Public Roadway	15'
c. Private Road	10'
d. Railroad	23'
e. Other forms in the amount equal to the height of the highest form of mobile object.	

4. Construction or alteration which would effect an instrument approach area.

C. Construction or Alteration Not Requiring Notice

1. Any object shielded by existing structures of a permanent or substantial character and natural terrain.
2. Any antenna structure of 20' or less except if it increases the height of an existing structure.
3. Any air navigation facility fixed by a functional purpose.
4. Any construction or alteration which notice is required by other FAA regulations.

D. Submittal of Notices

Applicant must submit notice by completing Form 7460-1, Notice of Proposed Construction or Alteration, and submitting the form to the Chief, Air Traffic Division, FAA Regional Office. The notices must be submitted 30 days prior to the date of proposed construction or alteration is scheduled to begin or the date the construction permit is filed. In cases of emergency involving essential public service, health, or safety that requires immediate construction or alteration, notice may be sent by telephone with executed FAA Form 7460-1 within 5 days thereafter.

A proposed structure over 200' above ground level is a presumed hazard to air navigation and the applicant has the burden of proof of overcoming that presumption.

## V. LAND USE POLICIES

### A. AREA I: Area of Extreme Risk

#### Policies

Area I shall be kept free of all high risk land uses. In general, high risk land uses have one or more of the following characteristics:

- 1) Hazardous Material Facilities
- 2) Institutional Uses
- 3) Places of Assembly
- 4) Critical Facilities
- 5) Residential Use

- a. No residential uses shall be permitted within Area I one mile from the runway threshold.
- b. Residential lot sizes larger than 2-1/2 acres per dwelling unit shall be subject to discretionary review.

#### Permitted Uses

1. Agriculture
2. Open Space

#### Discretionary Review Uses

1. Commercial
2. Industrial
3. Residential uses larger than 2-1/2 acres per dwelling unit.

B. AREA II: Area of High Risk

**Policies**

1. Area II shall have a minimum residential lot size of 2-1/2 acres or greater
2. Public and Private schools shall not be permitted in Area II.
3. Institutional uses, places of assembly and hazardous material facilities shall not be permitted in Area II.

Permitted Uses

1. Industrial
2. Agricultural
3. Minimum Residential lot sizes larger than 2-1/2 acres per dwelling unit.

Discretionary Uses

1. Commercial

C. TRANSITION AREA

**Policies**

1. The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary.



2. If 50% or more of the project site is in the Transition Area, it shall be considered part of the Transition Area.
3. The Transition Area shall not extend beyond the outer boundary of Area III or extend into Area I.
4. Residential density in the Transition Area is limited to not more than 20 dwelling units per acre and maybe less pending a discretionary review. All multiple family dwelling units shall be subject to a discretionary review.
5. All structures shall be limited to 35' in height or two stories, whichever is less.
6. Any Institutional Uses, Places of Assembly, and Public and Private Schools shall require a discretionary review as to its location and relative risk area.
7. Commercial, Industrial, Manufacturing, and Agriculture uses which are two stories in height or less shall be permitted in this area subject to relevant standards.
8. Activities involving hazardous materials shall be subject to a discretionary review.

#### Permitted Uses

1. Commercial
2. Industrial
3. Manufacturing
4. Agricultural

Discretionary Uses

1. Residential dwelling units
2. Institutional
3. Places of Assembly
4. Public and Private Schools
5. Hazardous Material Facilities

D. AREA III: Area of Moderate Risk

Policies

1. Permitted Uses
  - a. Wide range of uses are permitted
2. Discretionary Uses
  - a. Structures over 35' or 2 stories, whichever is greater.
  - b. Institutional
  - c. Places of Assembly
  - d. Hazardous Materials
  - e. Public & Private Schools

E. NOISE AND SOUNDPROOFING REQUIREMENTS

1. Avigation Easements shall be required for all land uses in Areas I, II, and III.
2. Any habitable structures to be constructed in the 2005 average annual day 60 CNEL noise contour (as defined in the Noise Contour Study dated January, 1989, prepared by

Preparation of  
Noise Contour  
Map for  
Hermet Ryan  
Airport

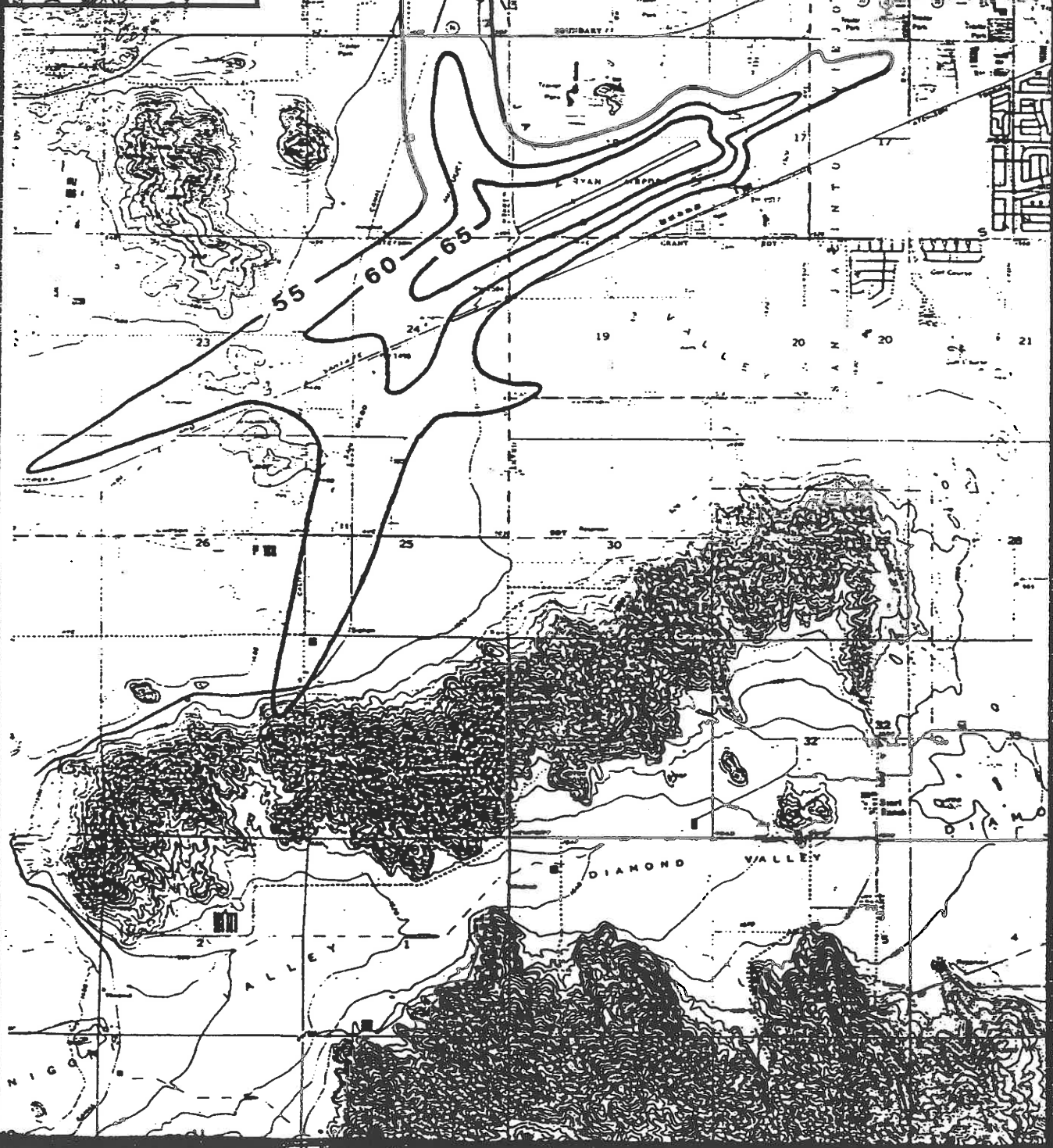
Brown Bunin  
Associates

January 11, 1989

Exhibit 5  
Annual Average  
Day - Year 2005  
Hermet Ryan Airport

July 27, 1989

Page 3



Brown-Butin Association, Inc.), shall be soundproofed as necessary to achieve 45 Ldn interior sound levels or quieter. All building plans shall be signed by a qualified acoustical engineer certifying that the 45 Ldn level will be achieved based on construction materials and design of the proposed structure.

3. The Riverside County Aviation Director shall control the flight operations and facilities at the Hemet-Ryan Airport so as not to increase the 60 CNEL noise contours projected in Exhibit 5.

F. LEGAL, NONCONFORMING APPROVALS

1. Description

The first Airport Land Use Plan for Hemet-Ryan Airport was adopted by the Airport Land Use Commission on October 17, 1980. Several land use plans for large planned communities were approved by the City of Hemet prior to that date and prior to the adoption of the first Airport Land Use Plan in 1982. These plans, in some cases, do not conform with the current airport land use plans, but due to prior approval, can be constructed. It has been a goal of the City of Hemet and the Airport Land Use Commission to reduce residential densities in these plans when the developers request amendments.

2. Preapproved Development should be addressed in two forms:
  - a. Proponents are encouraged to reduce density in the total project.
  - b. Within each segment of the project, proponents are encouraged to shift development to areas of less risk, while attempting to reduce the total density of the project.

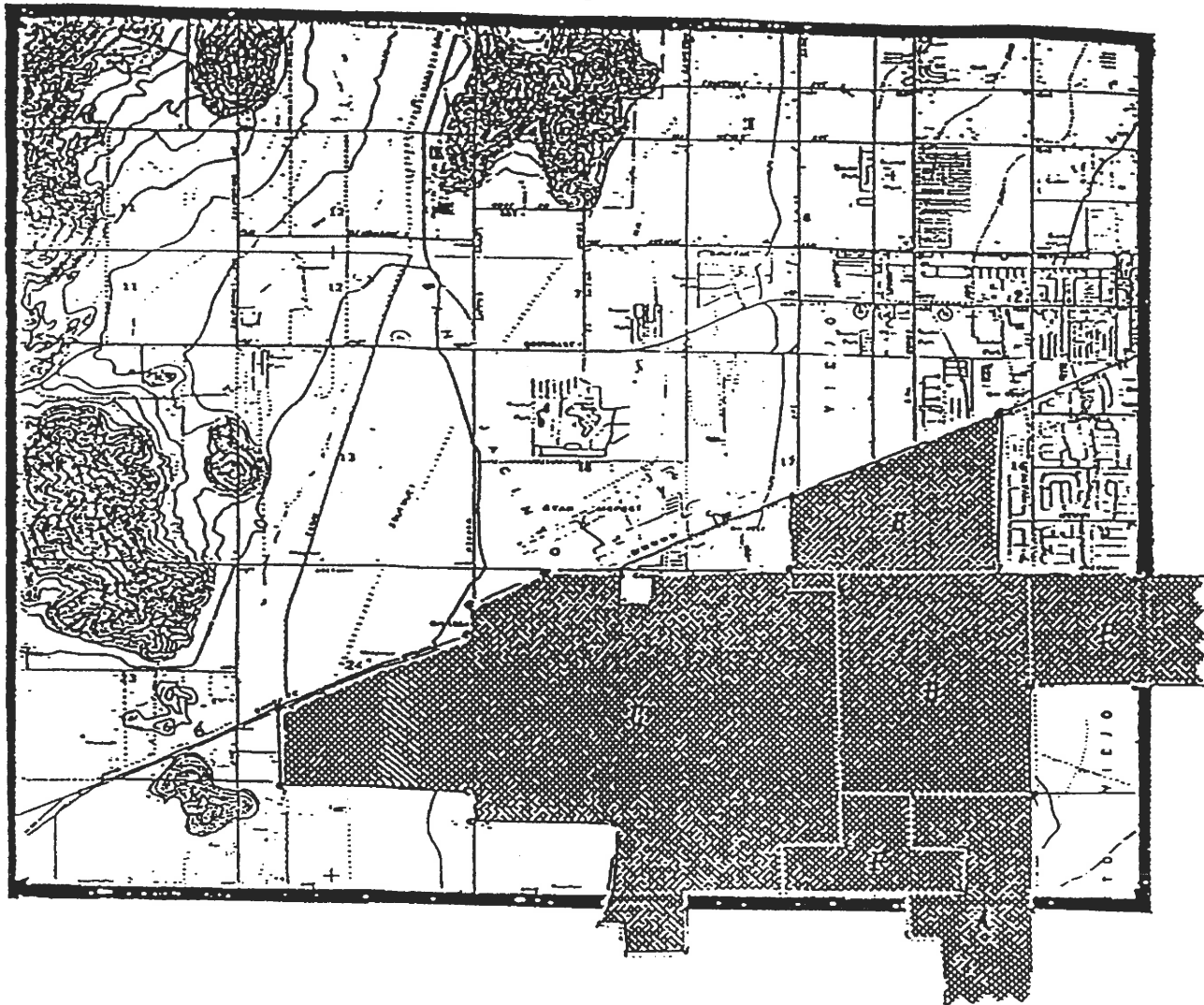


# Exhibit 6

## Preapproved Development

### City of Hemet

### July 1982



	Approval Date	P.C.D. Number
A. Diamond Valley Investors . . . . .	12/11/79 . . . . .	79-87
B. Lewis Homes - Terra Linda . . . . .	12/11/79 . . . . .	79-91
C. Page Ranch . . . . .	1/08/80 . . . . .	79-93
D. Seven Hills		
North portion . . . . .	12/13/68 . . . . .	Z/C 01-68
South portion . . . . .	4/22/80 . . . . .	80-02
* Adoption of Hemet/Ryan Airport Land Use Plan by the Riverside County Board of Supervisors . . . . .	6/10/80	
E. Broadmoor . . . . .	10/23/80 . . . . .	79-88
F. Wagner . . . . .	6/08/82 . . . . .	82-01

G. General Policies

1. The ALUC finds the standard policy statements provided in the Hemet-Ryan Airport Land Use Plan are reasonable and promote consistent land uses within the airport influenced areas. The ALUC will promote these concepts throughout the land use plans around public use airports within the County.
  
2. Before any major airport change is planned, involving land use, noise sources or policy changes, a subcommittee made up of representatives from the City of Hemet, County of Riverside, and the Airport Land Use Commission shall be formed to evaluate these changes and forward their recommendations to the Hemet City Council, Riverside County Board of Supervisors, and the Riverside County Airport Land Use Commission.
  
3. The subcommittee stands behind its work as a reasonable basis for land use and airport decisions. The policies stated herein is a group effort and are supported by the entire group based on present conditions; therefore, the subcommittee feels that any major changes involving noise sources, land use or airport related policies, which may change the present conditions, should be reviewed by the subcommittee to achieve the same level of discussion and concurrence attained in this document

for recommendation to the Hemet City Council, Riverside Board of Supervisors, and the Riverside County Airport Land Use Commission.

4. Discretionary Review of Land Use Not Listed

The study of land uses, noise, and relative risk has been comprehensive; however, if a land use is not listed herein, it shall be subject to discretionary review to determine the relative risk and impact of noise relative to the appropriateness of the proposed land use.

## VI. DISCRETIONARY REVIEW PROCEDURES

### A. Discretionary Review

There is a wide variation in the nature of some land use categories. To deal with the review of such land uses in a practical manner, a discretionary review procedure is employed. Examples of land use issues requiring discretionary review include but are not limited to: density exceeding 20 dwelling units per acre in Area III or any multiple family dwelling units in the transition area, structures in excess of 35' or 2 stories in height (whichever is greater), institutional uses, places of assembly, public and private schools and hazardous material facilities.

### B. Procedures

The Airport Land Use Commission shall hold at least one public hearing on each application for discretionary use. The hearing shall be set and notice given as prescribed in Section 65091 of the Government Code and notice shall also be mailed to all affected agencies.

### C. Action by Commission:

The Airport Land Use Commission, following the public hearing, shall recommend findings of consistency or inconsistency of the proposed use with the Hemet Ryan Airport

Land Use Plan based on facts presented, discussed at the public hearing, and the findings that are consistent with the Airport Land Use Commission's purpose under PUC 21674. A finding of consistency or inconsistency shall be based upon minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:

1. Structure Height
2. Population Density
3. Nature of the Land Use Activity
4. Noise
5. Relevant Safety Factors
6. Institutional Uses
7. Places of Assembly