

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

339



FROM: TLMA - Planning Department and the Economic Development Agency (EDA)

SUBMITTAL DATE:
May 5, 2005

SUBJECT: PROCESS FOR ADDRESSING AIRPORT LAND USE COMPATIBILITY PLAN IMPLEMENTATION ISSUES

- Riverside County Planning Department and Riverside County Economic Development Agency – Second, Third, and Fourth Supervisorial Districts – Location: Areas within the vicinity of Bermuda Dunes, Blythe, Chiriaco Summit, Flabob, French Valley, and Riverside Municipal Airports. REQUEST: That the Board of Supervisors authorize a study to be conducted by the TLMA Planning Department, with assistance from EDA, to identify properties in the vicinities of these airports where the County may consider an override of land use compatibility criteria established in the Airport Land Use Compatibility Plans (ALUCPs) for the airports referenced above. The study should identify properties where changes in Area Plan designations (including possible changes in Foundation Component designations) may be required to achieve consistency between the ALUCPs and the County General Plan, pursuant to State law.

RECOMMENDED MOTION:

That the Board of Supervisors direct Planning Department and Economic Development Agency staff to work together to address airport land use compatibility implementation issues and return to the Board with recommended actions.

CONTROVERSIAL ISSUES:

In order to comply with the requirements of the Airport Land Use Commission section of the California Aeronautics Act (California Public Utilities Code Section 21670 et seq.), the Riverside County Airport Land Use Commission has prepared and adopted new Airport Land Use Compatibility Plans for several airports within the County. The new Compatibility Plans apply

[Signature]
Robert C. Johnson
Planning Director

[Signature] for
Bradley Hudson
Assistant County Executive Officer/EDA

RCJ:JGJG

(Continued On Attached Pages)

REVIEWED BY EXECUTIVE OFFICE
[Signature]
DATE 5/5/05

Departmental Concurrence

Dep't Recomm.: Policy
Per Exec. Ofc.: Policy

Prev. Agn. Ref.

District: 2, 3, 4

Agenda Number:

3.26

State law (as interpreted through the most recent version of the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, better known as the Caltrans Airport Handbook) to existing conditions at each airport.

The newly adopted Airport Land Use Compatibility Plans expand the Airport Influence Areas (in various degrees), increase restrictions on development, and reduce allowable density or mandate higher density. Also in compliance with an Opinion of the California Attorney General's Office pertaining to exemptions from Airport Compatibility Plan compliance requirements, none of the Compatibility Plans exempt adopted specific plans from the criteria included therein. It should be noted that the Caltrans Airport Handbook is the guidance document for land use planning in Airport Influence Areas by all agencies, not just the Airport Land Use Commission.

FINDINGS:

1. Land Use Element Policy LU 14.3 requires that the County "review subsequent amendments to any airport land use compatibility plan and either adopt the plan as amended or overrule the Airport Land Use Commission as provided by law."
2. State law requires that city and county jurisdictions either bring their General Plans into conformity with Airport Land Use Compatibility Plans or overrule the Airport Land Use Commission.
3. The adoption of these new Airport Land Use Compatibility Plans (ALUCPs) is a new condition or circumstance that may justify modifying the General Plan. Amendments to the designations of individual properties may be required in order to avoid creation of an internal inconsistency within the General Plan Land Use Element. In the course of the processing of such amendments, a determination would need to be made as to whether the modifications would conflict with the overall Riverside County Vision. If this determination is made, staff may recommend that the Board override the Airport Land Use Compatibility Plans relative to restrictions on land use densities included in such plans.
4. The adoption of these new Airport Land Use Compatibility Plans (ALUCPs) by the Riverside County Airport Land Use Commission is an unusually compelling event in that the designations of properties in various Area Plan Land Use Maps conflict with the land use density and intensity restrictions established in most of the new ALUCPs. Thus, Board of Supervisors adoption of the new ALUCPs without amendment, without accompanying amendments to Area Plan Land Use Map designations, would create an internally inconsistent Land Use Element.
5. Any amendments to land use designation changes processed will be the minimum necessary in order to bring the Area Plan Land Use Map designations into consistency with the adopted Airport Land Use Compatibility Plans.

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BACKGROUND:

The Riverside County Airport Land Use Commission (ALUC) adopted new Countywide policies and new Airport Land Use Compatibility Plans for the Blythe, Banning, and Corona Municipal Airports, and for the Chiriaco Summit and Desert Center Airports, on October 14, 2004. The Airport Land Use Commission adopted new Airport Land Use Compatibility Plans for the Bermuda Dunes, Flabob, and French Valley Airports on December 9, 2004. More recently, on March 10, 2005, the ALUC adopted new ALUCPs for Palm Springs International and Riverside Municipal Airports. Riverside County Planning Department staff has identified conflicts between ALUCP land use compatibility criteria and Area Plan designations in the vicinities of the following airports: Bermuda Dunes, Blythe, Flabob, and French Valley, and, to a lesser extent, Chiriaco Summit and Riverside Municipal Airports. There are no direct conflicts between ALUCP land use compatibility criteria and Area Plan designations in unincorporated areas in the vicinities of the Banning, Corona, Desert Center, and Palm Springs Airports.

The new Airport Land Use Compatibility Plans were prepared pursuant to the latest edition of the California Airport Land Use Planning Handbook, published in January 2002 by the State of California Department of Transportation, Division of Aeronautics. This document is the guidebook for land use planning in the vicinity of airports throughout the State of California, which must be used by all agencies in such planning. However, Planning staff would note that the density and intensity ranges incorporated in the Countywide land use compatibility criteria (see attached Table 2A from the Riverside County Airport Land Use Commission's Countywide Policies document) adopted by the Riverside County Airport Land Use Commission, while based on the Handbook principles, are not specifically mandated by State law and, therefore, may be amended or modified by the Riverside County ALUC through the ALUCP amendment process.

The new policies as set forth in the ALUC Plans, to various degrees, are more restrictive than the policies included in the older underlying Airport Land Use Compatibility Plans in effect at the time of adoption of the Riverside County General Plan adopted in October, 2003. Historically, those ALUC Plans had provided for an Inner Safety Zone, an Outer Safety Zone, an Area of Significant Safety Concern, and the remainder of the Airport Influence Area, where only unusual land uses and structures of extraordinary height would require review. New residential development within "Areas of Significant Safety Concern" was typically limited to a maximum intensity of 0.4 dwelling units per acre (2½ acre minimum lot size). Many of these areas were designated 2½ Acre Minimum (also known as Residential Category 3B) on previous Community Plans, and many received the new designation of Estate Density Residential upon adoption of the new General Plan.

The new ALUCPs delineate six airport land use compatibility zones – A, B1, B2, C, D, and E. Airport Land Use Compatibility Zone E has no residential density restrictions and, therefore, does not require land use designation changes between Foundation Components. Zone E only prohibits those uses that are hazards to flight (as do all of the other Airport Land Use Compatibility Zones).

Airport Land Use Compatibility Zone A is the Runway Protection Zone, prohibiting all structures except those with locations set by their aeronautical function, assemblages of people, objects exceeding FAR Part 77 height limits, storage of hazardous materials, and hazards to flight.

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Given these severe restrictions, any properties outside airport grounds falling within Zone A would require a designation within the Open Space Foundation Component. Fortunately, the number of properties in Zone A is very limited. In most cases, Zone A is confined to properties on airport grounds. Where this is not the case, the County or the airport operator should consider purchasing this land to assure that safety is not compromised by the development of structures in such areas. Staff would not support override of any density restrictions within Airport Zone A.

Airport Land Use Compatibility Zone B1 is the Inner Approach/Departure Zone. New residential development in Zone B1 is limited to 0.05 dwelling units per acre – an average density of one dwelling unit per twenty (20) acres. Nonresidential development may maintain a maximum intensity of twenty-five (25) persons per acre (averaged over a site), with a maximum of 50 (50) persons within any given acre. (An intensity bonus of 30% over the maximum persons within any given acre may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building.) Prohibited uses in Zone B1 include “children’s schools, day care centers, libraries, nursing homes, hospitals, places of worship, buildings with more than two aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight”. Additionally, structures must be located a maximum distance from the extended runway centerline, and a minimum noise level reduction of 25 dB must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 35 feet in height. Overall, 30% of the entire acreage within Zone B1 must be set aside as open land.

Airport Land Use Compatibility Zone B2 is the Adjacent to Runway Zone. This is the area parallel to the runway, rather than the area underlying areas where aircraft are regularly arriving or departing. New residential development in Zone B2 is limited to 0.1 dwelling units per acre – an average density of one dwelling unit per ten (10) acres. Nonresidential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over a site), with a maximum of two hundred (200) persons within any given acre and eligibility for the 30% intensity bonus. Prohibited uses in Zone B2 are the same as those in Zone B1, and the requirements for airspace review and noise level reduction are also the same. Structures in Zone B2 must be located a maximum distance from the runway. However, Zone B2 does not have an open land requirement.

Dedication of aviation easements is required for all development in Zones A, B1, and B2.

Airport Land Use Compatibility Zone C is the Extended Approach/Departure Zone. This area extends out from Zones A and B1 as one moves farther out from the runway ends. New residential development in Zone C is limited to 0.2 dwelling units per acre - an average density of one dwelling unit per five (5) acres. Nonresidential development may maintain a maximum intensity of seventy-five (75) persons per acre (averaged over a site), with a maximum of one hundred fifty (150) persons within any given acre and eligibility for the 30% intensity bonus. Prohibited uses in Zone C include “children’s schools, day care centers, libraries, nursing homes, hospitals, buildings with more than three aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.” A minimum noise level reduction of 20 dB must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 70 feet in height. Overall, 20% of the entire

acreage within Zone C must be set aside as open land.

Airport Land Use Compatibility Zone D is the Primary Traffic Patterns and Runway Buffer Area. New residential development in Zone D is limited to either a maximum density of 0.2 dwelling units per acre (average density of one dwelling unit per five (5) acres) or a minimum density of not less than five (5) dwelling units per acre, but not at a density level greater than 0.2, but less than 5.0, dwelling units per acre. Nonresidential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over a site), with a maximum of three hundred (300) persons within any given acre and eligibility for the 30% intensity bonus. Children's schools, hospitals, and nursing homes are "discouraged" in Zone D, while highly noise-sensitive outdoor nonresidential uses and hazards to flight are prohibited. Airspace review is required for objects greater than 70 feet in height, and 10% of the entire acreage within Zone D must be set aside as open land.

It should be noted that land use designations for properties with existing or approved uses (tentative maps, approved use permits and plot plans) need not be changed for the General Plan and the ALUCP to be consistent with each other; however, adoption of a specific plan is not considered to be a sufficient "entitlement" for this provision to apply. (Existing General Plan designations and zoning are also not considered "entitlements".)

Within Zones B1, B2, C, and D, the residential density limitations are much more restrictive than the nonresidential intensity limitations if compared strictly as a matter of persons per acre. For example, Zone B1 allows an average of 25 persons per acre for nonresidential development, but limits density to one dwelling unit per twenty acres. In fact, a residential development at a density of three units per acre would normally result in a population density of less than 25 persons per acre. Zone D allows an average of 100 persons per acre for nonresidential development, but limits density to either not greater than one dwelling unit per five acres or not less than five dwelling units per acre. Again, a residential development at a density of three units per acre would result in a population density less than 25% as intense as the nonresidential development permitted average, but would not be allowed pursuant to the ALUCP Countywide criteria. It is apparent that the ALUCP criteria for residential density limitations extend beyond safety to other concerns such as noise; however, these criteria are applied even to those portions of Zone D outside the 55dB CNEL noise contours.

Staff also recommends that the Riverside County General Plan be amended to recognize the new boundaries of the Airport Influence Areas in situations where these boundaries have changed as a result of the adoption of the new ALUCPs. (The only significant expansion of an Airport Influence Area boundary was at Bermuda Dunes.) The Board does not have jurisdiction to override the boundaries of the Airport Influence Areas established by the ALUCPs, pursuant to State law. This amendment can either be included with any required amendments to the Area Plans or can be included in the "correction cycle" amendment for 2005-06.

Staff has conducted a preliminary analysis of the conflicts between Area Plan land use designations and ALUCP land use compatibility criteria in the vicinities of the Bermuda Dunes, Blythe, Chiriaco Summit, Flabob, French Valley, and Riverside Municipal Airports and is available to advise Board members and/or their staffs as to implementation issues associated with each of these individual airports. (Staff expects that compatibility issues may also result from the adoption of the proposed ALUCP for Jackie Cochran (a.k.a. Desert Resorts, a.k.a.

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Thermal) Regional Airport, which has not yet been adopted.)

The study recommended herein would pursue the advisability of an override recommendation on certain, yet to be identified, properties affected by the newly adopted ALUC Plans. In addition to eventual override recommendations, the intent is to set the stage for subsequent general plan conformity hearings and potential actions relative to the remaining properties within the ALUC plans.

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵	
		Aver-	Single	with				
		age ⁶	Acre ⁷	Bonus ⁸				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication

Table 2A

Basic Compatibility Criteria

NOTES:

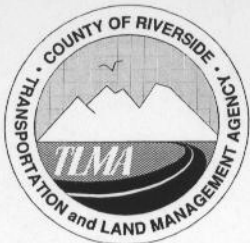
- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- ⁹ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- ¹⁵ This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
- ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<p>A Runway Protection Zone and within Building Restriction Line</p>	<p><i>Noise Impact: Very High</i></p> <ul style="list-style-type: none"> ▶ Includes 65-CNEL contour at airports where this contour extends beyond RPZs <p><i>Note: In all zones, contours for peak-season average day, rather than annual average day, are used for airports with strong seasonal activity characteristics</i></p>	<p><i>Risk Level: Very High</i></p> <ul style="list-style-type: none"> ▶ Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing ▶ Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing ▶ Nearly 40% of off-runway general aviation accidents near airports occur in this zone
<p>B1 Inner Approach/ Departure Zone</p>	<p><i>Noise Impact: High</i></p> <ul style="list-style-type: none"> ▶ Generally encompasses 60-CNEL contour (55-CNEL at outlying airports) ▶ Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open 	<p><i>Risk Level: High</i></p> <ul style="list-style-type: none"> ▶ Encompasses areas overflown by aircraft at low altitudes—typically only 200 to 400 feet above runway ▶ Some 10% to 20% of off-runway general aviation accidents near airports take place here ▶ Object heights restricted to as little as 50 feet
<p>B2 Adjacent to Runway</p>	<p><i>Noise Impact: Moderate to High</i></p> <ul style="list-style-type: none"> ▶ Partially within 60-CNEL contour (55-CNEL at outlying airports) ▶ Exposed to loud single-event noise from take-offs and jet thrust-reverse on landing; also from pre-flight run-ups 	<p><i>Risk Level: Low to Moderate</i></p> <ul style="list-style-type: none"> ▶ Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff ▶ About 3% of off-runway general aviation accidents near airports happen in this zone ▶ Object heights restricted to as little as 35 feet
<p>C Extended Approach/ Departure Zone</p>	<p><i>Noise Impact: Moderate</i></p> <ul style="list-style-type: none"> ▶ Encompasses most of 55-CNEL contour ▶ Aircraft typically below 1,000 feet altitude on arrival; individual events occasionally loud enough to intrude upon indoor activities 	<p><i>Risk Level: Moderate</i></p> <ul style="list-style-type: none"> ▶ Includes areas where aircraft: <ul style="list-style-type: none"> › Turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude › On departure, normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route heading › On an instrument approach procedure, have descended below about 500 feet AGL ▶ Some 10% to 15% of off-runway general aviation accidents near airports occur in this zone ▶ Object heights restricted to as little as 50 feet
<p>D Primary Traffic Patterns</p>	<p><i>Noise Impact: Moderate</i></p> <ul style="list-style-type: none"> ▶ Contains remaining 55-CNEL contour, if any ▶ Aircraft at or above traffic pattern except for instrument approaches ▶ More concern with respect to individual loud events than with cumulative noise contours ▶ Residential density criteria for this zone provide two options on basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels 	<p><i>Risk Level: Low</i></p> <ul style="list-style-type: none"> ▶ Aircraft on instrument approaches below 1,000 feet ▶ About 20% to 30% of general aviation accidents take place in this zone, but large area encompassed means low likelihood of accident occurrence in any given location ▶ Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area) ▶ Object height limits generally at least 100 feet
<p>E Other Airport Environs</p>	<p><i>Noise Impact: Low</i></p> <ul style="list-style-type: none"> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities 	<p><i>Risk Level: Low</i></p> <ul style="list-style-type: none"> ▶ Only 10% to 15% of near-airport accidents here ▶ Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
<p>* Height Review Overlay</p>	<p><i>Noise Impact: Low</i></p> <ul style="list-style-type: none"> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights 	<p><i>Risk Level: Moderate</i></p> <ul style="list-style-type: none"> ▶ Modest risk because high terrain constitutes airspace obstruction ▶ Concern is tall single objects (e.g., antennas)

Table 3A

Compatibility Zone Factors



Tony Carstens
Agency Director

COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY



Robert C. Johnson
Planning Director

Planning Department

May 5, 2005

**SUBJECT: PROCESS FOR ADDRESSING AIRPORT LAND USE
COMPATIBILITY PLAN IMPLEMENTATION ISSUES**

TO: Clerk of the Board of Supervisors

FROM: TLMA - Planning Department and the Economic Development Agency (EDA)

The attached item(s) require the following action(s) by the Board of Supervisors:

- | | | | |
|-------------------------------------|--|--------------------------|--|
| <input checked="" type="checkbox"/> | Approve | <input type="checkbox"/> | Already Set for Hearing |
| <input type="checkbox"/> | Deny | <input type="checkbox"/> | Publish in Newspaper |
| <input checked="" type="checkbox"/> | Consider as Policy matter | <input type="checkbox"/> | <input type="checkbox"/> Press Enterprise <input type="checkbox"/> Desert Sun |
| <input type="checkbox"/> | Place on Consent Calendar | <input type="checkbox"/> | Adopt Negative Declaration |
| <input type="checkbox"/> | Receive and File | <input type="checkbox"/> | <input type="checkbox"/> 10 Day <input type="checkbox"/> 21 Day <input type="checkbox"/> 30 day |
| <input type="checkbox"/> | File NOD / Mit. Neg. Dec. /Cert. De Min. | <input type="checkbox"/> | Certify Addendum to E.I.R. |
| <input type="checkbox"/> | Set for Public Hearing | <input type="checkbox"/> | Notify Property Owners |
| <input type="checkbox"/> | Labels Sent: | <input type="checkbox"/> | Labels sent |
| <input type="checkbox"/> | Labels Attached | <input type="checkbox"/> | Controversial <input type="checkbox"/> yes <input type="checkbox"/> no |
| <input type="checkbox"/> | If Set For Hearing: | | |
| | <input type="checkbox"/> 10 Day <input type="checkbox"/> 21 Day <input type="checkbox"/> 30 day | | |

Clerk of the Board

County-initiated proposal.

Documents to be sent to County Clerks Office:

None.