

## **FV. FRENCH VALLEY AIRPORT**

### **FV.1 Compatibility Map Delineation**

- 1.1 *Airport Master Plan Status:* The Master Plan adopted by the Riverside County Board of Supervisors on September 28, 2010 provides the basis for the French Valley Airport Compatibility Map. The Airport Layout Plan drawing was updated in April 2010.
- 1.2 *Airfield Configuration:* There are no planned changes to the present 6,000-foot runway.
- 1.3 *Airport Activity:* Updated projections completed for this *Compatibility Plan* indicate that airport activity will increase from approximately 97,700 annual operations in 2008 to 149,200 in 2030. The overall mix and character of use of the airport will be very similar in the future.
- 1.4 *Airport Influence Area:* The airport influence area boundary coincides with the outer edge of the Federal Aviation Regulations (FAR) Part 77 conical surface for the airport to the north and south. To the east and west, the airport influence area encompasses the normal aircraft traffic patterns.

### **FV.2 Additional Compatibility Policies**

- 2.1 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in *Compatibility Zone B2* at French Valley Airport may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77.
- 2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a “net” rather than “gross” basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

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

(a) In *Compatibility Zone B1*:

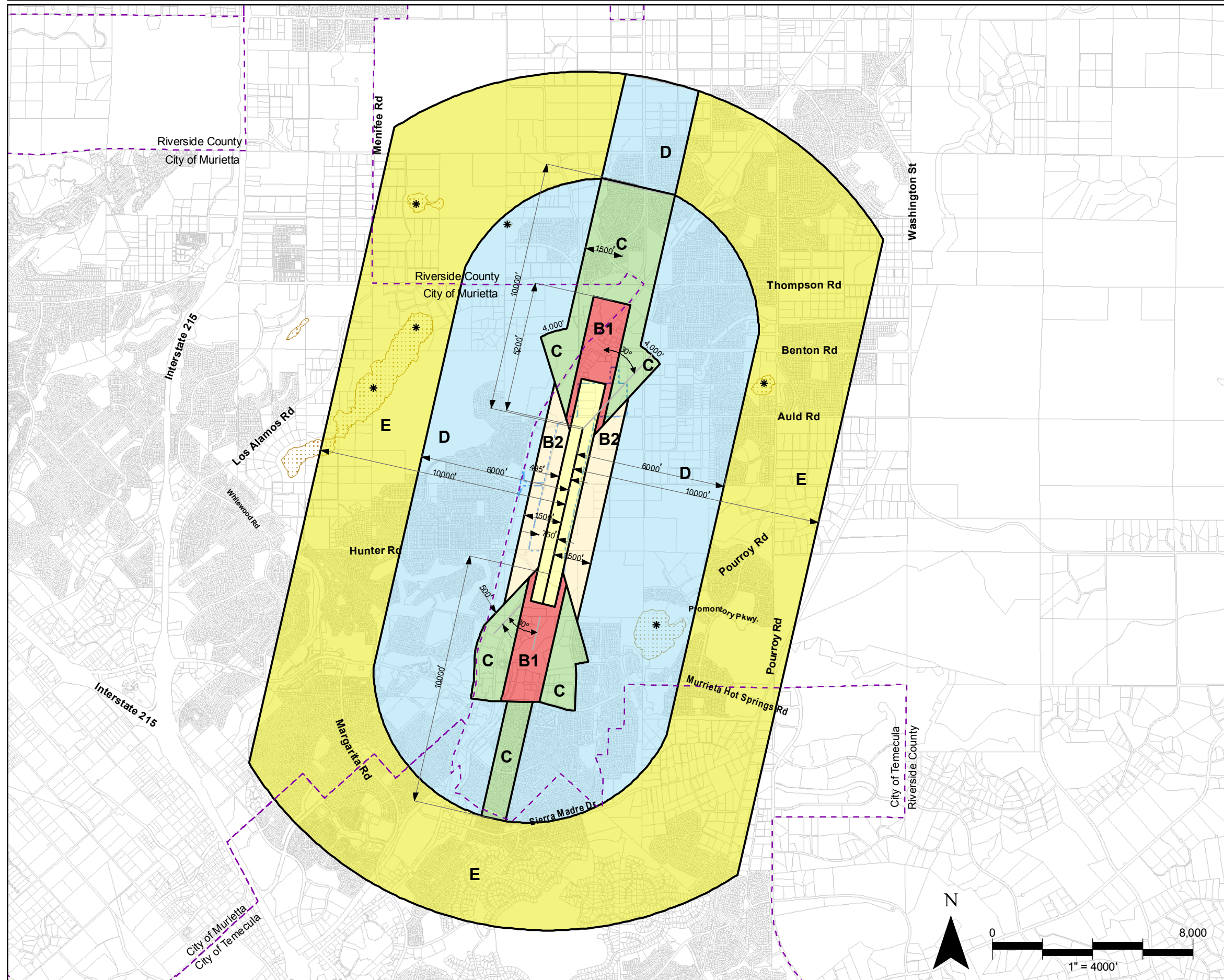
- (1) An average of 40 people per acre shall be allowed on a site, and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre, and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre, and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C*:

- (1) An average of 80 people per acre shall be allowed on a site, and up to 160 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre, and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre, and any single acre shall be allowed to have up to 200 people per acre.

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

- (d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction (County of Riverside or City of Murrieta) and the project proponents and is not required by ALUC policy.
- 2.4 *Zone D Non-residential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site, and up to 450 people shall be allowed to occupy any single acre of the site.
- 2.5 *Calculation of Concentration of People:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or “showrooms” (excluding restaurants and other uses specifically identified separately from retail in Table C1), excluding those in buildings including restaurants or food service facilities, shall be evaluated as having an intensity in persons per square foot of one person per 170 gross square feet of building area without eligibility for a 50 percent reduction. If the building includes restaurants or food service facilities, such retail and display areas or “showrooms” shall be evaluated as having intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction. In no case shall intensity of retail and display areas be evaluated in such a manner as to be less than 17 percent more intense than similar areas devoted to office uses. For the purpose of this paragraph, a food service facility includes any establishment that is subject to retail food service inspections by the Department of Environmental Health, including restaurants; grocery stores; ice cream, yogurt, and juice stores; coffee shops; concessionaires; food courts; and take-out only facilities.



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

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

**Note**

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

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

**Riverside County  
Airport Land Use Commission**

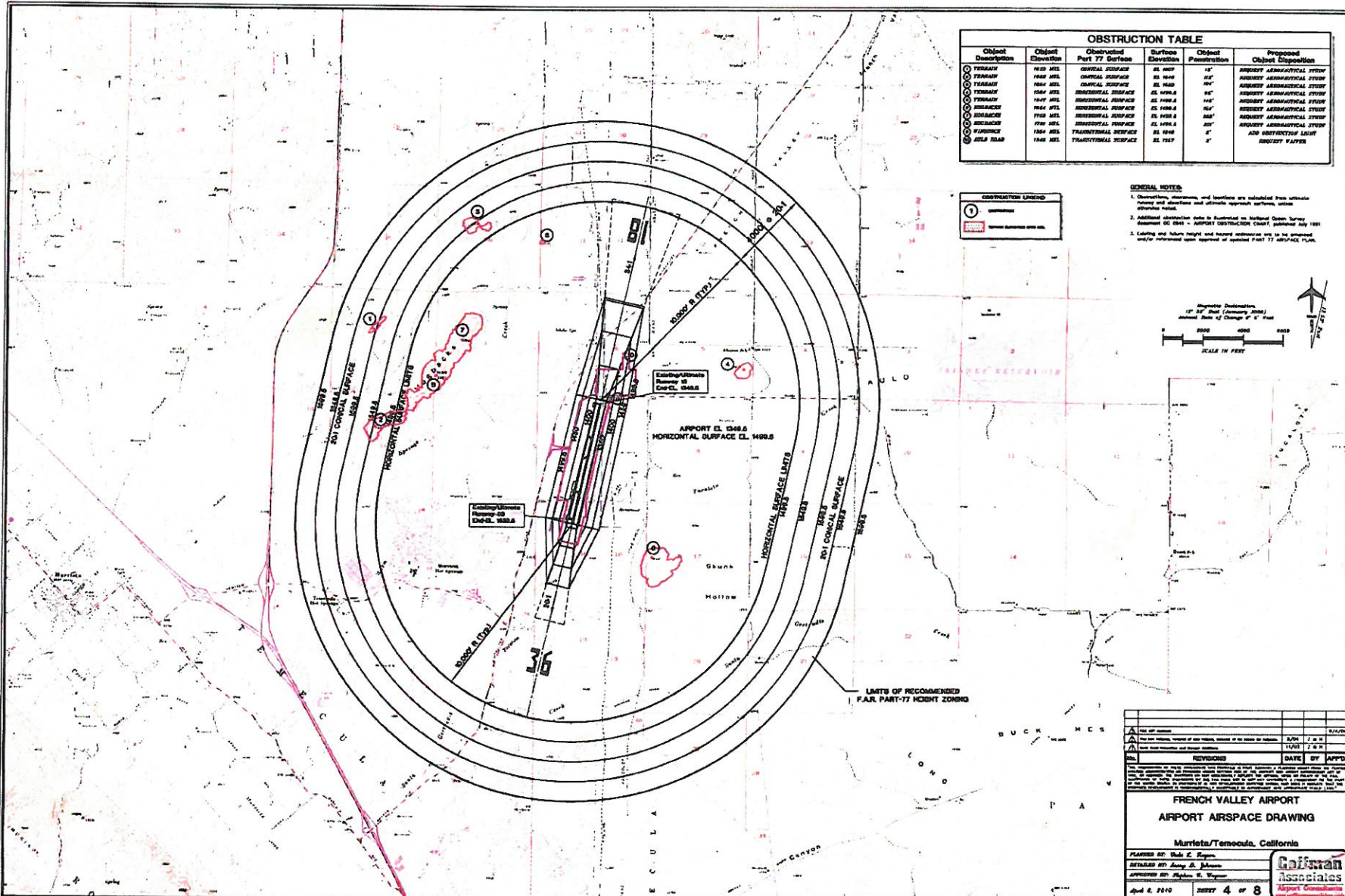
**Riverside County  
Airport Land Use Compatibility Plan  
Policy Document**

(April 2010)

Map FV-1

**Compatibility Map**  
French Valley Airport





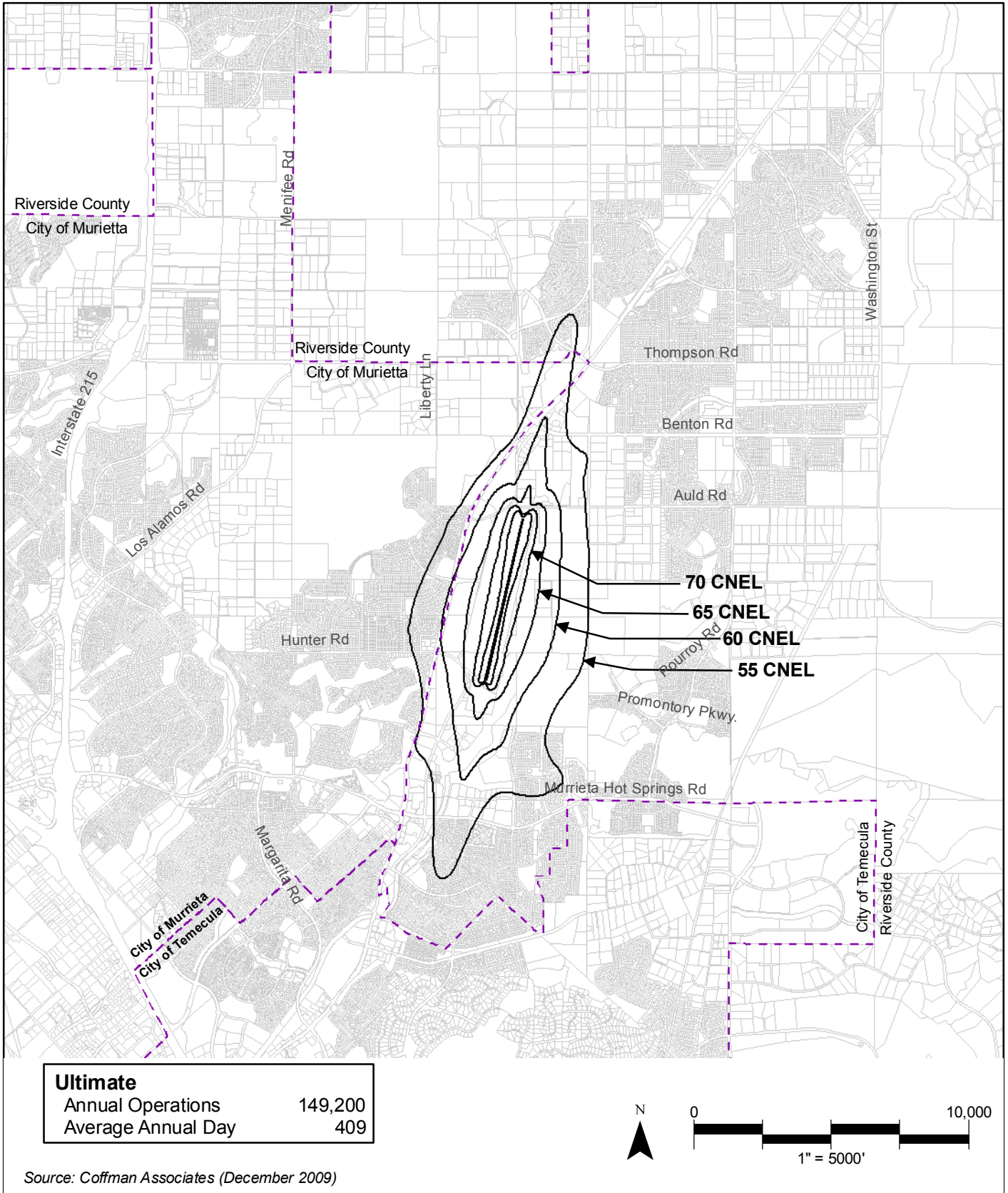
OBSTRUCTION TABLE					
Object Description	Object Elevation	Observed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
(1) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(2) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(3) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(4) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(5) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(6) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(7) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(8) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(9) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(10) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(11) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(12) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(13) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(14) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(15) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(16) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(17) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(18) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(19) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(20) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(21) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(22) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(23) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(24) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(25) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(26) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(27) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(28) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(29) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(30) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(31) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(32) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(33) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(34) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(35) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(36) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(37) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(38) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(39) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(40) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(41) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(42) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(43) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(44) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(45) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(46) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(47) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(48) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(49) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY
(50) TOWER	760 MSL	CONICAL SURFACE	EL 760	15'	REMOVE AERONAUTICAL STUDY

**GENERAL NOTES:**

- 1. Obstructions, dimensions, and locations are calculated from ultimate runway end elevation and ultimate approach surface, unless otherwise noted.
- 2. Additional obstruction data is contained in "Obstruction Data Survey Report" dated 05/2001 - AIRPORT OBSTRUCTION CHECK, published July 2001.
- 3. Listing of future height and location information are to be amended and/or removed upon approval of updated Part 77 SURFACE Plans.



REVISED		DATE	BY	APPR.
FRENCH VALLEY AIRPORT		AIRSPACE DRAWING		
Murrills/Temecula, California				
PLANNED BY: Dale E. Rogers		Goffman Associates		
DESIGNED BY: Andy D. Johnson		APPROVED BY: Stephen G. Rogers		
April 4, 2010	SHEET 4	OF	8	



Source: Coffman Associates (December 2009)

Map FV-3

### Future Noise Impacts

French Valley Airport