

## RI. RIVERSIDE MUNICIPAL AIRPORT

### RI.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The most recent airport master plan was adopted by the City of Riverside in November 1999. The airport layout plan drawing was subsequently updated in January 2001.
- 1.2 *Airfield Configuration:* The *Airport Master Plan* proposes an easterly 750-foot extension of Runway 9-27. Establishment of a straight-in nonprecision instrument approach to Runway 27 also is contemplated. The compatibility map for Riverside Municipal Airport takes into account the traffic patterns associated with both the existing and future runway ends and approach types.
- 1.3 *Airport Activity:* For the purposes of the *Compatibility Plan*, the *Master Plan* forecasts have been extended to a level anticipated to have a time horizon of 20+ years. Specifically, a projection of 220,000 annual operations, almost double the current level, is assumed. Essentially all of this growth is expected to be in operations by turboprop aircraft, business jets, and helicopters; single-engine airplane activity is projected to remain roughly constant.
- 1.4 *Airport Influence Area:* The instrument approach route and typical extent of the airport traffic pattern define the of the airport influence area boundary for Riverside Municipal Airport. To the east and west, this boundary mostly coincides with the outer edge of the airport's FAR Part 77 conical surface. A westward extension encompasses locations where aircraft on a precision instrument approach are lower than 1,000 feet above the airport elevation.

### RI.2 Additional Compatibility Policies

- 2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Riverside Municipal Airport. For this airport, the criterion shall instead be 65 dB CNEL. This higher threshold recognizes that ambient noise conditions in the area are relatively high because of other major noise sources, particularly railroads and freeways. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.
- 2.2 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in Compatibility Zone B2 at Riverside Municipal Airport may have up to three aboveground habitable floors provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with Federal Aviation Regulations Part 77.
- 2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the residential

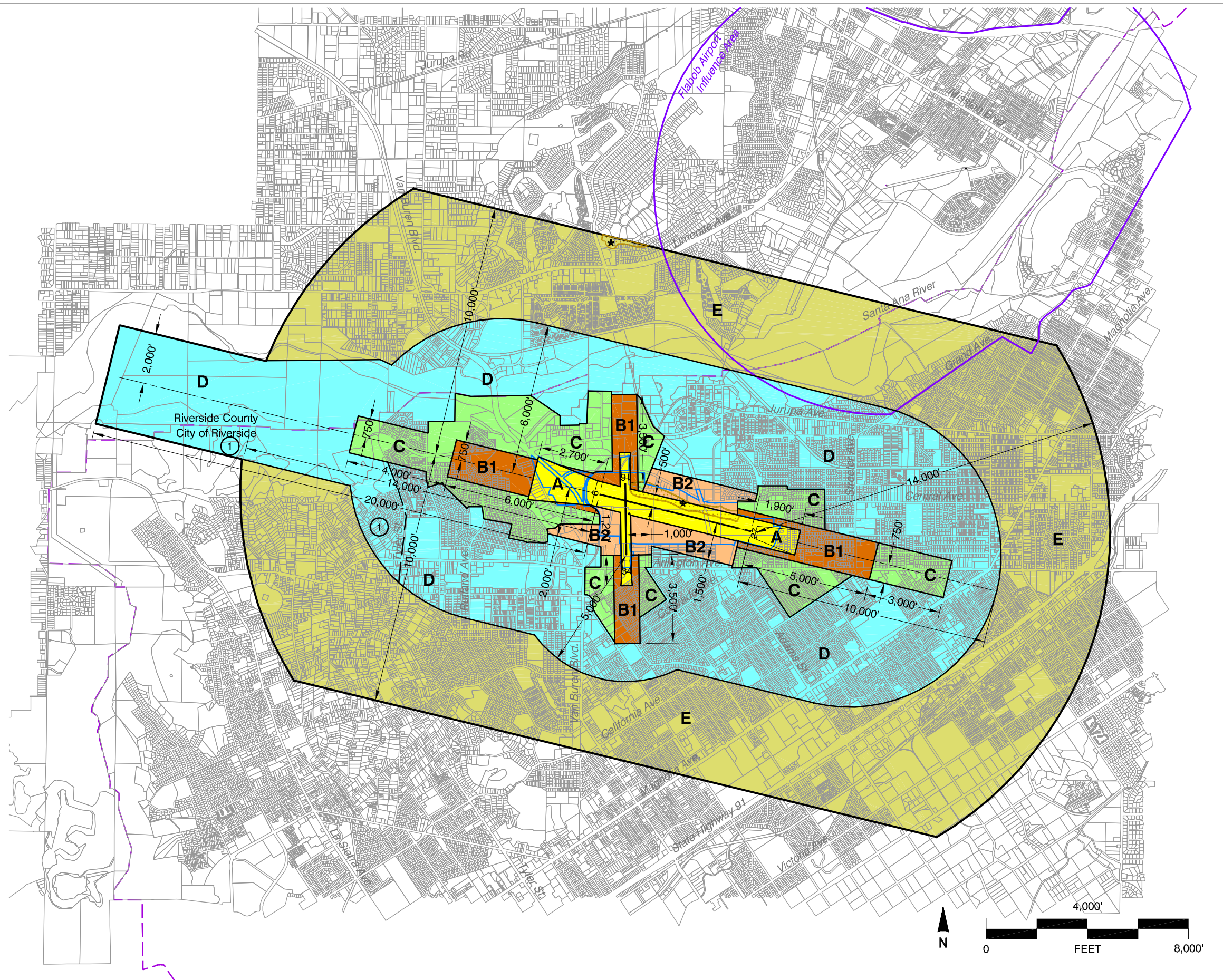
density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:

- (a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.
- (b) For the area within the City of Riverside west of Tyler Street—designated with a (1) on Map RI-1—no restrictions on residential densities shall apply.

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

- (a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, Compatibility Factors, will suffice).

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**Legend**

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

- Boundary Lines**
- Airport Property Line
  - City Limits

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

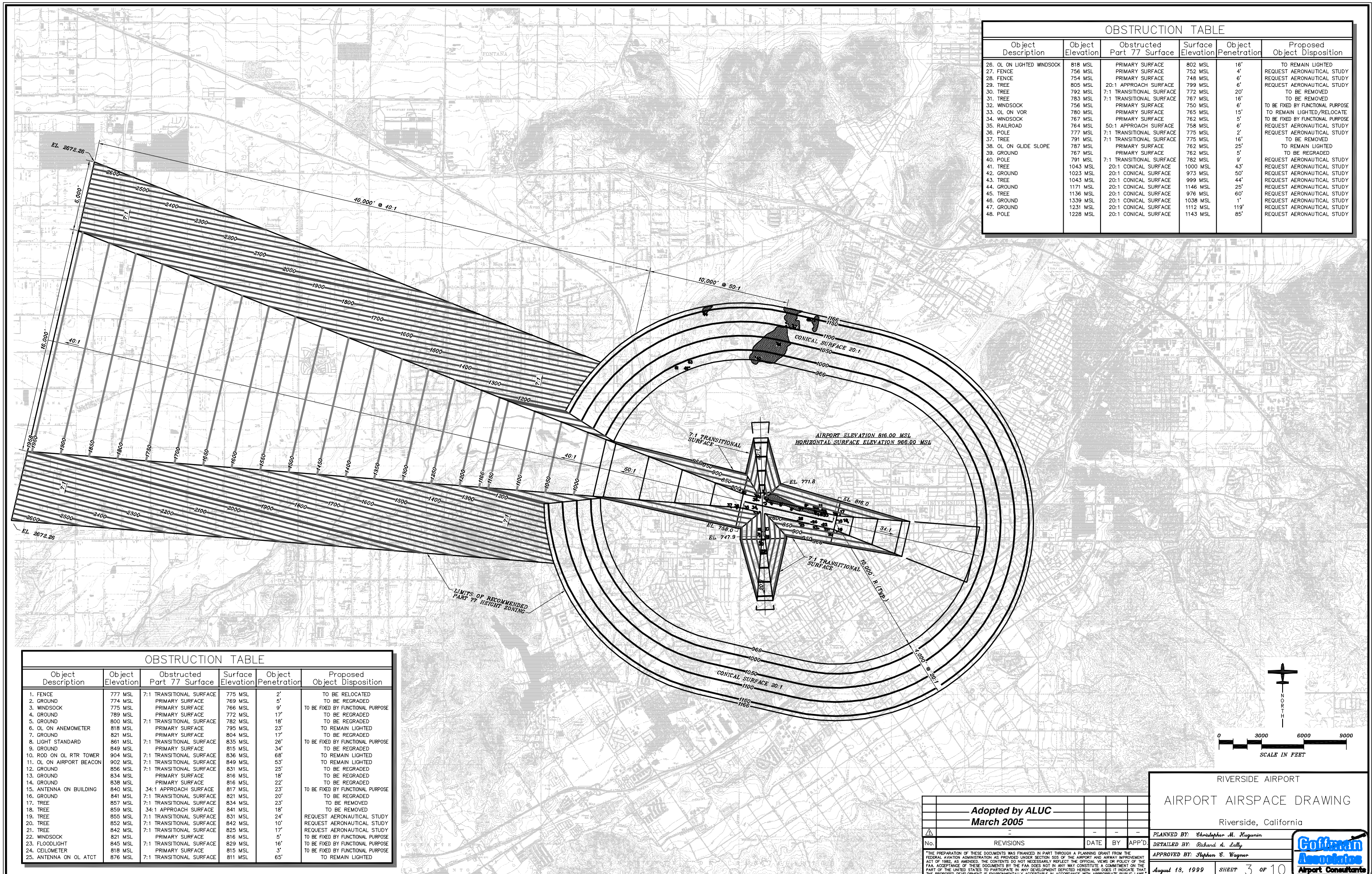
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
*(Adopted March 2005)*

Map RI-1

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





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

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

Adopted by ALUC  
March 2005

No.	REVISIONS	DATE	BY	APP'D.

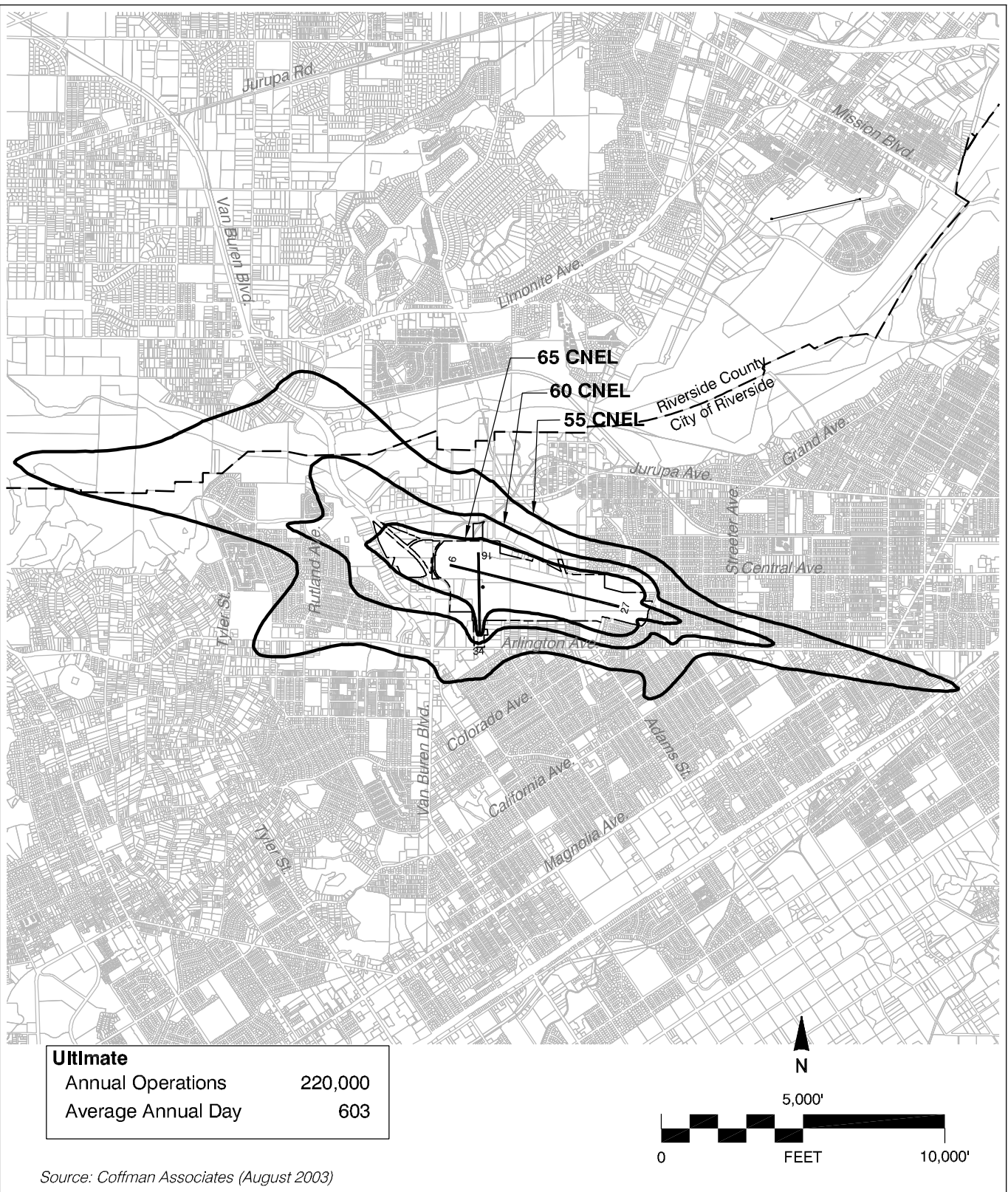
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RIVERSIDE AIRPORT  
AIRPORT AIRSPACE DRAWING  
Riverside, California

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DETAILED BY: Richard A. Lally  
APPROVED BY: Stephen E. Wagner

August 18, 1999 SHEET 3 OF 10

**Goffman Associates**  
Airport Consultants



RAL-noise-compatibility

**Map RI-3**

## Noise Compatibility Contours

### Riverside Municipal Airport