

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

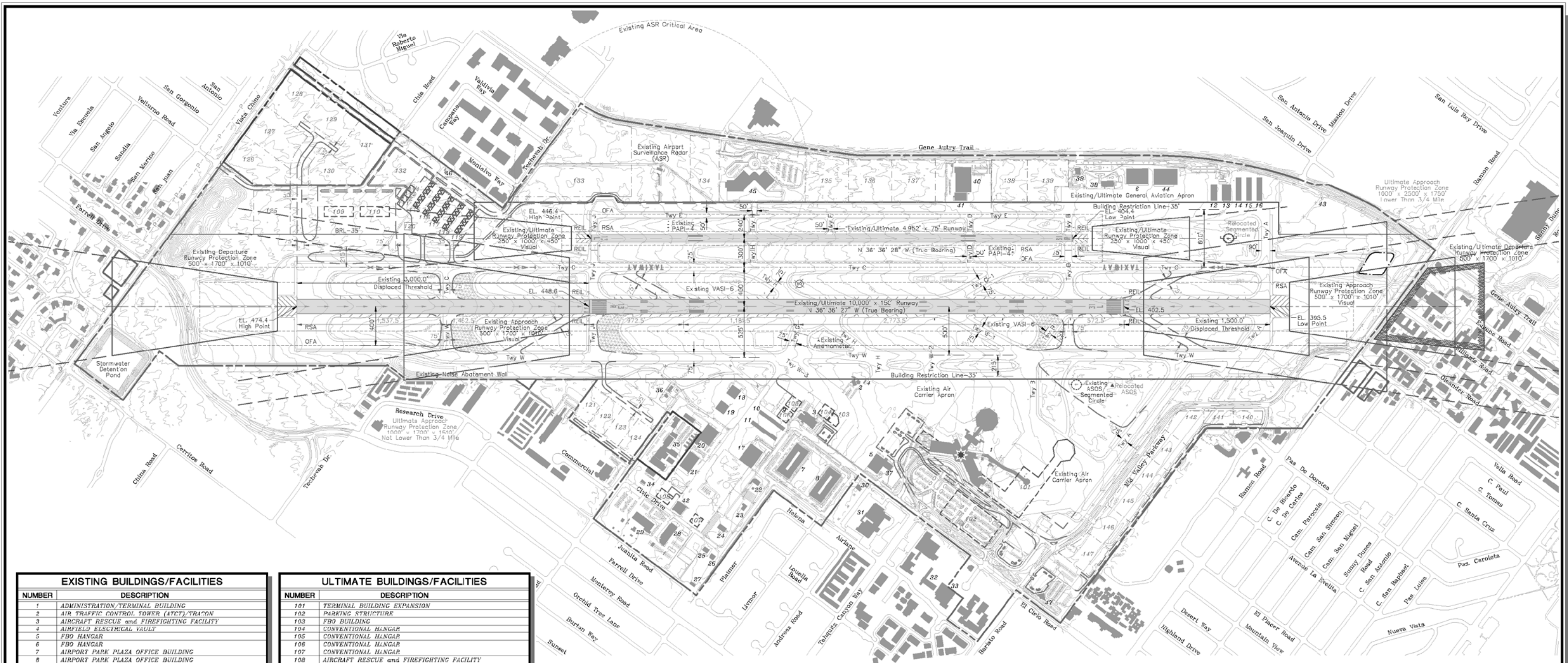
PLANNED FACILITY IMPROVEMENTS

- ▶ *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)/TOWER
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
132	AVIATION RELATED PARCEL
133	AVIATION RELATED PARCEL
134	AVIATION RELATED PARCEL
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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.

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION		
	Current^a <i>2002 data</i>	Future^b <i>2025</i>		Current^c	Future^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%	
AIRLINE ACTIVITY			RUNWAY USE DISTRIBUTION		
	Current^a <i>2002 data</i>	Future^b <i>2025</i>		Current^c	Future^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 & 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%	
AIRCRAFT OPERATIONS			FLIGHT TRACK USAGE^c		
	Current^a <i>2002 data</i>	Future^b <i>2025</i>	Current and Future		
<i>Total</i>			<ul style="list-style-type: none"> ▶ Approaches generally straight-in except for tough-and-go ▶ Departures turn eastward to avoid residential areas and San Jacinto Mountains 		
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%			

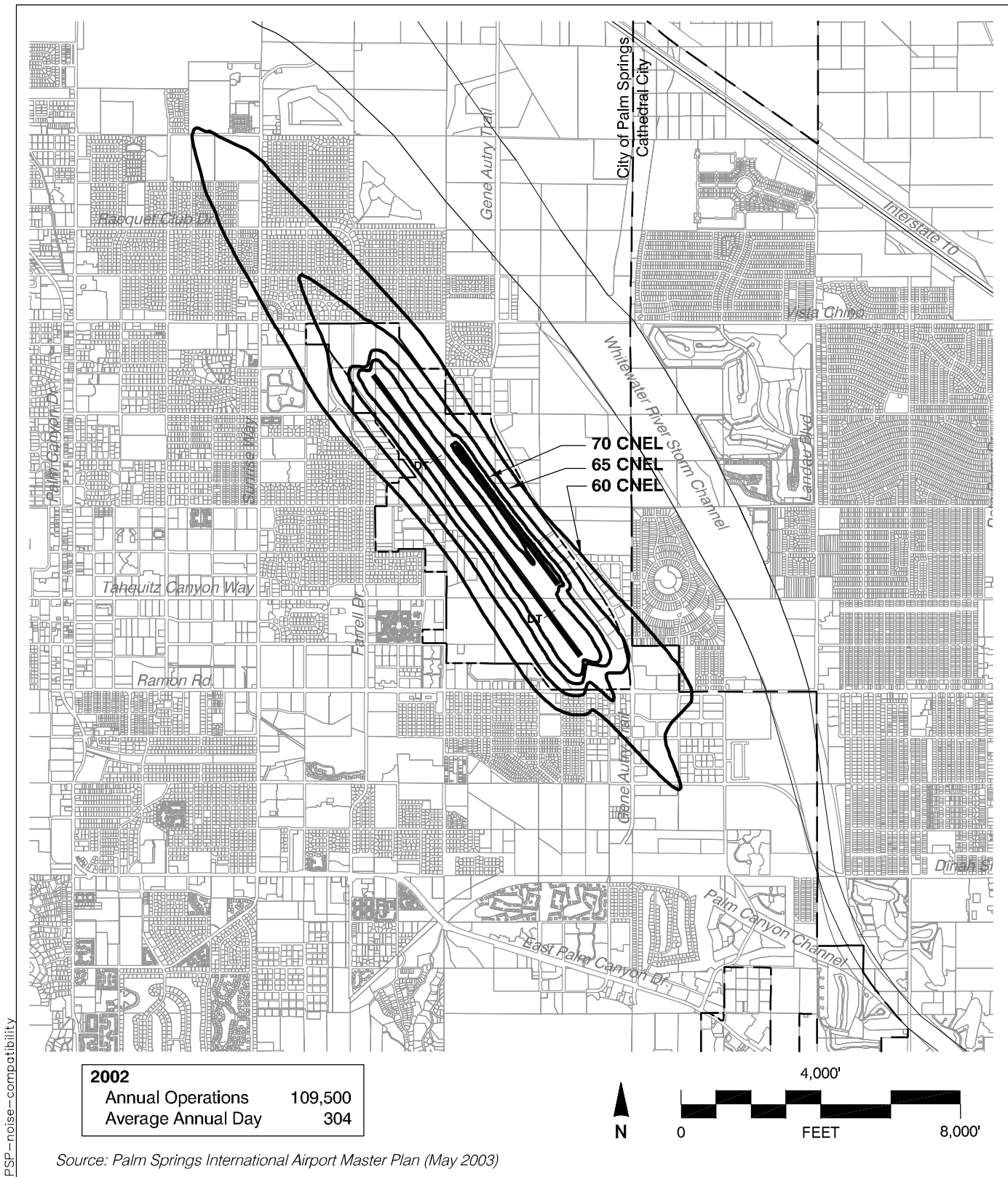
Notes

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

Exhibit PS-3

Airport Activity Data Summary

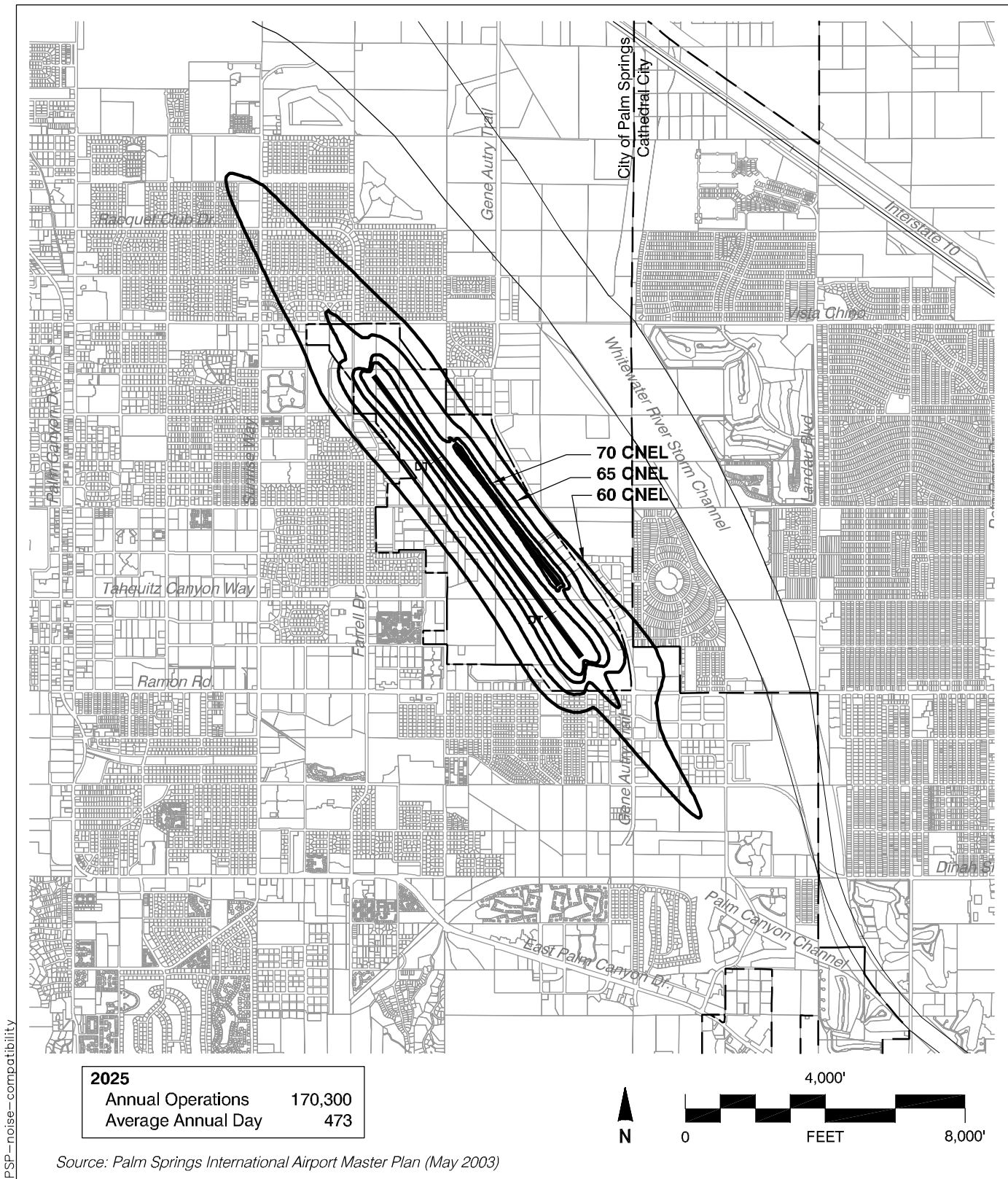
Palm Springs International Airport



PSP—noise-compatibility

Exhibit PS-4

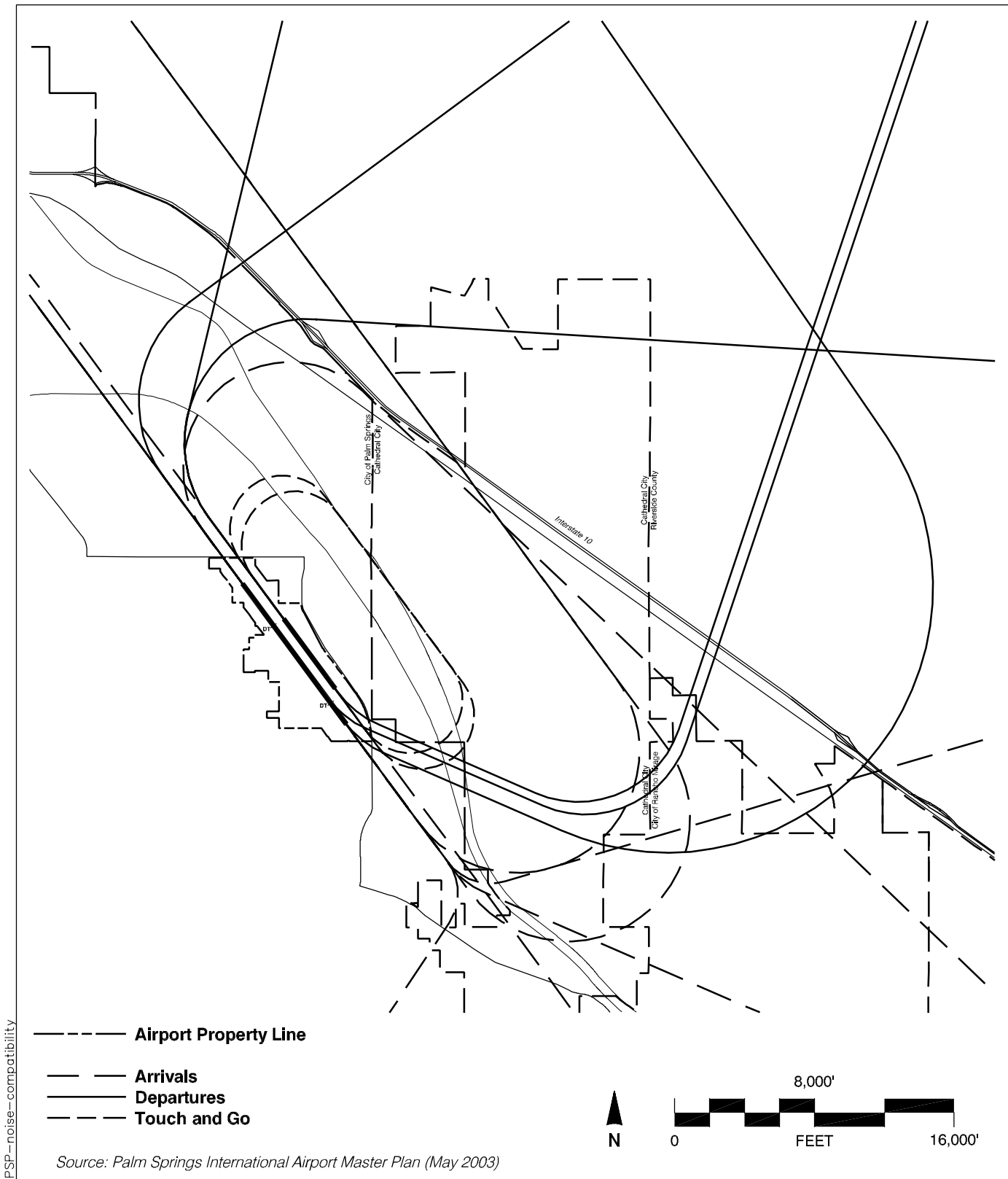
Existing Noise Impacts
Palm Springs International



PSP—noise—compatibility

Exhibit PS-5

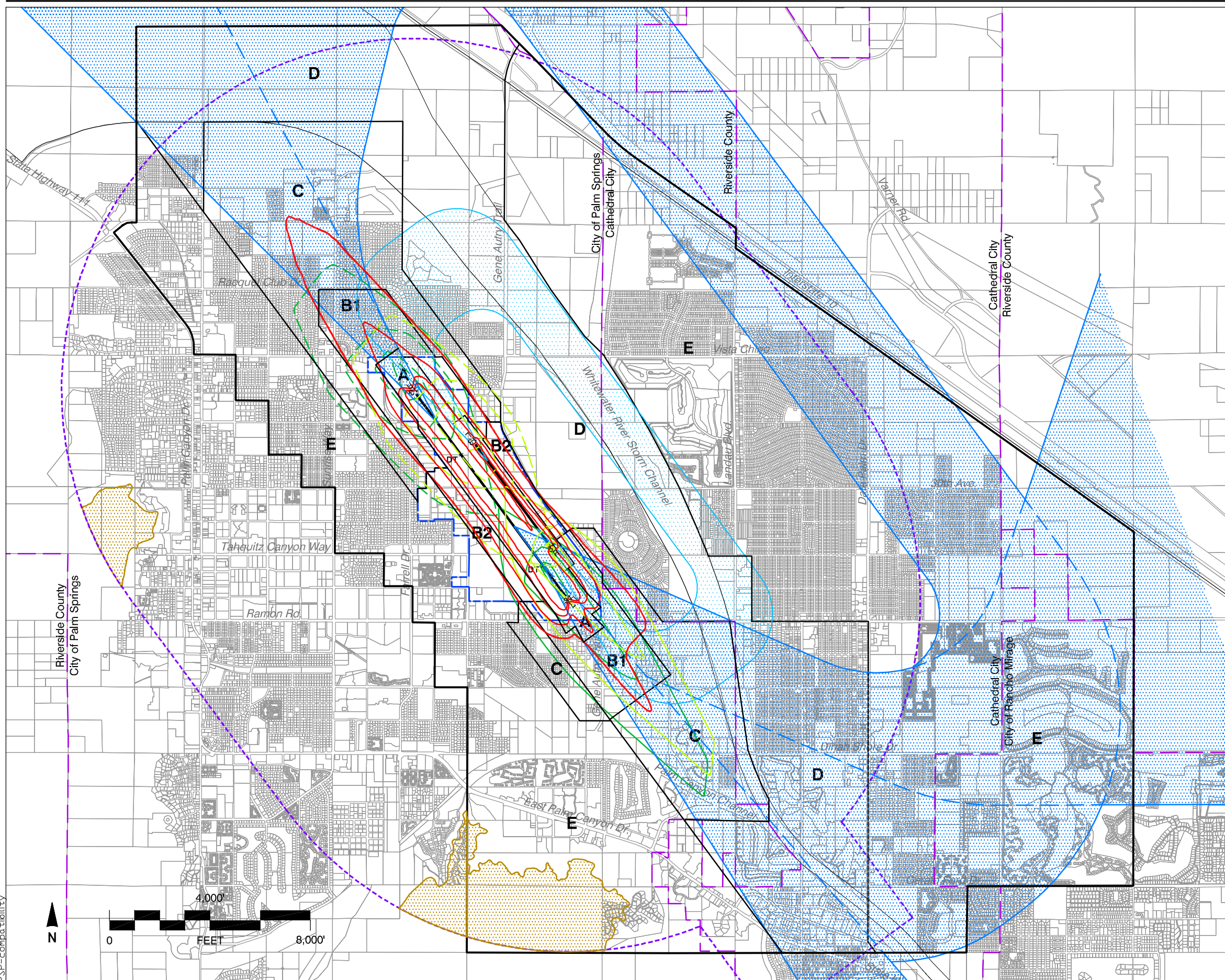
Future Noise Impacts
Palm Springs International



PSP—noise—compatibility

Exhibit PS-6

Modeled Flight Tracks
Palm Springs International Airport



Legend

- Compatibility Zones**
- 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



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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

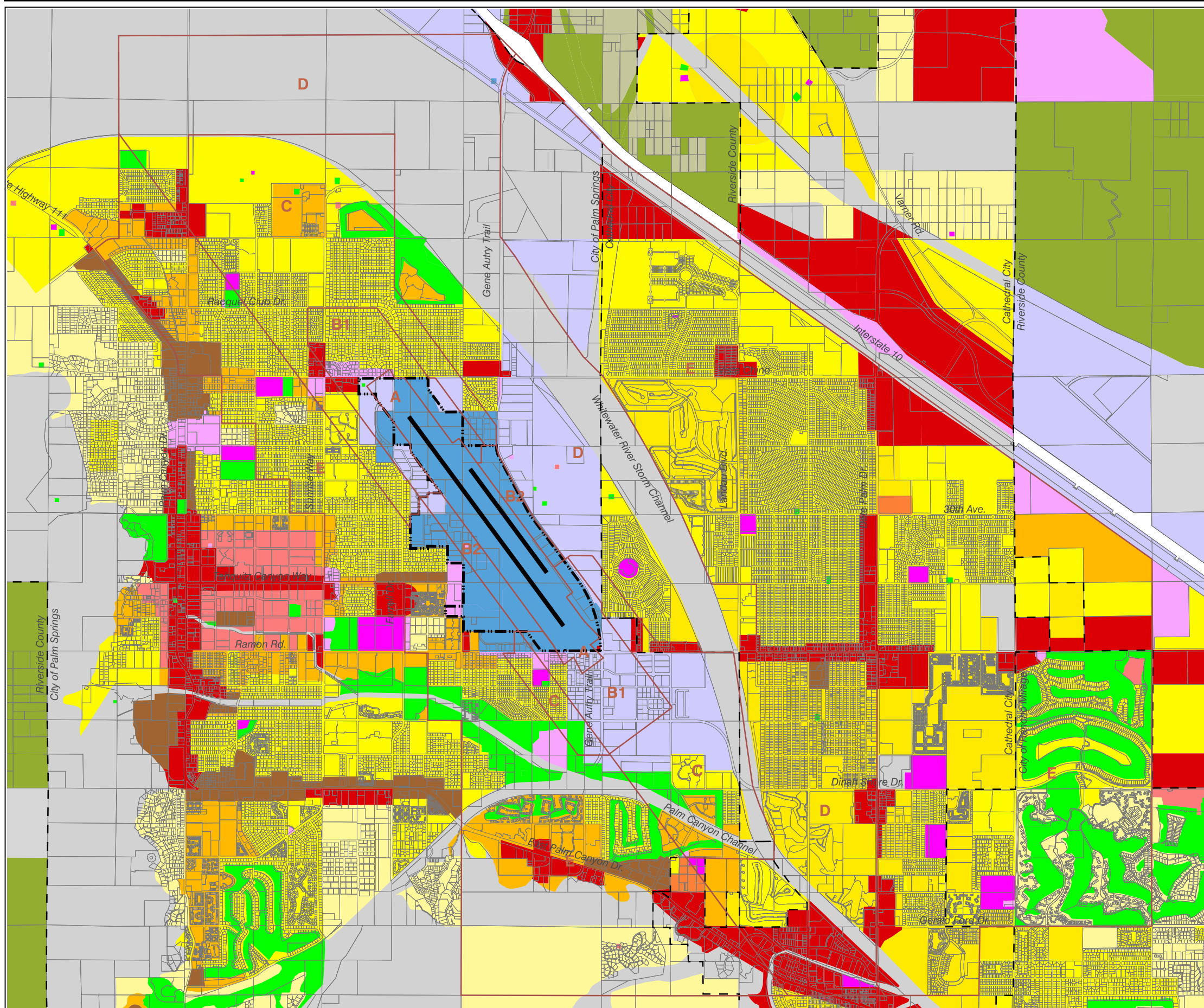
- ▶ *City of Cathedral City General Plan*
 - ▶ Single-family residential conditionally acceptable within 55-CNEL contour; normally unacceptable within 70-CNEL contour
 - ▶ Multi-family residences and other noise-sensitive development conditionally acceptable within 60 CNEL noise contour and normally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

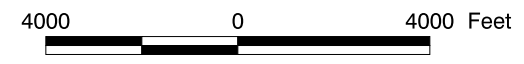
Palm Springs International Airport



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

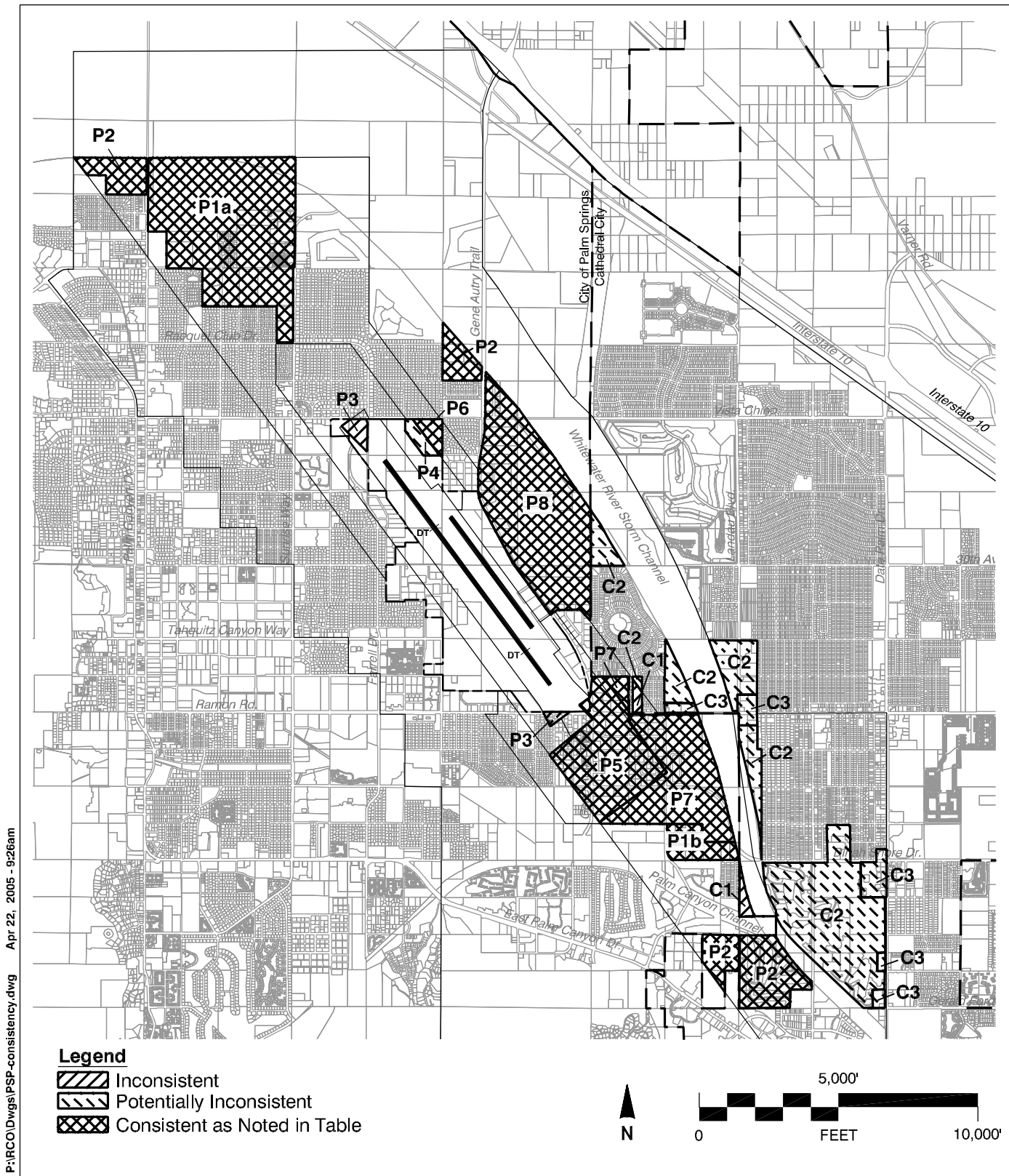


Exhibit PS-10, continued