

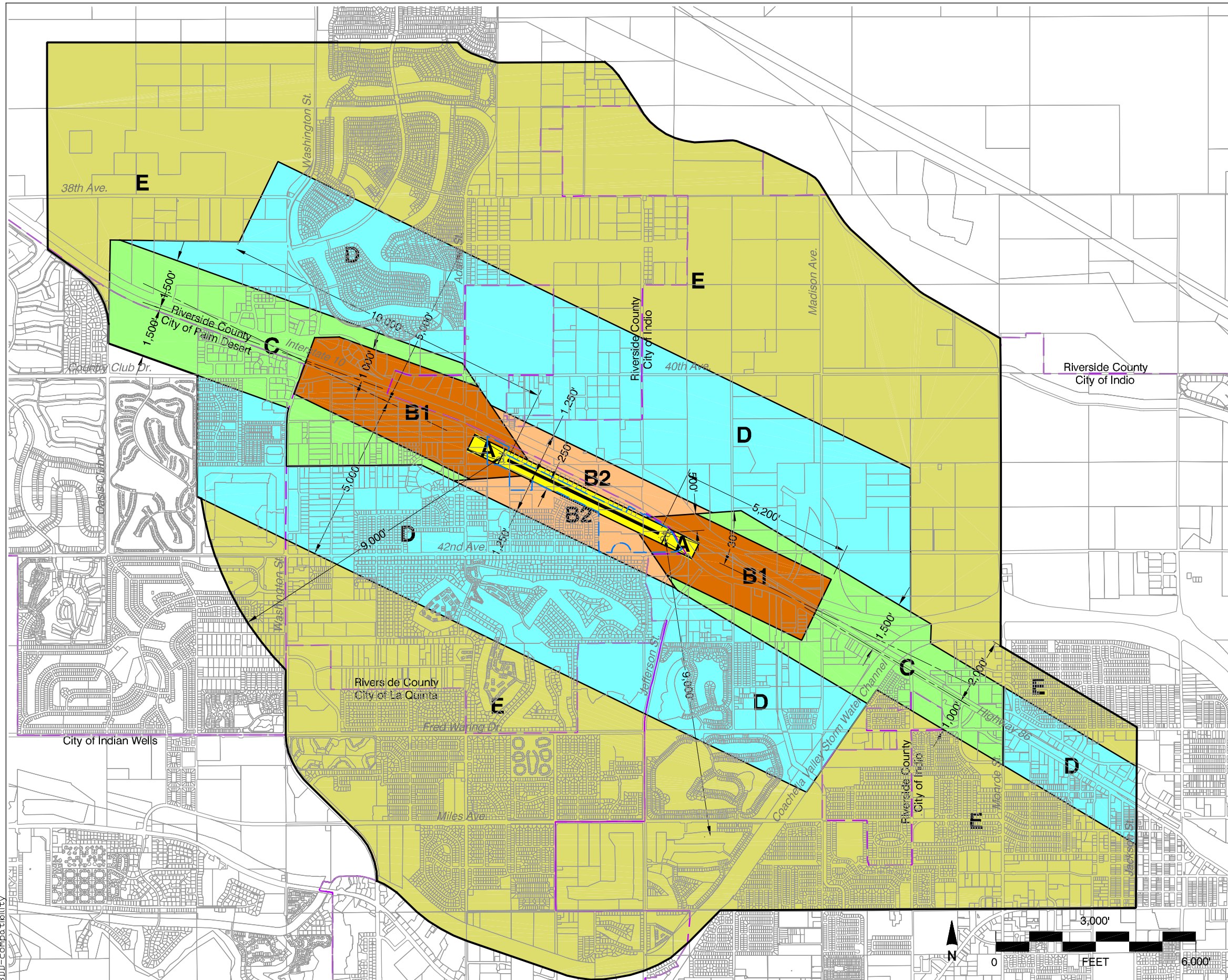
BD. BERMUDA DUNES AIRPORT

BD.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Bermuda Dunes Airport. The *Compatibility Plan* is based upon the airport layout plan prepared by the airport owner in 2001.
- 1.2 *Airfield Configuration:* No changes in the existing configuration of the airport runway or approaches is anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* for Bermuda Dunes Airport anticipates that the airport could eventually reach approximately 75,000 annual operations, an 80% increase over its estimated present activity level. This beyond-20-year projection is assumed to be the airport's capacity and is based upon the aircraft parking constraints. Activity at Bermuda Dunes Airport is highly seasonal. Airport management records indicate that average days during the peak (Winter) season experience twice the number of aircraft operations as the annual average day and peak days can produce even higher activity levels. Noise contours reflecting the ultimate activity levels on an average day of the peak season are used for the purposes of the *Compatibility Plan*.
- 1.4 *Airport Influence Area:* Two factors are the primary determinants of the Bermuda Dunes Airport influence area. To the north and south the outer edge of the FAR Part 77 conical surface defines the boundary. To the northeast, east, and west, extensions are provided along the runway approach and departure routes reflecting the traffic patterns and noise impacts of jet aircraft operations.

BD.2 Additional Compatibility Policies

- 2.1 None.



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

Note

Southwestern edge of 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.

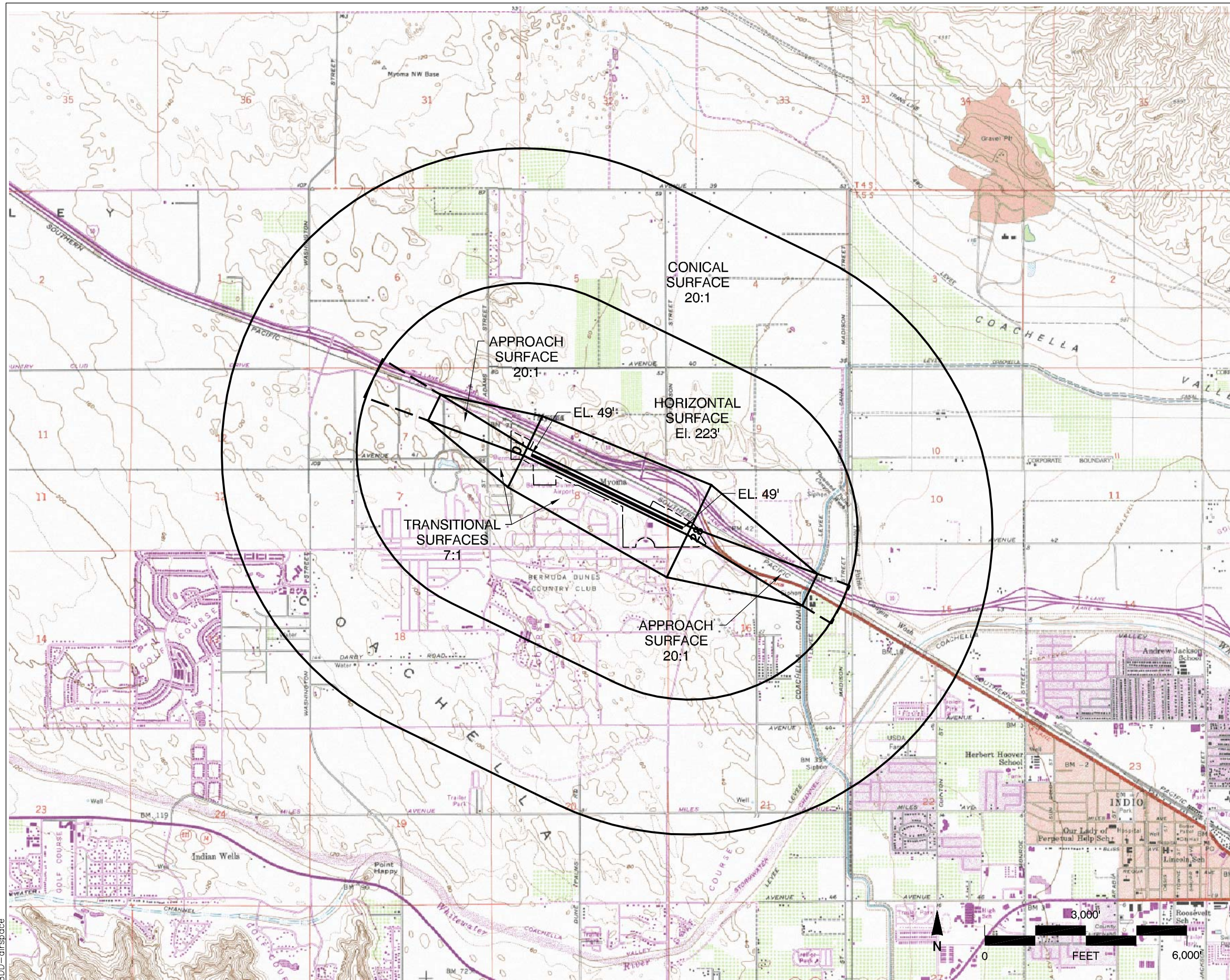
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted December 2004)

Map BD-1

Compatibility Map
Bermuda Dunes Airport

BDD-compatibility

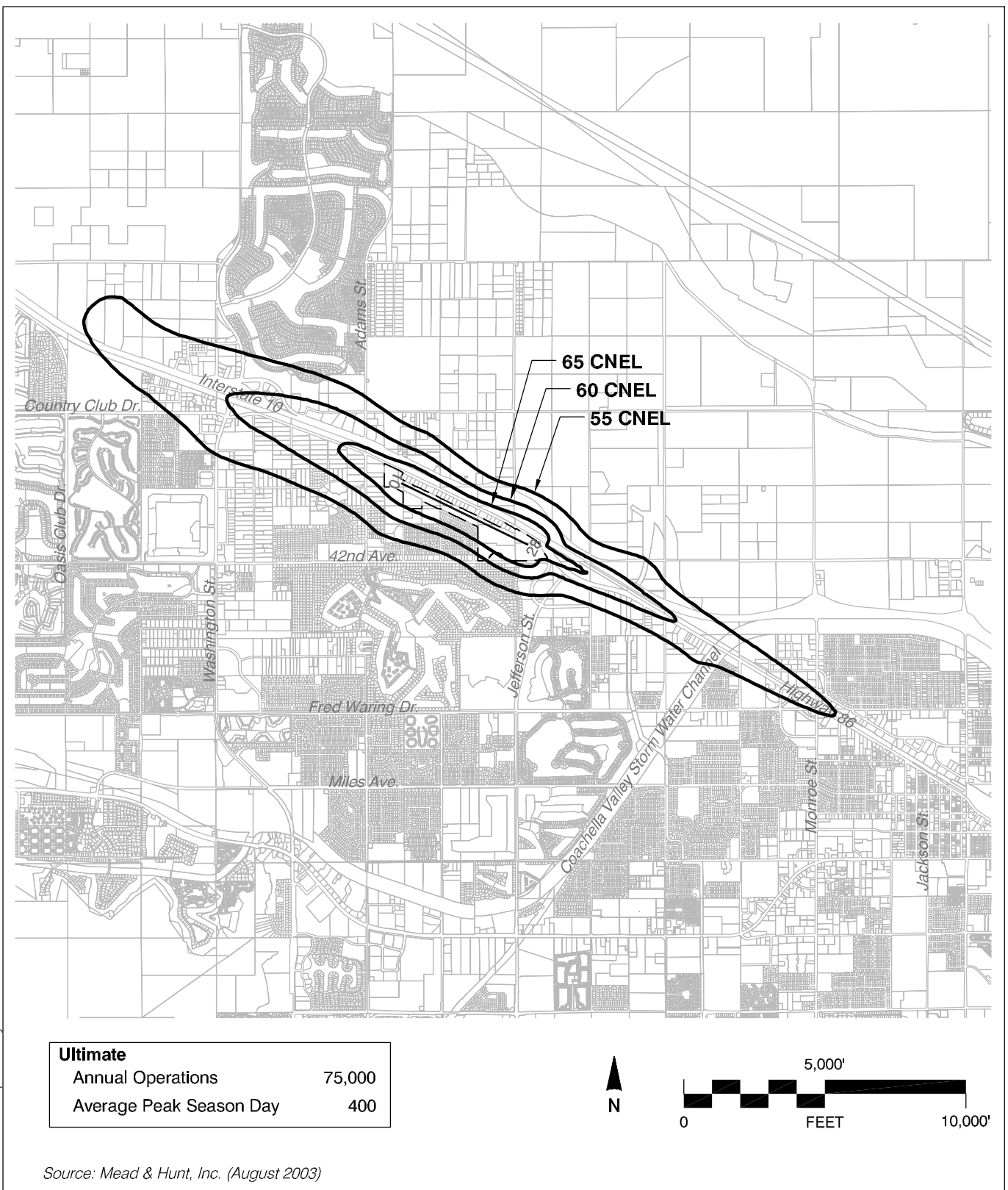


Note: No ground penetrations of depleted FAR Part 77 Surfaces

Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (Adopted December 2004)

Map BD-2

Airspace Plan
 Bermuda Dunes Airport



BDD-noise-compatibility

Map BD-3

Noise Compatibility Contours

Bermuda Dunes Airport

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

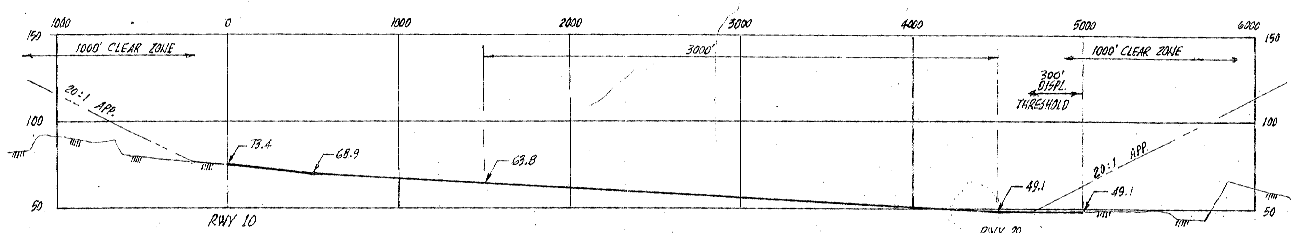
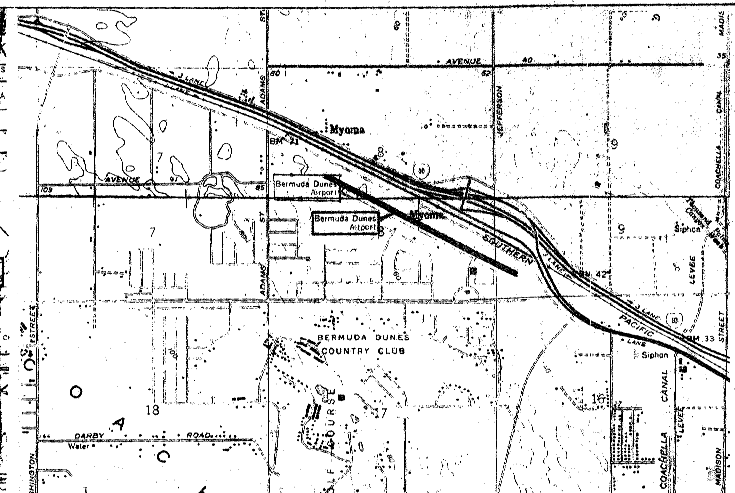
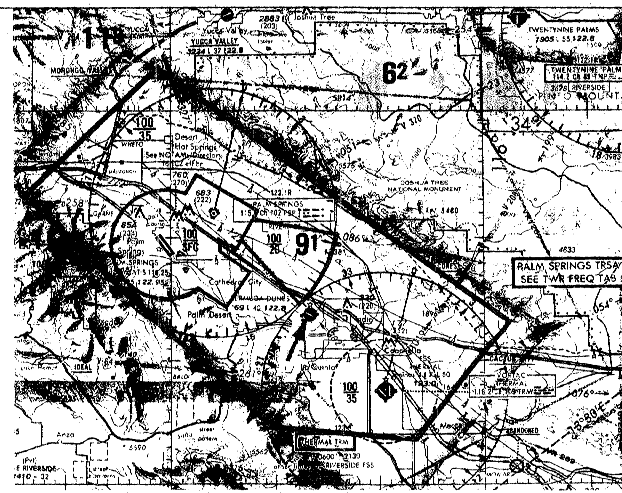
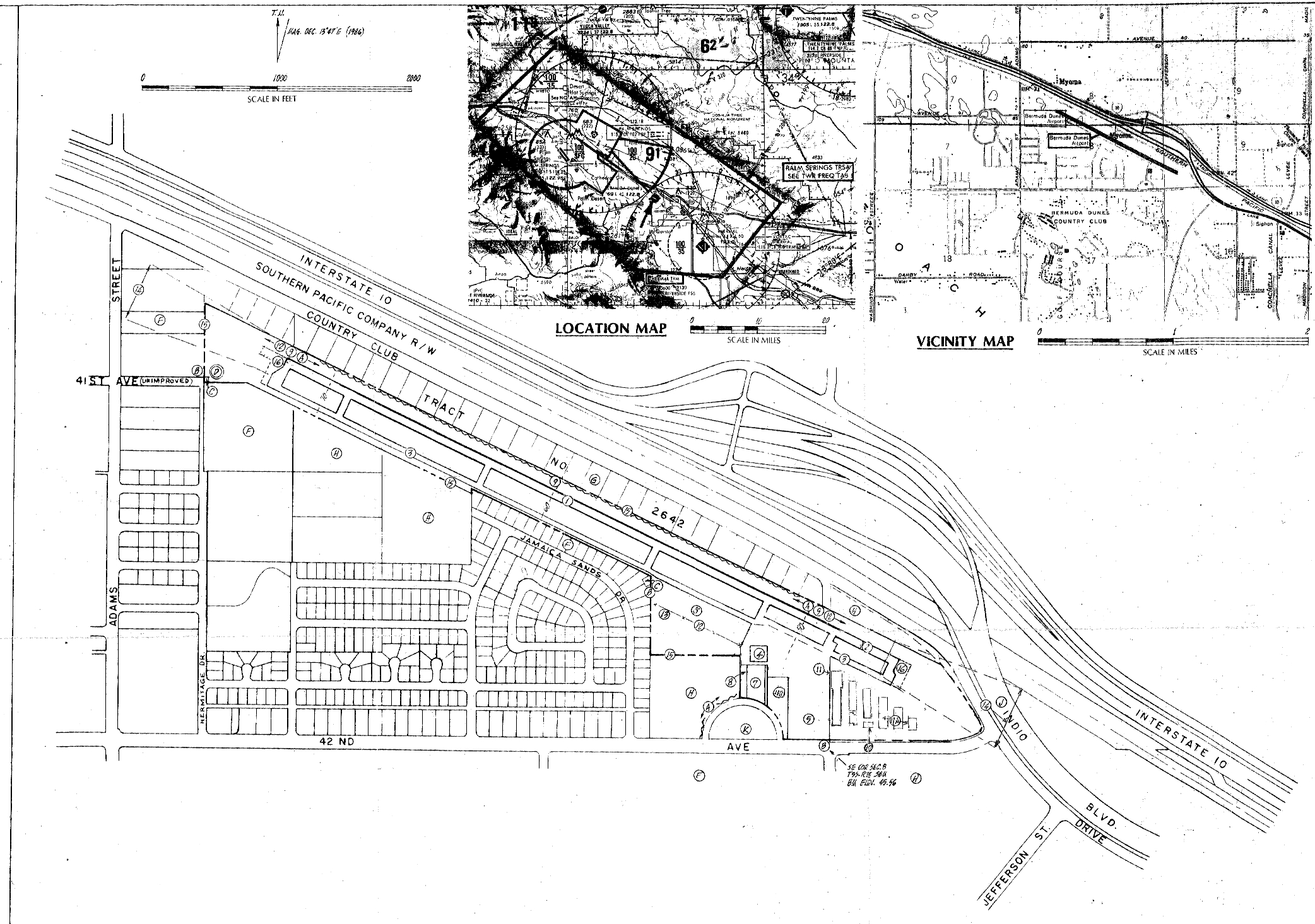
AIRPORT DATA	EXISTING	ULTIMATE (Same if Blank)
Airport Elevation	73.4 End RWY 10 49.1 End RWY 28	
Airport Reference Point (ARP)	33°44'54"N 116°16'26"W	
End RWY 28	33°44'45.7"N 116°16'04.9"W	
End RWY 10	33°45'05.1"N 116°16'52.9"W	
End RWY 28 Threshold	33°44'48.85"N 116°16'05.85"W	
Airport Magnetic Variation	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"	
RUNWAY DATA		
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, 1989	APPROVAL BLOCK
DRAWING NO.:	SCALE AS SHOWN SHEET 1 OF 1

NO.	REVISIONS	BY	APP.	DATE

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

BERMUDA DUNES AIRPORT CORPORATION
BERMUDA DUNES, CALIFORNIA

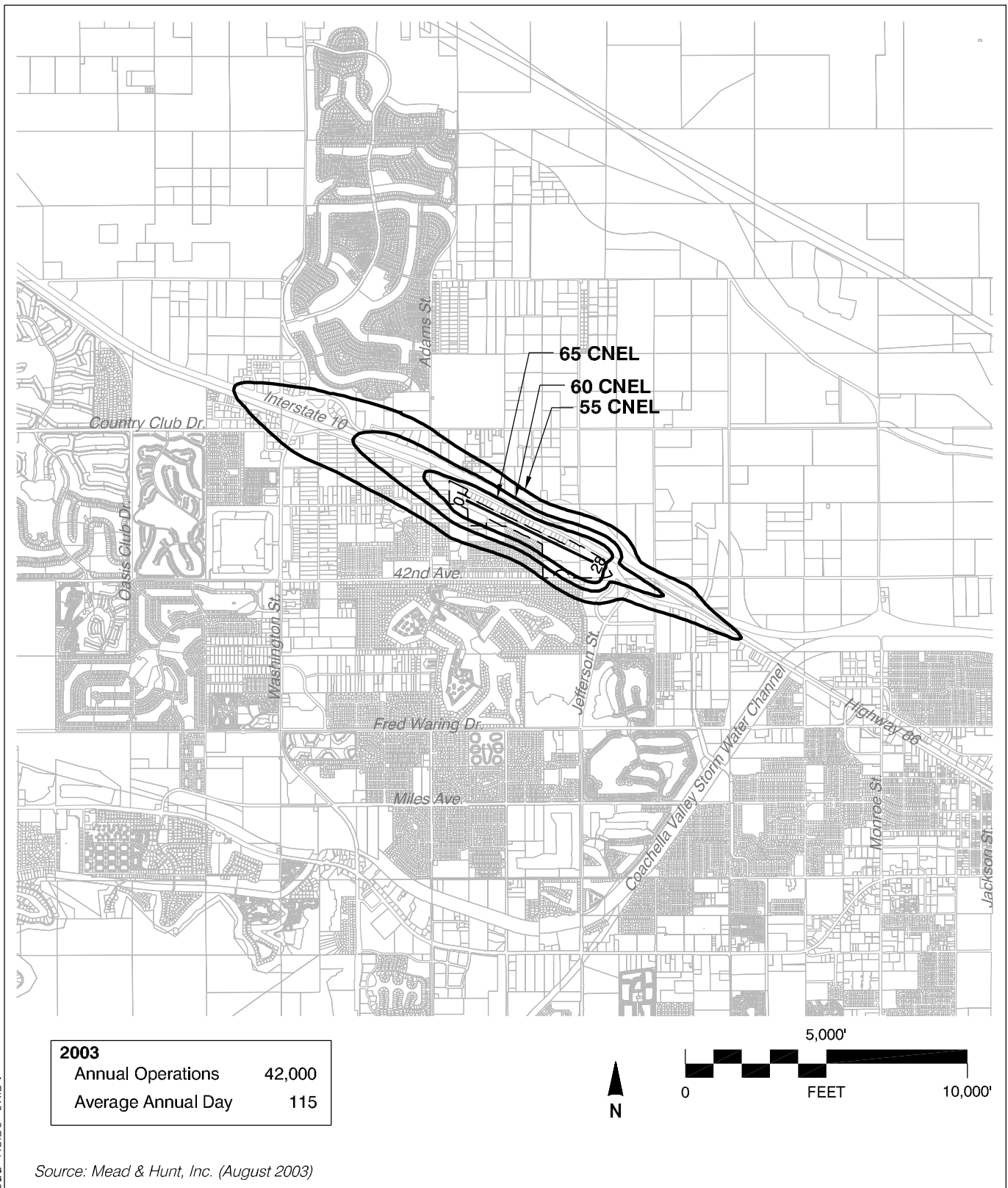
AIRPORT LAYOUT PLAN

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^c		
	Current ^a <i>2002 data</i>	Future ^b <i>Ultimate</i>		Current	Future
<i>Aircraft Type</i>			<i>Business Jets & 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%	
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^c		
	Current <i>2002 data</i>	Future <i>Ultimate</i>		Current	Future
<i>Total</i>			<i>All Aircraft – Day/Evening/Night</i>		
Annual	42,000 ^c	75,000 ^b	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 ^c</i>			FLIGHT TRACK USAGE ^c (Current & Future)		
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 ^c</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					
^a Source: Airport management records					
^b 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					
^c 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

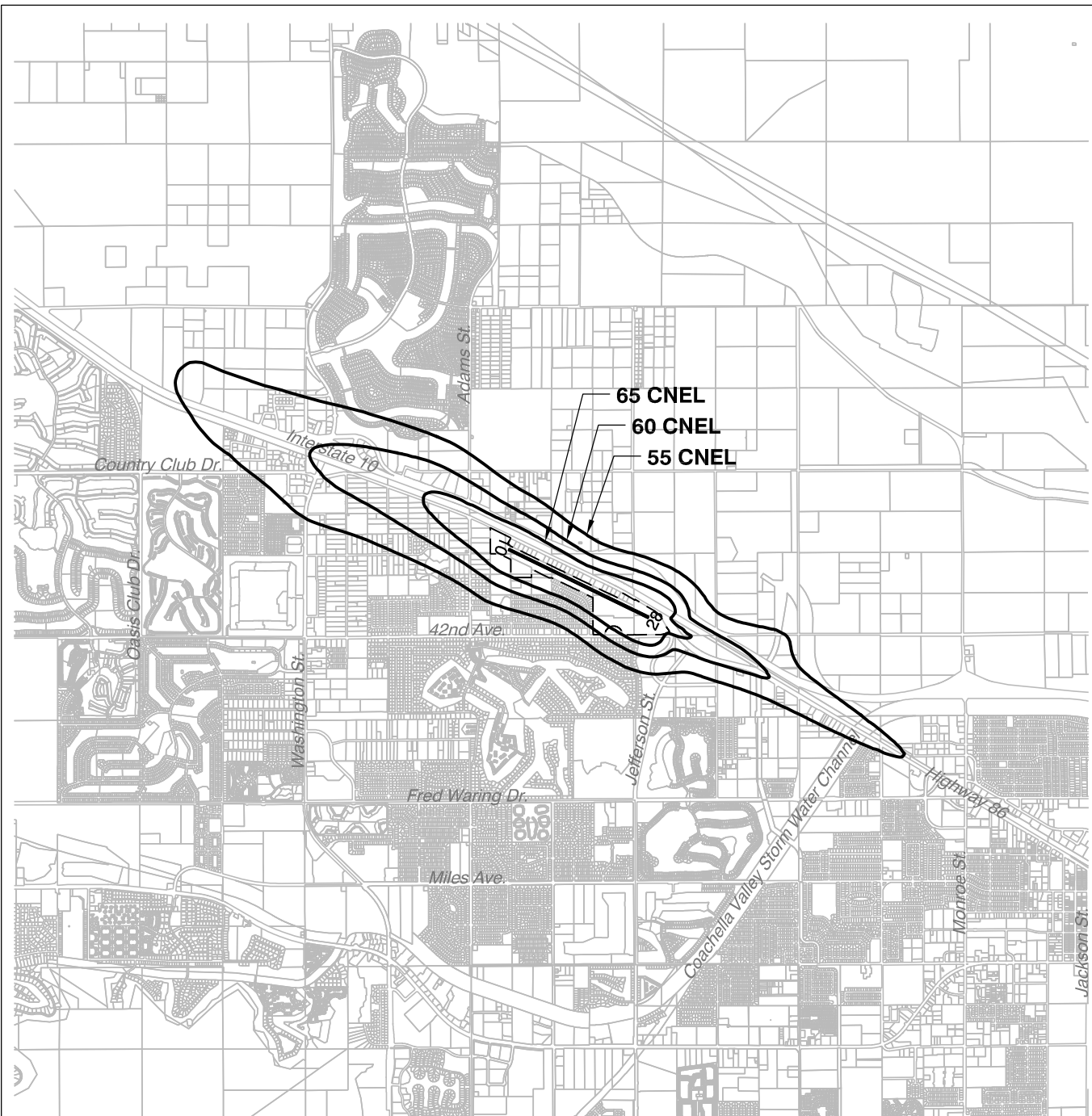


BDD-noise-exist

Exhibit BD-4

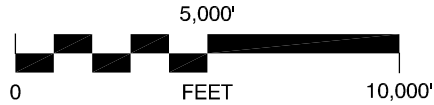
Existing Noise Impacts: Average Annual Day

Bermuda Dunes Airport



65 CNEL
60 CNEL
55 CNEL

2003	
Annual Operations	42,000
Average Peak Season Day	230

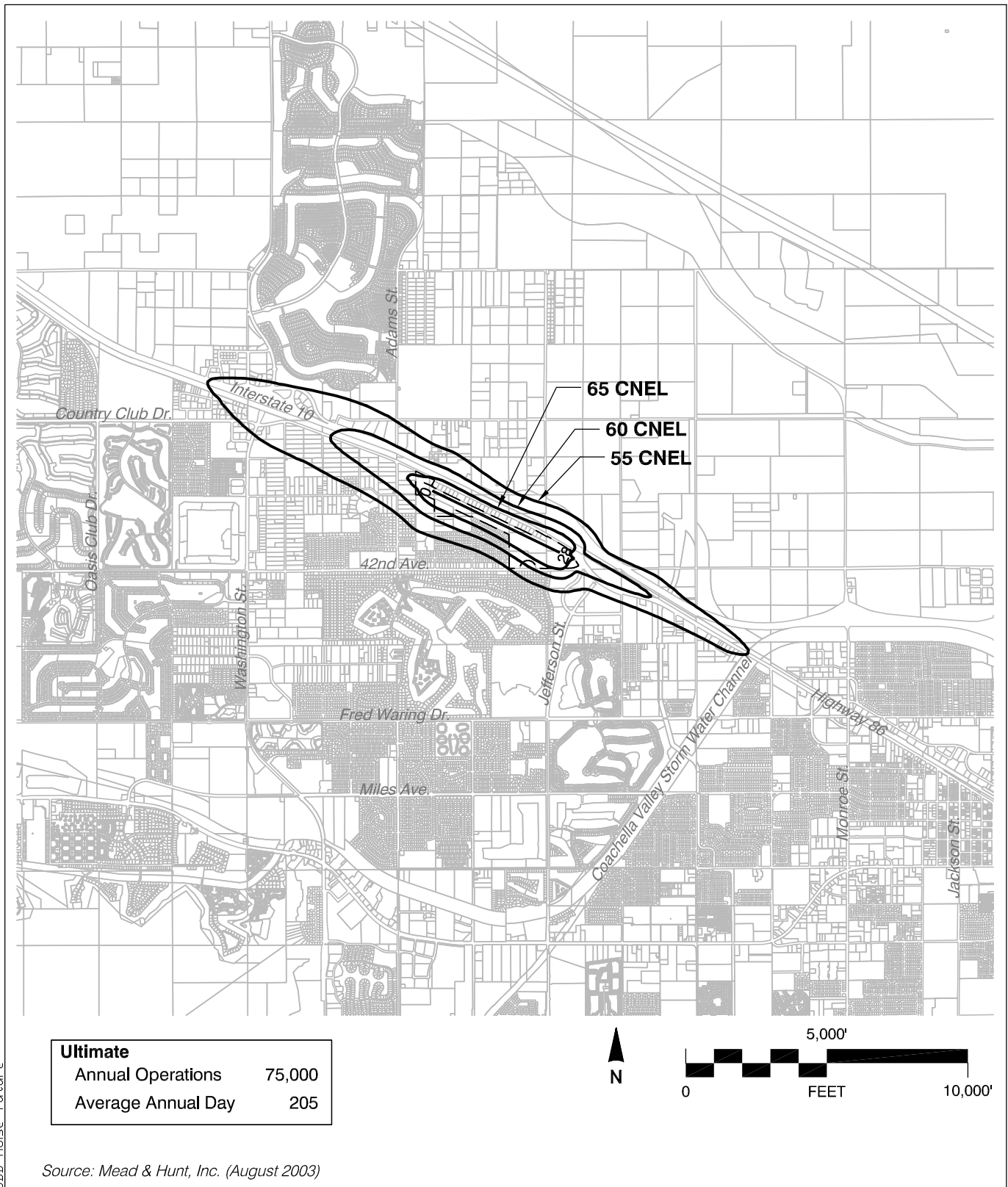


Source: Mead & Hunt, Inc. (May 2003)

BDD-noise-exist-peak

Exhibit BD-5

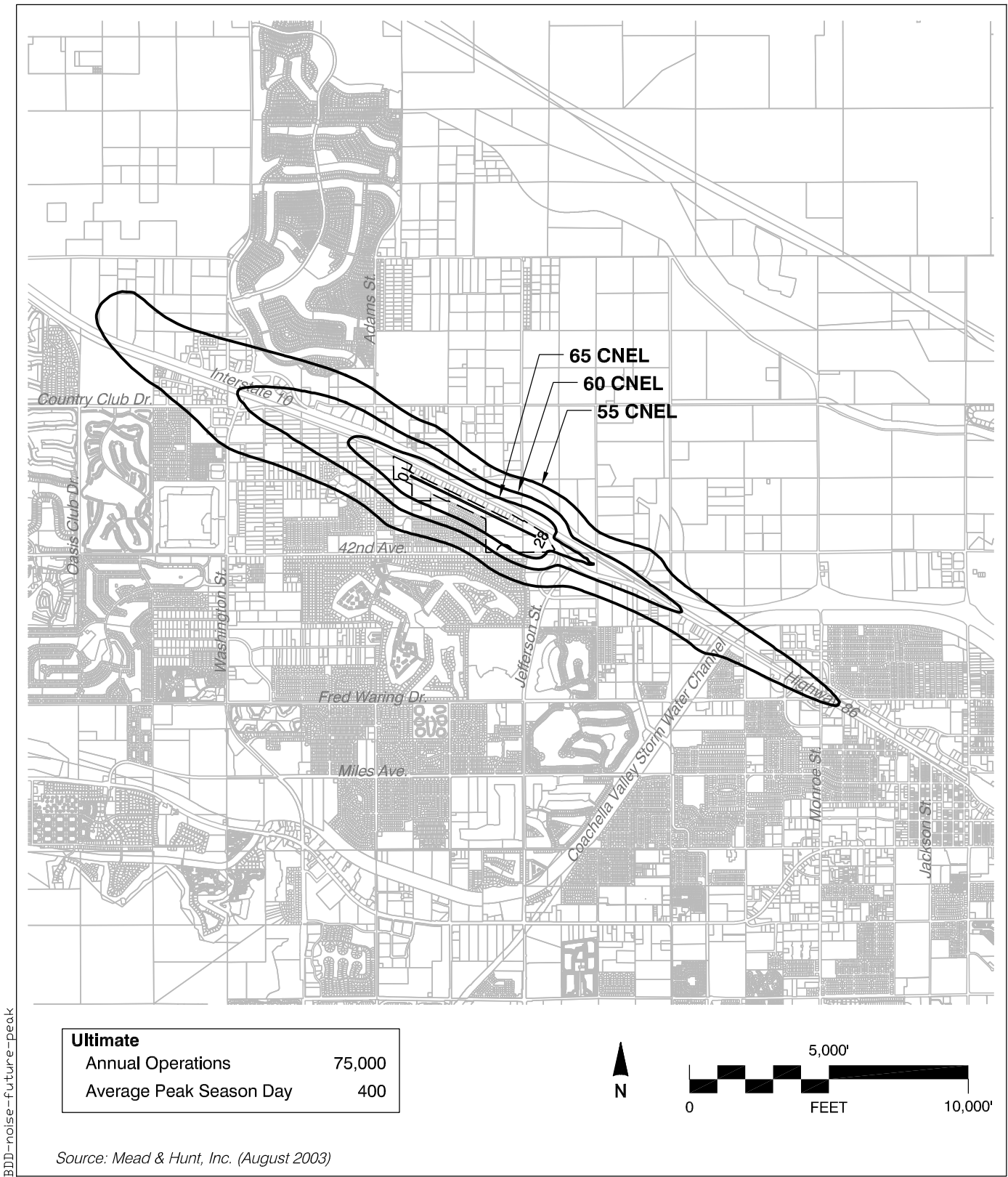
Existing Noise Impacts: Average Peak Season Day Bermuda Dunes Airport



BDD-noise-future

Exhibit BD-6

Future Noise Impacts: Average Annual Day Bermuda Dunes Airport

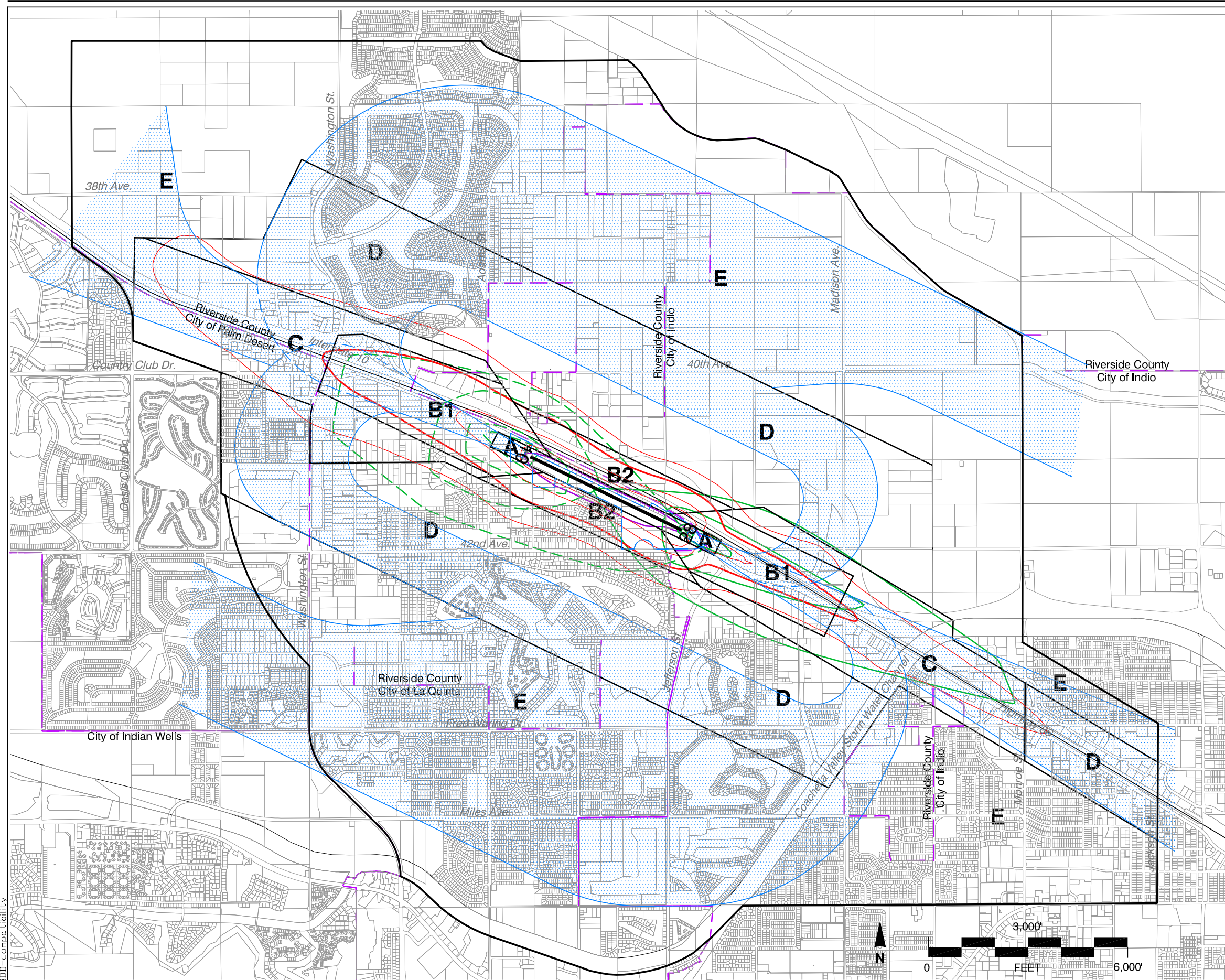


BDD-noise-future-peak

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

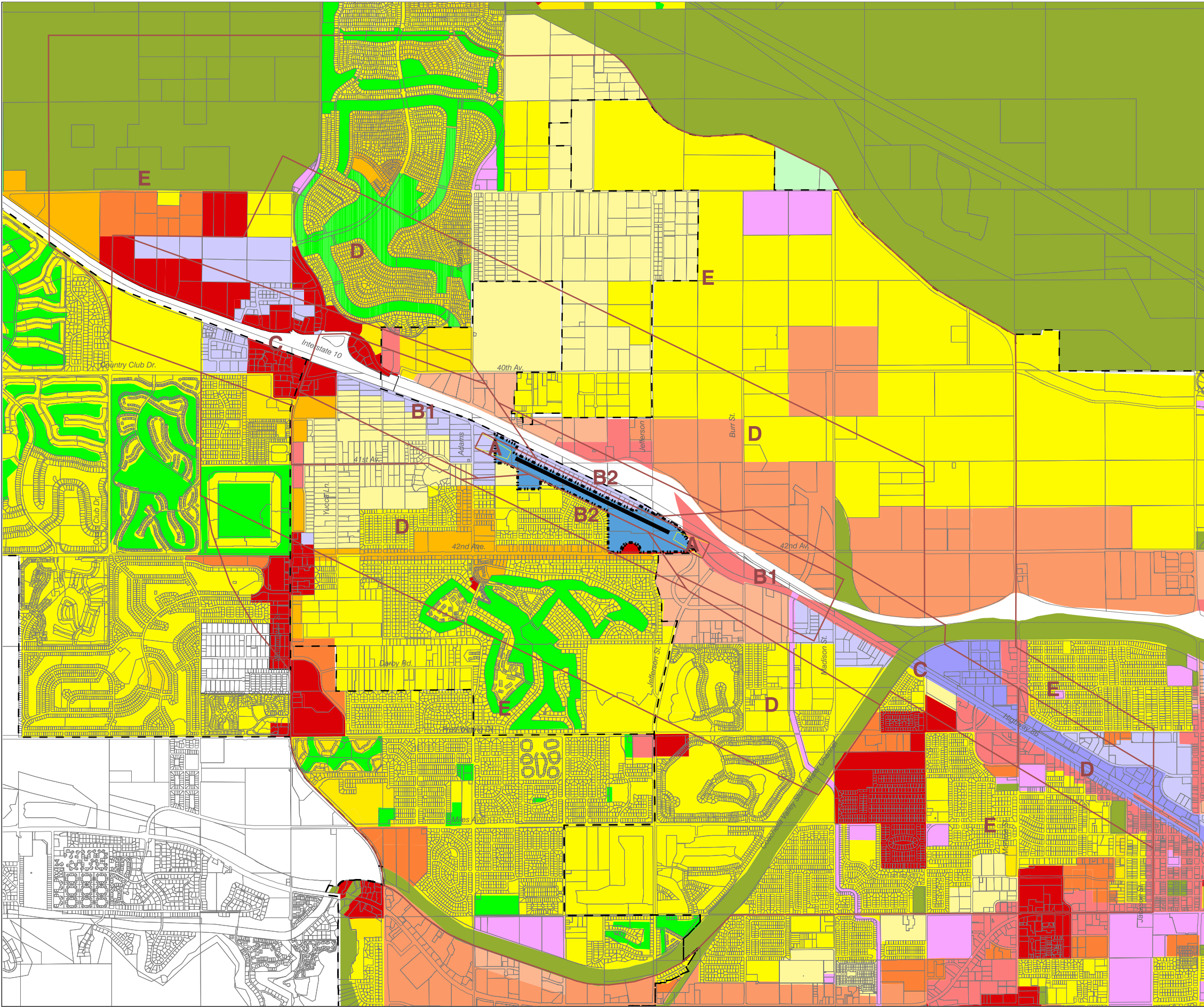
City of La Quinta

- ▶ *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

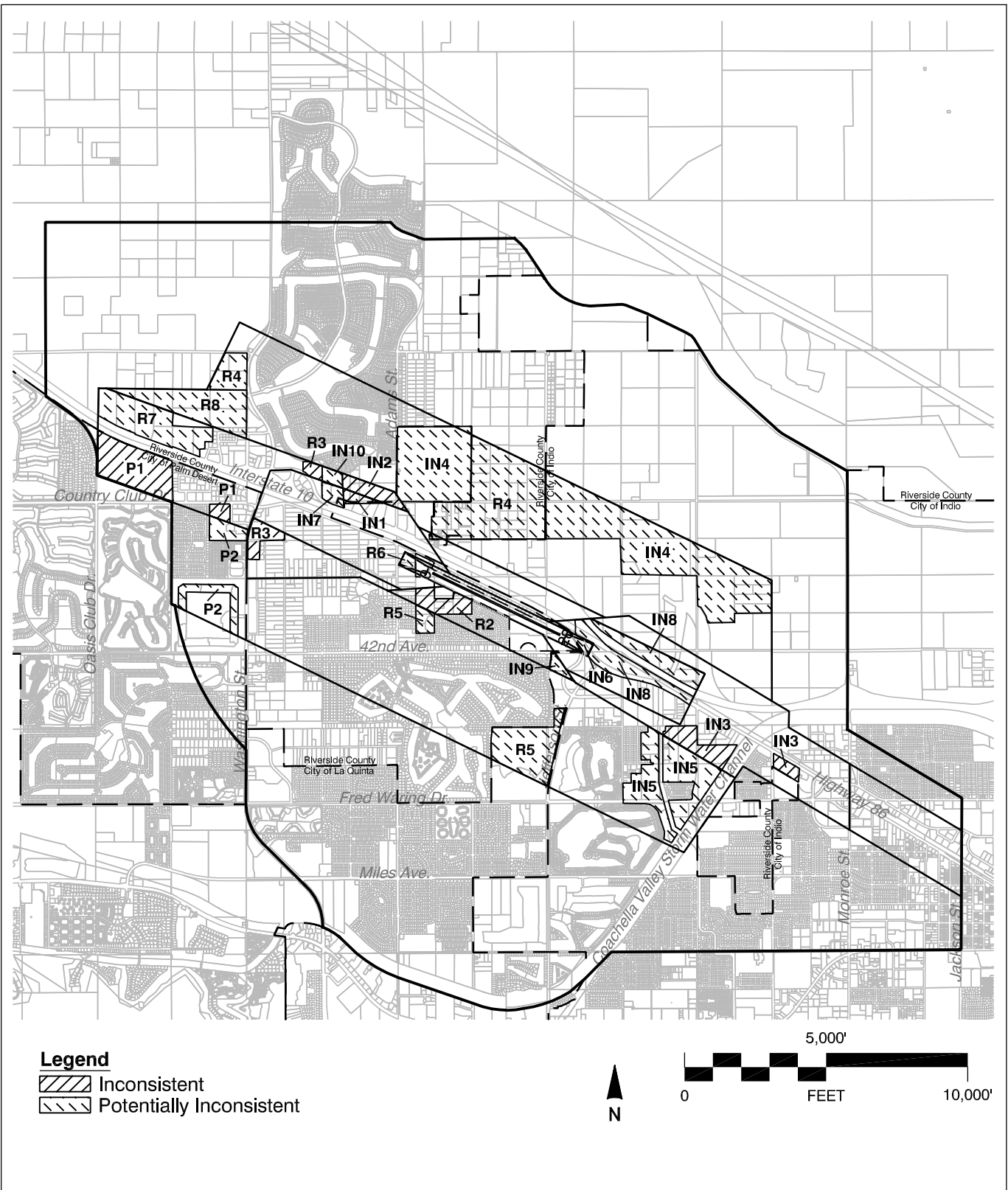
- ▶ *Compatibility Zone C*
 - › Low-Density Residential (2.1 to 5.0 dwelling units per acre) and Medium-Density Residential (5.1 to 8.0 dwelling units per acre) designations west of airport [P1] conflict with *Zone C* compatibility criteria
- ▶ *Compatibility Zone D*
 - › Low-Density Residential (2.1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



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Exhibit BD-11, continued