

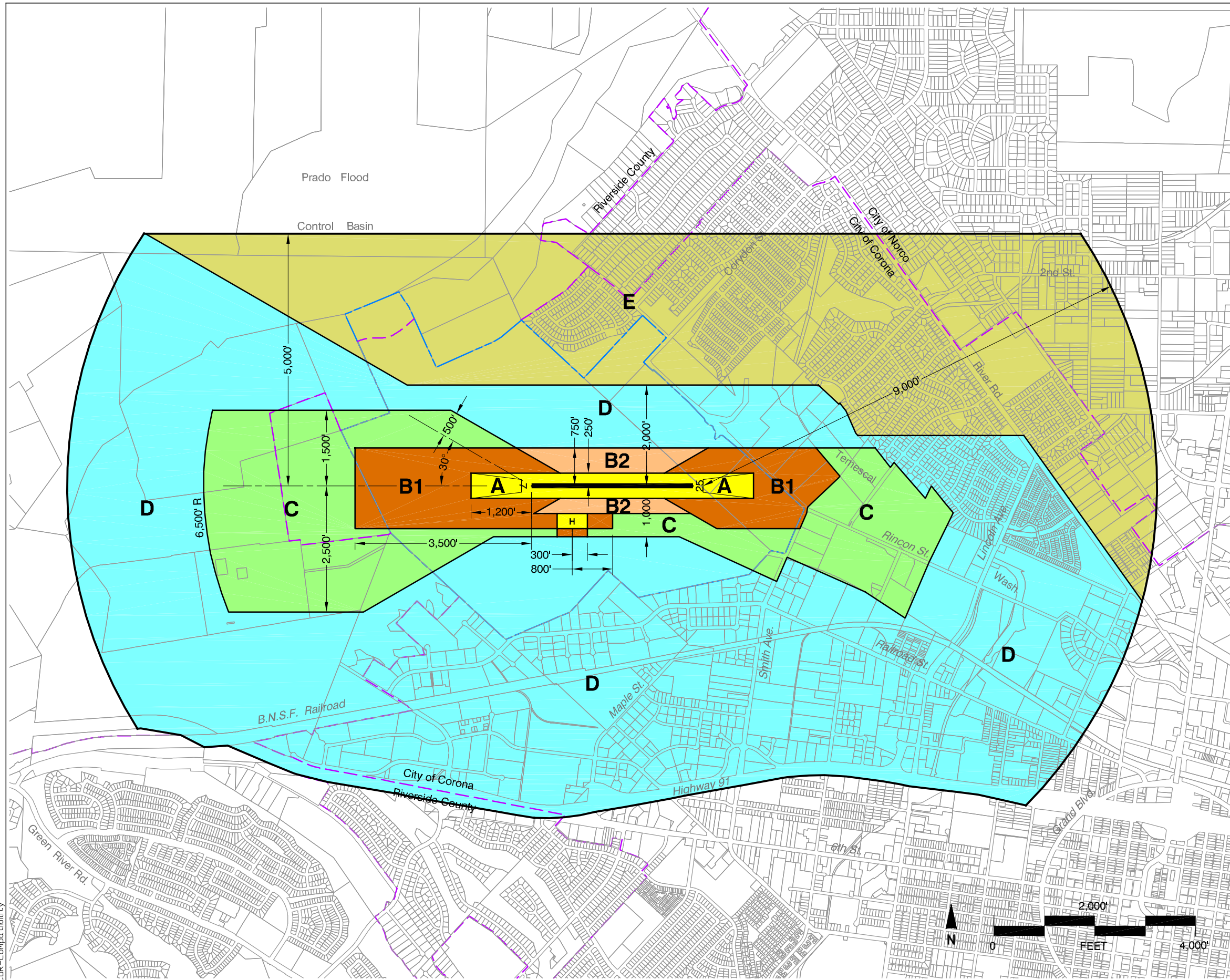
CO. CORONA MUNICIPAL AIRPORT

CO.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The last master plan for Corona Municipal Airport was completed in 1977 and has not been updated since 1987. The latest airport layout plan drawing dates from 1977. The city does not anticipate updating the plan in the foreseeable future.
- 1.2 *Airfield Configuration:* The 1977 airport layout plan depicts a proposed second runway. The city has eliminated this concept from consideration, however. The Corona Municipal Airport Compatibility Map in this section is therefore based on the premise that no changes will be made to the existing airfield configuration.
- 1.3 *Airport Activity:* Development restrictions established by the U.S. Army Corps of Engineers as the owner of the airport property prevent significant expansion of the airport facilities. The activity levels used in preparation of future airport noise contours assume that some additional aircraft could be based within the existing developed area of the airport and that a modest increase in aircraft utilization may occur. Total aircraft operations, currently estimated at 64,000 annually, are projected to reach no higher than 100,000.
- 1.4 *Airport Influence Area:* The airport influence area boundary is pulled inward from the outer edge of the airport's FAR Part 77 conical surface to better reflect where aircraft actually fly. To the south, the traffic pattern generally remains north of Highway 91. To the north, the infrequent overflights are normally close to the airport.

CO.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

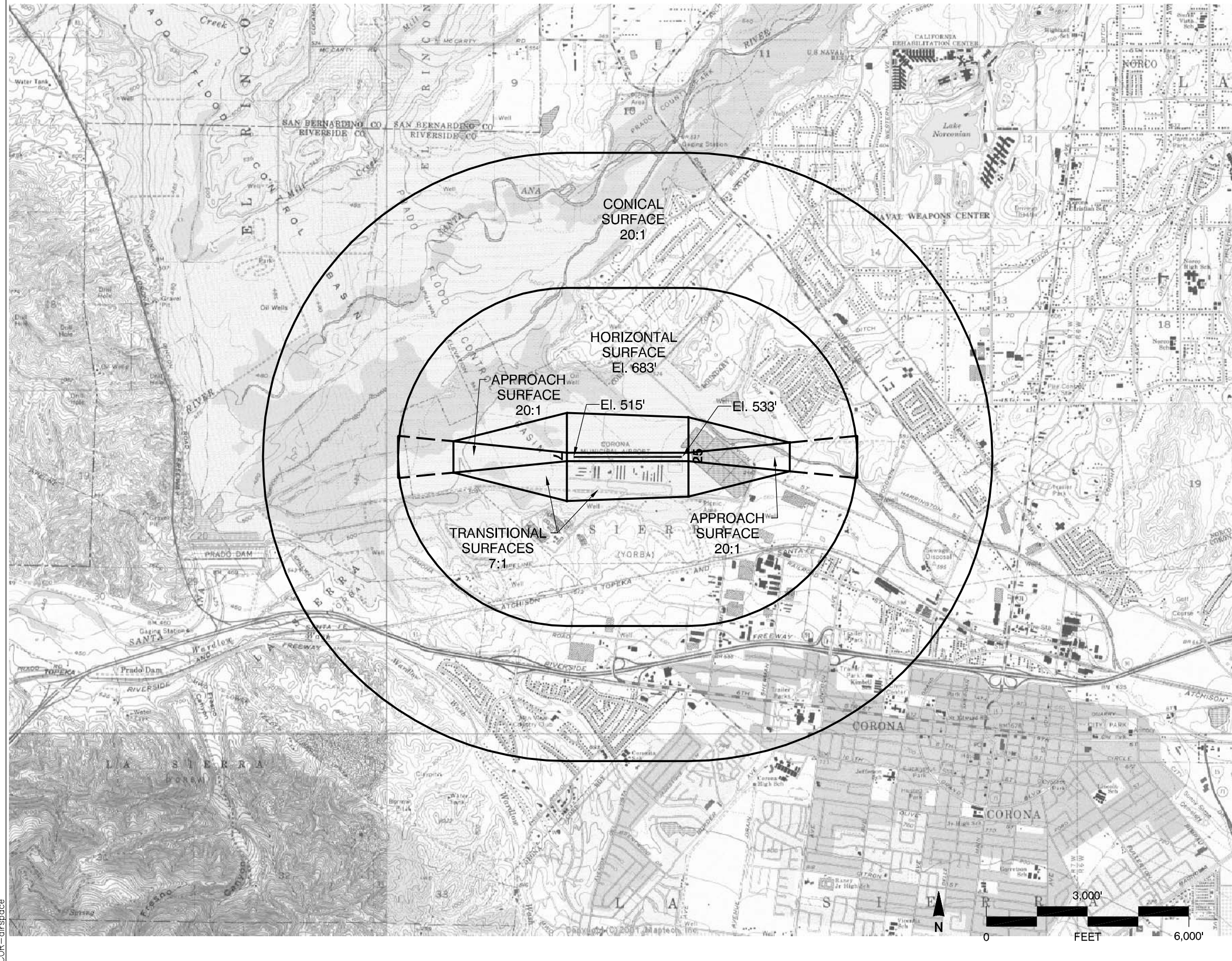
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

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

Map CO-1

Compatibility Map
Corona Municipal Airport

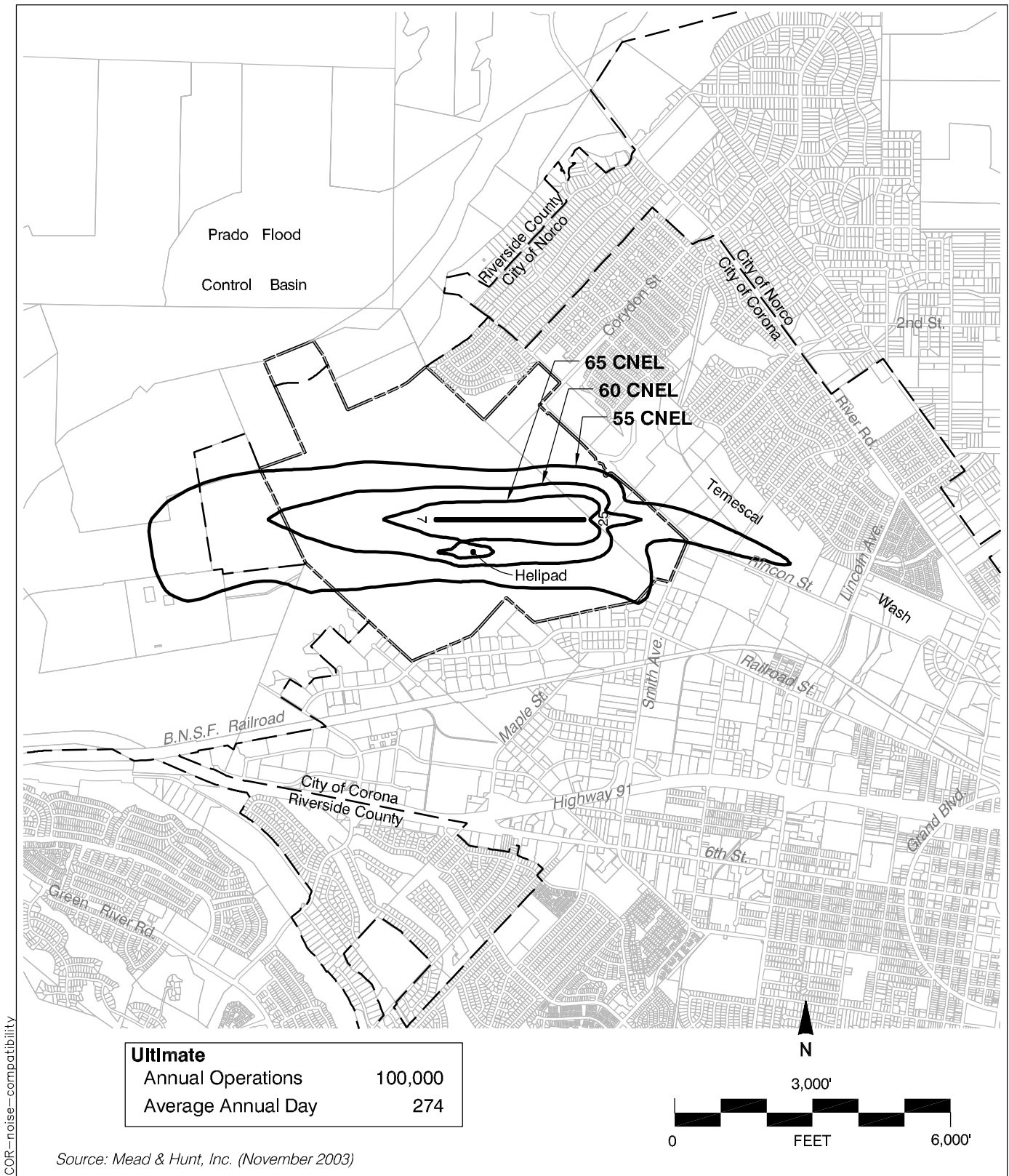


Note: No ground penetrations of depicted FAR Part 77 Surfaces

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

Map CO-2

Airspace Plan
 Corona Municipal Airport



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

Map CO-3

Noise Compatibility Contours
Corona Municipal Airport

COR-noise-compatibility

Background Data: Corona Municipal Airport and Environs

INTRODUCTION

The westernmost airport in Riverside County, Corona Municipal Airport is popular not only as a place for basing general aviation aircraft but as a flight training destination for aircraft from nearby airports in Riverside, San Bernardino, and Orange counties. Its comparatively low-key atmosphere is attractive as an alternative to busier, tower-controlled, Riverside Municipal, Chino, and Fullerton Municipal airports. Some 400 aircraft are based at the airport as of 2003 and operations are estimated at 64,000 annually. Single-engine and light, twin-engine airplanes generate nearly all of the fixed-wing aircraft activity. Additionally, helicopters contribute substantially to the overall airport usage.

Corona Municipal Airport is unusual in that, while the airport is owned by the City of Corona, the land it occupies belongs to the U.S. Army Corps of Engineers. The airport lies within the Prado Flood Control Basin and is occasionally subject to inundation. For this and other environmental reasons, Corps policy precludes expansion of the developed area of the airport. At most, some additional hangars might be built in place of underutilized apron areas. No changes to the runway/taxiway system are planned. Furthermore, because the land is owned by a federal agency, the airport receives no Federal Aviation Administration funding.

Exhibit CO-1 describes the airport's major features. Exhibit CO-2 depicts the city-adopted airport layout plan. This drawing is from 1977, however, and has not been updated to delete once-proposed development that is no longer contemplated. Future activity increases reflected in Exhibit CO-3 merely assume greater utilization of existing facilities.

As indicated by Exhibits CO-4 and CO-5, most of Corona Municipal Airport's noise impacts are westward over the flood control basin. Exhibit CO-6 depicts the noise contours and other factors considered in delineation of the compatibility zones presented in Volume 1, Chapter 3. Residential areas immediately to the east dictate that aircraft avoid straight-in landing approaches from that direction. Information regarding nearby land uses is outlined in Exhibit CO-7 and mapped in Exhibit CO-8. In addition to the City of Corona, the City of Norco and Riverside County have jurisdiction over lands affected by the airport. Exhibit CO-9 assesses the consistencies and conflicts between these jurisdictions' land use policies and the policies of this *Compatibility Plan*.

GENERAL INFORMATION

- ▶ *Airport Ownership:* City of Corona
 - ▶ Land leased from U.S. Army Corps of Engineers
- ▶ *Year Opened:* 1959
- ▶ *Property Size*
 - ▶ Lease area: 96± acres
 - ▶ Avigation easements: None
- ▶ *Airport Classification:* General Aviation
- ▶ *Airport Elevation:* 533 feet MSL

AIRPORT PLANNING DOCUMENTS

- ▶ *Airport Master Plan*
 - ▶ Full plan dated July 1977
 - ▶ Updates prepared September 1985 and July 1987
- ▶ *Airport Layout Plan Drawing*
 - ▶ Last updated July 1977; shows development no longer planned by city

RUNWAY/TAXIWAY DESIGN

Runway 7-25

- ▶ *Critical Aircraft:* Medium twin
- ▶ *Airport Reference Code:* B-I (small)
- ▶ *Dimensions:* 3,200 ft. long, 60 ft. wide
 - ▶ Runway 7 threshold displaced 200 ft.
 - ▶ Runway 25 threshold displaced 200 ft.
- ▶ *Pavement Strength (main landing gear configuration)*
 - ▶ 12,500 lbs (single wheel)
- ▶ *Average Gradient:* 0.6% (rising to east)
- ▶ *Runway Lighting*
 - ▶ Medium-intensity edge lights
 - ▶ Runway 25: Runway End Identifier Lights (REILs)
- ▶ *Primary Taxiways:* Full-length parallel on south

Helipads

- ▶ *Location:* Grass area south of Aviation Drive
- ▶ *Lighting:* None

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ *Airplane Traffic Patterns*
 - ▶ Runway 7: Right traffic
 - ▶ Pattern altitude: 1,000 ft. AGL light airplanes; 500 ft. AGL rotorcraft
- ▶ *Instrument Approach Procedures (lowest minimums)*
 - ▶ VOR or GPS-A (no straight-in approach)
 - Circling (1¼ mi. visibility; 947 ft. descent height)
- ▶ *Standard Inst. Departure Procedures:* None
- ▶ *Visual Approach Aids*
 - ▶ Airport: Rotating beacon
 - ▶ Runway 25: Visual Approach Slope Indicator (4.0°)
- ▶ *Operational Restrictions / Noise Abatement Procedures*
 - ▶ Runway 25 approaches: For noise abatement, straight-in approach not recommended; avoid flight over homes on bluff to east; fly over Temescal Wash
 - ▶ Runway 7 departures: Make 15° right turn to follow Temescal Wash
 - ▶ No touch-and-go operations 10 a.m. to 4 p.m. weekends and holidays
 - ▶ Helicopters: Keep pattern north of railroad tracks

APPROACH PROTECTION

- ▶ *Runway Protection Zones (RPZ)*
 - ▶ Runway 7: 1,000-ft. long; all on airport property
 - ▶ Runway 25: 1,000-ft. long; mostly off airport property
- ▶ *Approach Obstacles*
 - ▶ Runway 7: Trees (1,200 ft. from runway end)
 - ▶ Runway 25: Fence (200 ft. from runway end); unlighted tower, 828 ft. MSL (3 miles east)

BUILDING AREA

- ▶ *Location:* South side of runway
- ▶ *Aircraft Parking Capacity*
 - ▶ Hangar spaces: 270±
 - ▶ Tiedowns: 250±
- ▶ *Other Major Facilities*
 - ▶ Restaurant
- ▶ *Services*
 - ▶ Fuel: 100LL (self-service at island, 24-hours; truck service during regular business hours)
 - ▶ Other: Aircraft maintenance, painting; aircraft rental, charter, sales; flight instruction; helicopter maintenance; helicopter crane

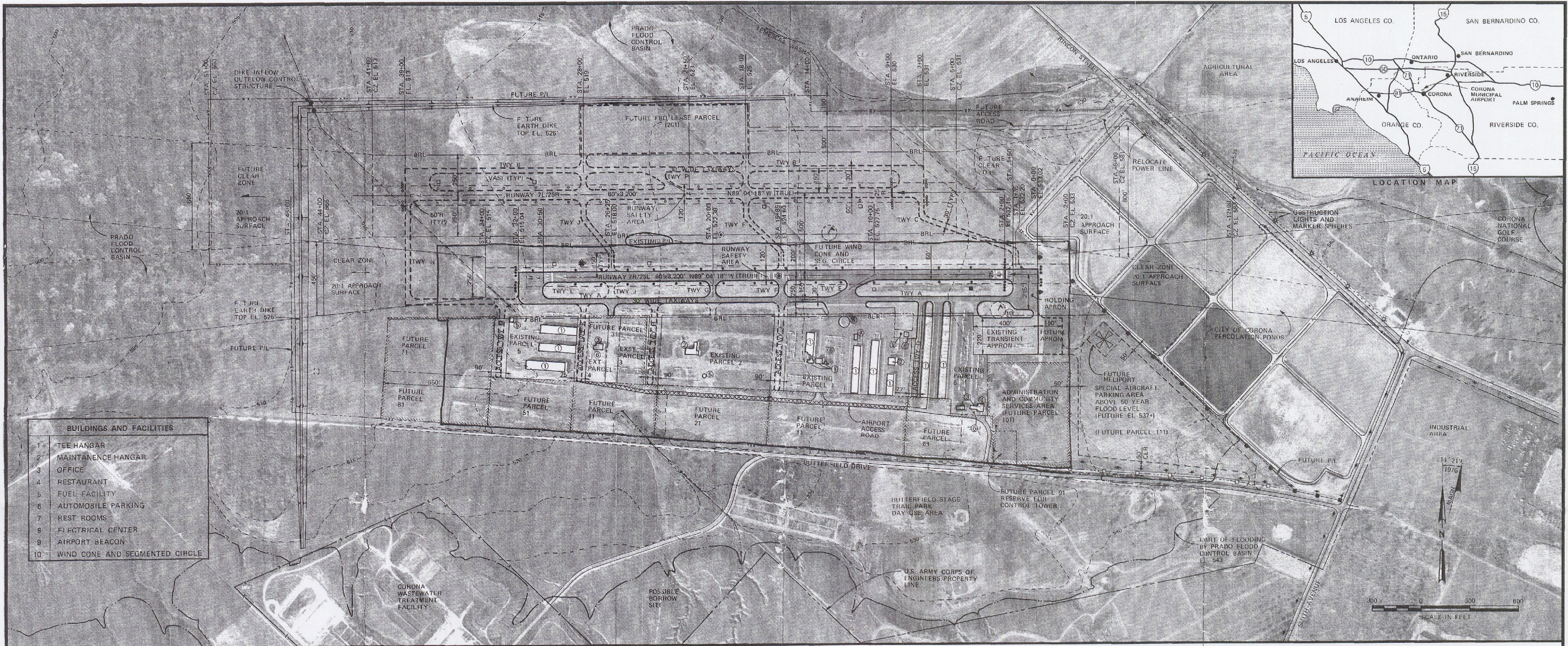
PLANNED FACILITY IMPROVEMENTS

- ▶ *Airfield*
 - ▶ No runway length changes proposed
 - ▶ No instrument approach procedures improvements planned
- ▶ *Building Area*
 - ▶ No expansion of building area acreage
 - ▶ Possible conversion of apron area to hangars
- ▶ *Property*
 - ▶ No acquisition proposed

Exhibit CO-1

Airport Features Summary

Corona Municipal Airport



- BUILDINGS AND FACILITIES**
- 1 TEE HANGAR
 - 2 MAINTENANCE HANGAR
 - 3 OFFICE
 - 4 RESTAURANT
 - 5 FUEL FACILITY
 - 6 AUTOMOBILE PARKING
 - 7 REST ROOMS
 - 8 ELECTRICAL CENTER
 - 9 AIRPORT BEACON
 - 10 WIND CONE AND SEGMENTED CIRCLE

LEGEND		
EXISTING	ULTIMATE	
-500		GROUND CONTOUR LINES
---	---	PROPERTY AND LEASE LINE
---	---	BUILDING RESTRICTION LINE
•••••	•••••	RUNWAY LIGHTS
NOT SHOWN	NOT SHOWN	TAXIWAY LIGHTS
***	***	THRESHOLD LIGHTS
***	***	RUNWAY END LIGHTS
■	□	VAPI OR VASI
▲	△	RUNWAY END IDENTIFIER LIGHTS (REIL)
*	*	OBSTRUCTION LIGHTS
		FACILITIES
○	○	AIRPORT REFERENCE POINT (ARP)
□	□	BUILDINGS
XXXX	XXXX	FACILITIES TO BE REMOVED
---	---	DRAINAGE COURSE
---	---	DRAINAGE CULVERT
---	---	STORM DRAIN INLET
---	---	CHAIN LINK FENCE
---	---	STOCK FENCE
---	---	POWER POLES

	BASIC DATA TABLE			
	RUNWAY DATA			
	RUNWAY 7R/25L		RUNWAY 7L/25R	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH	3,200	SAME	-	3,200
RUNWAY WIDTH	60	SAME	-	60
EFFECTIVE GRADIENT	0.56	SAME	-	0.56
PERCENT WIND COVERAGE	88.8	SAME	-	88.8
INSTRUMENT RUNWAY	NO	NO	-	NON-PRECISION
PAVEMENT STRENGTH (SPHALT CONCRETE)	12,500-S.G.	SAME	-	12,500-S.G.
FAR PART 77 CATEGORY	VISUAL A	SAME	-	NON-PRECISION A
FAR PART 77 APPROACH SLOPES	20:1	SAME	-	20:1
ACTUAL CLEAR APPROACH SLOPES RW7	20:1 W/DISP. THRES.	20:1 W/O DISP. THRES.	-	20:1
	RW25	20:1 W/DISP. THRES.	-	20:1 W/DISP. THRES.
OPERATIONAL ROLE	BU-II	SAME	-	BU-II
LIGHTING	MIRL	SAME	-	MIRL
MARKING	BASIC	SAME	-	NON-PRECISION
NAVIGATIONAL AIDS	VAPI	VASI	-	VASI, VDP

	BASIC DATA TABLE			
	AIRPORT DATA			
	EXISTING		ULTIMATE	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	533'	533'	-	-
AIRPORT REFERENCE POINT (ARP) LAT	33° 53' 55" N	33° 53' 57" N	-	-
	LNG 117° 36' 05" W	117° 36' 09" W	-	-
TERMINAL NAVIGATION AIDS	NONE	VISUAL DESCENT POINT	-	-
NORMAL MAX. TEMP. HOTTEST MONTH	92°F	92°F	-	-
FUNCTIONAL ROLC	F1	F1	-	-
TAXIWAYS				
	MARKING	STANDARD	STANDARD	
	LIGHTING	MIRL W/ GUIDANCE SIGNS	MIRL W/ GUIDANCE SIGNS	

- NOTES:**
- FOR ADDITIONAL INFORMATION REGARDING LEASE PARCELS AND FBO FACILITIES SEE AIRPORT LEASE AND USE PL N.
 - FOR ADDITIONAL INFORMATION REGARDING CLEAR ZONES, APPROACH SLOPES AND OBSTRUCTION SURFACES SEE ULTIMATE AIRPORT IMAGINARY SURFACES PLAN.
 - RUNWAY 7L/25R TO BE BUILT AS TOUCH-AND-GO STRIP IN THE SHORT TERM WITH NO PARALLEL OR CONNECTING TAXIWAYS.
 - TAXIWAY C TO BE CONSTRUCTED IN THE SHORT TERM TO BE USED AS AN EMERGENCY C.F.R. ROAD.
 - FOR DRAINAGE AND UTILITIES SEE UTILITIES PLAN.

APPROVED *[Signature]*
 subject to comments contained
 in my letter of *[Date]*
 FEDERAL AVIATION ADMINISTRATION
[Signature]
 Chief, Airport District Office

FEDERAL AVIATION ADMINISTRATION APPROVAL		CORONA MUNICIPAL AIRPORT	
Approval Date	11-14-77	CORONA, CALIFORNIA	
See Approval Letter	Date	AIRPORT LAYOUT PLAN	
Chief, Airports Planning Branch	<i>[Signature]</i>	OFFICE OF COMMUNITY DEVELOPMENT AND PUBLIC WORKS	
City Manager	<i>[Signature]</i>	Township 35 Range 7W Scale as Shown Dwg. No.	
Drawn	CRS	Section 22 County Riverside Date JULY 22 Sheet 1 of 3	
Check	PDL	FIGURE 21	
Appr.	RCR		

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^d		
<i>Aircraft Type</i>	Current ^a <i>2002/03 data</i>	Future ^b <i>Ultimate</i>	<i>All Aircraft</i>	Current	Future
Single-Engine	330	data	Day	96%	no change
Twin-Engine, Piston	55	not available	Evening	3%	
Turboprop	5		Night	1%	
Turbojet	0				
Helicopters	10				
<i>Total</i>	<i>400</i>	<i>500</i>			
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^d		
<i>Total</i>	Current <i>2002/03 data</i>	Future <i>Ultimate</i>	<i>All Airplanes – Day/Evening/Night</i>	Current	Future
Annual	64,000 ^c	100,000 ^b	Takeoffs & Landings		
Average Day	175	274	Runway 7	10%	no change
			Runway 25	90%	
			<i>Helicopters</i>		
			Takeoffs & Landings		
			Helipad 7	10%	no change
			Helipad 25	90%	
Distribution by Aircraft Type ^d			FLIGHT TRACK USAGE ^d		
Single-Engine	76%		Current and Future		
Twin-Engine Piston	12%	no change	▶ Approaches, Runway 7		
Twin-Engine, Turboprop	2%		> 80% right traffic; 20% straight-in		
Business Jet	<1%		▶ Departures, Runway 7		
Helicopter	10%		> 3%–7% straight-out; remainder along Temescal Wash		
Distribution by Type of Operation ^d			▶ Approaches, Runway 25		
Local	35%	30%	> 3%–5% straight-in; remainder along Temescal Wash		
(incl. touch-and-goes)			▶ Departures, Runway 25		
Itinerant	65%	70%	> Single-engine: 30% left crosswind; 40% left 45°; 20% straight-out; 10% right 45°		
			> Twin-engine: 10% left crosswind; 25% left 45°; 60% straight-out; 5% right 45°		
			▶ Touch-and-Goes		
			> 100% along Temescal Wash; downwind south of rail line		
			▶ Helicopters		
			> All operations to helipad; pattern north of rail line, west of Smith Avenue		

Notes

- ^a Source: City records and airport manager’s estimates
- ^b Projections based upon capacity of existing developed area for parking aircraft; time frame is indefinite, but is assumed to be at least 20 years in the future
- ^c Source: California Division of Aeronautics acoustical counter data for 2000 plus estimated helicopter activity
- ^d Source: Mead & Hunt estimates based upon input from airport manager

Exhibit CO-3

Airport Activity Data Summary
Corona Municipal Airport

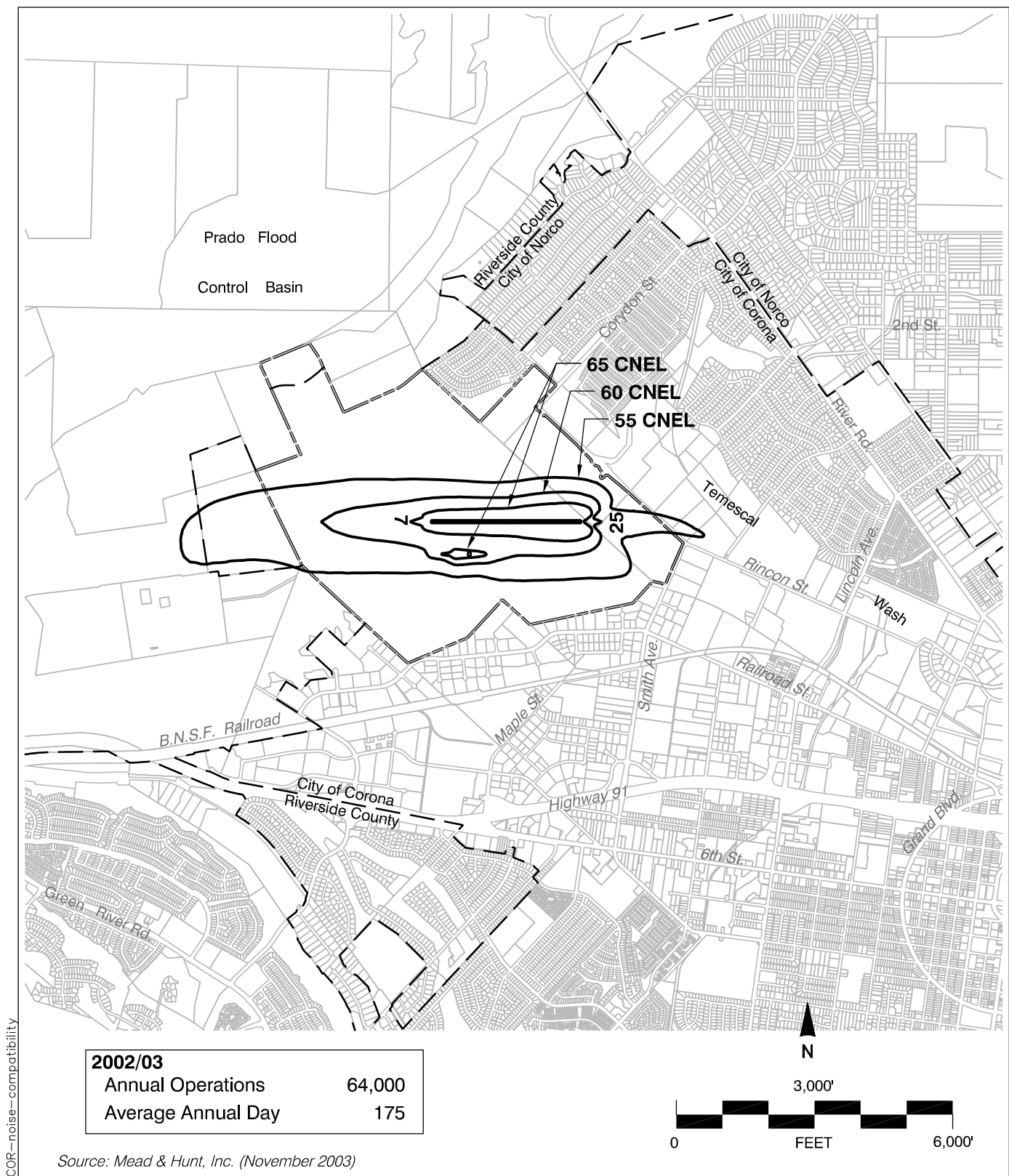
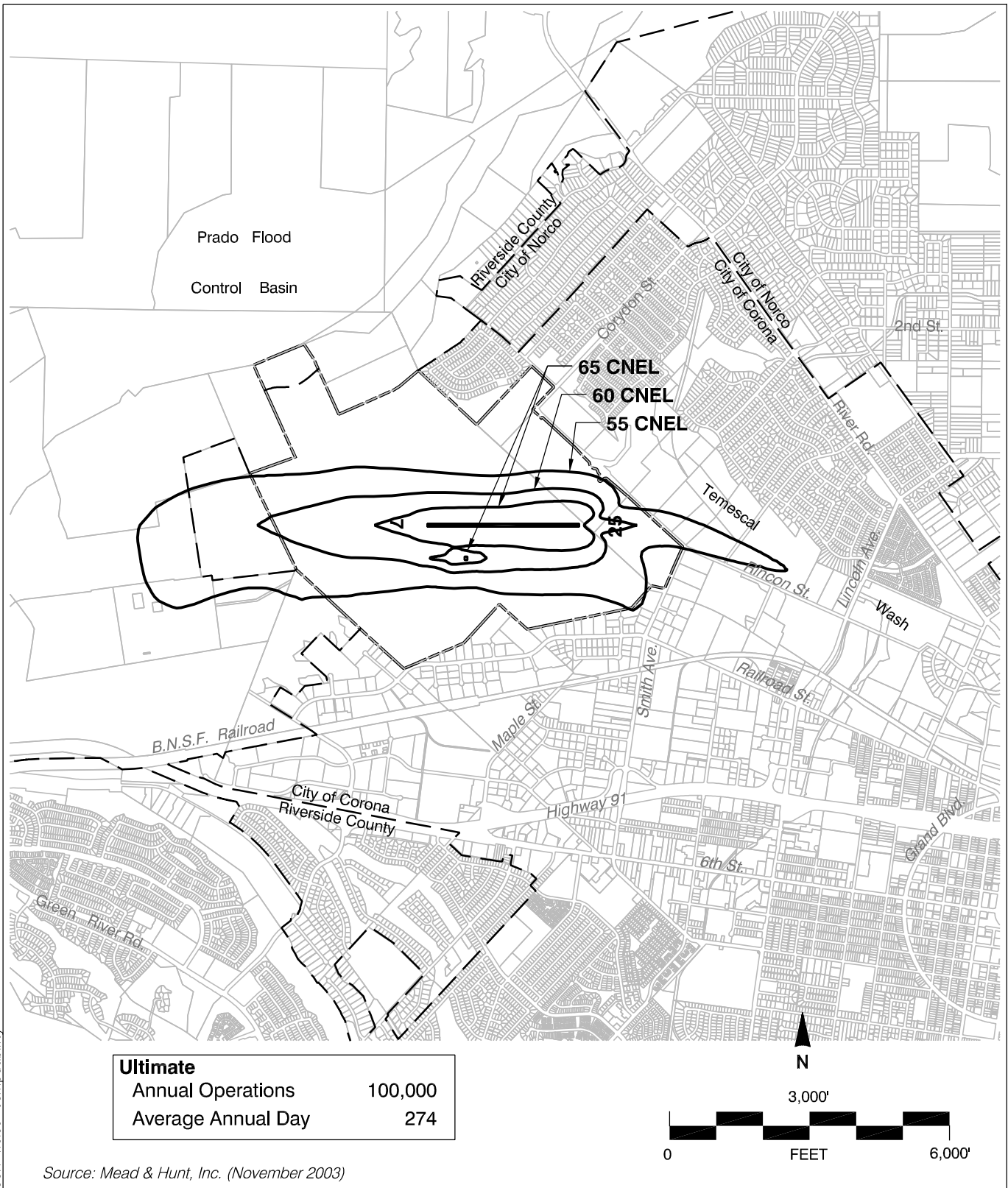


Exhibit CO-4

Existing Noise Impacts
Corona Municipal Airport



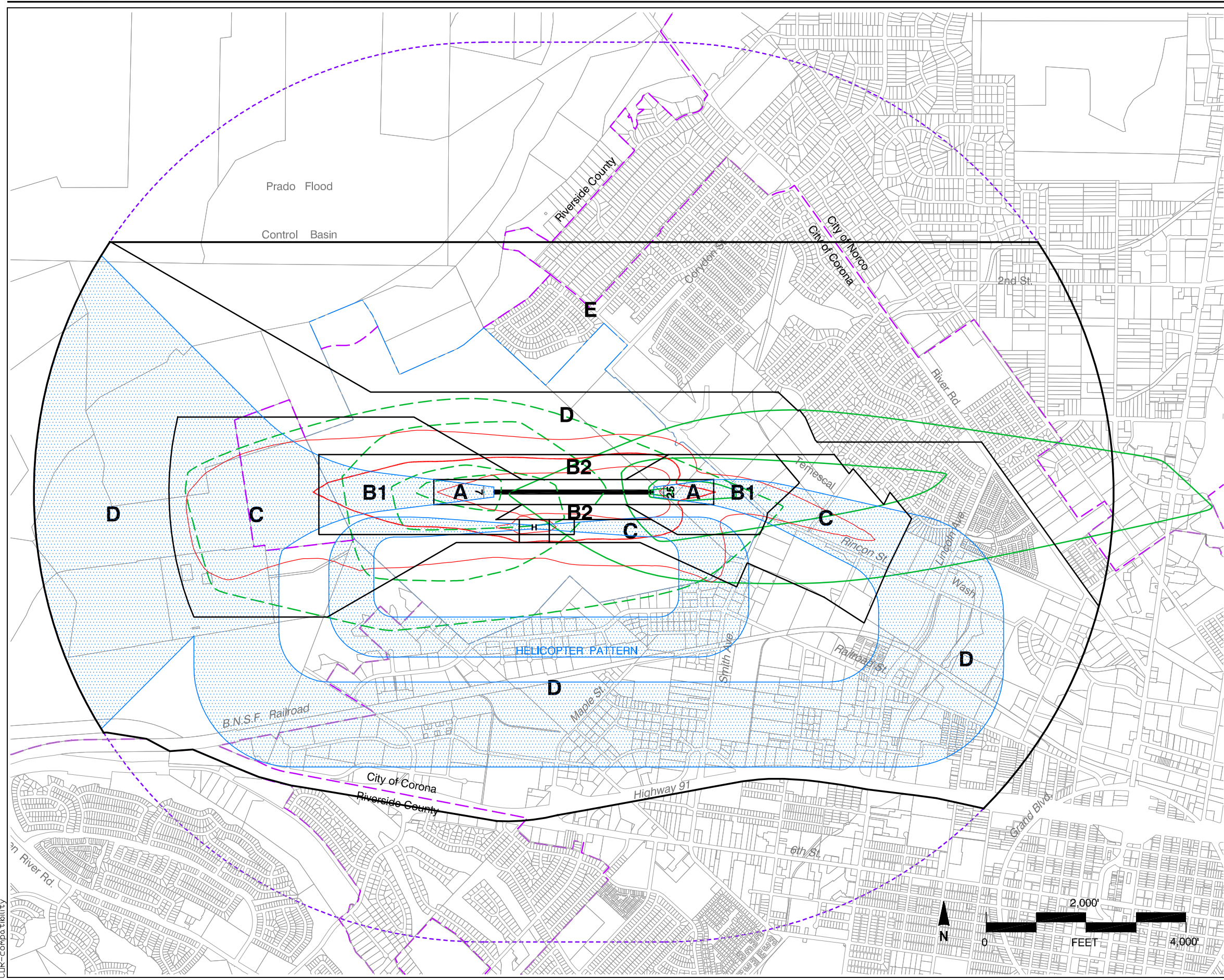
COR-noise-compatibility

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

Exhibit CO-5

Future Noise Impacts Corona Municipal Airport

This page intentionally blank



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL } Future Average
- 60 dB CNEL } Annual Day
- 55 dB CNEL }

□ General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

H Helipad

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
West County Airports Background Data
 (October 2004)

Exhibit CO-6

Compatibility Factors
Corona Municipal Airport



CDR-compatibility

This page intentionally blank

AIRPORT SITE

- ▶ *Location*
 - ▶ Northwest Riverside County
 - ▶ Approximately 3 miles northwest of Corona city center
 - ▶ San Bernardino County boundary 1.8 miles north and 2.7 miles west of airport
- ▶ *Nearby Terrain*
 - ▶ Airport inside the Prado Flood Control Basin; airport site flat
 - ▶ Low ridge (occupied by residential area) 1 mile east
 - ▶ Chino Hills 4± miles west
 - ▶ Santa Ana Mountains (elev. 4,000± ft.) 5± miles southwest

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *County of Riverside*
 - ▶ Most nearby unincorporated land lies within Prado Flood Control Basin
 - ▶ Unincorporated island (Mountain View Country Club) 1½ mile south
- ▶ *City of Corona*
 - ▶ Airport and most areas within 1 mile in city limits
- ▶ *City of Norco*
 - ▶ Nearest areas 0.7 mi. north, 1.1 mi. northeast of rwy
- ▶ *U.S. Army Corps of Engineers*
 - ▶ Corps owns airport property and flood control basin to west and northwest

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Corona*
 - ▶ Public Hearing Draft General Plan released Sept. 2003
- ▶ *City of Norco*
 - ▶ General Plan land use element adopted June 2001

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - ▶ Open lands and industrial areas except to northeast
- ▶ *Runway Approaches*
 - ▶ West (Runway 7): Prado Flood Control Basin
 - ▶ East (Runway 25): Wastewater treatment ponds (250 feet beyond runway end); Temescal Wash (0.5± mile); residential subdivision beyond
- ▶ *Traffic Pattern*
 - ▶ South: Rail line, industrial uses, wastewater treatment facility along downwind leg; Highway 91 freeway 1+ mile south

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - ▶ Flood control basin designated open space conservation
 - ▶ Medium-density residential around golf course south of Hwy 91
- ▶ *City of Corona*
 - ▶ Open space surrounding airport; residential to northeast and east; park and industrial to south
 - ▶ Development largely exists; mostly infill remaining
- ▶ *City of Norco*
 - ▶ Residential agricultural (0.5-acre lots) to north and northeast; commercial and industrial in Gateway Specific Plan area 1.5–2.0 miles east of airport
 - ▶ Primarily infill of existing land use pattern

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

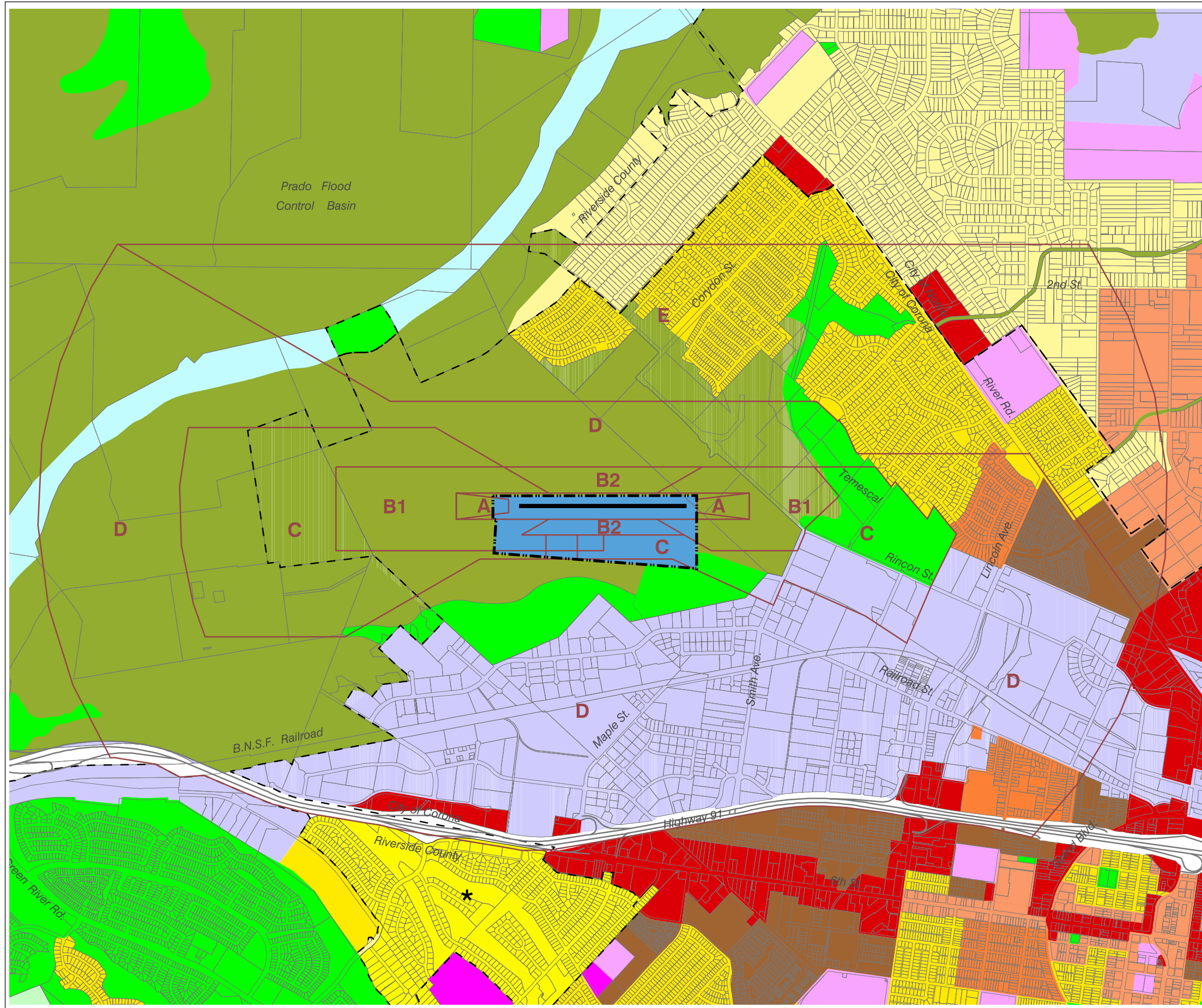
- ▶ *Riverside County General Plan*
 - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - ▶ Safety compatibility zones and criteria from previous compatibility plan incorporated 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 Corona Draft General Plan*
 - ▶ Restrict development within 65 dB CNEL contour to industrial, agricultural, and open space activities (Policy 11.4.8)
- ▶ *City of Corona Zoning Codes*
 - ▶ Mostly 35-foot height limit in the city; higher allowed in industrial and commercial/office zones
 - ▶ Avigation easement required for all subdivisions within 2.0 miles of airport (Section 17.84.040.C.3.b)
- ▶ *City of Norco General Plan and Zoning Codes*
 - ▶ No specific reference to airport compatibility or ALUC referral requirements
 - ▶ No airport-related height limit zoning; citywide zoning limits building heights to 50 feet including parapets

Exhibit CO-7

Airport Environs Information

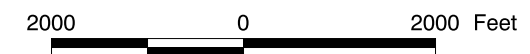
Corona Municipal Airport



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 (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 Corona General Plan (September 2003)
 City of Norco General Plan (June 2001)



Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (October 2004)

Exhibit CO-8

General Plan Land Use Designations
Corona Municipal Airport Environs

**COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND TEMESCAL CANYON AREA PLAN**

Non-Residential Land Use

- ▶ *Compatibility Zone E*
 - ▶ No inconsistencies noted

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

Exhibit CO-9

General Plan Consistency Review (Preliminary)

Corona Municipal Airport Environs

**CITY OF CORONA:
GENERAL PLAN (2003), AND ZONING CODES**

Residential Land Use

- ▶ *Compatibility Zone D*
 - ▶ No inconsistencies noted

Other Policies

- ▶ *General Plan*
 - ▶ No acknowledgement of ALUC coordination
 - ▶ City standard of 65 dB CNEL for new residential development conflicts with ALUC criterion of 60 dB CNEL; however, no lands within the 60 dB CNEL contour are designated for residential use
- ▶ *Zoning Codes*
 - ▶ No airport-related height limit zoning established; city wide height limit is 55 feet

Non-Residential Land Use

- ▶ *Compatibility Zone C*
 - ▶ Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to area designated as Light Industrial/Warehousing southeast of airport [C1]
- ▶ *Compatibility Zone D*
 - ▶ Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to various undeveloped parcels designated as Light Industrial/Warehousing south and southeast of airport [C2]

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 CO-9, continued

**CITY OF NORCO:
GENERAL PLAN (2001), AND ZONING CODES****Residential Land Use**

- ▶ *Compatibility Zone E*
- ▶ No inconsistencies noted

Non-Residential Land Use

- ▶ *Compatibility Zone E*
- ▶ No inconsistencies noted

Other Policies

- ▶ *General Plan*
 - ▶ No acknowledgement of ALUC coordination
 - ▶ Noise contours not established; potential conflict with ALUC criterion of new residential development inside the 60 dB CNEL contour
- ▶ *Zoning Codes*
 - ▶ No airport-related height limit zoning

Exhibit CO-9, continued

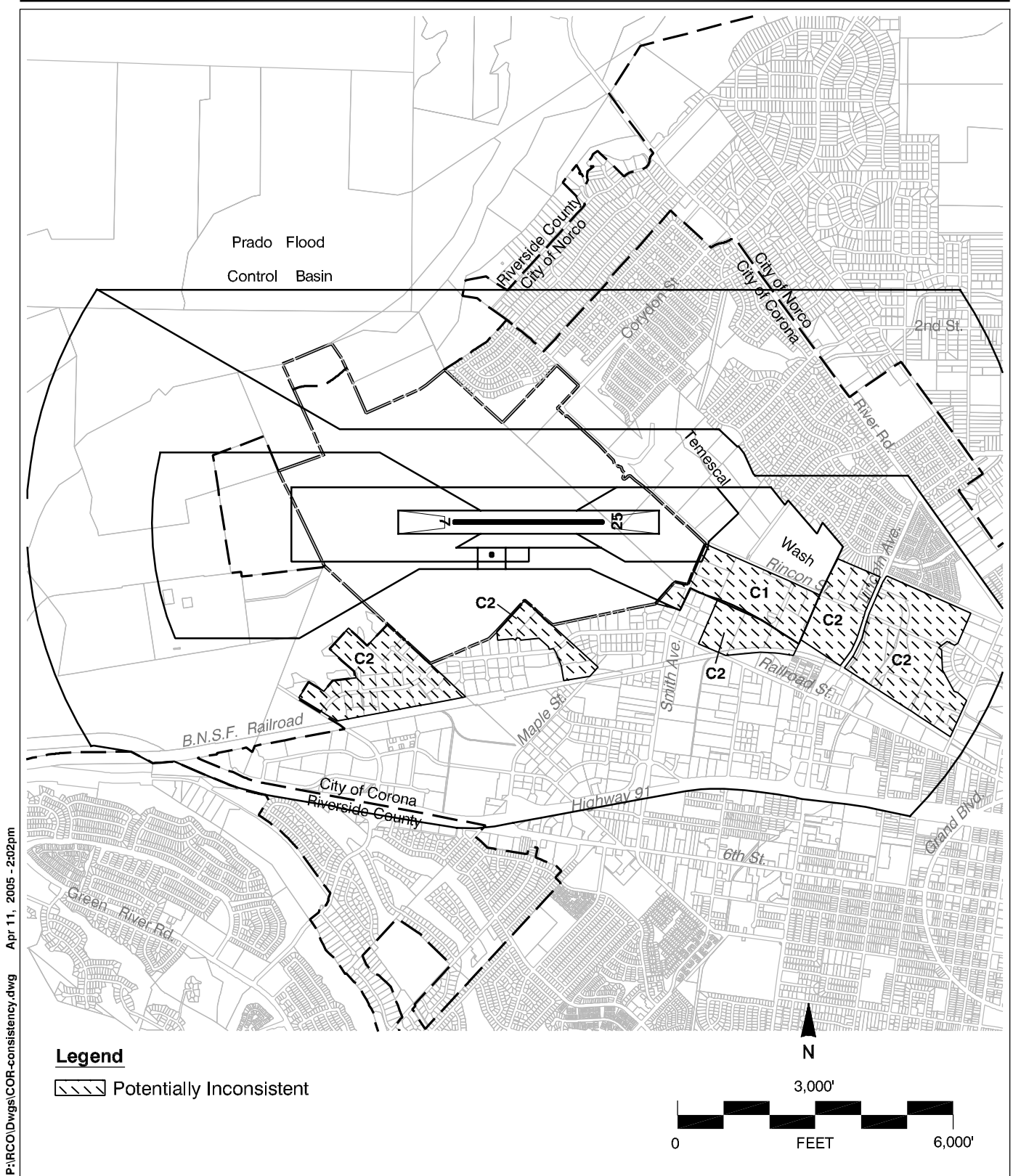


Exhibit CO-9, continued