

FV. FRENCH VALLEY AIRPORT

FV.1 Compatibility Map Delineation

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

FV.2 Additional Compatibility Policies

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

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

(a) In *Compatibility Zone B1*:

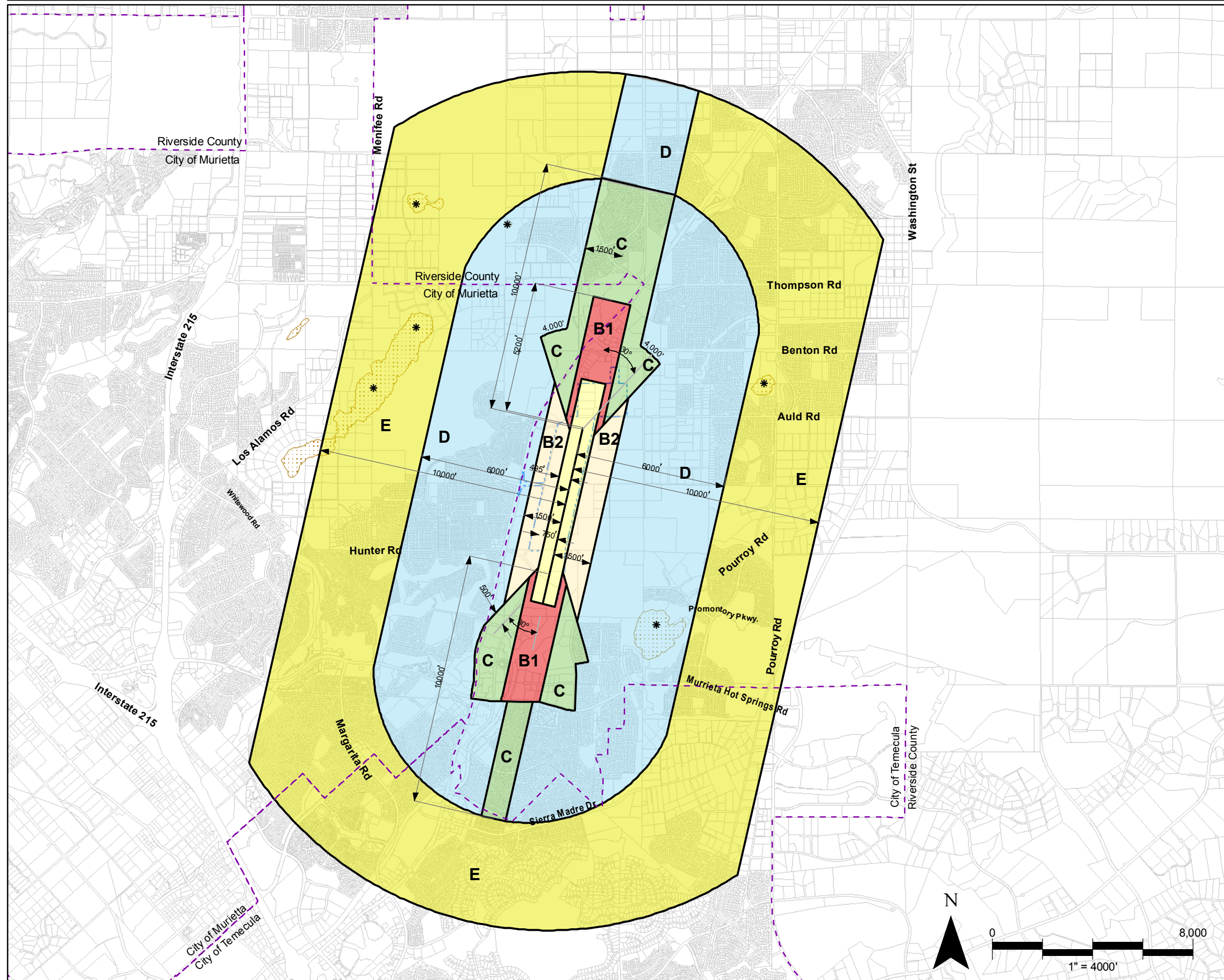
- (1) An average of 40 people per acre shall be allowed on a site, and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall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

(b) In *Compatibility Zone C*:

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

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

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



Legend

Compatibility Zones

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

Boundary Lines

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

Note

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

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

**Riverside County
Airport Land Use Commission**

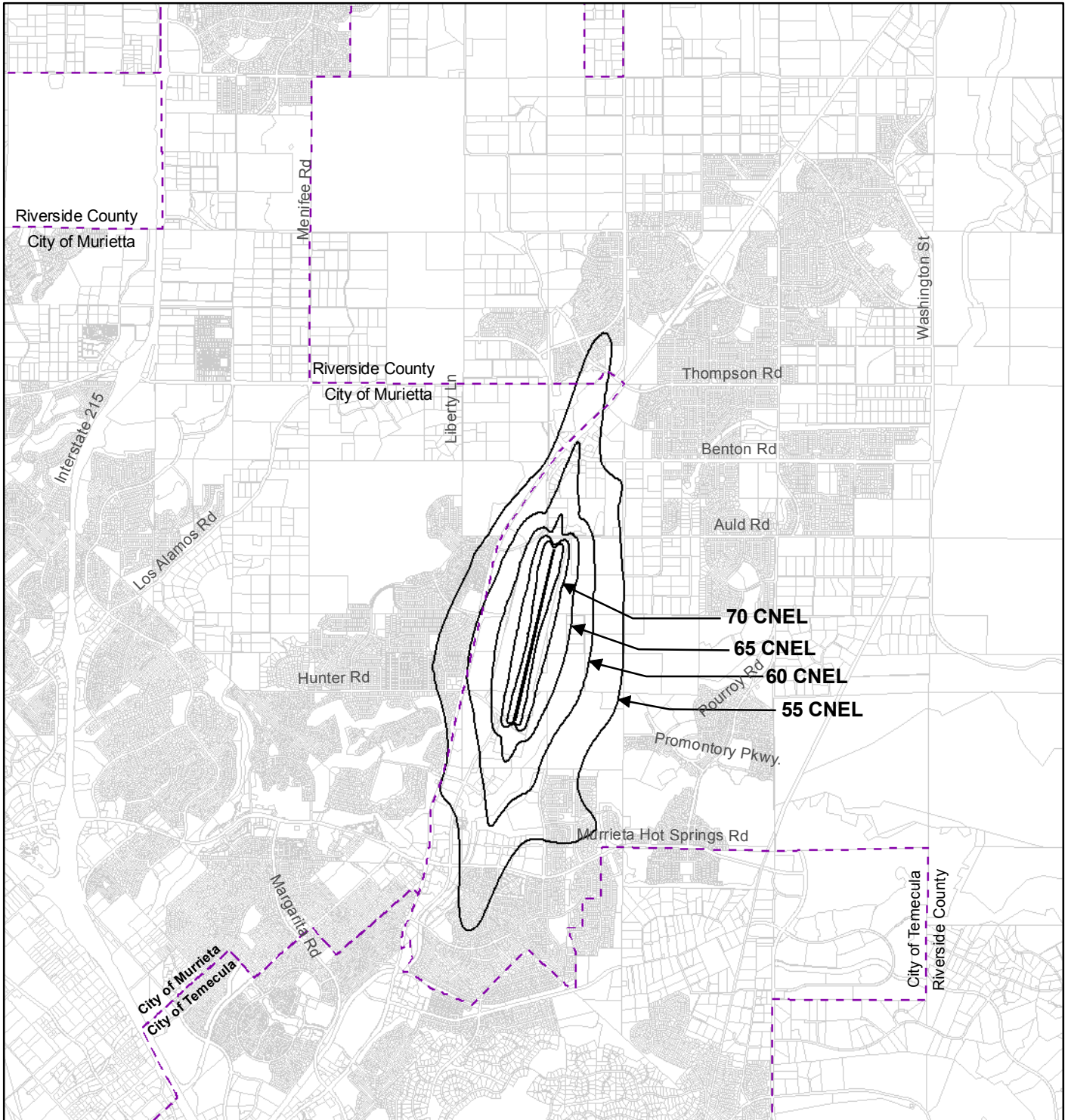
**Riverside County
Airport Land Use Compatibility Plan
Policy Document**

(April 2010)

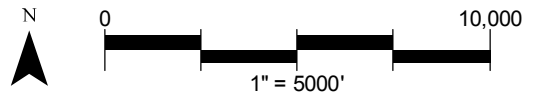
Map FV-1

Compatibility Map
French Valley Airport





Ultimate	
Annual Operations	149,200
Average Annual Day	409



Source: Coffman Associates (December 2009)

Map FV-3

Future Noise Impacts

French Valley Airport

Background Data: French Valley Airport and Environs

INTRODUCTION

County-owned French Valley Airport opened in 1990 as a replacement for privately owned Rancho California Airport six miles to the south. It is the newest airport in Riverside County and among the newest in the state. During this short period, French Valley Airport has grown to become the third busiest airport in the county, exceeded only by Palm Springs International and Riverside Municipal airports. Occupying some 261 acres, the airport has a single, 6,000-foot long runway, and is home to over 300 based aircraft.

Concurrent with the airport's construction, the nearby cities of Temecula and Murrieta incorporated in 1989 and 1991, respectively. Formation of the new cities both responded to and fostered tremendous growth in the region. As recently as the early 1980s, the area consisted of a collection of small, unincorporated towns and sparsely populated countryside. As of 2008, over 200,000 people resided in the two cities alone, and many more live in the surrounding unincorporated areas. Maintenance of compatibility between French Valley Airport and this rapidly growing urban area has proved challenging.

Exhibit FV-1 describes current and planned features of the airport. The adopted long-range development plan is depicted in Exhibit FV-2. Exhibit FV-3 summarizes data regarding present and future airport activity. Current and projected noise impacts are shown on the two following maps, Exhibits FV-4 and FV-5. Exhibit FV-6 illustrates in a combined manner the noise, flight track, risk and other factors that are the source of the French Valley Airport compatibility map included in Volume 1.

A summary of information about land uses and land use policies in the airport vicinity is presented in Exhibit FV-7. Exhibit FV-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the cities of Murrieta and Temecula. The final exhibit, FV-9, contains an initial assessment of consistencies and inconsistencies between these plans and compatibility policies set forth in Volume 1 of the *Compatibility Plan*.

<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ➤ <i>Airport Ownership:</i> County of Riverside ➤ <i>Year Opened:</i> 1989 ➤ <i>Property Size</i> <ul style="list-style-type: none"> ➤ Fee title: 261 acres ➤ Avigation easements: Numerous ➤ <i>Airport Classification:</i> General Aviation ➤ <i>Airport Elevation:</i> 1,350 feet MSL 	<p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> ➤ <i>Airport Master Plan</i> <ul style="list-style-type: none"> ➤ Adopted by Riverside County Board of Supervisors, _____ 2010 ➤ <i>Airport Layout Plan Drawing</i> <ul style="list-style-type: none"> ➤ Last revised April 2010
<p>RUNWAY/TAXIWAY DESIGN</p> <p>Runway 18-36</p> <ul style="list-style-type: none"> ➤ <i>Critical Aircraft:</i> Turboprop; small business jet ➤ <i>Airport Reference Code:</i> B-II ➤ <i>Dimensions:</i> 6,000 ft. long, 75 ft. wide ➤ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> ➤ 30,000 lbs (single wheel) ➤ <i>Average Gradient:</i> 0.2% (rising to north) ➤ <i>Runway Lighting</i> <ul style="list-style-type: none"> ➤ Medium-intensity runway edge lights (MIRL) ➤ Runways 18, 36: Runway End Identifier Lights (REILs) ➤ <i>Primary Taxiways:</i> Full-length parallel taxiway on west 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> ➤ <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> ➤ Runway 18: Left traffic ➤ Runway 36: Right traffic ➤ Pattern altitude: 1,000 ft. AGL ➤ <i>Instrument Approach Procedures (lowest minimums)</i> <ul style="list-style-type: none"> ➤ Runway 18 GPS <ul style="list-style-type: none"> ➤ Straight-in (1 mile visibility; 530 ft. descent height) ➤ Circling (1 mile visibility, 690 ft. descent height); no circling west of runway ➤ <i>Standard Inst. Departure Procedures:</i> none ➤ <i>Visual Approach Aids</i> <ul style="list-style-type: none"> ➤ Airport: Rotating beacon ➤ Runways 18, 36: PAPI (3.0°) ➤ <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> ➤ All departures: Noise-sensitive areas to north and south; use optimum rate of climb to traffic pattern altitude before departing pattern ➤ Preferred calm wind runway: Runway 18
	<p>APPROACH PROTECTION</p> <ul style="list-style-type: none"> ➤ <i>Runway Protection Zones (RPZs)</i> <ul style="list-style-type: none"> ➤ Runway 18: 1,000-ft. long; all on airport ➤ Runway 36: 1,000-ft. long; all on airport ➤ <i>Approach Obstacles</i> <ul style="list-style-type: none"> ➤ Runway 18: Road 725 feet from runway end ➤ Runway 36: Road 350 feet from runway end
<p>BUILDING AREA</p> <ul style="list-style-type: none"> ➤ <i>Location:</i> West side of runway at midfield ➤ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> ➤ Hangar spaces: 248 units of various types ➤ Tiedowns: 211 ➤ <i>Other Major Facilities</i> <ul style="list-style-type: none"> ➤ Terminal building with pilots' lounge, restaurant, conference room, gift shop ➤ <i>Services</i> <ul style="list-style-type: none"> ➤ Fuel: Jet A, 100LL (by truck & 24-hour self-service) ➤ Other: Aircraft rental & charter; flight instruction 	<p>PLANNED FACILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> ➤ <i>Airfield</i> <ul style="list-style-type: none"> ➤ Upgrade runway edge lighting to high intensity (HIRL) and install omni directional approach lighting system on Runway 18 ➤ <i>Building Area</i> <ul style="list-style-type: none"> ➤ Add 130,000 square feet of hangar area ➤ <i>Property</i> <ul style="list-style-type: none"> ➤ Fee title acquisition for hangar development

EXHIBIT FV-1

Airport Features Summary

French Valley Airport

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION		
<i>Aircraft Type</i>	<i>Current^a 2008 data</i>	<i>Future^a 2030</i>	<i>All Aircraft</i>	<i>Current^a</i>	<i>Future^a</i>
Single-Engine	283	391	Day	90%	no change
Twin-Engine Piston	12	48	Evening	5%	change
Business Jet	6	19	Night	5%	
Helicopters	6	10			
Ultralights	4	7			
<i>Total</i>	<i>311</i>	<i>475</i>			
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION		
<i>Total</i>	<i>Current^a 2008 data</i>	<i>Future^a 2030</i>	<i>Business Jet/Turboprop – Day, Evening & Night</i>	<i>Current^a</i>	<i>Future^a</i>
Annual	97,700	149,200	Takeoffs & Landings		
Average Day	268	409	Runway 18	70%	no change
			Runway 36	30%	change
<i>Distribution by Aircraft Type</i>			<i>Single/Multi-Engine Piston – Day, Evening & Night</i>		
Single-Engine	81%	81%	Takeoffs & Landings		
Twin-Engine Piston	14%	13%	Runway 18	70%	no change
Twin-Engine, Turboprop	2%	2%	Runway 36	30%	change
Business Jet	4%	3%			
Helicopter	>1%	1%	<i>Helicopters</i>		
			Takeoffs & Landings		
			Helipad H1	100%	no
<i>Distribution by Type of Operation</i>			FLIGHT TRACK USAGE		
Local	65%	65%	Fixed-wing traffic pattern on east side of the airport and helicopter pattern on west side of the airport. Itinerant operations enter the pattern at a 45-degree angle or approach straight-in.		
(incl. touch-and-go's)					
Itinerant	35%	35%			
Notes					
^a Source: 2009 French Valley Airport Master Plan					

EXHIBIT FV-3

Airport Activity Data

French Valley Airport

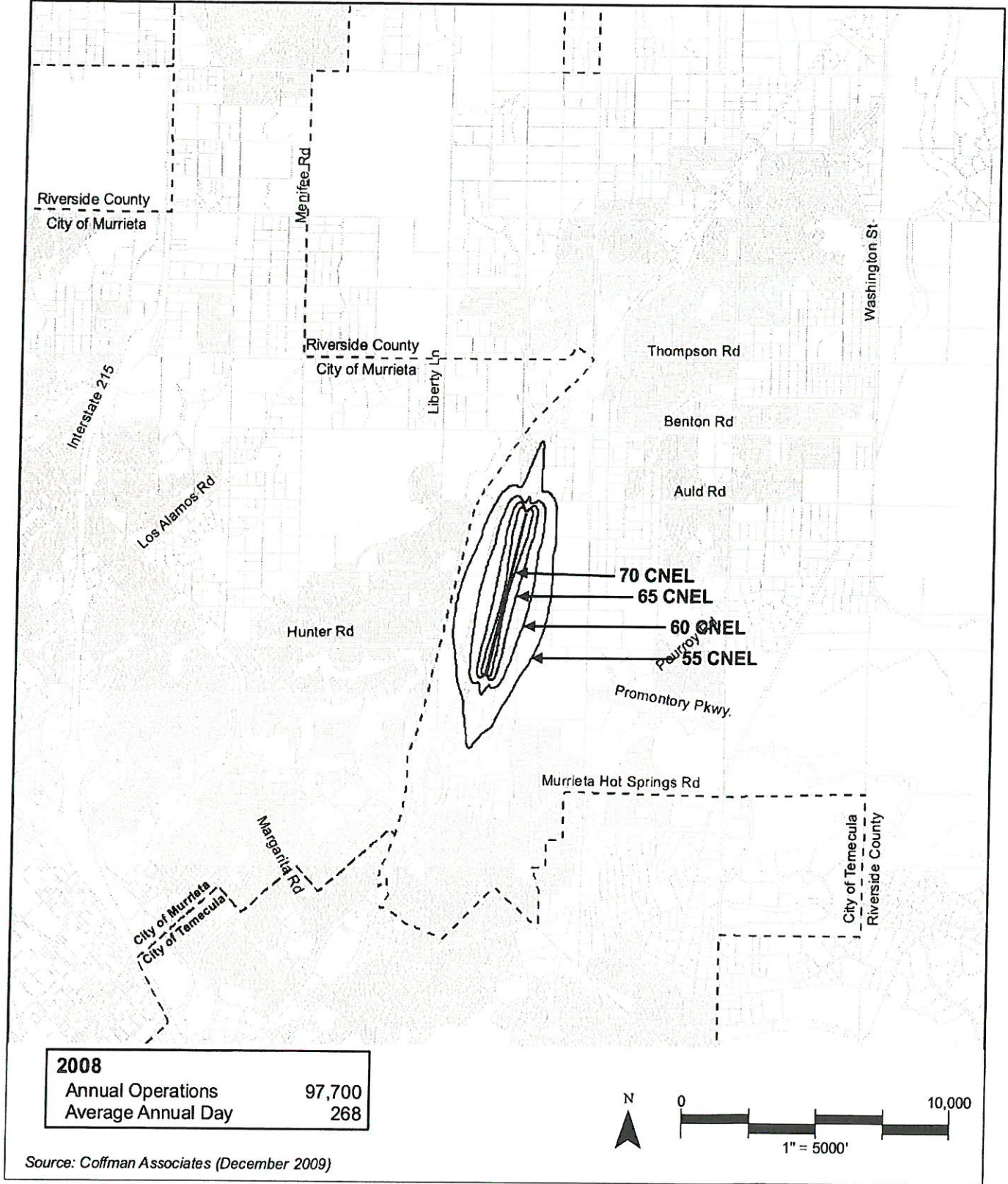


Exhibit FV-4

Existing Noise Impacts

French Valley Airport

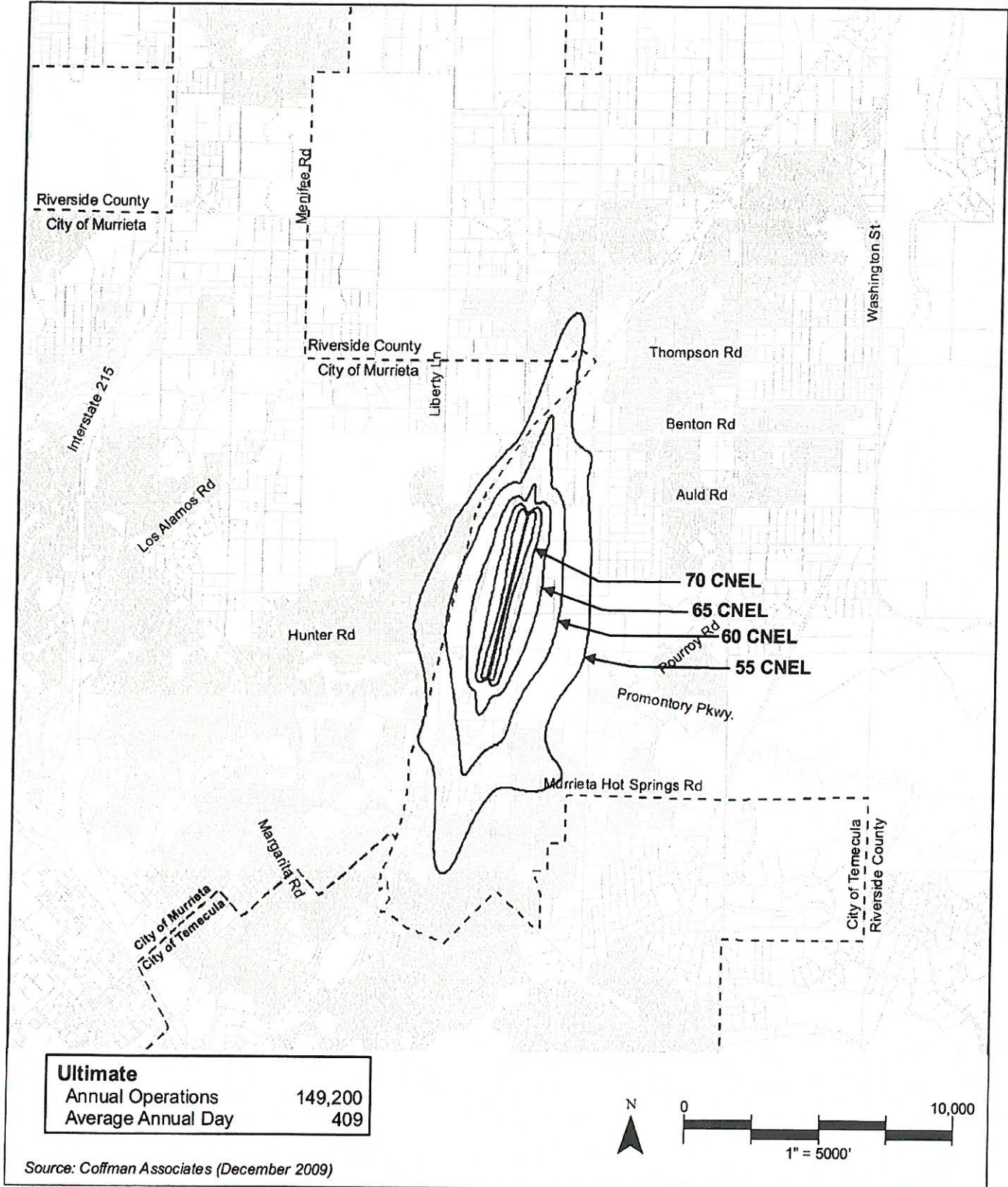


Exhibit FV-5

Future Noise Impacts
French Valley Airport

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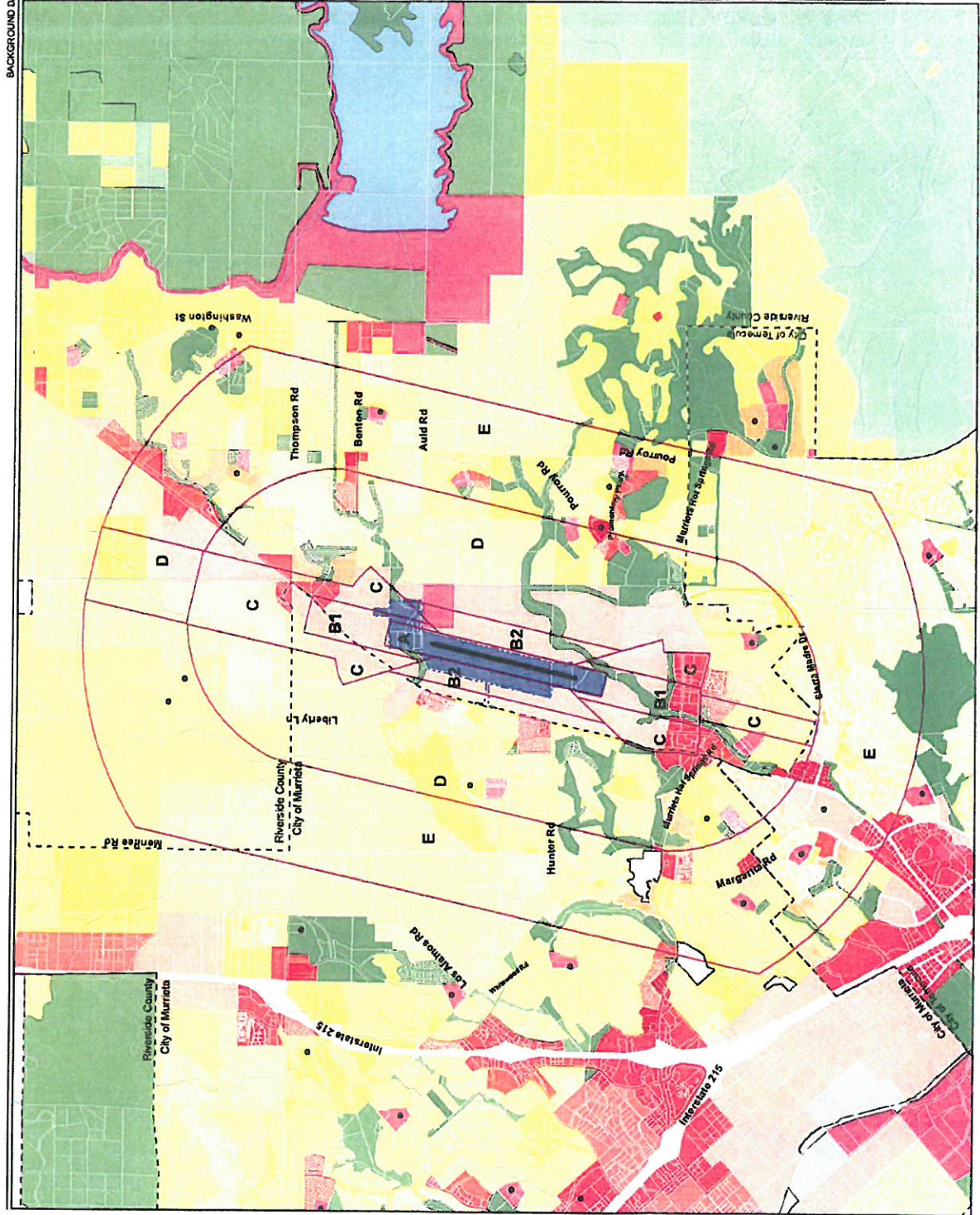
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<p>AIRPORT SITE</p> <ul style="list-style-type: none"> ➤ <i>Location</i> <ul style="list-style-type: none"> ➤ Southwestern Riverside County ➤ 5 miles east of Murrieta city center; 5 miles north of Temecula city center ➤ <i>Nearby Terrain</i> <ul style="list-style-type: none"> ➤ Airport situated on relatively level floor of French Valley ➤ Gently rolling hills nearby; Part 77 terrain penetrations to the east and west of the airport (see Exhibit FV2) 	<p>STATUS OF COMMUNITY PLANS</p> <ul style="list-style-type: none"> ➤ <i>Riverside County</i> <ul style="list-style-type: none"> ➤ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors December 2008 ➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> ➤ General plan adopted January 2006 ➤ Nine specific plans cover various portions of airport environs ➤ <i>City of Temecula</i> <ul style="list-style-type: none"> ➤ General plan adopted April 2005 ➤ Specific Plan 309 encompasses part of airport vicinity
<p>AIRPORT ENVIRONS LAND USE JURISDICTIONS</p> <ul style="list-style-type: none"> ➤ <i>County of Riverside</i> <ul style="list-style-type: none"> ➤ Airport and lands north and east within unincorporated county jurisdiction ➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> ➤ City limits along Hwy 79, ½-mile west of runway ➤ <i>City of Temecula</i> <ul style="list-style-type: none"> ➤ City limits ¼ miles southeast, 2 miles south of runway ➤ Airport within city sphere of influence 	
<p>EXISTING AIRPORT AREA LAND USES</p> <ul style="list-style-type: none"> ➤ <i>General Character</i> <ul style="list-style-type: none"> ➤ Rapidly urbanizing area ➤ <i>Runway Approaches</i> <ul style="list-style-type: none"> ➤ North (Runway 18): Office/industrial uses (adjacent to and within 2,000 feet of runway end); residential subdivision (1.0 mile); rural residential (beyond 1 mile) ➤ South (Runway 36): Undeveloped (inside ½-mile); Tocalota Creek (¾-mile); industrial; residential subdivision (1 ¼ miles) ➤ <i>Traffic Pattern</i> <ul style="list-style-type: none"> ➤ East: Generally rural residential, but with residential subdivisions to northeast and southeast 	<p>PLANNED AIRPORT AREA LAND USES</p> <ul style="list-style-type: none"> ➤ <i>Riverside County</i> <ul style="list-style-type: none"> ➤ Light industrial and business park near runway ends ➤ Low-high density residential to east beneath traffic pattern ➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> ➤ Business park, low density residential west of Hwy. 79 ➤ <i>City of Temecula</i> <ul style="list-style-type: none"> ➤ Business park uses nearest airport ➤ Low-density residential farther south
<p>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</p> <ul style="list-style-type: none"> ➤ <i>Riverside County General Plan</i> <ul style="list-style-type: none"> ➤ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policies N 7.1 to N 7.5) ➤ Safety compatibility zones and criteria from previous compatibility incorporated into the Land Use Element of the 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 1.8); other actions may be submitted on voluntary, advisory basis (LU 14.8) ➤ <i>City of Murrieta General Plan</i> <ul style="list-style-type: none"> ➤ Within 65-70 CNEL, residential use requires an acoustical report and noise mitigation ➤ Specific reference to airport compatibility in Safety Element (Goal 9) and Noise Element (N-2.1f) ➤ <i>City of Murrieta Development Codes</i> <ul style="list-style-type: none"> ➤ No specific reference to airport compatibility or ALUC ➤ <i>City of Temecula General Plan</i> <ul style="list-style-type: none"> ➤ Residential, educational, other institutional uses conditionally acceptable below 65 CNEL; generally unacceptable at 65-70 CNEL; discouraged above 70 CNEL ➤ Reference to airport compatibility Public Safety Element (Policy 2.5) ➤ <i>City of Temecula Zoning Codes</i> <ul style="list-style-type: none"> ➤ References to airport compatibility in requirements for telecommunications facilities and antennas. No other specific reference to airport compatibility or ALUC 	

Exhibit FV-7

Airport Environs Information

French Valley Airport



- Legend**
- Runway
 - Compatibility Zones
 - Airport Property Line
 - City Limits
 - Schools
 - 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)
 - High-Intensity Commercial/Office
 - Low-Intensity Commercial/Office
 - Office/Business Park
 - Light Industrial/Warehousing
 - Mixed Use
 - Other Public/Institutional
 - Parks and Recreation
 - Agricultural
 - Open Space/Conservation
 - Water
 - Unclassified
 - Rural Residential
 - Airport

Note: This map is combined and simplified from maps of the following sources:
 Riverside County General Plan (December 2008)
 City of Murrieta General Plan (January 2006)
 City of Temecula General Plan (April 2005)



Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 West County Airports Background Data
 (April 2010)

**COUNTY OF RIVERSIDE:
GENERAL PLAN (2008) AND SOUTHWEST AREA PLAN**

Residential Land Use

- **Compatibility Zone C**
 - Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north and south of airport conflicts with *Zone C* compatibility criteria [R1]
- **Compatibility Zone D**
 - Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation north, south, and east of airport, Very-Low-Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations north and east of airport potentially conflict with the high-and-low options for *Zone D* [R2]
- **Compatibility Zones A, B1, B2, and 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**
 - Height limit zoning not established

Non-Residential Land Use

- **Compatibility Zone A**
 - Business Park, Commercial Office, and Light Industrial indicated in *Zone A* north, south and east of airport [R3] is a potential conflict; no structures are allowed in *Zone A*
- **Compatibility Zone B1**
 - Potential Conflict: *Zone B1* intensity limits (50 people/acre with an open land requirement of 40%) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north and south of airport [R4]
- **Compatibility Zone B2**
 - Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park east and west of airport [R5]
- **Compatibility Zone C**
 - Potential Conflict: *Zone C* intensity limits (100 people/acre with an open land requirement of 30%) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north and south of airport [R6]
- **Compatibility Zone D**
 - Potential Conflict: *Zone D* intensity limits (150 people/acre) apply to areas designated as Commercial Office, Commercial Retail, Light Industrial, and Business Park north, south, east, and west of airport [R7]

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 FV-9

**General Plan Consistency Review (Preliminary)
French Valley Airport**

**CITY OF MURRIETA:
GENERAL PLAN (2006) AND ZONING CODES**

Residential Land Use

- **Compatibility Zone B1**
 - Residential designations with densities r up to 0.4 dwelling units/acre north of airport potentially conflict with the 0.2 dwelling units/acre allowed in *Zone D* [M1]
- **Compatibility Zone C**
 - Residential designations with densities up to 0.4 dwelling units/acre north of airport potentially conflict with the 0.2 dwelling units/acre allowed in *Zone C* [M2]
- **Compatibility Zone D**
 - Residential designations with densities ranging from 0.4 to 5.0 dwelling units/acre west of airport potentially conflict with the high-and-low options for *Zone D* [M3]

Non-Residential Land Use

- **Compatibility Zone B1**
 - Potential Conflict: *Zone B1* intensity limits (50 people/acre with a 40% open land requirement) apply to the areas designated as Business Park north of airport [M4]
- **Compatibility Zone C**
 - Potential Conflict: *Zone C* intensity limits (100 people/acre with a 40% open land requirement) apply to area designated as Business Park and Community Commercial north of airport [M5]
- **Compatibility Zone D**
 - Potential Conflict: *Zone C* intensity limits (150 people/acre with a 10% open land requirement) apply to area designated as Business Park and Community Commercial north of airport [M6]
- **Compatibility Zone E**
 - No inconsistencies noted

Other Policies

- **General Plan**
 - Potential conflict: Noise policy indicates a range of 60 to 65 dB CNEL as marginally acceptable for residential development; ALUC policy for residential use is acceptable in the 55 to 60 dB CNEL range

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 FV-P, continued

**CITY OF TEMECULA:
GENERAL PLAN (2005) AND ZONING CODES**

Residential Land Use

- **Compatibility Zone C**
 - Residential designations with densities ranging from 7 to 12 dwelling units/acre south of airport potentially conflict with the 0.2 dwelling units/acre allowed in *Zone C* [T1]
- **Compatibility Zone D**
 - Residential designations with densities ranging from 3.0 to 6.0 dwelling units/acre and 0.2 to 0.4 dwelling units/acre southeast of airport potentially conflict with the high-and-low options for *Zone D* [T2]
- **Compatibility Zone E**
 - No inconsistencies noted

Non-Residential Land Use

- **Compatibility Zone D**
 - Potential Conflict: *Zone D* intensity limits (150 people/acre) apply to areas designated as Neighborhood Commercial Business Park, and Professional Office and south of airport [T3]
- **Compatibility Zone E**
 - No inconsistencies noted

Other Policies

- **General Plan**
 - Noise policy for residential development is consistent with ALUC policy; residential use acceptable in the 55 to 60 dB CNEL range
- **Zoning Codes**
 - Height limit zoning established for communication towers only.

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Exhibit FV-9, continued

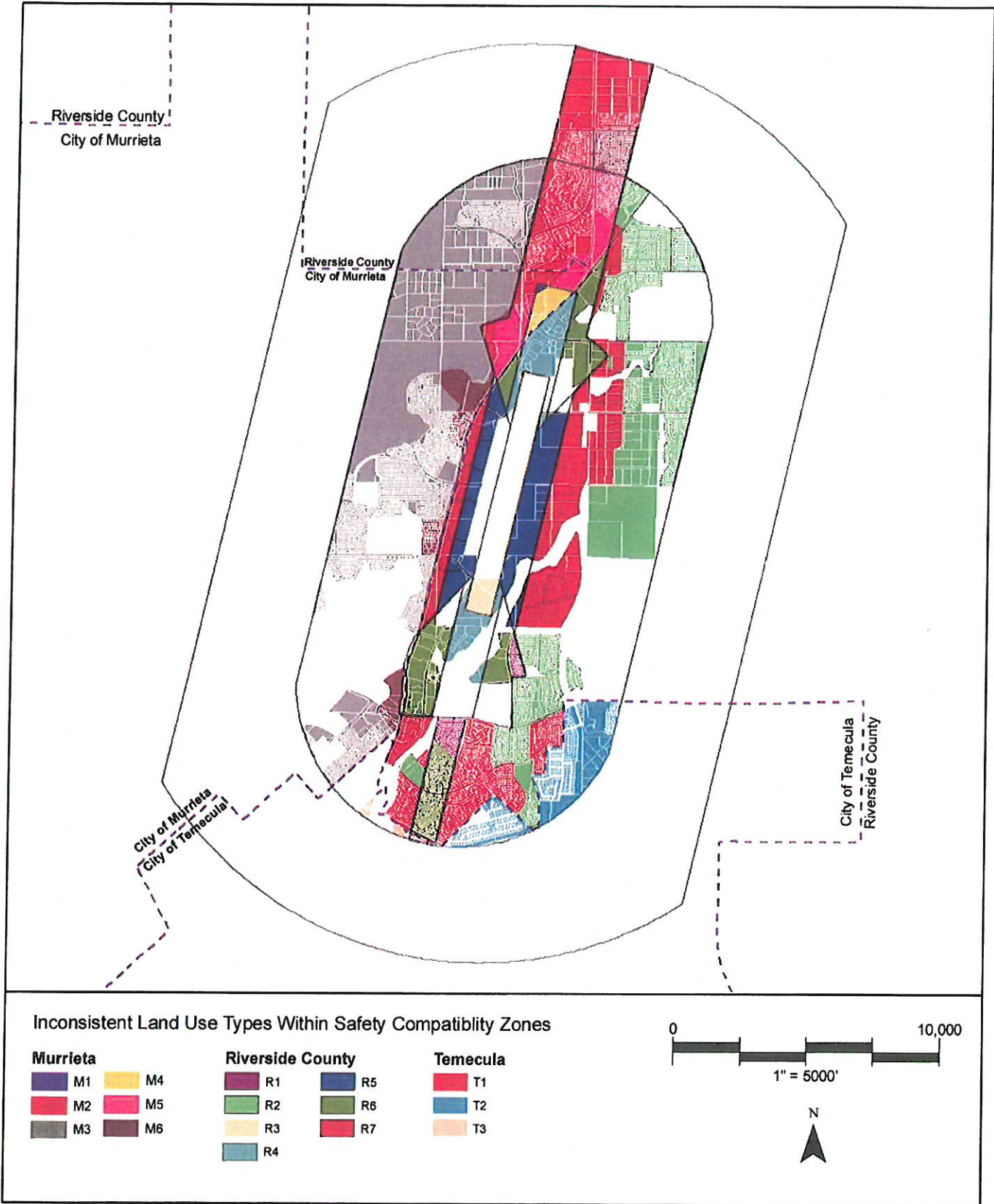


Exhibit FV-9, continued