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## 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.

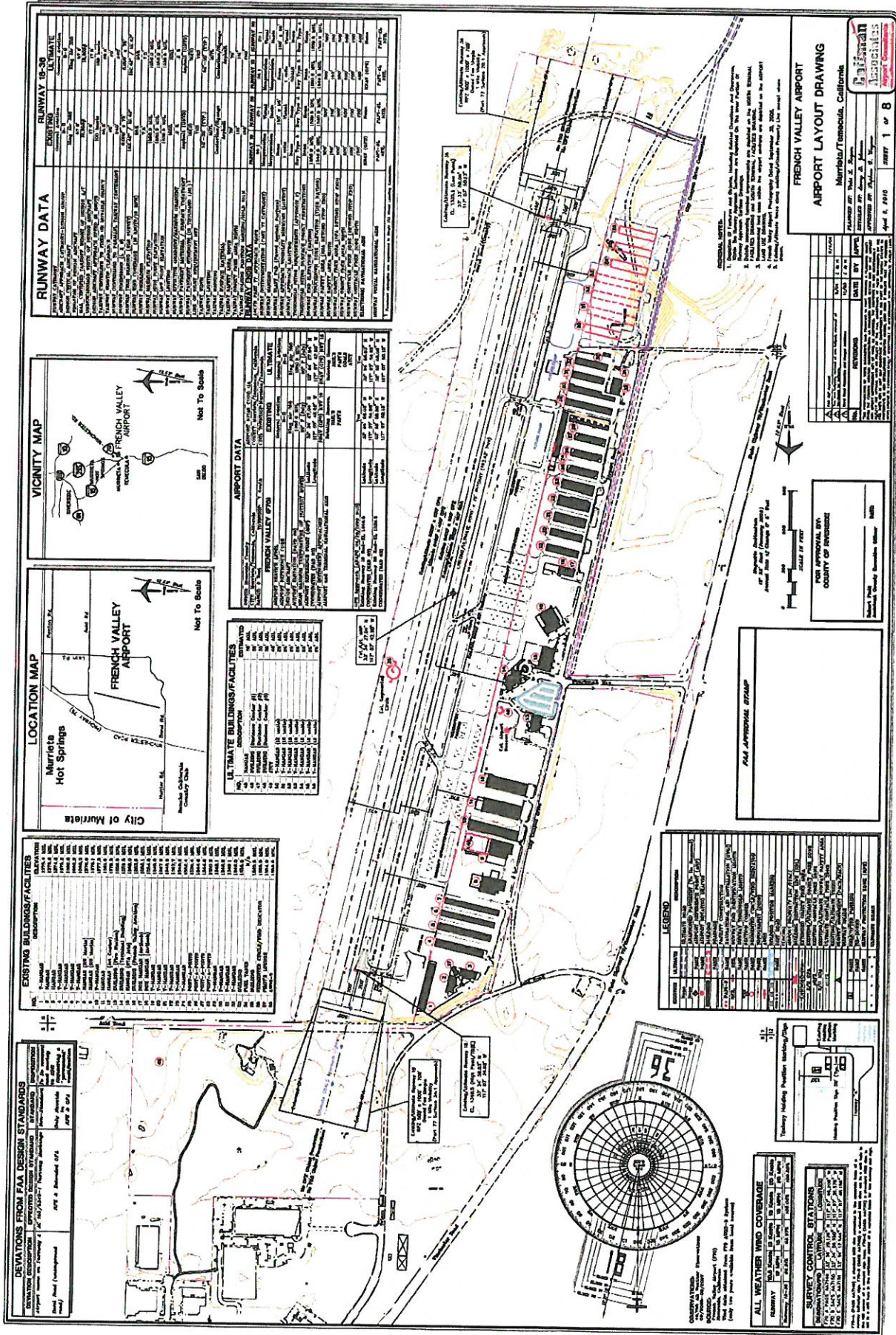
A summary of information about land uses and land use policies in the airport vicinity is presented in Exhibit FV-7. Exhibit FV-8 presents a simplified map of planned airport area land uses as found in the general plans of Riverside County and the cities of Murrieta and Temecula. The final exhibit, FV-9,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

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

EXHIBIT FV-1

## Airport Features Summary

### French Valley Airport



### RUNWAY DATA

Runway	Length	Width	Surface	Notes
1	3000	150	Asphalt	...
2	3000	150	Asphalt	...
3	3000	150	Asphalt	...
4	3000	150	Asphalt	...
5	3000	150	Asphalt	...

### EXISTING BUILDINGS/FACILITIES

No.	Description	Remarks
1	Terminal Building	...
2	Control Tower	...
3	Hangar	...
4	Warehouse	...
5	Office Building	...

### ULTIMATE BUILDINGS/FACILITIES

No.	Description	Remarks
6	Terminal Building	...
7	Control Tower	...
8	Hangar	...
9	Warehouse	...
10	Office Building	...

### ULTIMATE RUNWAY DATA

Runway	Length	Width	Surface	Notes
1	3000	150	Asphalt	...
2	3000	150	Asphalt	...
3	3000	150	Asphalt	...
4	3000	150	Asphalt	...
5	3000	150	Asphalt	...

### DEVIATIONS FROM FAA DESIGN STANDARDS

Item	Standard	Deviation	Remarks
1	Runway Width	150 ft	...
2	Runway Length	3000 ft	...
3	Runway Surface	Asphalt	...

### GENERAL NOTES

1. All buildings and structures shown on this drawing are to be constructed in accordance with the applicable provisions of the International Building Code (IBC) and the applicable provisions of the California Building Code (CBC).
2. All structures shall be designed for a wind speed of 130 mph (30-second gust) in accordance with the applicable provisions of the ASCE 7-10.
3. All structures shall be designed for a seismic hazard level in accordance with the applicable provisions of the ASCE 7-10.
4. All structures shall be designed for a ground reaction time of 0.5 seconds in accordance with the applicable provisions of the ASCE 7-10.
5. All structures shall be designed for a ground reaction time of 0.5 seconds in accordance with the applicable provisions of the ASCE 7-10.

### LEGEND

Symbol	Description
1	Terminal Building
2	Control Tower
3	Hangar
4	Warehouse
5	Office Building
6	Runway
7	Taxiway
8	Apron
9	Grass
10	Water

### ALL WEATHER WIND COVERAGE

Runway	Length	Width	Surface	Notes
1	3000	150	Asphalt	...
2	3000	150	Asphalt	...
3	3000	150	Asphalt	...
4	3000	150	Asphalt	...
5	3000	150	Asphalt	...

### SURVEY CONTROL STATIONS

Station	Description	Remarks
1	Control Tower	...
2	Terminal Building	...
3	Hangar	...
4	Warehouse	...
5	Office Building	...

### LOCATION MAP

Marietta Hot Springs  
French Valley Airport  
City of Marietta

### VICINITY MAP

French Valley Airport  
Not To Scale

### APPROVAL STAMP

FOR APPROVAL BY:  
COUNTY OF INDIANAPOLIS

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

<b>BASED AIRCRAFT</b>			<b>TIME OF DAY DISTRIBUTION</b>		
<i>Aircraft Type</i>	<i>Current<sup>a</sup> 2008 data</i>	<i>Future<sup>a</sup> 2030</i>	<i>All Aircraft</i>	<i>Current<sup>a</sup></i>	<i>Future<sup>a</sup></i>
Single-Engine	283	391	Day	90%	no change
Twin-Engine Piston	12	48	Evening	5%	no change
Business Jet	6	19	Night	5%	
Helicopters	6	10			
Ultralights	4	7			
<i>Total</i>	<i>311</i>	<i>475</i>			
<b>AIRCRAFT OPERATIONS</b>			<b>RUNWAY USE DISTRIBUTION</b>		
<i>Total</i>	<i>Current<sup>a</sup> 2008 data</i>	<i>Future<sup>a</sup> 2030</i>	<i>Business Jet/Turboprop – Day, Evening &amp; Night</i>	<i>Current<sup>a</sup></i>	<i>Future<sup>a</sup></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 &amp; 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>			<b>FLIGHT TRACK USAGE</b>		
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%			
<b>Notes</b>					
<sup>a</sup> Source: 2009 French Valley Airport Master Plan					

EXHIBIT FV-3

## Airport Activity Data

French Valley Airport

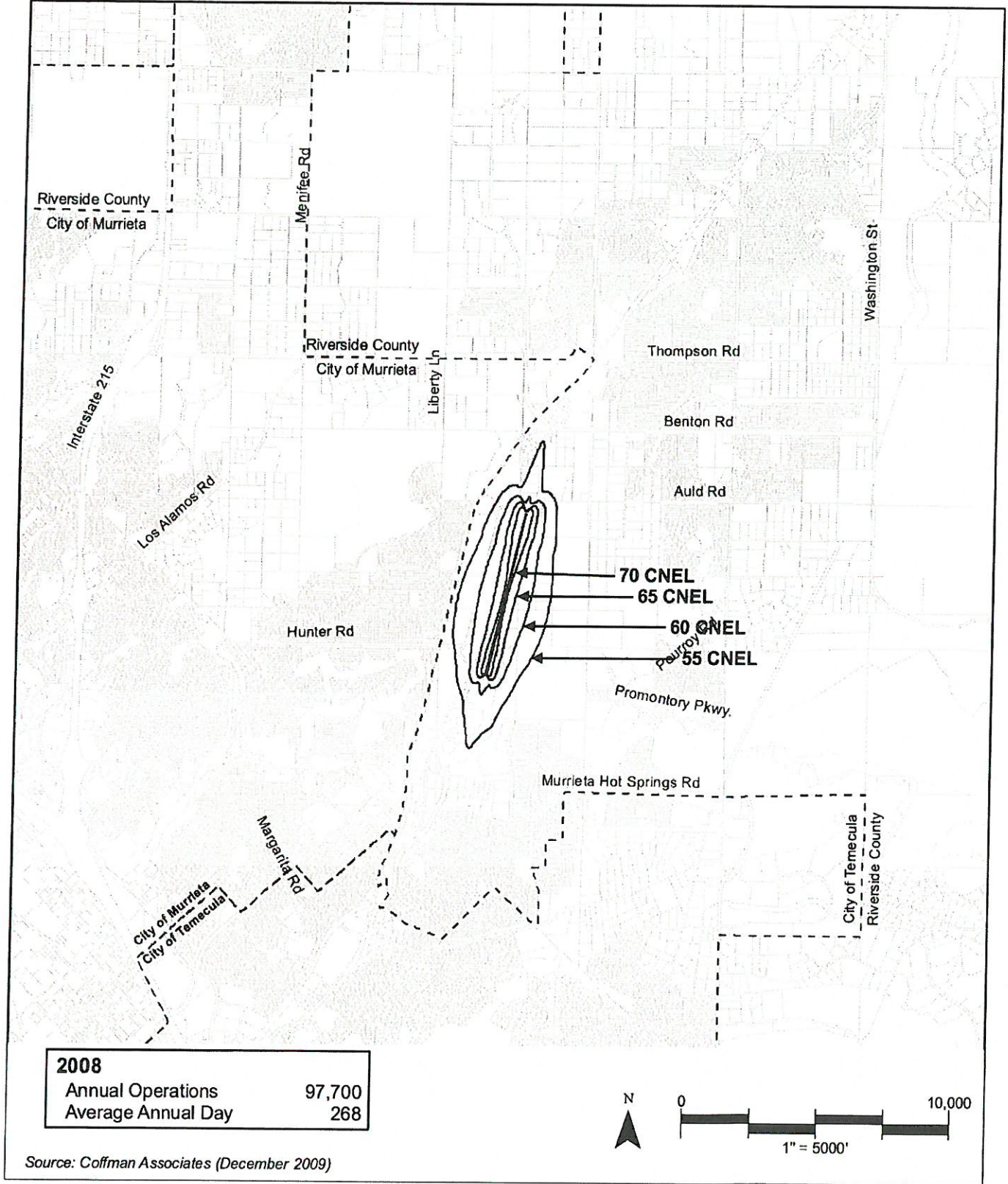


Exhibit FV-4

### Existing Noise Impacts

French Valley Airport

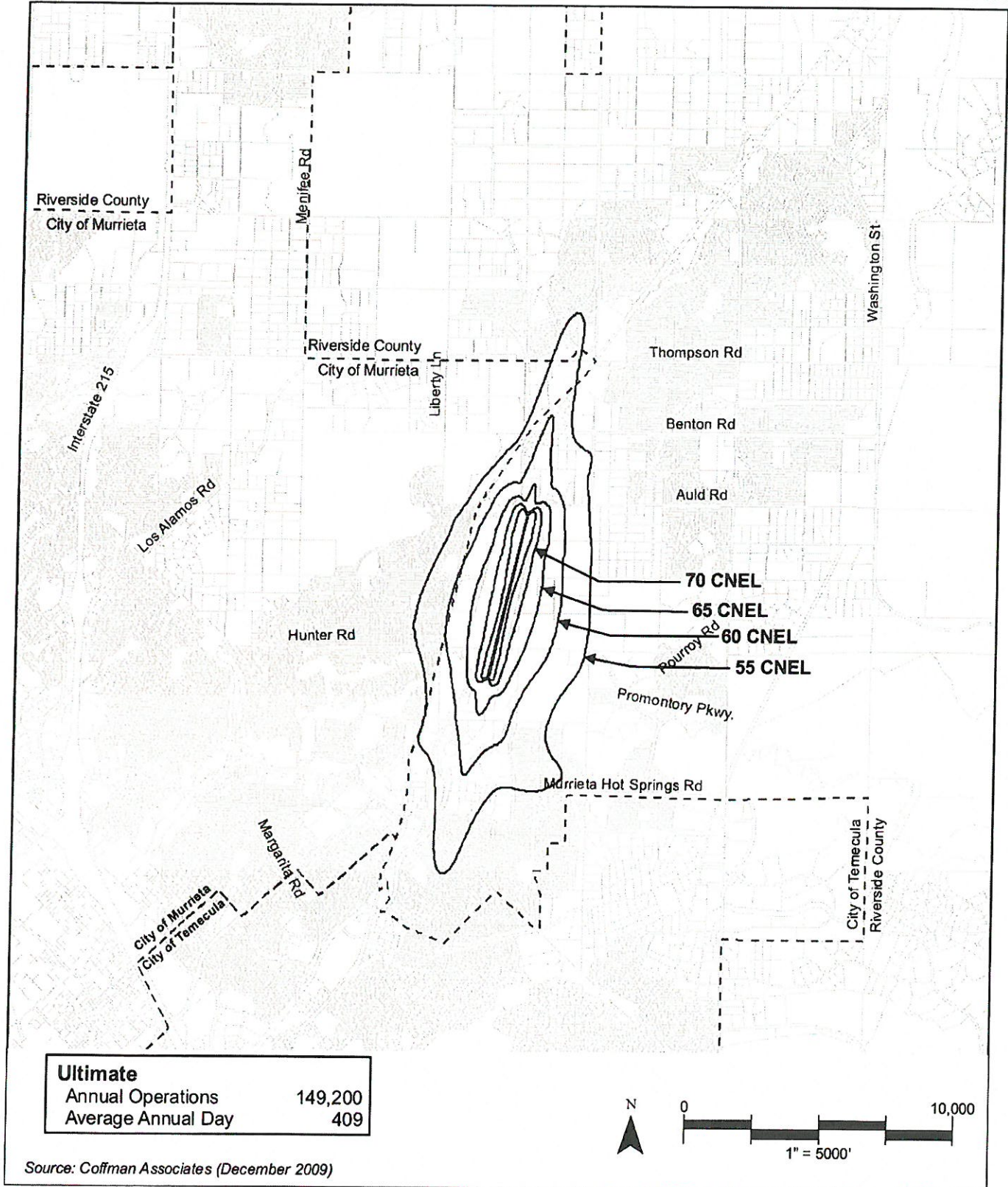


Exhibit FV-5

**Future Noise Impacts**  
French Valley Airport

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**Legend**

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

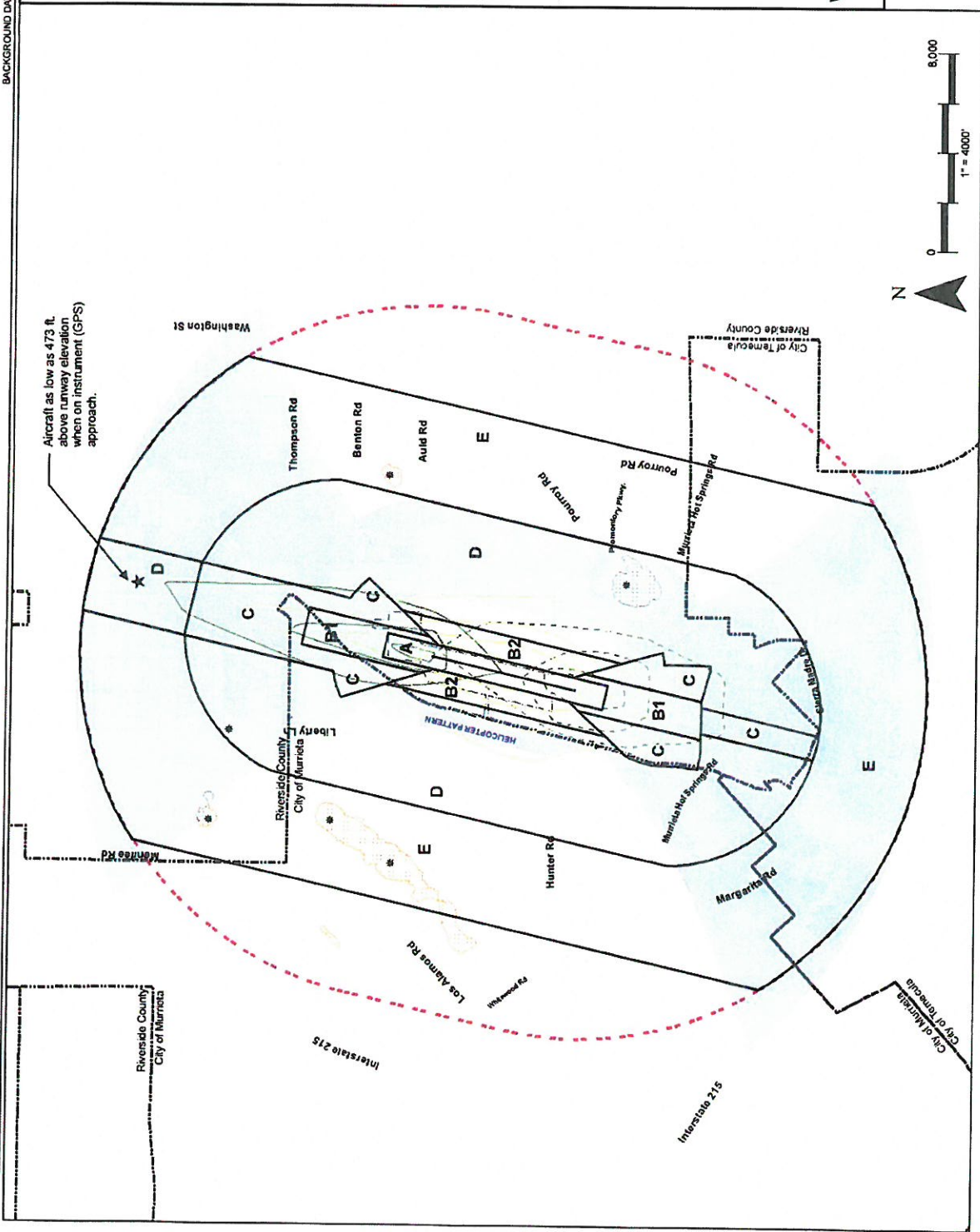
- Noise and Overflight Compatibility Factors**
- 70 dB CNEL
  - 65 dB CNEL
  - 60 dB CNEL
  - 55 dB CNEL
  - Future Average Annual Day
  - General Traffic Pattern Envelope

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown Only for Takeoffs to the South)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown Only for Landings from the North)
- FAR Part 77 Obstruction Limits
- FAR Part 77 Terrain Penetration
- 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**  
 (April 2010)





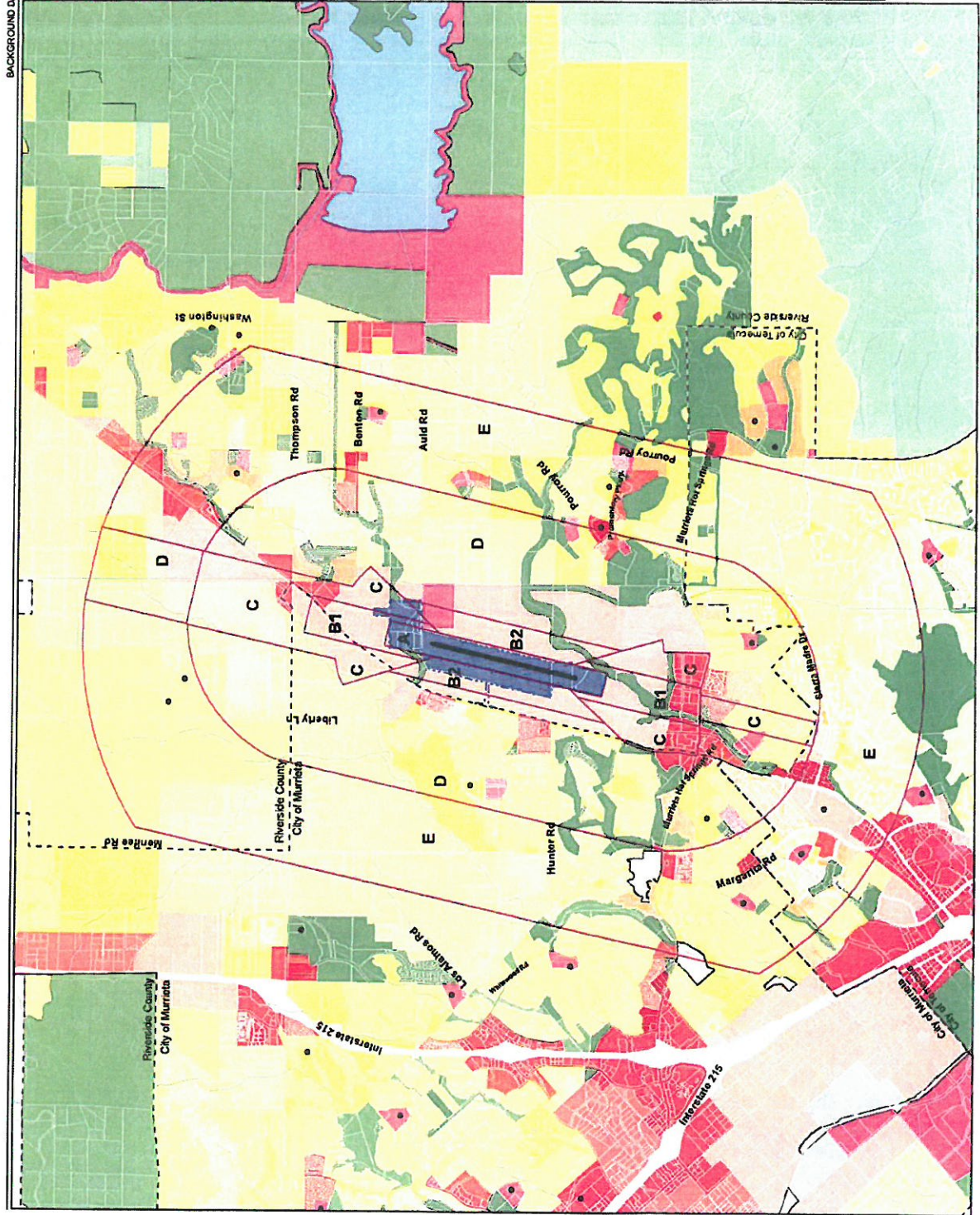
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<p><b>AIRPORT SITE</b></p> <ul style="list-style-type: none"> <li>➤ <i>Location</i> <ul style="list-style-type: none"> <li>➤ Southwestern Riverside County</li> <li>➤ 5 miles east of Murrieta city center; 5 miles north of Temecula city center</li> </ul> </li> <li>➤ <i>Nearby Terrain</i> <ul style="list-style-type: none"> <li>➤ Airport situated on relatively level floor of French Valley</li> <li>➤ Gently rolling hills nearby; Part 77 terrain penetrations to the east and west of the airport (see Exhibit FV2)</li> </ul> </li> </ul>	<p><b>STATUS OF COMMUNITY PLANS</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County</i> <ul style="list-style-type: none"> <li>➤ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors December 2008</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ General plan adopted January 2006</li> <li>➤ Nine specific plans cover various portions of airport environs</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ General plan adopted April 2005</li> <li>➤ Specific Plan 309 encompasses part of airport vicinity</li> </ul> </li> </ul>
<p><b>AIRPORT ENVIRONS LAND USE JURISDICTIONS</b></p> <ul style="list-style-type: none"> <li>➤ <i>County of Riverside</i> <ul style="list-style-type: none"> <li>➤ Airport and lands north and east within unincorporated county jurisdiction</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ City limits along Hwy 79, ½-mile west of runway</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ City limits ¼ miles southeast, 2 miles south of runway</li> <li>➤ Airport within city sphere of influence</li> </ul> </li> </ul>	
<p><b>EXISTING AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>➤ <i>General Character</i> <ul style="list-style-type: none"> <li>➤ Rapidly urbanizing area</li> </ul> </li> <li>➤ <i>Runway Approaches</i> <ul style="list-style-type: none"> <li>➤ 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)</li> <li>➤ South (Runway 36): Undeveloped (inside ½-mile); Tocalota Creek (¾-mile); industrial; residential subdivision (1 ¼ miles)</li> </ul> </li> <li>➤ <i>Traffic Pattern</i> <ul style="list-style-type: none"> <li>➤ East: Generally rural residential, but with residential subdivisions to northeast and southeast</li> </ul> </li> </ul>	<p><b>PLANNED AIRPORT AREA LAND USES</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County</i> <ul style="list-style-type: none"> <li>➤ Light industrial and business park near runway ends</li> <li>➤ Low-high density residential to east beneath traffic pattern</li> </ul> </li> <li>➤ <i>City of Murrieta</i> <ul style="list-style-type: none"> <li>➤ Business park, low density residential west of Hwy. 79</li> </ul> </li> <li>➤ <i>City of Temecula</i> <ul style="list-style-type: none"> <li>➤ Business park uses nearest airport</li> <li>➤ Low-density residential farther south</li> </ul> </li> </ul>
<p><b>ESTABLISHED AIRPORT COMPATIBILITY MEASURES</b></p> <ul style="list-style-type: none"> <li>➤ <i>Riverside County General Plan</i> <ul style="list-style-type: none"> <li>➤ 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)</li> <li>➤ Safety compatibility zones and criteria from previous compatibility incorporated into the Land Use Element of the General Plan</li> <li>➤ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)</li> <li>➤ 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)</li> </ul> </li> <li>➤ <i>City of Murrieta General Plan</i> <ul style="list-style-type: none"> <li>➤ Within 65-70 CNEL, residential use requires an acoustical report and noise mitigation</li> <li>➤ Specific reference to airport compatibility in Safety Element (Goal 9) and Noise Element (N-2.1f)</li> </ul> </li> <li>➤ <i>City of Murrieta Development Codes</i> <ul style="list-style-type: none"> <li>➤ No specific reference to airport compatibility or ALUC</li> </ul> </li> <li>➤ <i>City of Temecula General Plan</i> <ul style="list-style-type: none"> <li>➤ Residential, educational, other institutional uses conditionally acceptable below 65 CNEL; generally unacceptable at 65-70 CNEL; discouraged above 70 CNEL</li> <li>➤ Reference to airport compatibility Public Safety Element (Policy 2.5)</li> </ul> </li> <li>➤ <i>City of Temecula Zoning Codes</i> <ul style="list-style-type: none"> <li>➤ References to airport compatibility in requirements for telecommunications facilities and antennas. No other specific reference to airport compatibility or ALUC</li> </ul> </li> </ul>	

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 Murietta 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.

*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, continued**

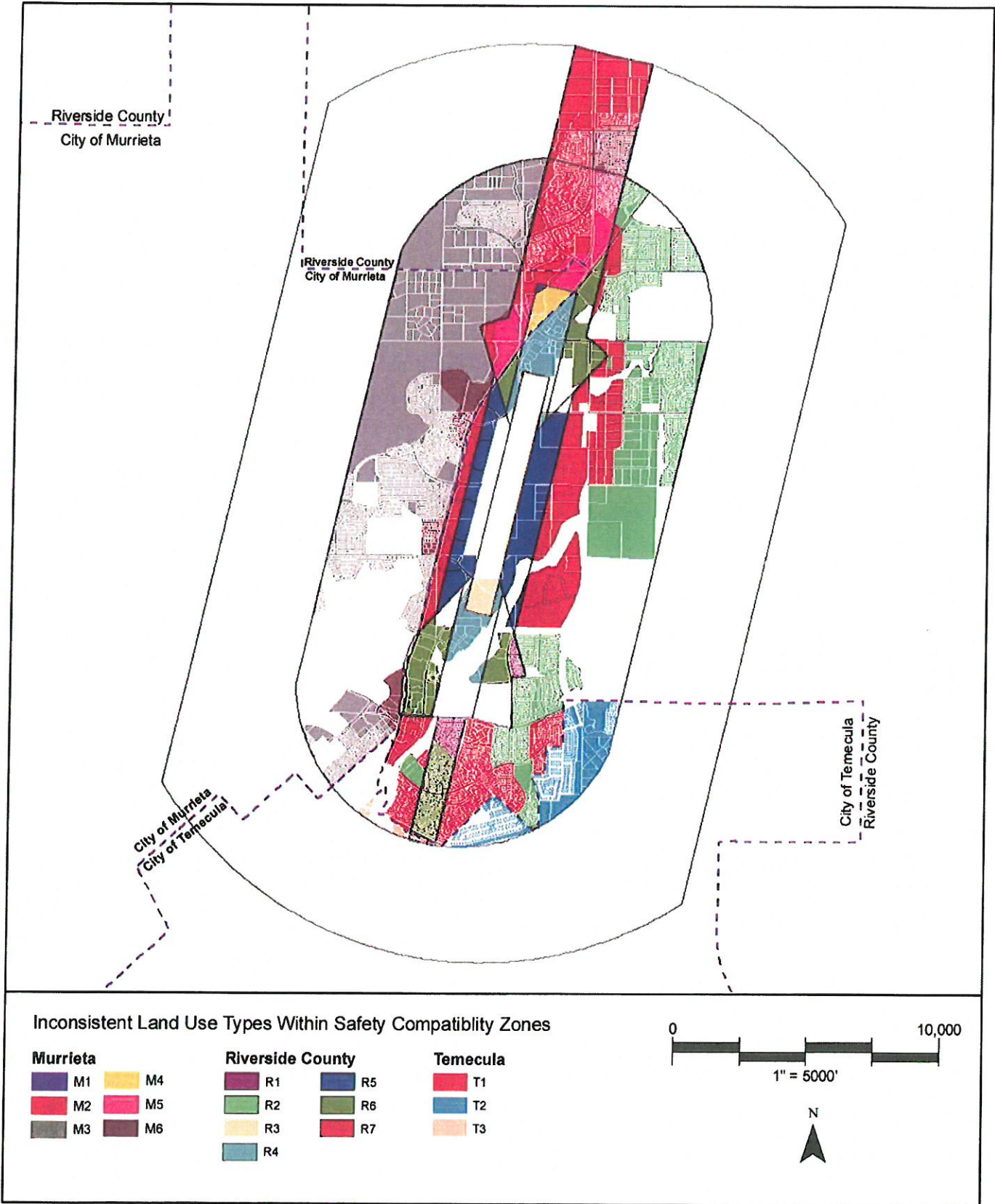


Exhibit FV-9, continued