

## 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 in November 1995 provides the basis for the French Valley Airport Compatibility Map. The Airport Layout Plan drawing was updated in November 2003.
- 1.2 *Airfield Configuration:* The adopted plans for the airport call for extension of the existing runway southward from its present 4,600-foot length to a total of 6,000 feet. Also planned is construction of a 3,600-foot parallel runway 700 feet to the east. An upgraded present nonprecision instrument approach to Runway 18 (from the north) is anticipated. These improvements are all reflected in the Compatibility Map.
- 1.3 *Airport Activity:* Updated projections completed for this *Compatibility Plan* indicate that airport activity will increase from approximately 84,000 annual operations in 2002 to 185,000 in about 20 years. The overall mix and character of use of the airport will remain unchanged except that most flight training activity will be on the future parallel runway.
- 1.4 *Airport Influence Area:* The airport influence area boundary coincides with the outer edge of the 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 Federal Aviation Regulations 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.

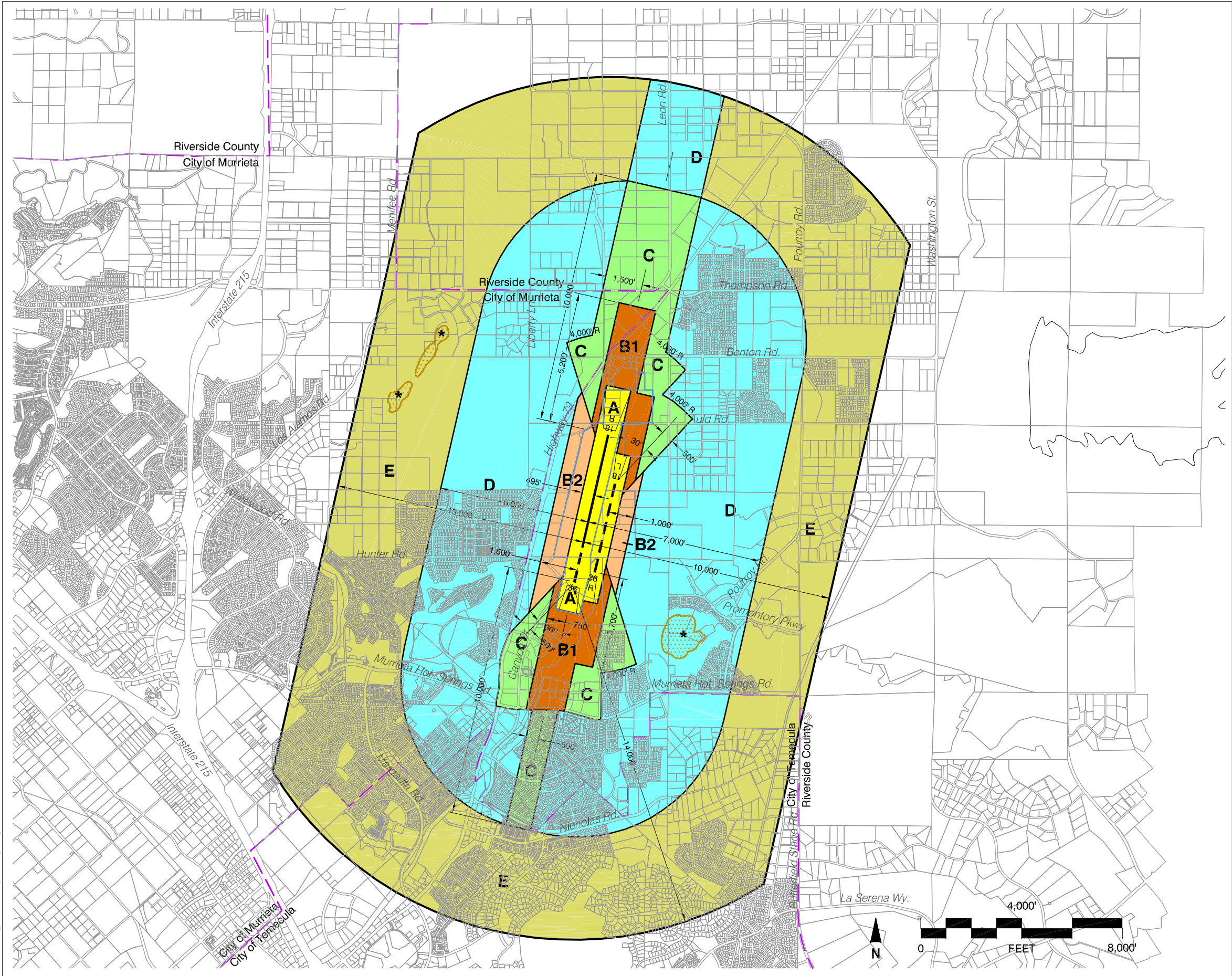
**(c)     To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.**

- (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 an 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.

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Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

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 for compatibility criteria associated with this map.

Riverside County  
Airport Land Use Commission  
**Riverside County  
Airport Land Use Compatibility Plan  
Policy Document**  
(Adopted October 2007)

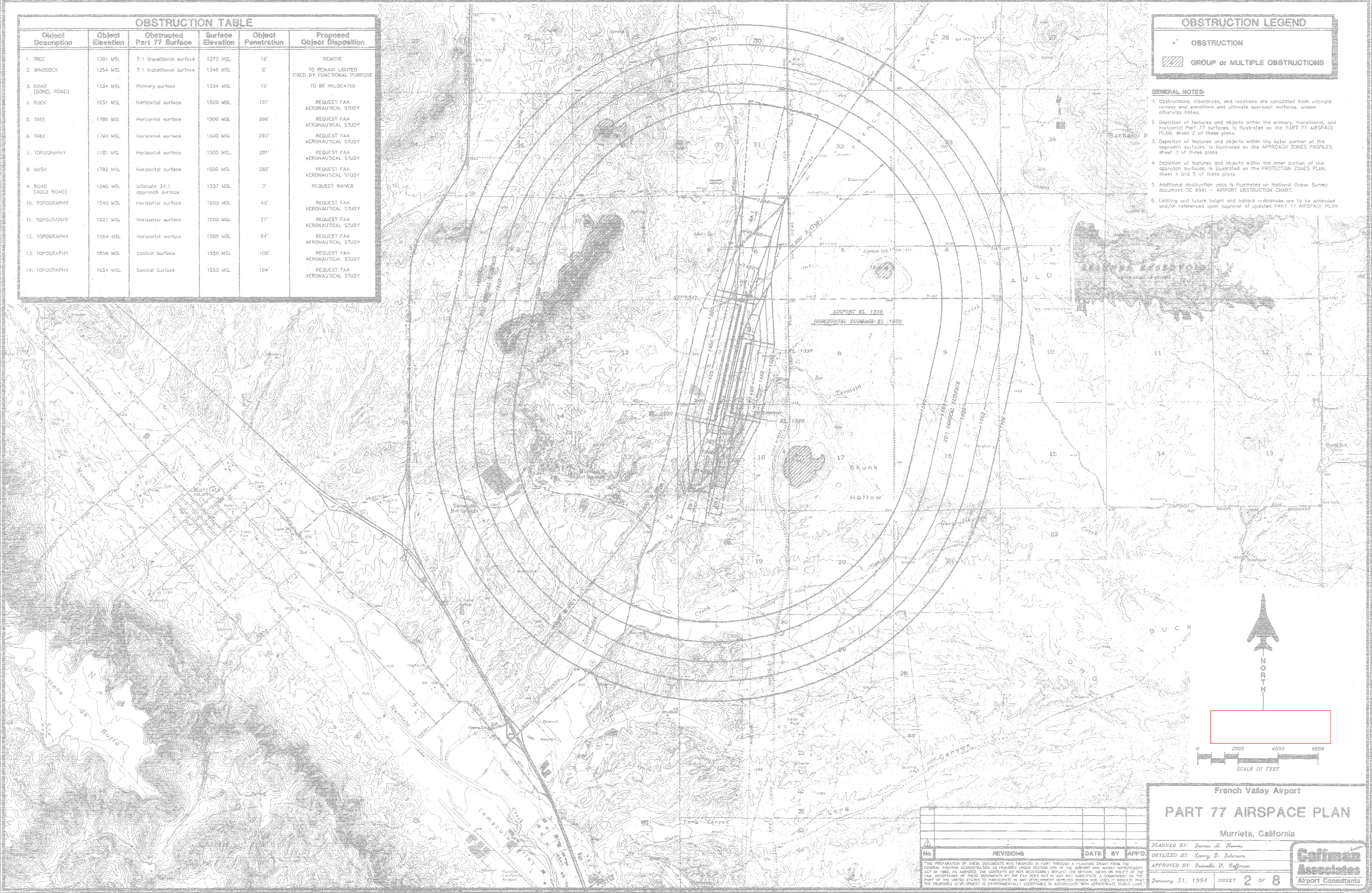
Map FV-1

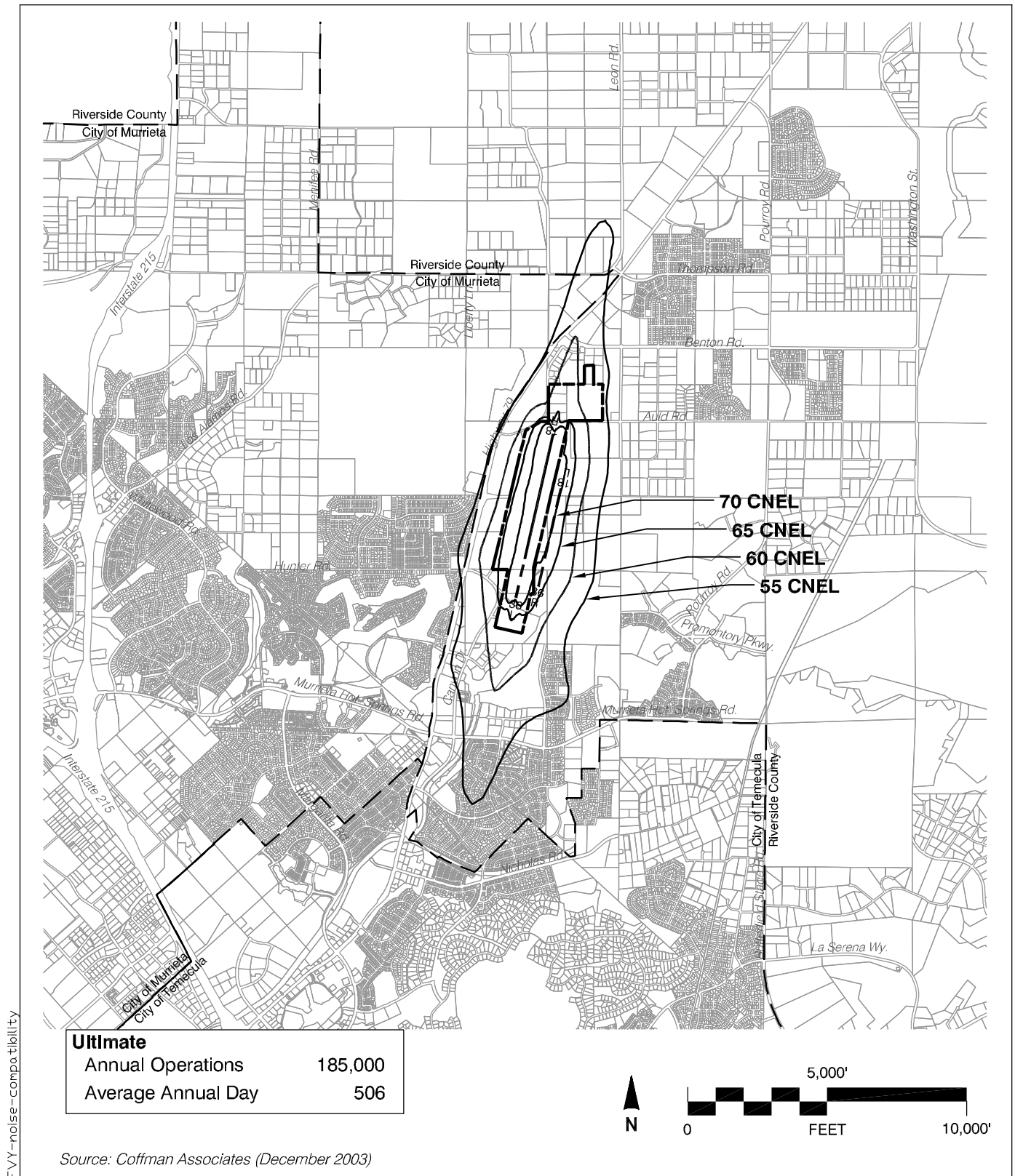
**Compatibility Map**  
French Valley Airport

OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. TREE	1391 MSL	7:1 transitional surface	1372 MSL	19'	REMOVE
2. WINDSOCK	1354 MSL	7:1 transitional surface	1346 MSL	8'	TO REMAIN LIGHTED FIXED BY FUNCTIONAL PURPOSE
3. ROAD (BORTEL ROAD)	1334 MSL	Primary surface	1334 MSL	15'	TO BE RELOCATED
4. ROCK	1651 MSL	Horizontal surface	1500 MSL	151'	REQUEST FAA AERONAUTICAL STUDY
5. TREE	1785 MSL	Horizontal surface	1500 MSL	285'	REQUEST FAA AERONAUTICAL STUDY
6. TREE	1793 MSL	Horizontal surface	1500 MSL	293'	REQUEST FAA AERONAUTICAL STUDY
7. TOPOGRAPHY	1781 MSL	Horizontal surface	1500 MSL	281'	REQUEST FAA AERONAUTICAL STUDY
8. BUSH	1782 MSL	Horizontal surface	1500 MSL	282'	REQUEST FAA AERONAUTICAL STUDY
9. ROAD (AULD ROAD)	1345 MSL	Ultimate 34:1 approach surface	1337 MSL	3'	REQUEST WAIVER
10. TOPOGRAPHY	1540 MSL	Horizontal surface	1500 MSL	40'	REQUEST FAA AERONAUTICAL STUDY
11. TOPOGRAPHY	1527 MSL	Horizontal surface	1500 MSL	27'	REQUEST FAA AERONAUTICAL STUDY
12. TOPOGRAPHY	1554 MSL	Horizontal surface	1500 MSL	54'	REQUEST FAA AERONAUTICAL STUDY
13. TOPOGRAPHY	1658 MSL	Conical surface	1550 MSL	108'	REQUEST FAA AERONAUTICAL STUDY
14. TOPOGRAPHY	1654 MSL	Conical surface	1550 MSL	104'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION LEGEND	
•	OBSTRUCTION
▨	GROUP or MULTIPLE OBSTRUCTIONS

- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway and elevation and ultimate approach surfaces, unless otherwise noted.
  - Depiction of features and objects within the primary transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 2 of these plans.
  - Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 3 of these plans.
  - Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, sheet 4 and 5 of these plans.
  - Additional obstruction data is illustrated on National Ocean Survey document OC 6941 - AIRPORT OBSTRUCTION CHART.
  - Existing and future height and hazard ordnance are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.





## Noise Compatibility Contours

### French Valley Airport