

El Dorado County

AIRPORT LAND USE COMPATIBILITY PLAN

Cameron Airpark Airport
Georgetown Airport
Placerville Airport



Adopted June 28, 2012



El Dorado County Airport Land Use Compatibility Plan

Containing the individual compatibility plans for:
Cameron Airpark Airport
Georgetown Airport
Placerville Airport

Adopted June 28, 2012



Prepared for
El Dorado County
Airport Land Use Commission

Prepared by

**Mead
& Hunt**

Santa Rosa, California
www.meadhunt.com

El Dorado County AIRPORT LAND USE COMPATIBILITY PLAN



Staff

Sharon Scherzinger, Executive Director
Woodrow Deloria, Project Manager

Supervisors Representing

El Dorado County

John Knight
Ray Nutting
Jack Sweeney
Ron Briggs

Councilmembers Representing

City of Placerville

Mark Acuna, Mayor
Patti Borelli, Chair
Carl Hagen, Councilmember

Prepared for:

El Dorado County
Airport Land Use Commission
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

Prepared by:



Mead & Hunt, Inc.

133 Aviation Blvd., Suite 100
Santa Rosa, CA 95403

Mead & Hunt, Inc., Aviation Services

Jon Faucher, Vice President
Lisa Harmon, Project Manager
Ken Brody, Senior Project Planner
Maranda Thompson, Project Planner
Corbett Smith, Planner
Todd Eroh, Senior Technician
Susan Norvall, Senior Editor

Adopted June 28, 2012



2828 Easy Street Suite 1, Placerville CA 95667 530.642.5260 www.edctc.org
Councilmembers Representing City of Placerville | Supervisors Representing El Dorado County
Mark Acuna, Patty Borelli, Carl Hagen | Ron Briggs, John Knight, Ray Nutting, Jack Sweeney
Sharon Scherzinger, Executive Director

RESOLUTION 11/12.A03

RESOLUTION OF THE EL DORADO COUNTY AIRPORT LAND USE COMMISSION ADOPTING THE CAMERON AIRPARK AIRPORT LAND USE COMPATIBILITY PLAN AND NEGATIVE DECLARATION

WHEREAS, The El Dorado County Transportation Commission serves as the Airport Land Use Commission (ALUC) for El Dorado County; and

WHEREAS, California's State Aeronautics Act (Public Utilities Code, Chapter 4, Article 3.5) identifies the role and responsibilities of the ALUC's in land use planning; and

WHEREAS, one of the primary functions of ALUCs is to develop and adopt a plan, referred to as the Airport Land Use Compatibility Plan (ALUCP), that identifies zones for safety, noise contours, and height restrictions along with associated compatible land uses for each public use or publicly owned airport; and

WHEREAS, that the Cameron Airpark Airport ALUCP was adopted in 1986; and

WHEREAS, a draft updated plan was developed with the affected jurisdictions in El Dorado County through a technical working group; and

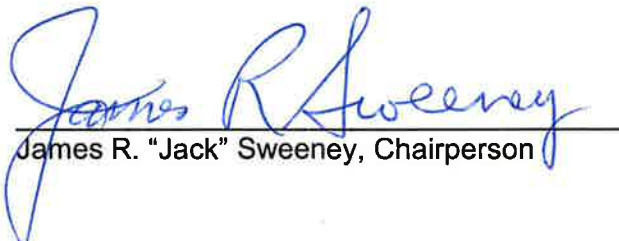
WHEREAS, an Initial Study/Negative Declaration was circulated for public review pursuant to the California Environmental Quality Act (CEQA) during the period from April 27, 2012 to June 1, 2012, and a public workshop was held on May 3, 2012, to receive comments on the Negative Declaration and Draft ALUCP for the Cameron Airpark Airport.

NOW, THEREFORE, BE IT RESOLVED by the Airport Land Use Commission of El Dorado County as follows:

- Section 1. Adopts a Negative Declaration pursuant to CEQA for the ALUCP for the Cameron Airpark Airport; and
- Section 2. Adopts the 2012 ALUCP for Cameron Airpark Airport, thereby rescinding and replacing and the previously adopted Cameron Airpark Airport Comprehensive Land Use Plan (1986).

PASSED AND APPROVED by the El Dorado County Airport Land Use Commission governing body at the regular meeting held on June 28, 2012 by the following vote:

AYES: Borelli, Briggs, Hagen, Knight, Mattson, Nutting, Sweeney
NOES: None
ABSTAIN: None
ABSENT: Acuna


James R. "Jack" Sweeney, Chairperson

Attest:


Joni G. Rice, Secretary to the Commission



2828 Easy Street Suite 1, Placerville CA 95667 530.642.5260 www.edctc.org
Councilmembers Representing City of Placerville | Supervisors Representing El Dorado County
Mark Acuna, Patty Borelli, Carl Hagen | Ron Briggs, John Knight, Ray Nutting, Jack Sweeney
Sharon Scherzinger, Executive Director

RESOLUTION 11/12.A02

RESOLUTION OF THE EL DORADO COUNTY AIRPORT LAND USE COMMISSION ADOPTING THE GEORGETOWN AIRPORT LAND USE COMPATIBILITY PLAN AND NEGATIVE DECLARATION

WHEREAS, The El Dorado County Transportation Commission serves as the Airport Land Use Commission (ALUC) for El Dorado County; and

WHEREAS, California's State Aeronautics Act (Public Utilities Code, Chapter 4, Article 3.5) identifies the role and responsibilities of the ALUC's in land use planning; and

WHEREAS, one of the primary functions of ALUCs is to develop and adopt a plan, referred to as the Airport Land Use Compatibility Plan (ALUCP), that identifies zones for safety, noise contours, and height restrictions along with associated compatible land uses for each public use or publicly owned airport; and

WHEREAS, that the Georgetown Airport ALUCP was revised and adopted in 1996; and

WHEREAS, a draft updated plan was developed with the affected jurisdictions in El Dorado County through a technical working group; and

WHEREAS, an Initial Study/Negative Declaration was circulated for public review pursuant to the California Environmental Quality Act (CEQA) during the period from April 27, 2012 to June 1, 2012, and a public workshop was held on May 2, 2012, to receive comments on the Negative Declaration and Draft ALUCP for the Georgetown Airport.

NOW, THEREFORE, BE IT RESOLVED by the Airport Land Use Commission of El Dorado County as follows:

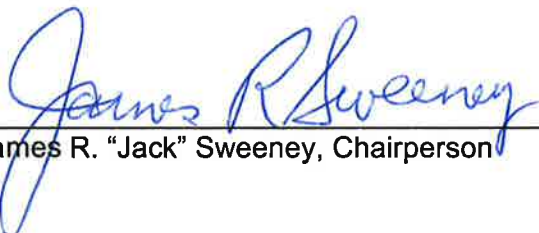
Section 1. Adopts a Negative Declaration pursuant to CEQA for the ALUCP for the Georgetown Airport; and

Section 2. Adopts the 2012 ALUCP for Georgetown Airport, thereby rescinding and replacing the previously adopted Georgetown Airport Comprehensive Land Use Plan (1996).

PASSED AND APPROVED by the El Dorado County Airport Land Use Commission governing body at the regular meeting held on June 28, 2012 by the following vote:

AYES: Borelli, Briggs, Hagen, Knight, Mattson, Nutting, Sweeney
NOES: None
ABSTAIN: None
ABSENT: Acuna

Attest:


James R. "Jack" Sweeney, Chairperson


Joni G. Rice, Secretary to the Commission



2828 Easy Street Suite 1, Placerville CA 95667 530.642.5260 www.edctc.org
Councilmembers Representing City of Placerville | Supervisors Representing El Dorado County
Mark Acuna, Patty Borelli, Carl Hagen | Ron Briggs, John Knight, Ray Nutting, Jack Sweeney
Sharon Scherzinger, Executive Director

RESOLUTION 11/12.A01

RESOLUTION OF THE EL DORADO COUNTY AIRPORT LAND USE COMMISSION ADOPTING THE PLACERVILLE AIRPORT LAND USE COMPATIBILITY PLAN AND NEGATIVE DECLARATION

WHEREAS, The El Dorado County Transportation Commission serves as the Airport Land Use Commission (ALUC) for El Dorado County; and

WHEREAS, California's State Aeronautics Act (Public Utilities Code, Chapter 4, Article 3.5) identifies the role and responsibilities of the ALUC's in land use planning; and

WHEREAS, one of the primary functions of ALUCs is to develop and adopt a plan, referred to as the Airport Land Use Compatibility Plan (ALUCP), that identifies zones for safety, noise contours, and height restrictions along with associated compatible land uses for each public use or publicly owned airport; and

WHEREAS, that the Placerville Airport ALUCP was revised and adopted in 1996; and

WHEREAS, a draft updated plan was developed with the affected jurisdictions in El Dorado County through a technical working group; and

WHEREAS, an Initial Study/Negative Declaration was circulated for public review pursuant to the California Environmental Quality Act (CEQA) during the period from April 27, 2012 to June 1, 2012, and a public workshop was held on May 1, 2012, to receive comments on the Negative Declaration and Draft ALUCP for the Placerville Airport.

NOW, THEREFORE, BE IT RESOLVED by the Airport Land Use Commission of El Dorado County as follows:

Section 1. Adopts a Negative Declaration pursuant to CEQA for the ALUCP for the Placerville Airport; and

Section 2. Adopts the 2012 ALUCP for Placerville Airport, thereby rescinding and replacing the previously adopted Placerville Airport Comprehensive Land Use Plan (1996).

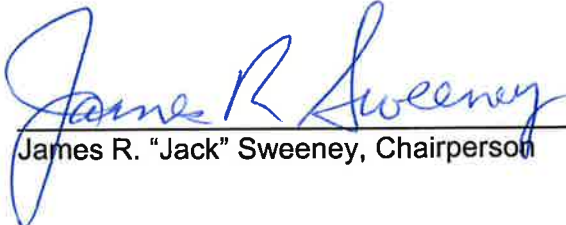
PASSED AND APPROVED by the El Dorado County Airport Land Use Commission governing body at the regular meeting held on June 28, 2012 by the following vote:

AYES: Borelli, Briggs, Hagen, Knight, Mattson, Nutting, Sweeney

NOES: None

ABSTAIN: None

ABSENT: Acuna


James R. "Jack" Sweeney, Chairperson

Attest:


Joni G. Rice, Secretary to the Commission

Table of Contents

Chapter 1 Introduction

OVERVIEW OF THE COMPATIBILITY PLAN.....	1-1
AIRPORT LAND USE COMPATIBILITY PLANNING	1-1
<i>Powers and Duties of ALUCs</i>	1-2
<i>Relationship of the ALUC to County and City Governments</i>	1-2
ALUCP PREPARATION	1-3
State Guidelines	1-3
ALUCP Relationship to Airport Master Plans.....	1-3
Airports in El Dorado County.....	1-4
<i>Cameron Airpark Airport</i>	1-4
<i>Georgetown Airport</i>	1-4
<i>Placerville Airport</i>	1-5
Sources of Information and Guidance	1-5
Plan Adoption	1-5
PLAN IMPLEMENTATION.....	1-6
General Plan Consistency.....	1-6
Overrule Process.....	1-7
Project Referrals.....	1-8
PLAN CONTENTS.....	1-8

Chapter 2 Basic Provisions

2.1 PURPOSE AND USE.....	2-1
2.1.1 El Dorado County Airport Land Use Commission.....	2-1
2.1.2 Airport Land Use Compatibility Plans for Individual Airports in El Dorado County.....	2-1
2.1.3 Basic Purpose	2-1
2.1.4 Effective Date	2-2
2.1.5 Use by ALUC	2-2
2.1.6 Use by Affected Local Agencies.....	2-2
2.2 GEOGRAPHIC COVERAGE.....	2-3
2.2.1 Airport Influence Areas	2-3
2.2.2 Review Areas	2-4
2.2.3 New Airports and Heliports.....	2-4
2.3 LIMITATIONS OF THE ALUC AND ALUCP.....	2-4
2.3.1 Agencies Not Affected by this ALUCP	2-4
2.3.2 Airport Operations	2-4
2.3.3 Existing Land Uses	2-5
2.3.4 Development by Right.....	2-5
2.4 ACTIONS SUBJECT TO ALUC REVIEW	2-6
2.4.1 Mandatory Referral of Land Use Actions	2-6
2.4.2 Mandatory Referral of Airport Planning and Development Actions.....	2-6
2.4.3 Interim Mandatory Referral of Major Land Use Actions	2-6
2.4.4 Voluntary Referral of Major Land Use Actions	2-7
2.4.5 Major Land Use Actions.....	2-7
2.4.6 Environmental Documents.....	2-8

2.5	GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY WITH ALUCP	2-8
2.5.1	Statutory Requirement.....	2-8
2.5.2	Elimination of Conflicts.....	2-8
2.5.3	Establishment of Review Process.....	2-9
2.6	OVERRULING THE ALUC	2-10
2.6.1	ALUC Determination of “Inconsistent”.....	2-10
2.6.2	Overruling of ALUC by Local Agency.....	2-10
2.6.3	ALUC Comments on Proposed Overruling.....	2-10
2.7	DEFINITIONS	2-10
2.7.1	Airport	2-10
2.7.2	Airport Influence Area.....	2-10
2.7.3	Airport Land Use Commission (ALUC)	2-10
2.7.4	Airport Land Use Commission Executive Director.....	2-10
2.7.5	Airport Land Use Compatibility Plan (ALUCP)	2-10
2.7.6	Airspace Protection Surfaces.....	2-10
2.7.7	Ancillary Use.....	2-11
2.7.8	Aviation-Related Use.....	2-11
2.7.9	Avigation Easement.....	2-11
2.7.10	Compatibility Zone.....	2-11
2.7.11	Critical Airspace Protection Zone.....	2-11
2.7.12	Density.....	2-11
2.7.13	Existing Land Use.....	2-11
2.7.14	Heliport	2-11
2.7.15	High Noise/Risk Zone	2-11
2.7.16	High Terrain Noise.....	2-11
2.7.17	Infill.....	2-11
2.7.18	Intensity.....	2-11
2.7.19	Land Use of Special Concern.....	2-11
2.7.20	Local Agency	2-11
2.7.21	Major Land Use Action.....	2-12
2.7.22	Noise Impact Area.....	2-12
2.7.23	Noise-Sensitive Land Uses	2-12
2.7.24	Nonconforming Use.....	2-12
2.7.25	Object Free Area (OFA).....	2-12
2.7.26	Overrule.....	2-12
2.7.27	Project: Land Use Action; Development Proposal.....	2-12
2.7.28	Real Estate Transaction Disclosure.....	2-12
2.7.29	Reconstruction	2-12
2.7.30	Recorded Overflight Notification	2-12
2.7.31	Redevelopment.....	2-12
2.7.32	Residential Development.....	2-13
2.7.33	Routine Overflight Zone	2-13

Chapter 3 ALUC Review Process

3.1	GENERAL REQUIREMENTS	3-1
3.1.1	Timing of Referral	3-1
3.1.2	Required Submittal Information for Land Use Actions	3-1
3.1.3	Required Submittal Information for Airport Development Actions.....	3-2

3.1.4 Submittal of Environmental Documents 3-3

3.1.5 Date of Referral..... 3-3

3.1.6 Fees 3-3

3.1.7 Responsibilities for Consistency Analysis 3-3

3.1.8 Public Input 3-4

3.2 REVIEW PROCESS FOR GENERAL PLANS, SPECIFIC PLANS, ZONING ORDINANCES,
AND BUILDING REGULATIONS 3-4

3.2.1 Initial ALUC Review of General Plan Consistency..... 3-4

3.2.2 Subsequent Reviews of Related Land Use Development Proposals..... 3-4

3.2.3 ALUC Action Choices 3-5

3.2.4 Response Time 3-5

3.3 REVIEW PROCESS FOR MAJOR LAND USE ACTIONS 3-5

3.3.1 Review by ALUC Executive Director 3-5

3.3.2 Appeal of ALUC Executive Director Action..... 3-6

3.3.3 ALUC Action Choices 3-6

3.3.4 Response Time 3-6

3.3.5 Subsequent Reviews of Related Land Use Development Proposals..... 3-7

3.4 REVIEW PROCESS FOR AIRPORT MASTER PLANS AND DEVELOPMENT PLANS 3-8

3.4.1 ALUC Action Choices for Plans of Existing Airport 3-8

3.4.2 ALUC Action Choices for Plans of New Airports or Heliports 3-8

3.4.3 Response Time 3-8

Chapter 4 Land Use Compatibility Criteria

4.1 EVALUATING LAND USE CONSISTENCY..... 4-1

4.1.1 Evaluating Compatibility of New Development..... 4-1

4.1.2 Compatibility Criteria Tables 4-1

4.2 NOISE COMPATIBILITY..... 4-1

Noise Policy Background 4-1

Noise Compatibility Policies 4-2

4.2.1 Evaluating Noise Compatibility..... 4-2

4.2.2 Maximum Acceptable Exterior Noise Levels 4-3

4.2.3 Maximum Acceptable Interior Noise Levels 4-3

4.2.4 Avigation Easement Dedication Requirements..... 4-4

4.3 SAFETY COMPATIBILITY..... 4-5

Safety Policy Background 4-5

Safety Compatibility Policies 4-6

4.3.1 Evaluating Safety Compatibility..... 4-6

4.3.2 Residential Development Criteria..... 4-6

4.3.3 Nonresidential Development Criteria..... 4-6

4.3.4 Methods for Determining Compliance with Nonresidential
Intensity Criteria..... 4-8

4.3.5 Land Uses of Special Concern 4-11

4.3.6 Mixed-Use Development..... 4-11

4.3.7 Parcels Lying Within Two or More Safety Zones..... 4-12

4.3.8 Avigation Easement Dedication Requirements..... 4-13

4.4 AIRSPACE PROTECTION 4-13

Airspace Protection Policy Background..... 4-14

Airspace Protection Policies..... 4-14

4.4.1	Evaluating Airspace Protection Compatibility	4-14
4.4.2	Airspace Obstruction Criteria	4-14
4.4.3	Other Flight Hazards.....	4-15
4.4.4	Requirements for FAA Notification of Proposed Construction or Alteration	4-16
4.4.5	ALUC Review.....	4-17
4.5	OVERFLIGHT COMPATIBILITY.....	4-17
	Overflight Policy Background.....	4-17
	Overflight Policies	4-18
4.5.1	Evaluating Overflight Compatibility.....	4-18
4.5.2	Recorded Overflight Notification	4-18
4.5.3	Real Estate Transaction Disclosure.....	4-19
4.6	POLICIES FOR SPECIAL CIRCUMSTANCES.....	4-19
4.6.1	Avigation Easement Dedication	4-19
4.6.2	Infill.....	4-20
4.6.3	Existing Nonconforming Uses	4-21
4.6.4	Reconstruction	4-22
4.6.5	Redevelopment.....	4-23
4.6.6	Special Conditions Exception	4-23
<i>Exhibits</i>		
4A	Intensity Calculation Example	4-9
4B	Site Split by Safety Zones	4-12
4C	Transferring Usage Intensity	4-13
<i>Tables</i>		
1	Noise Compatibility Criteria.....	4-25
2	Safety Compatibility Criteria	4-29

Chapter 5 Compatibility Criteria for Airport Plans

5.1	PLANS OF EXISTING AIRPORTS	5-1
5.1.1	Substance of Review.....	5-1
5.1.2	Noise Impacts of Airport Expansion	5-1
5.1.3	Consistency Determination	5-1
5.2	PLANS FOR PROPOSED NEW AIRPORTS AND HELIPORTS	5-2
5.2.1	Substance of Review.....	5-2
5.2.2	Airport/Land Use Relationship.....	5-2

Chapter 6 Individual Airport Policies and Compatibility Maps

CHAPTER OVERVIEW	6-1
CAM. CAMERON AIRPARK AIRPORT	6-2
CAM.1 Additional Compatibility Policies	6-2
CAM.1.1 Noise Compatibility Criteria.....	6-2
CAM.1.2 Single-Family Residential Construction.....	6-2
CAM.1.3 Safety Compatibility Criteria	6-2
<i>CAM-1 Airport Influence Area Policy Map</i>	ff 6-2
<i>CAM-2 Airport Noise Zones Policy Map</i>	ff 6-2
<i>CAM-3 Airport Safety Zones Policy Map</i>	ff 6-2
<i>CAM-4 Airspace Protection Zones Policy Map</i>	ff 6-2
<i>CAM-5 Overflight Zones Policy Map</i>	ff 6-2

GEO. GEORGETOWN AIRPORT 6-4
 GEO.1 Additional Compatibility Policies..... 6-4
 GEO.1.1 None 6-4
 GEO-1 Airport Influence Area Policy Map..... ff 6-4
 GEO-2 Airport Noise Zones Policy Map..... ff 6-4
 GEO-3 Airport Safety Zones Policy Map..... ff 6-4
 GEO-4 Airspace Protection Zones Policy Map..... ff 6-4
 GEO-5 Overflight Zones Policy Map..... ff 6-4
 PLA. PLACERVILLE AIRPORT 6-6
 PLA.1 Additional Compatibility Policies..... 6-6
 PLA.1.1 El Dorado Adventist School..... 6-6
 PLA-1 Airport Influence Area Policy Map..... ff 6-6
 PLA-2 Airport Noise Zones Policy Map..... ff 6-6
 PLA-3 Airport Safety Zones Policy Map..... ff 6-6
 PLA-4 Airspace Protection Zones Policy Map..... ff 6-6
 PLA-5 Overflight Zones Policy Map..... ff 6-6

Chapter 7 Background Data: Cameron Airpark Airport and Environs

INTRODUCTION 7-1
 Airport Master Plan and Airport Layout Plan Status 7-1
 Airfield Configuration..... 7-1
 Aviation Forecasts 7-1
 Surrounding Land Uses 7-2
 BACKGROUND INFORMATION 7-2

Exhibits
 CAM-1 Airport Location (Aerial) ff 7-2
 CAM-2 Airport Features Summary 7-4
 CAM-3 Airport Layout Plan (ALP)..... ff 7-4
 CAM-4 Activity Data Summary 7-6
 CAM-5 Noise and Overflight Factors ff 7-6
 CAM-6 Safety Factors ff 7-6
 CAM-7 Part 77 Airspace Surfaces ff 7-6
 CAM-8 Environs Information 7-8
 CAM-9 Existing Land Use..... ff 7-8
 CAM-10 Land Use Designation..... ff 7-8

Chapter 8 Background Data: Georgetown Airport and Environs

INTRODUCTION 8-1
 Airport Master Plan and Airport Layout Plan Status 8-1
 Airfield Configuration..... 8-1
 Aviation Forecasts 8-1
 Surrounding Land Uses 8-2
 BACKGROUND INFORMATION 8-2

Exhibits
 GEO-1 Airport Location (Aerial) ff 8-2
 GEO-2 Airport Features Summary 8-4
 GEO-3 Airport Layout Plan (ALP)..... ff 8-4

GEO-4 Activity Data Summary 8-6
 GEO-5 Noise and Overflight Factors ff 8-6
 GEO-6 Safety Factors ff 8-6
 GEO-7 Part 77 Airspace Surfaces ff 8-6
 GEO-8 Environs Information 8-8
 GEO-9 Existing Land Use..... ff 8-8
 GEO-10 Land Use Designation..... ff 8-8

Chapter 9 Background Data: Placerville Airport and Environs

INTRODUCTION 9-1
 Airport Master Plan and Airport Layout Plan Status 9-1
 Airfield Configuration..... 9-1
 Aviation Forecasts 9-1
 Surrounding Land Uses 9-2
 BACKGROUND INFORMATION 9-2
Exhibits
 PLA-1 Airport Location (Aerial) ff 9-3
 PLA-2 Airport Features Summary 9-4
 PLA-3 Airport Layout Plan (ALP)..... ff 9-4
 PLA-4 Activity Data Summary 9-6
 PLA-5 Noise and Overflight Factors ff 9-6
 PLA-6 Safety Factors ff 9-6
 PLA-7 Part 77 Airspace Surfaces ff 9-6
 PLA-8 Environs Information 9-8
 PLA-9 Existing Land Use..... ff 9-8
 PLA-10 Land Use Designation..... ff 9-8

Appendices

A Foundations of Airport Land Use Compatibility Planning
B State Laws Related to Airport Land Use Planning
C Federal Aviation Regulations Part 77
 Figure C-1 – FAR Part 77 Imaginary Surfaces
 Figure C-2 – FAR Part 77 Notification
 Figure C-3 – FAR Part 77 Filing Process
D Airport Land Use Compatibility Concepts
 Table D-1 – Safety Zone Aircraft Accident Risk Characteristic
 Figure D-1 – Noise Footprints of Selected Aircraft
 Figure D-2 – General Aviation Accident Distribution Contours, All Arrivals
 Figure D-3 – General Aviation Accident Distribution Contours, All Departures
E Methods for Determining Concentrations of People
 Table E-1 – Occupant Load Factors
 Table E-2 – Sample People-Per-Acre Calculations
F General Plan Consistency Checklist
G Sample Implementation Documents
 Table G-1 – Sample Airport Combining Zone Components
 Table G-2 – Typical Avigation Easement
 Table G-3 – Sample Recorded Overflight Notification
H Project Referral Form

Glossary of Terms

NOTE: This Glossary consists both of terms common within the aviation and airport land use compatibility planning fields and terms defined specifically for the purposes of this *El Dorado County Airport Land Use Compatibility Plan (ALUCP)*. The latter terms are shown in *italics* and are repeated in Section 2.7 of Chapter 2.

Above Ground Level (AGL): An elevation datum given in feet above ground level.

Air Carriers: The commercial system of air transportation, consisting of the certificated air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

Aircraft Accident: An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or nonoccupant) receives fatal or serious injury or an aircraft receives substantial damage.

- ▶ Except as provided below, substantial damage means damage or structural failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, and that would normally require major repair or replacement of the affected component.
- ▶ Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.

Aircraft Incident: A mishap associated with the operation of an aircraft in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.

Aircraft Mishap: The collective term for an aircraft accident or an incident.

Aircraft Operation: The airborne movement of aircraft at an airport or about an en route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations. (FAA Stats)

Airport: An area of land or water that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings and facilities if any. (FAR 1) *Cameron Airpark Airport, Georgetown Airport, Placerville Airport, or any new public-use or military airport that may be created within the western El Dorado County area under the jurisdiction of the El Dorado County ALUC (ALUCP).*

Airport Compatibility Zones: Areas on and near an airport in which land use and development restrictions are established to protect the safety of the public and include the Runway Protection Zone, Inner Approach/Departure Zone, Inner Turning Zone, Outer Approach/Departure Zone, Sideline Zone, and the Traffic Pattern Zone.

Airport Elevation: The highest point of an airport's useable runways, measured in feet above mean sea level. (AIM)

Airport Influence Area: *An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The airport influence area constitutes the area within which certain land use actions are subject to ALUC review to determine consistency with the policies herein. The influence areas for each airport covered by this ALUCP are presented in Chapter 6.*

Airport Land Use Commission (ALUC): A commission authorized under the provisions of California Public Utilities Code, Section 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them. *The El Dorado County Transportation Commission or a legally established successor agency acting as the Airport Land Use Commission for El Dorado County.*

Airport Land Use Commission Executive Director: *The Executive Director of the El Dorado County Transportation Commission.*

Airport Land Use Compatibility Plan (ALUCP): A planning document that contains policies for promoting safety and compatibility between public use airports and the communities that surround them. The ALUCP is the foundation of the airport land use compatibility planning process. It is adopted by the ALUC and reflects the ALUCs jurisdictional boundary. *This document, the El Dorado County Airport Land Use ALUCP, which includes the individual ALUCPs for Cameron Airpark Airport, Georgetown Airport, and Placerville Airport.*

Airport Layout Plan (ALP): A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

Airport Master Plan (AMP): A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operation and physical characteristics of the airplanes intended to operate at an airport. (Airport Design AC)

Airports, Classes of: For the purposes of issuing a Site Approval Permit, The California Department of Transportation, Division of Aeronautics classifies airports into the following categories: (CCR)

- ▶ *Agricultural Airport or Heliport:* An airport restricted to use only be agricultural aerial applicator aircraft (FAR Part 137 operators).
- ▶ *Emergency Medical Services (EMS) Landing Site:* A site used for the landing and taking off of EMS helicopters that is located at or as near as practical to a medical emergency or at or near a medical facility and
 - (1) has been designated an EMS landing site by an officer authorized by a public safety agency, as defined in the State Public Utilities Code (PUC) Section 21662.1, using criteria that the public safety agency has determined is reasonable and prudent for the safe operation of EMS helicopters and
 - (2) is used, over any twelve month period, for no more than an average of six landings per month with a patient or patients on the helicopter, except to allow for adequate medical response to a mass casualty event even if that response causes the site to be used beyond these limits, and

- (3) is not marked as a permitted heliport as described in Section 3554 of these regulations and
- (4) is used only for emergency medical purposes.

- ▶ *Heliport on Offshore Oil Platform:* A heliport located on a structure in the ocean, not connected to the shore by pier, bridge, wharf, dock or breakwater, used in the support of petroleum exploration or production.
- ▶ *Personal-Use Airport:* An airport limited to the non-commercial use of an individual owner or family and occasional invited guests.
- ▶ *Public-Use Airport:* An airport that is open for aircraft operations to the general public and is listed in the current edition of the *Airport/Facility Directory* that is published by the National Ocean Service of the U.S. Department of Commerce.
- ▶ *Seaplane Landing Site:* An area of water used, or intended for use, for landing and takeoff of seaplanes.
- ▶ *Special-Use Airport or Heliport:* An airport not open to the general public, access to which is controlled by the owner in support of commercial activities, public service operations, and/or personal use.
- ▶ *Temporary Helicopter Landing Site:* A site, other than an emergency medical service landing site at or near a medical facility, which is used for landing and taking off of helicopters and
 - (1) is used or intended to be used for less than one year, except for recurrent annual events and
 - (2) is not marked or lighted to be distinguishable as a heliport and
 - (3) is not used exclusively for helicopter operations.

Airspace Protection Surfaces: *Imaginary surfaces in the airspace surrounding the Airport defined in accordance with criteria set forth in Federal Aviation Regulations Part 77. These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the airport. The Airspace Protection Surfaces for each airport addressed by this ALUCP are presented in Chapter 6.*

Ambient Noise Level: The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Ancillary Use: *A use occupying no more than 10% of total building floor area.*

Approach Protection Easement: A form of easement that both conveys all of the rights of an aviation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

Approach Speed: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration. (AIM)

Aviation-Related Use: *Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include, but are not limited to, runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.*

Avigation Easement: *An easement that conveys rights associated with aircraft overflight of a property and establishes restrictions on use of the underlying property.* An avigation easement typically conveys the following rights:

- ▶ A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with FAR Part 77 criteria).
- ▶ A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.
- ▶ A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.
- ▶ A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.
- ▶ A right to prohibit electrical interference, glare, misleading lights, visual impairments, and other hazards to aircraft flight from being created on the property.

Based Aircraft: Aircraft stationed at an airport on a long-term basis.

California Environmental Quality Act (CEQA): Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines that may adversely affect the environment.

Ceiling: Height above the earth's surface to the lowest layer of clouds or obscuring phenomena. (AIM)

Circling Approach/Circle-to-Land Maneuver: A maneuver initiated by the pilot to align the aircraft with a runway for landing when a straight-in landing from an instrument approach is not possible or not desirable. (AIM)

Combining District: A zoning district that establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts.

Commercial Activities: Airport-related activities that may offer a facility, service or commodity for sale, hire or profit. Examples of commodities for sale are: food, lodging, entertainment, real estate, petroleum products, parts and equipment. Examples of services are: flight training, charter flights, maintenance, aircraft storage, and tiedown. (CCR)

Commercial Operator: A person who, for compensation or hire, engages in the carriage by aircraft in air commerce of persons or property, other than as an air carrier. (FAR 1)

Commercial Service Airports: Public airports receiving scheduled passenger service and having 2,500 or more enplaned passengers per year. Commercial service airports are further broken down into Primary and Non-Primary Airports.

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating exposure to airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise

during evening and nighttime periods relative to the daytime period. (State Airport Noise Standards, California Code of Regulations Title 21, Section 5000 *et seq.*)

Compatibility Plan: As used herein, a plan, usually adopted by an Airport Land Use Commission that sets forth policies for promoting compatibility between airports and the land uses that surround them. Often referred to as a *Comprehensive Land Use Plan (CLUP)*.

Compatibility Zone. Any of the noise, safety, airspace protection, or overflight zones established herein.

Controlled Airspace: Any of several types of airspace within which some or all aircraft may be subject to air traffic control. (FAR 1)

Critical Airspace Protection Zone: A compatibility zone consisting of the Federal Aviation Regulations Part 77 primary surface, the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface, and the High Terrain Zone.

Day-Night Average Sound Level (DNL): The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn} .

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an *A-weighted sound level* (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Deed Notice: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

Density: *The number of dwelling units per acre. Density is used in this ALUCP as the measure by which proposed residential development is evaluated for compliance with safety compatibility criteria (compare intensity).*

Departure Surface for Instrument Runways: Applied to runways with an instrument approach, this surface has a slope of 40:1 starting from the departure end of the runway with dimensions of 1,000 foot inner width, 6,466 foot outer width, and 10,200-foot-length.

Designated Body: A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.

Displaced Threshold: A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see *Threshold*). (AIM)

Easement: A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

Equivalent Sound Level (L_{eq}): The level of constant sound that, in the given situation and time period, has the same average sound energy as does a time-varying sound.

Existing Land Use: *A land use that either physically exists or for which local agency commitments to the proposal have been obtained.*

Federal Aviation Regulations (FAR) Part 77: The part of Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the Part 77 height limits constitute airspace obstructions. FAR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace.

FAR Part 77 Surfaces: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

Federal Aviation Administration (FAA): The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

Federal Aviation Regulations (FAR): Regulations formally issued by the FAA to regulate air commerce.

FAR Part 121 Operations: Operating requirements for Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft.

FAR Part 135 Operations: Operating requirements for Commuter, and On Demand Operations and rules governing persons on board such aircraft.

FAR Part 150 Study: A study that determines the amount of noise impact an airport generates from its operations with the purpose of reducing noise impacts on existing

Findings: Legally relevant subconclusions that expose a government agency's mode of analysis of facts, regulations, and policies, and that bridge the analytical gap between raw data and ultimate decision.

Fixed Base Operator (FBO): A business that operates at an airport and provides aircraft services to the general public including, but not limited to, sale of fuel and oil; aircraft sales, rental, maintenance, and repair; parking and tiedown or storage of aircraft; flight training; air taxi/charter operations; and specialty services, such as instrument and avionics maintenance, painting, overhaul, aerial application, aerial photography, aerial hoists, or pipeline patrol.

Floor Area Ratio (FAR): FAR expresses the relationship between the amount of useable floor area permitted in a building (or buildings) and the area of the lot on which the building stands. It is obtained by dividing the gross floor area of a building by the total area of the lot.

General Aviation: That portion of civil aviation that encompasses all facets of aviation except air carriers. (FAA Stats)

General Aviation Airport: Airports that do not receive scheduled commercial service, or do not meet the criteria for classification as a commercial service airport. General aviation airports have at least 10 locally based aircraft, are at least twenty miles from the nearest NPIAS airports

General Plan: A statement of policies, including text and diagrams, setting forth objectives, principles, standards, and plan proposals, for the future physical development of a city or county.

Glide Slope: An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.

Global Positioning System (GPS): A navigational system that utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.

Helipad: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters (AIM).

Heliport: A facility used for operating, basing, housing, and maintaining helicopters. (HAI) *A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded.*

High Noise/Risk Zone: A compatibility zone encompassing all areas within the CNEL 55 dB contour, Safety Zones 1 through 5, and the Critical Airspace Protection Zone.

High Terrain Zone: An area encompassing locations where the ground elevation exceeds or is within 35 feet beneath an airspace protection surface.

Infill: Development that takes place on vacant property largely surrounded by existing development, especially development that is similar in character. *Development of vacant or underutilized land within established communities or neighborhoods that are comprised of existing uses inconsistent with the compatibility criteria set forth in this ALUCP.*

Inner Approach/Departure Zone: A rectangular area extending beyond the RPZ. If the RPZ widths approximately equal the runway widths, the Inner Approach/Departure Zoned extends along the sides of the RPZ from the end of the runway.

Inner Turning Zone: A triangular area over which aircraft are turning from the base to final approach legs of the standard traffic pattern. It also includes the area where departing aircraft normally complete the transition from takeoff to climb mode and begin to turn on their en route headings.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority (refer to *Nonprecision Approach Procedure* and *Precision Approach Procedure*). (AIM)

Instrument Flight Rules (IFR): Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail. (AIM)

Instrument Landing System (ILS): A precision instrument approach system that normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Marker; (4) Middle Marker; (5) Approach Lights. (AIM)

Instrument Operation: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility. (FAA ATA)

Instrument Runway: A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved. (AIM)

Intensity: *The number of people per acre. Intensity is used in this ALUCP as the measure by which most proposed nonresidential development is evaluated for compliance with safety compatibility criteria (compare density).*

Inverse Condemnation: An action brought by a property owner seeking just compensation for land taken for a public use against a government or private entity having the power of eminent domain. It is a remedy peculiar to the property owner and is exercisable by that party where it appears that the taker of the property does not intend to bring eminent domain proceedings.

Land Use Map: A map showing land-use classifications as well as other important surface features such as roads, rail lines, waterways, and jurisdictional boundaries. Land Use Maps may show either existing or proposed land uses.

Large Airplane: An airplane of more than 12,500 pounds maximum certificated takeoff weight. (Airport Design AC)

Local Agency: Any local governmental entity such as a special district, school district, or community college district, including any future city or district. *The County of El Dorado, the City of Placerville, and any other local governmental entity such as a special district, school district, or community college district—including any future city or district—having jurisdictional territory lying within an airport influence area as defined herein.*

Localizer (LOC): The component of an ILS that provides course guidance to the runway. (AIM)

Major Land Use Action: *Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law.*

Mean Sea Level (MSL): An elevation datum given in feet from mean sea level.

Minimum Descent Altitude (MDA): The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided. (FAR 1)

Missed Approach: A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. (AIM)

National Transportation Safety Board (NTSB): The U.S. government agency responsible for investigating transportation accidents and incidents.

Navigational Aid (Navaid): Any visual or electronic device airborne or on the surface that provides point-to-point guidance information or position data to aircraft in flight. (AIM)

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Impact Area: *An area, defined in terms of Community Noise Equivalent Level (CNEL), within which the noise impacts generated by aircraft activity at an airport may represent a land use compatibility concern. The noise impact zones for each airport are depicted in Chapter 6.*

Noise Level Reduction (NLR): A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.

Noise-Sensitive Land Uses: *Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. Types of noise sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.*

Nonconforming Use: An existing land use that does not conform to subsequently adopted or amended zoning or other land use development standards. *An existing land use that does not comply with the compatibility criteria set forth in this ALUCP.*

Nonprecision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided. (FAR 1)

Nonprecision Instrument Runway: A runway with an approved or planned straight-in instrument approach procedure that has no existing or planned precision instrument approach procedure. (Airport Design AC)

Object Free Area (OFA): An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. (Airport Design AC) The OFA dimensions to be applied for the purposes of this *ALUCP* are as established by the FAA.

Obstruction: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*.

Outer Approach/Departure Zone: A rectangular area located along the extended centerline beyond the Inner Approach/Departure Zone.

Overflight: Any distinctly visible and/or audible passage of an aircraft in flight, not necessarily directly overhead.

Overflight Easement: An easement that describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

Overflight Zone: The area(s) where aircraft maneuver to enter or leave the traffic pattern, typically defined by the FAR Part 77 horizontal surface.

Overlay Zone: See *Combining District*.

Overrule: *An action that a local agency can take in accordance with provisions of state law if it wishes to proceed with a proposed project affecting lands within the airport influence area when the ALUC has determined the action to be inconsistent with this ALUCP.*

Planning Area Boundary: An area surrounding an airport designated by an ALUC for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.

Precision Approach Procedure: A standard instrument approach procedure where an electronic glide slope is provided (FAR 1).

Precision Instrument Runway: A runway with an existing or planned precision instrument approach procedure (Airport Design AC).

Project; Land Use Action; Development Proposal: *Terms that refer to the types of land use matters, either publicly or privately sponsored, that are subject to the provisions of this ALUCP.*

Real Estate Transaction Disclosure: *A form of buyer awareness documentation required by California state law and applicable to many transactions involving residential real estate including previously occupied dwellings. Disclosure notifies a prospective buyer that the property is located in proximity to an airport and may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around the airport.*

Reconstruction: *The rebuilding of an existing nonconforming structure that has been fully or partially destroyed as a result of a calamity (as opposed to redevelopment which may involve intentional destruction of structures).*

Recorded Overflight Notification: *A form of buyer awareness documentation recorded in the title of a property stating that the property may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around a nearby airport. Unlike an avigation easement, a recorded overflight notification does not convey property rights from the property owner to the airport and does not restrict the height of objects.*

Redevelopment: *Replacement or expansion of existing structures or uses on a site with new or additional structures or uses to replace an existing use at a density or intensity that may vary from the existing use.*

Referral Area: The area around an airport defined by the planning area boundary adopted by an airport land use commission within which certain land use proposals are to be referred to the ALUC for review. Also known as the Airport Influence Area.

Residential Development: *Any subdivision of land for residential purposes or any construction of residential units other than on a designated single-family residential parcel.*

Routine Overflight Zone: The area commonly overflown by aircraft at an altitude of approximately 1,000 feet or less as they approach, depart, or engage in flight training at an airport.

Runway Capacity: The number of landings and take-offs, or a combination of both, that can be accommodated without undue delays to aircraft with the minimal approach spacing published for IFR (instrument flight rules) and VFR (visual flight rules).

Runway Protection Zone (RPZ): An area (formerly called a *clear zone*) off the end of a runway used to enhance the protection of people and property on the ground. (Airport Design AC)

Safety Zone: For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

Sideline Zone: A rectangular area in close proximity and parallel to the runway.

Single-Event Noise: As used herein, the noise from an individual aircraft operation or overflight.

Single Event Noise Exposure Level (SENEL): A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to *Sound Exposure Level (SEL)*.

Site Approval Permit: A written approval issued by the California Department of Transportation authorizing construction of an airport in accordance with approved plans, specifications, and conditions. Both public-use and special-use airports require a site approval permit. (CCR)

Small Airplane: An airplane of 12,500 pounds or less maximum certificated takeoff weight. (Airport Design AC)

Sound Exposure Level (SEL): A time-integrated metric (i.e., continuously summed over a time period) that quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

Straight-In Instrument Approach: An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-in landing or made to straight-in landing weather minimums. (AIM)

Taking: Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a *taking* to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property.

Terminal Instrument Procedures (TERPS): Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, nonprecision approach, circling, and departure.

Threshold: The beginning of that portion of the runway usable for landing (also see *Displaced Threshold*). (AIM)

Touch-and-Go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (AIM)

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. (AIM)

Traffic Pattern Zone: An elliptical area that includes the majority of other portions of regular air traffic patterns and pattern entry routes, and generally extends to the farthest point of 6,000-foot radius arcs from the centers of each of the primary surfaces and connecting lines tangent to those arcs.

Visual Approach: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum—generally, a 1,000-foot ceiling and 3-mile visibility.

Visual Runway: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan. (Airport Design AC)

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map.

Sources:

FAR 1: Federal Aviation Regulations Part 1, Definitions and Abbreviations

AIM: Aeronautical Information Manual

Airport Design AC: Federal Aviation Administration, *Airport Design* Advisory Circular 150/5300-13

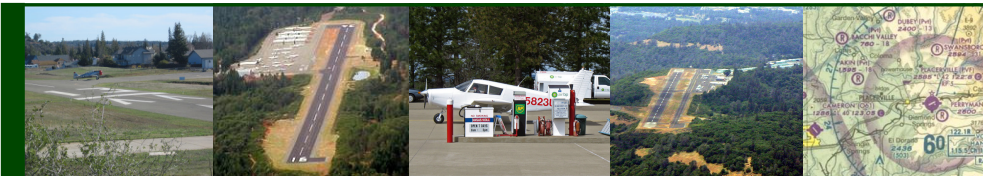
CCR: California Code of Regulations, Title 21, Section 3525 et seq., *Division of Aeronautics*

FAA ATA: Federal Aviation Administration, *Air Traffic Activity*

FAA Stats: Federal Aviation Administration, *Statistical Handbook of Aviation*

HAI: Helicopter Association International

NTSB: National Transportation and Safety Board



Chapter **1**

INTRODUCTION

Introduction

OVERVIEW OF THE ALUCP

This *El Dorado County Airport Land Use Compatibility Plan (ALUCP)* contains the individual *Compatibility Plan* for each of the three public-use airports in the western portion of El Dorado County: Cameron Airpark Airport, Georgetown Airport, and Placerville Airport. As adopted by the El Dorado County Airport Land Use Commission (ALUC), the basic function of the *ALUCP* is to promote compatibility between these airports and future land use development in the surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development. Neither this *ALUCP* nor the ALUC have authority over existing land uses or over the operation of the airports.

The El Dorado County Transportation Commission (EDCTC) functions as the ALUC for western El Dorado County, having taken over this function from the multi-county Foothill ALUC in 2008. The El Dorado County ALUC does not have jurisdiction over the eastern portion of the county, specifically Lake Tahoe Airport, and this *ALUCP* is not applicable to that airport or its environs.

Jurisdictions subject to the provisions of this *ALUCP* are the County of El Dorado and City of Placerville, together with special districts, school districts, and community college districts having territory within the influence area of any of the three airports, as defined herein. The authority of the ALUC does not extend to state, federal, or tribal lands. Details regarding the purpose, scope, and applicability of the *ALUCP* are set forth in the policy chapters that follow.

AIRPORT LAND USE COMPATIBILITY PLANNING

The creation of airport land use commissions (ALUCs) and the preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act.¹ Provisions for creation of ALUCs were first established under state law in 1967 (see Appendix B for a copy of the statutes). With limited exceptions, an ALUC is required in every county in the state. Furthermore, a compatibility plan is required for each public-use and military airport even in instances where an ALUC is not established.

¹ *Public Utilities Code Section 21670 et seq.*

Powers and Duties of ALUCs

Although the law has been amended numerous times since its original adoption, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

The compatibility plans that ALUCs adopt are the basic tools they use to achieve this purpose. The ultimate objective of ALUCs, though, is to ensure that land use actions taken by local agencies also adhere to this purpose. ALUCs pursue this objective by reviewing the general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan. ALUCs also review airport operators’ proposed master plans and other airport development plans to determine if those plans are consistent with the compatibility plan or if modifications should be made to the compatibility plan to reflect current airport planning.

Two specific limitations on the powers of ALUCs are set in the statutes. First, as indicated above, is that ALUCs have no authority over areas “already devoted to incompatible uses.” The common interpretation of this clause is that ALUCs have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An ALUC cannot, for example, require that an existing incompatible use be converted to something compatible. The second explicit limitation is that ALUCs have no “jurisdiction over the operation of any airport.” This limitation includes anything concerning the configuration of runways and other airport facilities, the types of aircraft operating at the airport, or where they fly.

Relationship of the ALUC to County and City Governments

The relationship between ALUCs and the governments of the counties and the cities within their jurisdiction is set forth in the State Aeronautics Act. For the most part, ALUCs act independently from the local land use jurisdictions. ALUCs must consult with the involved agencies regarding the establishment of airport influence area boundaries,² but otherwise have the authority to adopt compatibility plans without approval from county or city governing bodies.

ALUCs, though, do not have the authority to implement their own compatibility policies. The responsibility for implementation of ALUC-adopted compatibility plans rests with the affected local agencies. The Government Code establishes that each county and city affected by an airport land use compatibility plan must make its general plan and any applicable specific plans consistent with the ALUC’s compatibility plan.³ Alternatively, local agencies can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the ALUC policies.⁴

The other responsibility of local agencies is to refer their plans and certain other proposed land use actions to the ALUC for review so that the ALUC can determine whether those actions are consistent

² *Public Utilities Code Section 21675(c).*

³ *Government Code Section 65302.3.*

⁴ *Public Utilities Code Section 21676.*

with its compatibility plan. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be referred to the ALUC. However, other actions, such as those associated with individual development proposals, are subject to ALUC review only until such time as the agency's general plan and specific plans have been made consistent with the ALUC plan or the agency has overruled the ALUC.

ALUCP PREPARATION

State Guidelines

Many of the procedures that govern how ALUCs operate are defined by state law. As noted earlier, statutory provisions in the Public Utilities Code establish the requirements for ALUC adoption of compatibility plans, which airports must have these plans, and some of the steps involved in plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the ALUC. For example, the law specifies the types of actions that local jurisdictions must refer for review.

With respect to airport land use compatibility criteria, the statutes say little however. Instead, a section of the law enacted in 1994 refers to another document, the *Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, ALUCs shall “be guided by” the information contained in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

The policies and maps in this *ALUCP* take into account the guidance provided by the current edition of the *Handbook* (October 2011).

An additional function of the *Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. This statute requires lead agencies to use the *Handbook* as “a technical resource” when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.⁵

The October 2011 edition of the *Handbook* is available for downloading from the Division of Aeronautics web site (www.dot.ca.gov/hq/planning/aeronaut).

ALUCP Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans and other types of airport development plans, but they are closely connected to them. In simple terms, airport master plans are adopted by the agency that owns and/or operates the airport. Master plans primarily address on-airport issues. In contrast, compatibility plans are normally adopted by an ALUC and are concerned with issues affecting surrounding lands.

The principal connection between the two types of plans stems from the California Public Utilities Code. The statutes require that ALUC plans must be based upon a long-range airport master plan

⁵ *Public Resources Code Section 21096.*

adopted by the airport owner/proprietor or, if such a plan does not exist for a particular airport, an airport layout plan may be used with the approval of the Division of Aeronautics.⁶ Furthermore, the compatibility plan must reflect “the anticipated growth of the airport during at least the next 20 years.”

The connection works in both directions, however. While a compatibility plan must be based upon an airport master plan, the statutes require that any proposed modification to an airport master plan be submitted to the ALUC to determine whether the proposal is consistent with the compatibility plan.⁷ Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process usually is that the compatibility plan will need to be updated to mirror the new master plan.

Airports in El Dorado County

The three airports addressed by this *ALUCP* are all public-use general aviation facilities. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been taken into account in the preparation of this *ALUCP*.

Cameron Airpark Airport

Since 1987, Cameron Airpark Airport has been operated by the Cameron Park Airport District. The airport differs from the other public use airports within the EDCTC’s jurisdiction in that it also was designed as a residential community for aviators. The community includes 100-foot wide streets that also serve as taxiways. In addition to recreational flying, the airport provides emergency support such as medical evacuation, law enforcement, and training.

The airport is located in the center of Cameron Park which is an unincorporated community of El Dorado County. Most of the land surrounding the airport is already developed in residential uses plus some commercial use. A nearby lake and golf course are also located in the immediate airport vicinity. The most recent compatibility plan associated with Cameron Airpark was prepared for and adopted by the Foothills ALUC in 1986.

Detailed background data pertaining to Cameron Airpark is presented in Chapter 7.

Georgetown Airport

Georgetown Airport is a public-use Community General Aviation airport owned by El Dorado County and operated by the County’s Department of Transportation. The airport plays an important role in providing emergency access to the remote Georgetown area. Services include fuel, tie-down spaces and transient aircraft parking. Current data indicate that 37 aircraft are based at the airport. The *2010-2030 El Dorado County Regional Transportation Plan* indicates that the airport is operating at its aircraft parking capacity.

Georgetown Airport is located in an unincorporated area of El Dorado County west of the community of Georgetown. The Georgetown Airport Comprehensive Land Use Plan was prepared in 1987 and subsequently revised and adopted in 1996.

⁶ *Public Utilities Code Section 21675(a).*

⁷ *Public Utilities Code Section 21676(c).*

Detailed background data pertaining to Georgetown Airport is presented in Chapter 8.

Placerville Airport

Placerville Airport is owned by El Dorado County and operated by the County's Department of Transportation. The California Aviation System Plan (CASP) identifies the Placerville Airport as one of the region's highest priorities in terms of capacity and safety enhancement. The airport serves Placerville and its surrounding communities and provides important support services to the military and other government agencies, including search and rescue, medevac, and fire support. The Placerville Airport is strategically important to emergency air operations in support of wildland fires.

The airport and areas to the south, east and northeast are located within unincorporated El Dorado County. The City of Placerville is adjacent to the airport property to the north and west; this area is zoned for residential use. The previous compatibility plan for Placerville Airport was last revised and adopted in 1996.

Detailed background data pertaining to Placerville Airport is presented in Chapter 9.

Sources of Information and Guidance

As required by California state law, the *California Airport Land Use Planning Handbook* provides guidance for the compatibility policies set forth in this *ALUCP*. The *Handbook* was used both to structure and define compatibility criteria and to establish the procedures to be followed by the ALUC and local agencies in implementation of the criteria.

The data associated with each airport was based upon the most recent airport layout plan that was approved by the Federal Aviation Administration (FAA). The ALPs provided data pertaining to existing and proposed airport improvements over a 20-year planning horizon.

With respect to aircraft activity projections, the *ALUCP* again relies upon data obtained from each airport regarding historic, current, and projected operations. The activity forecasts were based on data obtained from airport managers, FAA terminal area forecasts, and recent trends.

Finally, a Working Group was established specifically for the *ALUCP* update project. The group's primary membership consisted of the El Dorado County Transportation Commission's ALUC staff and staff from the El Dorado County Department of Planning Services, El Dorado County Department of Transportation, City of Placerville Planning Division, and Cameron Park Airport. Additional input was provided by the Georgetown Divide Recreation District. The Working Group assisted with providing airport and land use data, reviewing discussion papers and draft materials, and provided comments for consideration in the administrative draft plan.

Plan Adoption

Although contained within this single volume, the *El Dorado County Airport Land Use Compatibility Plan* consists of three separate *ALUCPs*, one for each airport addressed. An Initial Study was prepared for each *ALUCP* in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study was to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study included those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano County Airport Land Use Commission*, such as an assessment of the potential displacement of future residential and non-

residential land use development. The Initial Study and associated Negative Declarations associated with the *ALUCP* for each airport were circulated during a 35-day public review period that extended from April 27, 2012 to June 1, 2012.

On June 28, 2012, the El Dorado County ALUC individually adopted the *ALUCP* and associated Negative Declaration for the Cameron Airpark Airport, Georgetown Airport, and Placerville Airport, thereby replacing the previously adopted plans. A copy of each resolution is at the front of this volume. A copy the *El Dorado County Airport Land Use Compatibility Plan*, which includes the policies for each airport, is available on the El Dorado County Transportation website (www.edctc.org).

PLAN IMPLEMENTATION

General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC using the process outlined in the next section.

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- ▶ It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- ▶ It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions affected by this *ALUCP* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

Compatibility planning issues can be reflected in a general plan in several ways:

Incorporate Policies into Existing General Plan Elements—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.

Adopt a General Plan Airport Element—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.

Adopt ALUCP as Stand-Alone Document—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *ALUCP*—specifically, Chapters 2 through 5, the

relevant section of Chapter 6 and background information from Chapters 7 through 9 they wish to include. Changes to the community's existing general plan would be minimal. Policy reference to the separate *ALUCP* document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.

Adopt Airport Combining District or Overlay Zoning Ordinance—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *ALUCP* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix G.)

Overrule Process

If the ALUC has determined that a local agency's general plan is inconsistent with the *ALUCP* and the local agency wishes to adopt the plan anyway, then it must overrule the ALUC. The statutes are explicit in the spelling out the steps involved in the overrule process. These same steps also apply if the local agency intends to overrule the ALUC with regard to a finding of inconsistency on proposed adoption or approval of a specific plan, zoning ordinance or building regulation, or airport master plan, or, if referral to the ALUC was mandatory, an individual development proposal.⁸

First, the local agency must make specific findings that the proposed local action is consistent with the purposes of Article 3.5 of the California Public Utilities Code.⁹ Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence. Specifically, the governing body of the local agency must make specific findings that the proposed project will not:

- › Impair the orderly, planned expansion of the airport;
- › Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
- › Expose the public to excessive noise and safety hazards.

Prior to proceeding with an overrule action, the local agency must provide to the ALUC and the Caltrans Division of Aeronautics a copy of the proposed decision and findings to overrule the ALUC at least 45 days prior to the hearing date. The ALUC and the Division of Aeronautics may provide comments to the local agency within 30 days of receiving the proposed decision and findings. The local

⁸ *Public Utilities Code Sections 21676(a), (b), and (c).*

⁹ As stated in *Public Utilities Code Section 21670.*

agency must hold a public hearing on the matter with notice provided in a manner consistent with the agency's established procedures.

A decision to overrule the ALUC must be made by a two-thirds vote of the local agency's governing body. If the overrule is approved, any comments received from the ALUC or Caltrans Division of Aeronautics must be included in the public record of the final decision.¹⁰

A final aspect of a decision to overrule the ALUC involves liability implications. The statutes say that, if a local agency other than the airport owner overrules the ALUC, the agency that owns and operates the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."¹¹

Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law—adoption or amendment of general plans, specific plans, zoning ordinances, or building codes affecting land within an airport influence area—the *ALUCP* specifies other land use projects that either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan is adopted by the ALUC and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be referred to the commission for review. After local agencies have made their general plans consistent with the *ALUCP*, the ALUC requests that these major actions continue to be submitted on a voluntary basis. These procedures must be indicated in the local jurisdiction's general plan or other implementing policy document in order for the general plan to be considered fully consistent with the *ALUCP*.

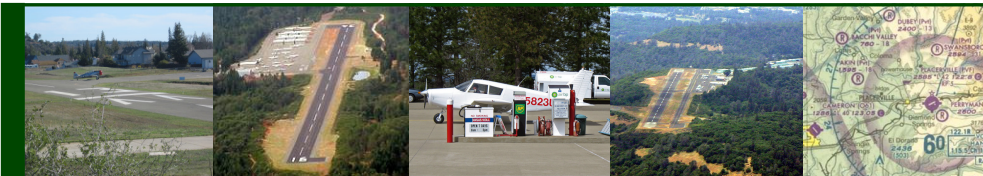
PLAN CONTENTS

This *ALUCP* is organized into nine chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for El Dorado County in particular. The most important components of the plan are found in Chapters 2 through 6. Chapters 2 through 5 present airport compatibility and review policies applicable to each of the three addressed airports. Chapters 2 and 3 focus on procedural matters, while Chapters 4 and 5 establish compatibility criteria. Chapter 6 contains the compatibility map for each airport together with individual policies for that airport. Chapters 7 through 9 present airport and land use background information regarding each of the airports in alphabetical sequence.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. This material is mostly taken from other sources and does not represent ALUC policy except where cited as such in Chapters 2 through 5—specifically the state ALUC statutes and certain other laws (Appendix B) and Federal Aviation Regulations Part 77 (Appendix C).

¹⁰ *Public Utilities Code Sections 21676, 21676.5 and 21677.*

¹¹ *Public Utilities Code Sections 21678 and, with slightly different wording, 21675.1(f).*



Chapter **2**

BASIC PROVISIONS

Basic Provisions

2.1. Purpose and Use

- 2.1.1. *El Dorado County Airport Land Use Commission:* The El Dorado County Airport Land Use Commission (ALUC) is formed and operates in accordance with the requirements of California state law. The El Dorado County Transportation Commission (EDCTC) is designated to serve as the El Dorado County ALUC.¹
- 2.1.2. *Airport Land Use Compatibility Plans for Individual Airports in El Dorado County:* With limited exceptions, California law requires an airport land use compatibility plan for each public-use and military airport in the state. This document, the *El Dorado County Airport Land Use Airport Land Use Compatibility Plan (ALUCP)* contains the individual *ALUCP* for each of the three public-use airports on the western slope of El Dorado County.² There are no military airports in the county.
- (a) The three airports covered by this *ALUCP* are:
- (1) Cameron Airpark Airport, a public-use, privately owned airport.
 - (2) Georgetown Airport, a public-use airport owned by the County of El Dorado.
 - (3) Placerville Airport, a public-use airport owned by the County of El Dorado.
- (b) The policies in this document are divided into five chapters. The policies in Chapters 2 through 5 together with the respective airport-specific policies in Chapter 6 comprise the *ALUCP* for each airport.
- (1) Chapters 2 through 5 contain policies applicable separately but uniformly to the *ALUCP* for each of the three airports.
 - (2) Chapter 6 provides airport-specific land use compatibility policies. These policies consist of a set of five maps for each airport plus any compatibility criteria unique to a particular airport.
- 2.1.3. *Basic Purpose:* The basic purpose of this *ALUCP* is to articulate procedures and criteria established in accordance with the California State Aeronautics Act,³ applicable to airport land use compatibility planning in the vicinity of the airports under the jurisdiction of the

¹ *Public Utilities Code Sections 21670 and 21670.1.*

² Lands and airports within the Tahoe Regional Planning Agency boundaries are not within the El Dorado County ALUC jurisdiction and are not addressed by this document.

³ *Public Utilities Code Section 21670 et seq.*

ALUC. Another purpose of this *ALUCP* is to establish policies applicable to ALUC review of airport master plans and plans for construction of any new airport or heliport.⁴

2.1.4. *Effective Date:* The policies herein are effective as of the date that the ALUC adopts the *ALUCP* for each airport.

(a) The effective date of the respective *ALUCP* for each airport is:

- (1) Cameron Airpark Airport – June 28, 2012
- (2) Georgetown Airport – June 28, 2012
- (3) Placerville Airport – June 28, 2012

(b) The previous *ALUCPs*—then referred to as Comprehensive Land Use Plans (CLUPs)—for the three airports addressed by this *ALUCP* were adopted by the Foothill Airport Land Use Commission when that agency served as the ALUC for El Dorado County.

(1) The original adoption and latest amendment dates were:

- Cameron Airpark Airport – Adopted June 4, 1986
- Georgetown Airport – Adopted October 14, 1987; Revised June 5, 1996
- Placerville Airport – Adopted October 14, 1987; Revised June 5, 1996

(2) These earlier plans are in effect for each airport until the ALUC adopts the respective *ALUCP* for each airport covered by this document. If the present *ALUCP* for one or more individual airports should be invalidated by court action, the earlier plan for the affected airport or airports shall again become effective. The *ALUCP* for each unaffected airport, as contained within this document, shall remain in effect.

(c) Any project or phase of a project that has received local agency approvals sufficient to qualify it as an existing land use (see Policies 2.3.3 and 2.7.10) prior to the date of the ALUC’s adoption of the respective *ALUCPs* shall not be required to comply with the policies herein. Rather, the policies of the earlier plans (the CLUPs) shall apply.

2.1.5. *Use by ALUC:* The ALUC shall:

(a) Formally adopt this *ALUCP*.⁵

(b) When a land use or airport-related action is referred for review as provided for by Section 2.4 of this *ALUCP*, make a determination as to whether such action is consistent with the criteria set forth herein.⁶

2.1.6. *Use by Affected Local Agencies:*

(a) The policies of this *ALUCP* apply to local agencies in western El Dorado County having jurisdiction over lands within an airport influence area defined by this *ALUCP*; specifically:

- (1) County of El Dorado.
- (2) City of Placerville.

⁴ ALUC review of these airport plans is a requirement of *Public Utilities Code Sections 21676(c) and 21661.5*, respectively.

⁵ In accordance with *Public Utilities Code Section 21674(c)*.

⁶ As required by *Public Utilities Code Section 21674(d)*.

- (3) Any future city that may be incorporated within all or part of an airport influence area.
 - (4) Special districts, school districts, and community college districts.
- (b) Each of these agencies shall:
- (1) Modify its respective general plan, specific plan, and zoning ordinance to be consistent with the policies in this *ALUCP*, or take the steps required to overrule the ALUC (see Section 2.6).⁷
 - (2) Use the *ALUCP*, either directly or as reflected in the appropriately modified general plan and zoning ordinance, when making planning decisions regarding proposed development of lands within the influence areas of the airports addressed by this *ALUCP*.
 - (3) Refer proposed land use and airport actions for mandatory review by the ALUC as specified by Policies 2.4.1 and 2.4.2.⁸
- (c) Special districts, school districts, and community college districts in the western slope of El Dorado County shall:
- (1) Apply the policies of this *ALUCP* when creating plans and making other planning decisions regarding the proposed development of lands under their control within an airport influence area.
 - (2) Refer proposed land use actions for review by the ALUC as specified by Policy 2.4.3.
- (d) The entities owning each of the public-use airports addressed by this *ALUCP* shall refer proposed airport master plans and certain airport improvement plans to the ALUC for review (see Policy 2.4.2(a)). Also, any public or private entity proposing construction of a new airport or heliport for which a State Airport Permit is required must submit the proposed plans to the ALUC for land use compatibility review (see Policy 2.4.2(b)).⁹
- (e) Local agencies preparing an environmental document for any project within an airport influence area shall address the compatibility criteria contained in this *ALUCP*.¹⁰

2.2. Geographic Coverage

2.2.1. *Airport Influence Areas*: The influence area of each airport addressed by this *ALUCP* encompasses all lands on which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction

⁷ Required by *Public Utilities Code Section 21676(a)*.

⁸ Also, local agencies are requested to voluntarily refer certain major land use actions to the ALUC for informal review and comment. See Policy 2.4.4.

⁹ Required by *Public Utilities Code Sections 21661.5, 21664.5, and 21676(c)*.

¹⁰ The California Environmental Quality Act (CEQA) requires environmental documents for projects situated within an airport influence area to evaluate whether the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety hazards (*Public Resources Code Section 21096*). For projects in western El Dorado County, the criteria in this *ALUCP* provide the primary basis for these evaluations. The law also specifically requires that the *Airport Land Use Planning Handbook* published by the California Division of Aeronautics be utilized as a technical resource when preparing these environmental documents.

on those uses.¹¹ The airport influence area constitutes the area within which certain land use actions are subject to ALUC review to determine consistency with *ALUCP* policies.

- (a) In delineating the influence area of each airport, the geographic extent of the four types of compatibility concerns are considered. The policies in Chapter 4 and maps in Chapter 6 of this *ALUCP* separately address each of these four concerns within its own “layer” representing that particular compatibility factor.
 - (1) Noise: Locations exposed to potentially disruptive levels of aircraft noise.
 - (2) Safety: Locations where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
 - (3) Airspace Protection: Locations where height and other land use characteristics need to be restricted to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the airport.
 - (4) Overflight: Locations where overflying aircraft can be intrusive and annoying to many people.
- (b) Other impacts potentially associated with airport operations (e.g., air pollution, automobile traffic, etc.) are not addressed in this *ALUCP* and are not factors that the ALUC shall consider in reviewing land use projects.

2.2.2. *Review Areas:* Each airport influence area is divided into two sub-areas: Review Area 1 and Review Area 2. The requirements for referral of Major Land Use Actions to the ALUC for review differ between these two areas (see Policy 2.4.5). The airport influence area maps in Chapter 6 depict the limits of each of the two review areas.

- (a) Review Area 1 encompasses locations where all four factors (noise, safety, airspace protections, and overflight) represent compatibility concerns.
- (b) Review Area 2 includes locations where airspace protection and/or overflight are compatibility concerns, but not noise or safety.

2.2.3. *New Airports and Heliports:* If any new public-use, special-use, personal-use (if a permit is required from the California Division of Aeronautics), or military airport or heliport is proposed within the area of jurisdiction of the El Dorado County ALUC, the policies contained in Section 5.2 of this *ALUCP* shall be used to evaluate that proposal.¹²

2.3. Limitations of the ALUC and ALUCP

- 2.3.1. *Agencies Not Affected by this ALUCP:* Lands controlled by federal or state agencies or by Native American tribes are not subject to the provisions of this *ALUCP*.
- 2.3.2. *Airport Operations:* Neither the ALUC nor this *ALUCP* have authority over airport operations including where and when aircraft fly, the types of aircraft flown, and other aspects of aviation.¹³ ALUC authority over the planning and design of aviation-related uses is limited to the following:

¹¹ The basis for delineating the airport influence area is set by state law in *Business and Professions Code Section 11010*.

¹² ALUC review of plans for new airports or heliports is required by *Public Utilities Code Section 21661.5*. Definitions of classes of airports are found in *California Code of Regulations Section 3527* and included in the Glossary (Appendix H) of this *ALUCP*.

¹³ This is an explicit limitation of state law under *Public Utilities Code Section 21674(e)*.

- (a) To the extent that the associated aviation-related facilities or activities could have off-airport land use compatibility implications and review of the proposed plans or design is required under state law (see Policy 2.4.2).
- (b) Non-aviation development of airport property is subject to ALUC review in the same manner that ALUC review is required for non-aviation development actions off airport property. The review may take place as part of an airport master plan or on an individual development project basis (see Policy 2.4.5(c)).

2.3.3. *Existing Land Uses:* The policies of this *ALUCP* do not apply to existing land uses.¹⁴ A land use is considered to be “existing” when one or more of the below conditions has been met prior to the adoption date of the *ALUCP* by the ALUC.

- (a) Qualifying Criteria: An existing land use is one that either physically exists or for which local agency commitments to the proposal have been obtained in one or more of the following manners:
 - (1) A tentative parcel or subdivision map has been approved and not expired;
 - (2) A vesting tentative parcel or subdivision map has been approved;
 - (3) A development agreement has been approved and remains in effect;
 - (4) A final subdivision map has been recorded;
 - (5) A use permit or other discretionary entitlement has been approved and not yet expired; or
 - (6) A valid building permit has been issued and not yet expired.
- (b) Filing of a new version of any of the approval documents listed in Paragraph (a) of this policy means that the use no longer qualifies as existing and, therefore, is subject to ALUC review in accordance with the policies of Chapter 3.
- (c) Expiration of Local Agreements: If a local agency’s commitment to a development proposal expires, the proposal will no longer qualify as an “existing” land use. As such, the proposal shall be subject to the criteria of this *ALUCP*.
- (d) Existing Nonconforming Uses: The ALUC has no ability to reduce or remove existing incompatible land uses from airport environs. However, proposed changes to existing uses (i.e., reconstruction, redevelopment) *are* subject to ALUC review if the changes would result in increased nonconformity with the compatibility criteria (see Policy 4.6.3).

2.3.4. *Development by Right:*

- (a) Nothing in this *ALUCP* prohibits:
 - (1) Construction of a single-family home on a legal lot of record as of the date of adoption of this *ALUCP* provided that the home is not within Safety Zone 1 or the CNEL 65 dB contour and the use is permitted by local land use regulations.
 - (2) Construction of a secondary unit as defined by state law.
 - (3) Lot line adjustments provided that new developable parcels would not be created and the resulting density or intensity of the affected property would not exceed the applicable safety criteria indicated in **Table 2**.

¹⁴ This is an explicit limitation of *Public Utilities Code Sections 21670(a)* and *21674(a)*.

- (4) Construction or establishment of a family day care home serving 14 or fewer children either in an existing dwelling or in a new dwelling permitted by the policies of this *ALUCP*.
- (b) The sound attenuation and avigation easement dedication requirements set by Policies 4.2.3 and 4.6.1 shall apply to development permitted under this policy.

2.4. Actions Subject to ALUC Review

- 2.4.1. *Mandatory Referral of Land Use Actions:* Prior to approving any of the following types of land use actions, the affected local agency (see Policy 2.1.6(a)) must refer the action to the ALUC for a determination of consistency with the policies of this *ALUCP*.¹⁵
- (a) The adoption or approval of any new general or specific plan or any amendment thereto that affects land anywhere within an airport influence area.
 - (b) The adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that affects land anywhere within an airport influence area.
- 2.4.2. *Mandatory Referral of Airport Planning and Development Actions:* Certain actions involving planning for or development of airport property are subject to ALUC review.
- (a) Prior to approving either of the following types of airport planning and development actions, the airport owner must refer the action to the ALUC for determination of consistency with this *ALUCP*:
 - (1) Adoption or modification of a master plan.¹⁶
 - (2) Any proposal for “expansion” of an existing airport or heliport if such expansion will require an amended Airport Permit from the State of California.¹⁷
 - (b) Any proposal for a new airport or heliport whether for public use or private use must be submitted for ALUC review if the facility requires a state airport permit.¹⁸
- 2.4.3. *Interim Mandatory Referral of Major Land Use Actions:* In addition to the actions listed in Policies 2.4.1 and 2.4.2 for which referral to the ALUC is always required, referral of certain other actions is mandatory as follows.
- (a) During the interim mandatory review period, all “Major Land Use Actions” of the types listed in Policy 2.4.5 are required to be referred to the ALUC for review. Referral of lesser actions of types not included on the list is optional.¹⁹
 - (b) Referral of Major Land Use Actions” is mandatory only until such time as:

¹⁵ Required by *Public Utilities Code Section 21676(b)*.

¹⁶ Required by *Public Utilities Code Section 21676(c)*.

¹⁷ *Public Utilities Code Section 21664.5* defines “expansion” to include construction of a new runway, extension or realignment of an existing runway, or related acquisition of land for these facilities or associated runway protection zones.

¹⁸ Required by *Public Utilities Code Section 21661.5*. Airports and heliports requiring state permits are defined in *California Code of Regulations Title 21 Sections 3525 through 3560*.

¹⁹ Under the conditions indicated in Policy 2.4.3(b), state law (*Public Utilities Code Section 21676.5(a)*) allows ALUCs to require local agencies to refer *all* actions, regulations, and permits involving land within an airport influence area to the ALUC for review. The ALUC has opted to reduce this all inclusive list to just “major land use actions.”

- (1) The ALUC finds that a local agency's general plan or specific plan is consistent with the *ALUCP*; or
- (2) The local agency has overruled the ALUC determination of inconsistency (see Section 2.6).

2.4.4. *Voluntary Referral of Major Land Use Actions:* After a local agency has revised its general plan or specific plan to be consistent with this *ALUCP* (see Section 2.5) or has overruled the ALUC, referral of major land use actions for ALUC review is optional.²⁰

- (a) The ALUC requests local agencies to continue to refer Major Land Use Actions as listed in Policy 2.4.5 for informal review and comment. ALUC review of these types of projects can serve to enhance their compatibility with airport activity.
- (b) The ALUC Executive Director is authorized on behalf of the ALUC to provide comments on Major Land Use Actions referred to the ALUC on a voluntary basis.
- (c) Because the ALUC reviews of land use actions under these circumstances do not represent formal consistency determinations as is the case with actions referred under Policies 2.4.1 or 2.4.3, local agencies are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions recommended by the ALUC or ALUC Executive Director.

2.4.5. *Major Land Use Actions:* The scope or character of certain Major Land Use Actions, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policies 2.4.3 and 2.4.4 above. Actions not listed do not require review.

- (a) Actions Affecting Land Uses within Review Area 1:
 - (1) Any proposed expansion of the sphere of influence of a city or district.
 - (2) Proposed pre-zoning associated with future annexation of land to a city.
 - (3) Proposed development agreements or amendments to such agreements.
 - (4) Proposed residential development, including land divisions, consisting of 5 or more dwelling units or parcels.
 - (5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval is required.
 - (6) Any discretionary development proposal for projects attracting more than 100 people (including employees, customers/visitors) to outdoor activities on the project site.
 - (7) Major infrastructure or other capital improvements which would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.

²⁰ Once the conditions indicated in Policy 2.4.3(b) have been met, the ALUC no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the ALUC and the local agency can agree that the ALUC should continue to receive, review, and comment upon individual projects.

- (8) Proposed land acquisition by a local agency for any facility accommodating a congregation of people.
 - (9) Any non-aviation use of off-airport land within Safety Zone 1.
- (b) Actions Affecting Land Uses Anywhere in an Influence Area:
- (1) Any proposed object (including buildings, antennas, and other built or erected structures) having a height that requires review by the Federal Aviation Administration (FAA) in accordance with Part 77 of the Federal Aviation Regulations (see Appendix C).
 - (2) Any project having the potential to create electrical or visual hazards to aircraft in flight (see Policy 4.4.3), including:
 - Electrical interference with radio communications or navigational signals;
 - Lighting which could be mistaken for airport lighting;
 - Glare in the eyes of pilots of aircraft using the airport; and
 - Impaired visibility near the airport.
 - (3) Any project (e.g., water treatment facilities, waste transfer or disposal facilities, parks with open water areas) or plan (e.g., Habitat Conservation Plan) having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an airport.
- (c) Proposed Non-Aviation Development of Airport Property: Review is required if such development has not previously been included in an airport master plan, general plan, or specific plan reviewed by the ALUC.
- (d) Proposed Redevelopment: Redevelopment projects are subject to the provisions of this *ALUCP* to the same extent as other forms of proposed development (see Policy 2.7.31 for definition and Policy 4.6.5 for additional guidance).
- (e) Other Actions: At its discretion, the local planning agency may submit for ALUC review any other proposed land use action involving a question of compatibility with airport activities.
- 2.4.6. *Environmental Documents*: Referring California Environmental Quality Act (CEQA) environmental documents for ALUC review is not required. However, if an environmental document has been prepared for a land use action referred to the ALUC for a consistency review, a copy shall be provided as part of the referral. Changes to the environmental document also should be recirculated for ALUC review if the changes affect the airport compatibility of the project.

2.5. General Plan and Specific Plan Consistency with ALUCP

- 2.5.1. *Statutory Requirement*: State law requires each local agency having territory within an airport influence area to modify its general plan and any applicable specific plan to be consistent with the ALUCP for the particular airport unless it takes the steps indicated in Section 2.6 to overrule the ALUC. In order for a general plan to be considered consistent with this *ALUCP*, the following must be accomplished:²¹
- 2.5.2. *Elimination of Conflicts*: No direct conflicts can exist between the two plans.

²¹ See Chapter 1 and Appendix F for additional guidance.

- (a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in Chapter 4 of this *ALUCP*. In addition, conflicts with regard to other policies—height limitations in particular—may exist.
- (b) A general plan cannot be found inconsistent with the *ALUCP* because of land use designations that reflect existing land uses even if those designations conflict with the compatibility criteria of this *ALUCP*. General plan land use designations that merely reflect the existing uses are exempt from requirements for general plan consistency with the *ALUCP*.²²
- (c) Proposed redevelopment or other changes to existing land uses are not exempt from compliance with this *ALUCP* and are subject to ALUC review in accordance with Policy 4.6.5. To ensure that nonconforming uses do not become more nonconforming, either general plans or implementing documents must include policies setting limitations on expansion and reconstruction of nonconforming uses located within an airport influence area consistent with Policies 4.6.3 and 4.6.4 of the *ALUCP*.
- (d) To be consistent with the *ALUCP*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other limit approved by the ALUC.

2.5.3. *Establishment of Review Process:* Local agencies must define the process they will follow when reviewing proposed land use development within an airport influence area to ensure that the development will be consistent with the policies set forth in this *ALUCP*. A general plan consistency checklist is provided in Appendix F.

- (a) Specifically, the process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the local agency's general plan, specific plan, zoning ordinance, and/or other development regulations that the ALUC has previously found consistent with this *ALUCP* and that the development's subsequent use or reuse will remain consistent with the policies herein over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage intensity, height limitations, aviation easement dedication—must be assessed.
- (b) This review process may be described either within land use plans themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this review process requirement:
 - (1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable *ALUCP* (this means both that the compatibility criteria be identified and that project review procedures be described);
 - (2) The *ALUCP* can be adopted by reference (in this case, the project review procedure must be described in a separate policy document or memorandum of understanding presented to and accepted by the ALUC); and/or
 - (3) The general plan can indicate that all land use actions, or a list of action types agreed to by the ALUC, shall be submitted to the ALUC for review in accordance with the policies of Section 3.3.

²² This exemption derives from state law which proscribes ALUC authority over existing land uses.

2.6. Overruling the ALUC

- 2.6.1. *ALUC Determination of “Inconsistent”*: If the ALUC determines that a proposed land use action, regulation, or permit or a proposed airport project is inconsistent with the *ALUCP*, the ALUC must notify the local agency and shall indicate the reasons for the inconsistency determination.
- 2.6.2. *Overruling of ALUC by Local Agency*: If a local agency wishes to proceed with a proposed action, regulation, permit, or project that the ALUC has determined to be inconsistent with the *ALUCP*, the local agency must overrule the ALUC determination. To do so, the local agency must make the findings and follow the notification and voting requirements specified in state law.²³
- 2.6.3. *ALUC Comments on Proposed Overruling*: The ALUC may provide comments on the proposed overruling decision and the local agency shall make any such comments part of the final record on the decision to overrule.²⁴ The ALUC delegates to the ALUC Executive Director the authority to provide comments.

2.7. Definitions

The following definitions apply for the purposes of the policies set forth in this *ALUCP*. Additional terms are defined in the *Glossary*.

- 2.7.1. *Airport*: Cameron Airpark Airport, Georgetown Airport, Placerville Airport or any new public-use or military airport that may be created within the western El Dorado County area under the jurisdiction of the El Dorado County ALUC.
- 2.7.2. *Airport Influence Area*: An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The airport influence area constitutes the area within which certain land use actions are subject to ALUC review to determine consistency with the policies herein. The influence areas for each airport covered by this *ALUCP* are presented in Chapter 6.
- 2.7.3. *Airport Land Use Commission (ALUC)*: The El Dorado County Transportation Commission or a legally established successor agency acting as the Airport Land Use Commission for El Dorado County.
- 2.7.4. *Airport Land Use Commission Executive Director*: The Executive Director of the El Dorado County Transportation Commission.
- 2.7.5. *Airport Land Use Compatibility Plan (ALUCP)*: This document, the *El Dorado County Airport Land Use ALUCP*, which includes the individual *ALUCPs* for Cameron Airpark Airport, Georgetown Airport, and Placerville Airport.
- 2.7.6. *Airspace Protection Surfaces*: Imaginary surfaces in the airspace surrounding the Airport defined in accordance with criteria set forth in Federal Aviation Regulations Part 77. These surfaces establish the maximum height that objects on the ground can reach

²³ *Public Utilities Code Sections 21676 and 21676.5* establish the procedures for overruling the ALUC. Further guidance is provided in the *California Airport Land Use Handbook* published by the California Division of Aeronautics (see beginning on page 5-15 of the 2011 edition). Also see Chapter 1 of this *ALUCP* for a summary of the statutory requirements.

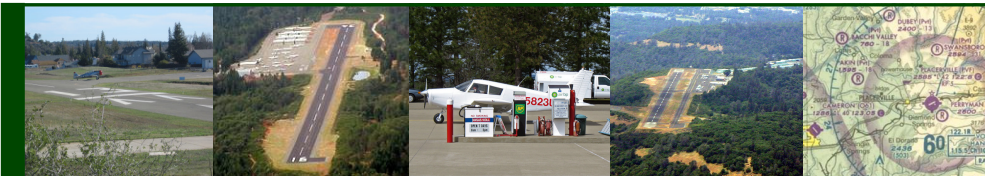
²⁴ This is a requirement of *Public Utilities Code Sections 21676 and 21677.5*.

- without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the airport. The Airspace Protection Surfaces for each airport addressed by this *ALUCP* are presented in Chapter 6.
- 2.7.7. *Ancillary Use*: A use occupying no more than 10% of total building floor area.
- 2.7.8. *Aviation-Related Use*: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include, but are not limited to, runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.
- 2.7.9. *Aviation Easement*: An easement that conveys rights associated with aircraft overflight of a property and establishes restrictions on use of the underlying property. See Policy 4.6.1 for areas requiring an aviation easement and Appendix G for sample language.
- 2.7.10. *Compatibility Zone*: Any of the noise, safety, airspace protection, or overflight zones established herein.
- 2.7.11. *Critical Airspace Protection Zone*: A compatibility zone consisting of the Federal Aviation Regulations (FAR) Part 77 primary surface, the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface, and the High Terrain Zone.
- 2.7.12. *Density*: The number of dwelling units per acre. Density is used in this *ALUCP* as the measure by which proposed residential development is evaluated for compliance with safety compatibility criteria (compare *intensity*).
- 2.7.13. *Existing Land Use*: A land use that either physically exists or for which local agency commitments to the proposal have been obtained.
- 2.7.14. *Heliport*: A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads (see Glossary) located on an airport are excluded.
- 2.7.15. *High Noise/Risk Zone*: A compatibility zone encompassing all areas within the CNEL 55 dB contour, Safety Zones 1 through 5, and the Critical Airspace Protection Zone.
- 2.7.16. *High Terrain Zone*: An area encompassing locations where the ground elevation exceeds or is within 35 feet beneath an airspace protection surface.
- 2.7.17. *Infill*: Development of vacant or underutilized land within established communities or neighborhoods that are comprised of existing uses inconsistent with the compatibility criteria set forth in this *ALUCP*.
- 2.7.18. *Intensity*: The number of people per acre. Intensity is used in this *ALUCP* as the measure by which most proposed nonresidential development is evaluated for compliance with safety compatibility criteria (compare *density*).
- 2.7.19. *Land Use of Special Concern*: A land use that represents special safety concerns irrespective of the number of people associated with the use. Specifically: uses having vulnerable occupants; hazardous materials storage; and critical community infrastructure.
- 2.7.20. *Local Agency*: The County of El Dorado, the City of Placerville, and any other local governmental entity such as a special district, school district, or community college

- district—including any future city or district—having jurisdictional territory lying within an airport influence area as defined herein.
- 2.7.21. *Major Land Use Action*: Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law.
- 2.7.22. *Noise Impact Area*: An area, defined in terms of Community Noise Equivalent Level (CNEL), within which the noise impacts generated by aircraft activity at an airport may represent a land use compatibility concern. The noise impact zones for each airport are depicted in Chapter 6.
- 2.7.23. *Noise-Sensitive Land Uses*: Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. Types of noise sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.
- 2.7.24. *Nonconforming Use*: An existing land use that does not comply with the compatibility criteria set forth in this *ALUCP*.
- 2.7.25. *Object Free Area (OFA)*: An area on the ground surrounding an airport runway within which the Federal Aviation Administration (FAA) prohibits all objects except certain ones necessary for aircraft navigation or maneuvering. The OFA dimensions to be applied for the purposes of this *ALUCP* are as established by the FAA.
- 2.7.26. *Overrule*: An action that a local agency can take in accordance with provisions of state law if it wishes to proceed with a proposed project affecting lands within the airport influence area when the ALUC has determined the action to be inconsistent with this *ALUCP*.
- 2.7.27. *Project: Land Use Action; Development Proposal*: Terms referring to the types of land use matters, either publicly or privately sponsored, that are subject to the provisions of this *ALUCP*.
- 2.7.28. *Real Estate Transaction Disclosure*: A form of buyer awareness documentation required by California state law and applicable to many transactions involving residential real estate including previously occupied dwellings. Disclosure notifies a prospective buyer that the property is located in proximity to an airport and may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around the airport.
- 2.7.29. *Reconstruction*: The rebuilding of an existing nonconforming structure that has been fully or partially destroyed as a result of a calamity (as opposed to redevelopment which may involve intentional destruction of structures).
- 2.7.30. *Recorded Overflight Notification*: A form of buyer awareness documentation recorded in the title of a property stating that the property may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around a nearby airport. Unlike an *avigation easement*, a *recorded overflight notification* does not convey property rights from the property owner to the airport and does not restrict the height of objects.
- 2.7.31. *Redevelopment*: Replacement or expansion of existing structures or uses on a site with new or additional structures or uses to replace an existing use at a density or intensity that may vary from the existing use.

- 2.7.32. *Residential Development:* Any subdivision of land for residential purposes or any construction of residential units other than on a designated single-family residential parcel.
- 2.7.33. *Routine Overflight Zone:* The area commonly overflown by aircraft at an altitude of approximately 1,000 feet or less as they approach, depart, or engage in flight training at an airport.

This page intentionally blank



Chapter **3**

ALUC REVIEW PROCESS

ALUC Review Process

3.1. General Requirements

3.1.1. *Timing of Referral:* The appropriate time for local agencies to refer proposed land use or airport actions to the ALUC for review depends upon the nature of the specific project.

- (a) Referrals to the ALUC should be made at the earliest reasonable point in time so that the ALUC's review can be considered by the local agency prior to when the agency formalizes its actions. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can be completed before, after, or concurrently with review by the local planning commission and other advisory bodies. The only requirement is that ALUC review of land use and airport plans and projects *must* be accomplished before final action by the local agency.
- (b) The completion of a formal application with the local agency is not required prior to a local agency's referral of a proposed land use action to the ALUC. A project applicant may request, and the local agency may refer, a proposed land use action to the ALUC for review so long as the local agency is able to provide the ALUC with the project submittal information for the proposal as specified and required by Policy 3.1.2(b) of this *ALUCP*.

3.1.2. *Required Submittal Information for Land Use Actions:* The information to be submitted to the ALUC depends on the type of action being referred for review.

- (a) Actions Involving General Plans, Specific Plans, Zoning Ordinance, and Building Regulations: Copies of the complete text and maps of the plan, ordinance, or regulation proposed for adoption or amendment must be submitted to the ALUC. Any supporting material documenting that the proposal is consistent with the *ALUCP* should be included. If the amendment is required as part of a proposed development project, then the information listed in Paragraph (b) of this policy shall also be included to the extent applicable.
- (b) Major Land Use Actions: A proposed Major Land Use Action referred for ALUC review in accordance with Policies 2.4.3 or 2.4.4 must, to the extent applicable, include the following information, as identified on the ALUC application (Appendix H). This information shall be submitted to the ALUC as part of the referral application.
 - (1) Property location data (assessor's parcel number, street address, subdivision name, lot number).
 - (2) An accurately scaled map depicting the project site location in relationship to the airport boundary and runways.

- (3) A description of the proposed use(s), current general plan and zoning designations, and the type of land use action being sought from the local agency (e.g., zoning variance, special use permit, building permit).
- (4) When applicable, a detailed site plan and supporting data showing: site boundaries and size; existing uses that will remain; location of existing and proposed structures, open spaces, and water bodies; ground elevations (above mean sea level) and elevations of tops of structures and trees. Additionally:
 - For residential uses, an indication of the potential or proposed number of dwelling units per acre (excluding any secondary units).
 - For nonresidential uses, the total floor area for each type of proposed use, the number of auto parking spaces, and, if known, the number of people expected to occupy the total site or portions thereof at any one time during busiest periods.
- (5) Identification of features, during or following construction, that would increase the attraction of birds or cause other wildlife hazards to aircraft operations on the airport or in its environs (see Policy 4.4.3(a)(6)). Such features include, but are not limited to the following:
 - Open water areas.
 - Sediment ponds, retention basins.
 - Detention basins that hold water for more than 48 hours.
 - Artificial wetlands.
 - Conservation areas.
- (6) Identification of characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
- (7) Staff reports regarding the project that may have been presented to local agency decision makers.
- (8) Other relevant information that the ALUC or ALUC Executive Director determine to be necessary to enable a comprehensive review of the proposed action.

3.1.3. *Required Submittal Information for Airport Development Actions:* An airport master plan or development plan submitted to the ALUC for review shall contain sufficient information to enable the ALUC to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses.

- (a) When a new or amended master plan is the subject of the ALUC review, the noise, safety, airspace protection, and overflight impacts should be addressed in the plan report and/or in an accompanying environmental document. Proposed changes in airport facilities and usage that could have land use compatibility implications should be noted.
- (b) For airport development plans, the relationship to a previously adopted master plan or other approved plan for the airport that has been reviewed by the ALUC should be indicated—specifically, whether the proposed development implements an adopted/approved plan or represents an addition or change to any such previous plan.
- (c) For either airport master plans or airport/heliport development plans, the following specific information should be included to the extent applicable:

- (1) A layout plan drawing of the proposed facility or improvements showing the location of:
 - ▶ Property boundaries;
 - ▶ Runways or helicopter takeoff and landing areas;
 - ▶ Runway or helipad protection zones; and
 - ▶ Aircraft or helicopter approach/departure flight routes.
- (2) A revised map of the airspace surfaces as defined by Federal Aviation Regulations Part 77 if the proposal would result in changes to these surfaces. The current configuration of the airspace protection surfaces for each airport is provided in Chapter 6.
- (3) Updated activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction. The effects of the proposed airport-related development on the forecast airport usage indicated in the background data chapter for each airport, as presented in Chapters 7 through 9 of this *ALUCP*, should be described.
- (4) Proposed flight track locations and projected noise contours. Differences from the flight track data and noise contours presented in Chapters 7 through 9 of this *ALUCP* should be described.
- (5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
- (6) Identification and proposed mitigation of impacts on surrounding land uses to the extent that those impacts would be greater than indicated by the compatibility factors depicted in the airport maps presented in Chapters 7 through 9.

3.1.4. *Submittal of Environmental Documents:* The ALUC does not have a formal responsibility to review the environmental document associated with land use or airport actions referred to it for review. However, if an environmental document has been prepared at the time that the action is referred for review and contains information pertinent to the review, then a copy must be included with the referral.

3.1.5. *Date of Referral:* The date of referral for land use and airport actions is deemed to be the date on which all applicable project information as specified in Policy 3.1.2 or 3.1.3 is received by the ALUC Executive Director and the ALUC Executive Director determines that the application for a consistency determination is complete.

3.1.6. *Fees:* Applicable ALUC review fees shall be paid to and accompany the referral of actions to the ALUC.

3.1.7. *Responsibilities for Consistency Analysis:* Both the ALUC and local agencies are responsible for analyzing a project proposal for compliance with the compatibility criteria set forth in this *ALUCP*.

- (a) Local agency staff may choose to initially evaluate proposed projects and work with the project applicant to bring the proposal into compliance with *ALUCP* criteria. ALUC staff will provide informal input at this stage if requested.

- (b) When a proposed project is formally referred to the ALUC, ALUC staff shall review the proposal to determine if it is consistent with the *ALUCP* policies. Projects of a type that requires a formal consistency determination by the ALUC will be placed on the agenda for action.
- (c) Subsequent to when a local agency's general plan and applicable specific plans have been determined by the ALUC to be consistent with the *ALUCP*, the local agency and its staff are responsible for the consistency analysis. ALUC staff will provide informal input if requested or the local agency can submit the action to the ALUC for a consistency determination on an advisory basis.
- (d) The local agency and its staff are responsible for ensuring that a development continues to comply with *ALUCP* criteria on an on-going basis following completion of the project.

3.1.8. *Public Input:* The ALUC shall provide public notice and obtain public input before acting on any plan, regulation, or other land use proposal under consideration.²⁵

3.2. Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

3.2.1. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *ALUCP*, the ALUC shall review the general plans, specific plans, zoning ordinances, and building regulations of affected local jurisdictions to determine their consistency with the *ALUCP*.

- (a) Within 180 days of the ALUC's adoption or amendment of this *ALUCP*, each local agency affected by the plan must amend its general plan and any applicable specific plan to be consistent with the *ALUCP* or, alternatively, provide required notice, adopt findings, and overrule the ALUC.²⁶
- (b) Prior to taking action on a proposed amendment of a general plan or specific plan as necessitated by Paragraph (a) of this policy, the local agency must refer a draft of the proposal to the ALUC for review and for a determination of consistency with this *ALUCP*.²⁷
- (c) In conjunction with its referral of a general plan or specific plan amendment to the ALUC in response to the requirements of Paragraphs (a) and (b) of this policy, a local agency must identify areas that it requests the ALUC to consider as existing development or infill in accordance with Policies 2.3.3 and 4.6.2, respectively, if it wishes to take advantage of the these policy provisions. The ALUC will include a determination regarding these requests as part of its action on the consistency of the general plan and specific plans.

3.2.2. *Subsequent Reviews of Related Land Use Development Proposals:* Once a local agency's general plan and applicable specific plans have been made consistent with this *ALUCP*, or the

²⁵ In accordance with *Public Utilities Code Section 21675.2(d)*.

²⁶ The requirements that a general plan and applicable specific plans be amended for consistency with the *ALUCP* are set forth in *Government Code Section 65302.3*. The steps that the local agency must follow to overrule the ALUC with regard to a general plan, specific plan, zoning ordinance, or building regulation are defined in *Public Utilities Code Section 21676(b)*.

²⁷ Required by *Public Utilities Code Section 21676*.

local agency has overruled an ALUC finding of inconsistency regarding those plans, subsequent land use development actions that are consistent both with those local plans and with any related ordinances and regulations also previously reviewed by the ALUC are *not* subject to formal ALUC review. Only under the conditions indicated in Policies 2.4.3 and 3.3.5 are these proposals referred to the ALUC for formal review.

3.2.3. *ALUC Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *ALUCP*, the ALUC has three choices of action:

- (a) Find the plan, ordinance, or regulation consistent with the *ALUCP*. To make such a finding with regard to a general plan, the conditions identified in Section 2.5 must be met.
- (b) Find the plan, ordinance, or regulation consistent with the *ALUCP*, subject to conditions and/or modifications that the ALUC may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.
- (c) Find the plan, ordinance, or regulation inconsistent with the *ALUCP*. In making a finding of inconsistency, the ALUC shall note the specific conflicts or shortcomings upon which its determination is based.

3.2.4. *Response Time:* The ALUC must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral as established by Policy 3.1.5.²⁸

- (a) If the ALUC fails to make a determination within the 60-day period, the proposed action shall be deemed consistent with the *ALUCP*.
- (b) The 60-day review period may be extended if requested by the ALUC and the referring agency or project applicant agrees in writing or so states at an ALUC public hearing on the action.
- (c) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
- (d) The referring agency shall be notified of the ALUC's action in writing as soon as practicable after the action has been taken.

3.3. Review Process for Major Land Use Actions

3.3.1. *Review by ALUC Executive Director:* The ALUC delegates to the ALUC Executive Director the review and consistency determination of Major Land Use Actions referred on a mandatory basis under Policy 2.4.3. The ALUC also delegates to the ALUC Executive Director the authority to review and comment upon Major Land Use Actions voluntarily submitted under Policy 2.4.4.

- (a) In reviewing these actions, the ALUC Executive Director shall consult with the manager of the affected airport.

²⁸ The 60-day limit is set by *Public Utilities Code Section 21676(d)*.

- (b) The ALUC Executive Director has two choices of action with regard to the consistency determination of actions referred on a mandatory basis:
 - (1) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this *ALUCP*. Upon said finding, the Executive Director is authorized to approve such projects on behalf of the ALUC. The Executive Director shall provide to the ALUC, at its next regular meeting, a list of all projects reviewed and the determination made.
 - (2) Find that the proposed project may be inconsistent with the *ALUCP*. The Executive Director shall forward any such project to the ALUC for a consistency determination.

3.3.2. *Appeal of ALUC Executive Director Action:* The affected local agency, project applicant, the airport owner, or other directly interested party may appeal to the ALUC a consistency determination made by the ALUC Executive Director on a Major Land Use Action reviewed in accordance with Policy 2.4.3. The ALUC shall then review the proposed action, the Executive Director’s determination, and information supporting the appeal and make a final determination regarding the proposed action’s consistency with the *ALUCP*. Any appeal of the ALUC Executive Director determination must be submitted within 30 days of the date the determination was issued.

3.3.3. *ALUC Action Choices:* The ALUC has three choices of action when making consistency determinations on Major Land Use Actions reviewed in accordance with Policies 2.4.3 and 2.4.4:

- (a) Find the project consistent with the *ALUCP*.
- (b) Find the project consistent with the *ALUCP*, subject to compliance with such conditions as the ALUC may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
- (c) Find the project inconsistent with the *ALUCP*. In making a finding of inconsistency, the ALUC shall note the specific conflicts upon which the determination is based. (For policies and discussion regarding the overrule process that local agencies must follow if they wish to proceed with a project despite the ALUC’s finding of inconsistency, see Section 2.6 of Chapter 2 and page 1-8 of Chapter 1.)

3.3.4. *Response Time:* In responding to Major Land Use Actions referred for review, the policy of the ALUC is:

- (a) When a Major Land Use Action is referred for review on a mandatory basis as required by Policy 2.4.3:
 - (1) Reviews by the ALUC shall be completed within 60 days of the date of referral as established by Policy 3.1.5.²⁹
 - (2) Reviews of projects appealed to the ALUC for a consistency determination in accordance with Policy 3.3.2 shall be completed within 60 days of the date of the appeal.

²⁹ For Major Land Use actions, this 60-day limit is not a statutory requirement, but is set by the ALUC to be consistent with Policy 3.2.4 and *Public Utilities Code Section 21676(d)* regarding general plans, specific plans, zoning ordinances, and building regulations.

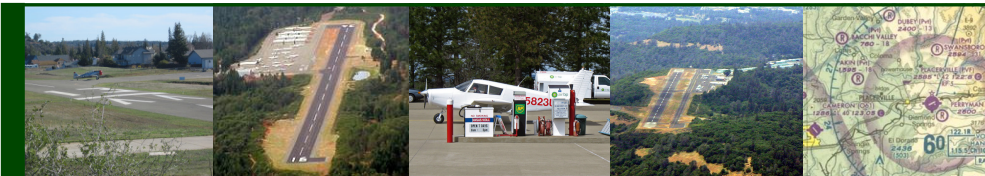
- (3) If the ALUC or the ALUC Executive Director fails to make a determination within the above time periods, the proposed action shall be deemed consistent with the *ALUCP*.
 - (b) When a Major Land Use Action is submitted on a voluntary basis in accordance with Policy 2.4.4, review by the ALUC Executive Director and/or the ALUC should be completed in a timely manner enabling the comments to be considered during the local agency's decision-making process.
 - (c) Regardless of action or failure to act on the part of the ALUC, the proposed action must comply with other applicable local, state, and federal laws and regulations.
 - (d) The referring agency shall be notified of the ALUC's action in writing as soon as practicable after the action has been taken.
- 3.3.5. *Subsequent Reviews of Related Land Use Development Proposals:* Once a project has been found consistent with the *ALUCP*, it generally does not need to be referred for review at subsequent stages of the planning process. However, additional ALUC review is required if any of the following are true:
- (a) At the time of the original *ALUC* review, the project information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the project design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, maximum intensity limits, building heights, and other such factors that may also affect the consistency determination for a project may not have yet been known.
 - (b) The design of the project subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review include, but are not limited to, the following:
 - (1) For residential uses, any increase in the number of dwelling units;
 - (2) For nonresidential uses, a change in the types of proposed uses, any increase in the total floor area, and/or a change in the allocation of floor area among different types of uses in a manner that could result in an increase in the intensity of use (more people on the site) to a level exceeding the criteria set forth in this *ALUCP*;
 - (3) Any increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;
 - (4) Any new design features that would create visual hazards (e.g., certain types of lights, sources of glare, and sources of dust, steam, or smoke).
 - (5) Any new equipment or features that would create electronic hazards or cause interference with aircraft communications or navigation.
 - (6) Additional mitigation measures that could attract wildlife that is potentially hazardous to aircraft operations.
 - (7) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial ALUC project review; and/or

- (8) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 4.6.5(c).
- (c) At the time of original ALUC review, conditions that require subsequent ALUC review were placed on the project.
- (d) The local jurisdiction concludes that further review is warranted.

3.4. Review Process for Airport Master Plans and Development Plans

- 3.4.1. *ALUC Action Choices for Plans of Existing Airport:* When reviewing a proposed new or revised airport master plan or new development plans for the airports addressed by this *ALUCP*, the ALUC has three action choices (see Section 5.1 for policies pertaining to the substance of the ALUC review of airport plans):
- (a) Find the airport plan consistent with the *Airport Land Use ALUCP*.
 - (b) Find the airport plan inconsistent with the *Airport Land Use ALUCP*.
 - (c) Establish the intent to modify the *ALUCP* at a later date to reflect the assumptions and proposals in the airport plan—thereby making the airport plan consistent.
- 3.4.2. *ALUC Action Choices for Plans of New Airports or Heliports:* When reviewing proposals for new airports or heliports, the ALUC has two action choices:
- (a) Approve the proposal as being consistent with the specific review criteria listed in Section 5.2 and, if required, either adopt an *ALUCP* for that facility or establish the intent to do so at a later date. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (State Aeronautics Act Section 21675(a)).
 - (b) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.
- 3.4.3. *Response Time:* The ALUC must respond to the submittal of an airport master plan or development plan within 60 days from the date of submittal.³⁰
- (a) The date of submittal is deemed to be the date on which all applicable project information as specified in Policy 3.1.3 is received by ALUC Executive Director and the ALUC Executive Director determines that the application for a consistency determination is complete.
 - (b) If the ALUC fails to make a determination within the specified period, the proposed action shall be deemed consistent with the *ALUCP*.
 - (c) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
 - (d) The airport owner shall be notified of the ALUC's action in writing.

³⁰ This is a requirement of *Public Utilities Code Section 21676(d)*.



Chapter **4**

LAND USE COMPATIBILITY CRITERIA

Land Use Compatibility Criteria

4.1. Evaluating Land Use Consistency

4.1.1. *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within an airport influence area shall be evaluated in accordance with:

- (a) The specific noise, safety, airspace protection, overflight policies, and special compatibility policies set forth in Sections 4.2 through 4.6;
- (b) The criteria listed in **Table 1, Noise Compatibility Criteria**, and **Table 2, Safety Compatibility Criteria**, and
- (c) The compatibility zones depicted in Chapter 6 for each airport.

4.1.2. *Compatibility Criteria Tables:* **Table 1, Noise Compatibility Criteria**, and **Table 2, Safety Compatibility Criteria**, list general land use categories and indicate each use as being either “normally compatible,” “conditionally compatible,” or “incompatible” depending upon the noise and safety compatibility zones in which it is located.

- (a) When evaluating a proposed development, each land use category (e.g., agriculture, industrial, office) of a project shall be evaluated as a separate development and shall individually satisfy the criteria for the respective land use category in the noise and safety criteria tables.
- (b) Land uses not specifically listed in the noise and safety criteria tables shall be evaluated using the criteria for similar listed uses.
- (c) Local agencies may make exceptions for “conditional” or “incompatible” land uses associated with rare special events (e.g., an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

4.2. Noise Compatibility

Noise Policy Background³¹

Policy Objective:

The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

³¹ The following discussion (in different typeface) is provided as background to the policies of this section and does not directly constitute ALUC policy. For additional discussion of noise compatibility concepts, see Appendix D.

Measures of Noise Exposure:

As is standard practice in California, this *ALUCP* uses the Community Noise Equivalent Level (CNEL) metric as the primary basis for evaluating the degree to which lands around each airport are exposed to airport-related noise. Exposure to aircraft noise is depicted by a set of contours, each of which represents points having the same CNEL value. The noise contours depict the greatest annualized noise impact, measured in terms of CNEL, that is anticipated to be generated by each airport over the planning time frame.

In accordance with state law, the planning time frame utilized in this *ALUCP* extends at least 20 years into the future. The long-range noise exposure contours for each airport depicted in Chapter 6 are based on data supplied by the airport manager. A summary of the specific data used to prepare the contours is included in Chapters 7, 8, and 9 of this *ALUCP* for the Cameron Airpark, Georgetown, and Placerville airports. The *ALUC* should periodically review the projected CNEL contours and, in conjunction with the airport owners, update them as necessary to ensure that they continue to have a future time horizon of at least 20 years.

Factors Considered in Setting Noise Compatibility Criteria:

Factors considered in setting the criteria in this section include the following:

- › Established state regulations and guidelines, including noise compatibility recommendations in the *California Airport Land Use Planning Handbook*.
- › The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
- › The extent to which noise would intrude upon and interrupt the activity associated with a particular use. Susceptible to speech interference or sleep disturbance as a result of single-event noise levels is a factor in this regard. Highly noise-sensitive land uses include residences, schools, libraries, and outdoor theaters.
- › The extent to which the land use activity itself generates noise.
- › The extent of outdoor activity, particularly noise-sensitive activities, associated with a particular land use.
- › The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation. (Typical new building construction provides sufficient insulation to attenuate outdoor-to-indoor noise by at least 20 dB.)

Noise Compatibility Policies

4.2.1. *Evaluating Noise Compatibility:* The noise compatibility of proposed land uses within the influence area of each airport addressed in this *ALUCP* shall be evaluated in accordance with the policies set forth in this section together with **Table 1**, Noise Compatibility Criteria, and the Noise Zone Policy Map for each airport provided in Chapter 6.

- (a) The criteria in **Table 1**, Noise Compatibility Criteria, indicate the maximum acceptable noise exposure for a range of land uses that may be proposed within the airport vicinity. Within the various noise exposure ranges, each land use type is shown as being either “normally compatible,” “conditional,” or “incompatible.” The meaning of these terms is stated in the table and differs for indoor versus outdoor uses.
- (b) “Normally compatible” means that the proposed land use shall be presumed to be acceptable within locations having the indicated noise exposure.
 - (1) Indoor uses are “normally compatible” if either: they involve activities that are inherently noisy; or, standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor CNEL. For land use types that are

compatible because of noise levels inherent with the activity, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of CNEL 50 dB.

- (2) Outdoor uses are “normally compatible” if the activities associated with the land use may be carried out with minimal interference from aircraft noise at the indicated CNEL.
- (c) “Conditional” means that the conditions indicated in **Table 1** must be satisfied in order for the proposed land use to be acceptable.
- (1) Indoor uses must have building structures that are capable of attenuating exterior noise from all noise sources to the indoor CNEL indicated by the number in the cell.
 - (2) The acceptability of outdoor uses is dependent upon characteristics of the specific use. Caution should be exercised with regard to noise-sensitive outdoor uses because these uses are likely to be disrupted by aircraft noise events. This caution is directed at the project proponent and is not intended to preclude approval of the project.
- (d) “Incompatible” means that the proposed land use shall not be allowed under any circumstances.
- (1) Indoor uses would have unacceptable noise levels if windows are open. At exposures above CNEL 65 dB, extensive mitigation techniques would be required to make the indoor environment acceptable for performance of activities associated with the land use even with windows closed.
 - (2) Outdoor uses would be exposed to severe noise interference that would prevent performance of activities associated with the land use.
 - (3) Exceptions to an “incompatible” designation may only be made if site-specific special conditions exist. See Policy 4.6.6.
- 4.2.2. *Maximum Acceptable Exterior Noise Levels:* To minimize noise-sensitive development in areas exposed to significant levels of aircraft noise, new land use development shall be restricted in accordance with the following.
- (a) Within the airport-related CNEL 60 dB contour, new residential development—the creation of new residential lots or increase in density on existing lots—shall be prohibited. However, a portion of a residential lot that does not contain a dwelling site may extend into the CNEL 60 dB contour. Exceptions also are provided for existing residential lots (see Policy 2.3.4).
 - (b) New nonresidential development shall be deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use. Applicable criteria are indicated in **Table 1**, Noise Compatibility Criteria.³²
- 4.2.3. *Maximum Acceptable Interior Noise Levels:* To the extent that the criteria in **Table 1**, Noise Compatibility Criteria, and other policies herein permit the development, land uses for

³² Factors considered in establishing the maximum acceptable noise exposure are described in the policy background discussion for this section on page 4-2.

which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

- (a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is:
 - (1) CNEL 45 dB in any habitable room of:
 - Residences;
 - Children’s schools (K-12);
 - Libraries;
 - Long-term lodging (e.g., dormitories), congregate care facilities, and nursing homes
 - Hotels, motels, and other short-term lodging;
 - Adult educational and institutional facilities;
 - Hospitals;
 - Places of worship, meeting halls, theaters, and mortuaries; and
 - Miscellaneous other uses as listed in **Table 1**, Noise Compatibility Criteria.
 - (2) CNEL 50 dB in:
 - Offices and office areas of industrial facilities;
 - Research and Development facilities;
 - Retail centers and stores; and
 - Personal and miscellaneous services.
- (b) The noise contours depicted in Chapter 6 for each airport shall be used to calculate compliance with these criteria. The calculations should assume that windows are closed.
- (c) When a proposed building lies within multiple CNEL range zones (e.g., partly in 55-60 dB and partly in 60-65 dB), the higher range zone shall apply for the purposes of determining sound attenuation requirements unless less than 25% of the building floor area is within that zone. In such case, the lower range zone may be used.
- (d) Where **Table 1**, Noise Compatibility Criteria, indicates that buildings associated with a particular land use must be capable of attenuating exterior noise to the specified maximum interior noise level, acoustical data documenting that the structure will be designed to comply with the criterion shall be provided to the permitting agency as part of the building permit process. The permitting agency shall be responsible for assuring compliance.
- (e) Exceptions to the interior noise level criteria in Paragraph (a) of this policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

4.2.4. *Avigation Easement Dedication Requirements*: Dedication of an avigation easement is required as a condition for approval of certain proposed development situated within the CNEL 55 dB contour in accordance with Policy 4.6.1 (see Airport Influence Area policy maps in Chapter 6).

4.3. Safety Compatibility

Safety Policy Background³³

Policy Objective:

The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events should they occur. Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.³⁴

Measures of Risk Exposure:

This *ALUCP* evaluates the risk that potential aircraft accidents pose to lands and people around each airport in terms of two parameters: the likelihood of an accident occurring in a given location near an airport; and the potential consequences if an accident occurs in that location.

- › The accident likelihood is measured in terms of the geographic distribution of where accidents have historically occurred around similar airports. Because aircraft accidents are infrequent occurrences, the pattern of accidents at any one airport cannot be used to predict where future accidents are most likely to happen around that airport. Reliance must be placed on data about aircraft accident locations at similar airports nationally, refined with respect to information about the types and patterns of aircraft use at the individual airport. This methodology is used to delineate the safety zones for each airport shown in Chapter 6.
- › The consequences component of the risk considers the number of people in harm's way and their ability to escape harm. For most nonresidential uses, potential consequences are measured in terms of the usage intensity—the number of people per acre on the site. For residential uses, density—the number of dwelling units per acre—is substituted for intensity. Additional criteria are applicable to specific types of uses.

Factors Considered in Setting Safety Compatibility Criteria:

Factors considered in setting the criteria in this section include the following:

- › The locations, delineated with respect to the airport runway, where aircraft accidents near general aviation airports typically occur and the relative concentration of accidents within these locations. The most stringent land use controls are applied to the areas with the greatest potential accident exposure. The accident location information utilized is the general aviation accident data and analyses contained in the *California Airport Land Use Planning Handbook*.
- › *Handbook* guidance is also used to delineate the safety zone boundaries for each airport as depicted on the maps in Chapter 6. The zone shapes and sizes reflect the existing and future runway length, approach categories, aircraft fleet mix, and normal flight patterns for the airport. Factors considered in adjusting the generic *Handbook* zones to reflect the conditions at each airport are indicated on the Safety Compatibility Factors maps in Chapters 7 through 9.
- › *Handbook* guidance regarding the maximum usage intensities (people per acre) considered acceptable is used for new development near airport runways.
- › Residential density limitations cannot be equated to the usage intensity limitations for nonresidential uses. Consistent with pervasive societal views and as suggested by the *Handbook* guidelines, a greater degree of protection is warranted for residential uses.

³³ The following discussion (in different typeface) is provided as background to the policies of this section and does not directly constitute ALUC policy. For additional discussion of safety compatibility concepts, see Appendix D.

³⁴ Land use features that can be the *cause* of an aircraft accident are addressed under Airspace Protection, Section 4.4.

- › A greater degree of protection is also warranted for certain uses that represent special safety concerns regardless of the number of people present (e.g., schools, hospitals).

Safety Compatibility Policies

4.3.1. *Evaluating Safety Compatibility:* The safety compatibility of proposed land uses within the influence area of each airport addressed in this *ALUCP* shall be evaluated in accordance with the policies set forth in this section together with **Table 2**, Safety Compatibility Criteria, and the Safety Zone Policy Maps for each airport presented in Chapter 6.

- (a) The criteria in **Table 2**, Safety Compatibility Criteria, indicate the acceptability of prospective land uses relative to the risks associated with each safety zone. Within the each safety zone, each land use type is shown as being either “normally compatible,” “conditional,” or “incompatible.”
 - (1) “Normally compatible” means that common examples of the use are compatible with the airport; uncommon examples of the use may require review to ensure compliance with compatibility criteria.
 - (2) “Conditional” means that the use is compatible if the listed conditions are met.
 - (3) “Incompatible” means that the use should not be permitted under any circumstances.

4.3.2. *Residential Development Criteria:* Proposed residential development shall be evaluated in accordance with the following criteria:

- (a) The density of residential development shall be measured in terms of dwelling units per acre. The maximum allowable densities in each safety zone are as follows. Exceptions are provided for existing single-family homes and residential lots (see Policy 2.3.4).
 - (1) Within Safety Zone 1, new residential development shall be prohibited.
 - (2) Within Safety Zone 2, portions of new residential lots are allowed as long as the dwelling site is not situated within the zone boundaries.
 - (3) Within Safety Zones 3, 4 and 5, new residential development shall be limited to a maximum density of 1 dwelling units per 5.0 acres (0.2 dwelling units per acre).
 - (4) Within Safety Zone 6, new residential development shall not be restricted for safety compatibility purposes.
- (b) Density bonuses and any other bonuses or allowances that local agencies may provide for affordable housing developed in accordance with the provisions of state and/or local law or regulation shall be included when calculating residential densities. The overall density of a development project, including any bonuses or allowances, must comply with the allowable density criteria in **Table 2**, Safety Compatibility Criteria.
- (c) Secondary units, as defined by state law, shall be excluded from density calculations.
- (d) A family day care home serving 14 or fewer children may be established in any existing dwelling or in any new dwelling permitted by the policies of this *ALUCP*.

4.3.3. *Nonresidential Development Criteria:* Proposed non-residential development shall be evaluated in accordance with the following criteria:

- (a) All nonresidential uses must comply with both the “sitewide average” and “single-acre” usage intensity limits indicated below and listed in **Table 2**, Safety Compatibility Criteria, for each safety zone.

Safety Zone	1	2	3	4	5	6
	People per Acre					
Maximum Sitewide Average Intensity	10	60	100	160	100	400
Maximum Single-Acre Intensity	20	120	250	400	250	1,000

- (1) The “sitewide average” intensity equals the total number of people expected to be on the entire site divided by the site size in acres.
 - (2) The “single-acre” intensity equals the number of people expected to occupy the most intensively used 1.0-acre area of the site.
- (b) The need to calculate the usage intensity of a particular project proposal for compliance with the intensity criteria in the Paragraph (a) table is to be governed by the following:
- (1) Land use categories indicated in **Table 2** as “Normally compatible” for a particular safety zone are presumed to meet the intensity criteria indicated in the Paragraph (a) table. Unless the particular project proposal represents an atypical example of the usage type, calculation of the usage intensity is not required.
 - (2) Calculation of the usage intensity must be done for all proposed projects where the land use category for the particular safety zone is indicated in **Table 2** as “Conditional” and the criteria column says “Ensure intensity criteria are met.”
 - (3) Where **Table 2** indicates that land use category is “Conditional” for the particular safety zone, but the criteria are other than “Ensure intensity criteria are met,” calculation of the usage intensity is not necessary for typical examples of the use. However, the project proposal must comply with the other criteria listed for the applicable land use category and safety zone.
- (c) No new structures intended to be occupied regularly are allowed in Safety Zone 1.
- (d) Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the project site at any single point in time, whether indoors or outdoors.
- (1) For the purposes of these calculations, the total number of occupants during normal busiest periods shall be used.³⁵
 - (2) The project site may be composed of multiple parcels.
- (e) Each component use within a nonresidential development that has multiple types of uses shall comply with the safety criteria in **Table 2**, Safety Compatibility Criteria, unless the use is ancillary to the primary use.
- (1) To be considered an ancillary use, the use must be associated with the primary use (e.g. a cafeteria in an office building) and occupy no more than 10% of total building floor area.

³⁵ This number will typically be lower than the absolute maximum number of occupants the facility can accommodate (such as would be used in determining compliance with building and fire codes).

- (2) Ancillary uses must be considered in the sitewide average intensity limits, but may be excluded from the single-acre intensity calculations.
- (3) An ancillary use may be more intensively occupied (more people in a given area) than the primary use, provided that the ancillary use is neither:
 - An assembly room having more than 750 square feet of floor area (this criterion is intended to parallel the Universal Building Code standards) and a capacity of more than 50 people; nor
 - A K-12 school, day care center, or other risk-sensitive use that is “incompatible” within the safety zone where the primary use is to be located.
- (f) Other criteria may be applicable to uses of special concern (see Policy 4.3.5 and conditions in **Table 2**, Safety Compatibility Criteria).
- (g) Rare special events (see Policy 4.1.2(c)) are exempt from satisfying the usage intensity limits in **Table 2**, Safety Compatibility Criteria.

4.3.4. *Methods for Determining Compliance with Nonresidential Intensity Criteria:* Determination of compliance with the intensity criteria indicated in Policy 4.3.3(a) requires calculating the total occupancy of the site and the occupancy within the most intensively used 1.0-acre area(s). Requirements and options for making these calculations are listed below. Additional guidance is found in Appendix E. Regardless of the method or methods used, the proposed project’s compliance with the intensity criteria in Policy 4.3.3(a) must be demonstrated by the applicant or referring agency.

- (a) Calculation of Total Occupancy: The following methods may be used to determine the total occupancy for any category of use. For projects involving multiple nonresidential land use categories, the occupancy for each use must be calculated separately, then added to produce the total occupancy. See Policy 4.3.6 for criteria pertaining to mixed-use projects having both residential and nonresidential components.
 - (1) Fixed Seating: For uses with fixed seats, such as restaurants and theaters, the occupancy should be based upon the number of customer seats plus the number of employees.
 - (2) Occupancy Load Factors: The square footage of the building divided by the typical square footage occupied by each person yields the total occupancy. **Table 2**, Safety Compatibility Criteria, lists typical occupancy load factors for various land use categories.
 - (3) Vehicle Parking Requirements: For many commercial and industrial uses, the occupancy can be estimated by considering the number of parking spaces required by the local agency and multiplying by the average occupancy per vehicle. This method is not suitable for land uses where many users arrive by transit, bicycle, or other means of transportation (see **Appendix E**).
 - (4) Building and Fire Codes: This method is essentially the same as the Occupancy Load Factor method in that the codes provide a square footage per person for various types of building uses. Building and Fire Codes, though, are based on a maximum, never to be exceeded, number of occupants rather than the average busy period that is the basis for airport land use compatibility planning. As such, the total occupancy calculated using these codes must be reduced by some factor—approximately one half for most uses—to provide a number consistent with the intensity limits listed in Policy 4.3.3(a).

- (b) Calculation of Sitewide Average-Acre Intensity: The sitewide average intensity of a proposed development shall be calculated by determining the total number of people expected to be on site at any given time under normal busy use (see Paragraph (a) of this policy) and dividing by the total number of acres of the project site. See **Exhibit 4A** for a calculation example.

Exhibit 4A: Intensity Calculation Example

In this example, both the sitewide and single-acre intensity of a proposed warehouse facility is calculated using the common occupancy load factors [number of square feet per person] information in Table 2, Safety Criteria together with project specifications. The results are then compared with the maximum sitewide and single-acre intensity limits to determine consistency of the project with the safety criteria.

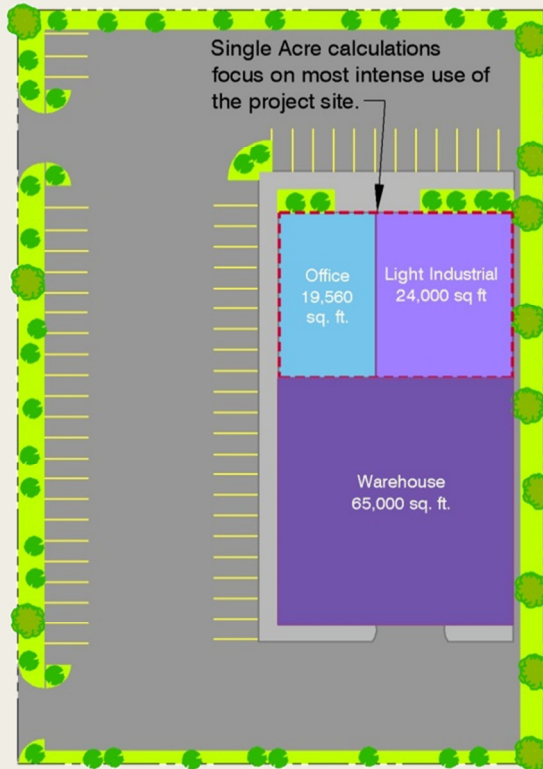


Table 2 Safety Criteria Data

Safety Zone 3 Intensity Limits

Max. Sitewide Average: 100 people per acre
 Max. Single-Acre: 250 people per acre

Common Occupancy Load Factors

Office: approx. 215 s.f. per person
 Light Industrial, Low Intensity: approx. 350 s.f. per person
 Warehouse: approx. 1,000 s.f. per person

Project Data

Site Acreage: 3 acres
 Office: 19,560 s.f.
 Light Industrial: 24,000 s.f.
 Warehouse: 65,000 s.f.

Occupancy

Office: $\frac{19,560 \text{ s.f.}}{215 \text{ s.f. per person}} = 91 \text{ people}$
 L-industrial: $\frac{24,000 \text{ s.f.}}{350 \text{ s.f. per person}} = 69 \text{ people}$
 Warehouse: $\frac{65,000 \text{ s.f.}}{1,000 \text{ s.f. per person}} = 65 \text{ people}$
 Total: = 225 people

Intensity Results

The results of the intensity calculations indicate that the proposed development satisfies the sitewide and single-acre intensity criteria.

Sitewide Average

$\frac{\text{Total people} = 225 \text{ people}}{\text{Site Acreage} = 3 \text{ acres}} = 75 \text{ people per acre}$

Single-Acre Acreage

$\frac{\text{Total people} = 91 + 69 \text{ people}}{\text{Single-Acre} = 1 \text{ acre}} = 160 \text{ people per acre}$

- (c) Calculation of Single-Acre Intensity: The single-acre intensity of a proposed development shall be calculated by determining the total number of people expected to be within any 1.0-acre portion of the site, typically the most intensively used

building or part of a building. Calculation of the single-acre intensity depends upon the building footprint and site sizes and the distribution of activities on the site.

- (1) For sites less than 1.0 acre, the single-acre intensity equals the total number of people on the site divided by the site size.
 - (2) For sites more than 1.0 acre and a building footprint less than 1.0 acre, the single-acre intensity equals the total number of building occupants divided by the site size unless the project includes substantial outdoor occupancy in which case such usage should be taken into account.
 - (3) For sites having both site size and building footprint of more than 1.0 acre, the single-acre intensity shall normally be calculated as the total number of building occupants divided by the building footprint in acres. This calculation assumes that the occupancy of the building is evenly distributed. However, if the occupancy of the building is concentrated in one area—the office area of a large warehouse, for example—then the occupants of that area shall be included in the single-acre calculation.
 - (4) The 1.0-acre areas to be evaluated shall normally match the building footprints provided that the buildings are generally rectangular (reasonably close to square) and not elongated in shape and, for buildings larger than 1.0 acre, may represent a portion of the building.
 - (5) If a building has multiple floors, then the total number of occupants on all floors falling within the 1.0-acre footprint shall be counted.
- (d) Selection of Calculation Method.
- (1) When evaluating Major Land Use Actions referred for ALUC review on a mandatory basis in accordance with Policy 2.4.3, the ALUC shall normally use the Occupancy Load Factor methodology (Paragraph (a)(2) of this policy) for calculating total occupancy and determining compliance with the sitewide average-acre criteria. Occupancy within a single acre shall normally be calculated as described in Paragraph (c) of this policy. However, the ALUC shall consider usage intensity data that the local agency or project applicant has provided for the project using an alternative calculation method.
 - (2) In conjunction with referral of a general plan for consistency review, the local agency may propose a different method for determining compliance with the intensity criteria (e.g., by using vehicle parking requirements). Once the ALUC has determined that the general plan is consistent with this *ALUCP*, referral of Major Land Use Actions to the ALUC becomes voluntary. Therefore, subject to ALUC acceptance of the alternative calculation method, the local agency may then use that method when internally reviewing individual development projects for compliance with the usage intensity criteria.
- (e) Long-Term Changes in Occupancy: In evaluating compliance of a proposed non-residential development with the usage intensity criteria, the ALUC shall take into account the potential for the use of a building to change over time. A building could have planned low-intensity use initially, but later be converted to a higher-intensity use. Local agencies must provide permit language or other mechanisms to ensure continued compliance with the usage intensity criteria. (Note that this provision applies only to new development and redevelopment—projects for which

discretionary local agency action is required—not to tenant improvements or other changes to existing buildings for which local approval is ministerial.)

4.3.5. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns regardless of the number of people associated with those uses.

(a) Land uses of particular concern and the nature of the concern are:

(1) **Uses Having Vulnerable Occupants:** These are uses in which the majority of occupants are children, elderly, and/or disabled people who have limited mobility or may be unable to respond appropriately to emergency situations. The primary uses in this category are:

- ▶ Children’s schools (grades K–12).
- ▶ Day care centers (facilities with 15 or more children, as defined in the California Health and Safety Code).
- ▶ Hospitals, health care centers, and similar facilities, especially where patients remain overnight.
- ▶ Nursing homes.
- ▶ Inmate facilities.

(2) **Hazardous Materials Storage:** Materials that are flammable, explosive, corrosive, or toxic constitute special safety compatibility concerns to the extent that an aircraft accident could cause release of the materials and thereby pose dangers to people and property in the vicinity. Facilities in this category include:

- ▶ Facilities, such as oil refineries and chemical plants, that manufacture, process, and/or store bulk quantities of hazardous materials generally for shipment elsewhere.
- ▶ Facilities associated with otherwise compatible land uses where hazardous materials are stored in smaller quantities primarily for on-site use.

(3) **Critical Community Infrastructure:** This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility. Among these facilities are:

- ▶ Emergency services facilities such as police and fire stations.
- ▶ Emergency communications facilities; power plants, and other utilities.

(b) The safety criteria for the uses in Paragraph (a) of this policy are included in **Table 2**, Safety Compatibility Criteria. These criteria shall be applied when evaluating these uses.

(1) In some cases, these uses are not allowed in portions of the airport environs regardless of the number of occupants associated with the use.

(2) In other instances these uses should be avoided (that is, allowed only if a site outside the zone would not serve the intended function).

(3) When allowed, special measures for the particular use, such as those listed in **Table 2**, Safety Compatibility Criteria, must be taken as appropriate to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

4.3.6. *Mixed-Use Development:* For projects involving a mixture of residential and nonresidential uses, the following policies apply.

- (a) Where the residential and nonresidential uses are proposed to be situated on separate parts of the project site, the project shall be evaluated as separate developments. The residential density shall be calculated with respect to the area(s) to be devoted to residential development and the nonresidential intensity calculated with respect to the area(s) proposed for nonresidential uses. This provision means that the residential density cannot be averaged over the entire project site when nonresidential uses will occupy some of the area. The same limitation applies in reverse—that is, the nonresidential intensity cannot be averaged over an area that includes residential uses.
- (b) Development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or nearby buildings on the same site must meet both residential density and nonresidential intensity criteria. The number of dwelling units shall not exceed the density limits indicated in **Table 2**, Safety Compatibility Criteria. Additionally, the normal occupancy of the residential portion shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage intensity criteria cited in **Table 2**, Safety Compatibility Criteria.
- (c) Mixed-use development shall not be allowed where the residential component would be exposed to noise levels above the limits set in **Table 1**, Noise Compatibility Criteria.

4.3.7. *Parcels Lying Within Two or More Safety Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth in **Table 2**, Safety Compatibility Criteria, any parcel that is split by safety zone boundaries shall be considered as if it were multiple parcels divided at the safety zone boundary line. See **Exhibit 4B**, Site Split by Safety Zones.

- (a) The preceding notwithstanding, where no part of the building(s) or areas of outdoor congregation of people proposed on the project site falls within the more restrictive safety zone, the criteria for the safety zone where the proposed building(s) or outdoor uses are located shall apply.

Exhibit 4B: Site Split by Safety Zones

In this example, the restaurant and office uses are split between Safety Zones 4 and 6. When determining compliance with the Zone 4 intensity limits, only the portions of the uses in Zone 4, together with the retail use that is fully in Zone 4 are considered and the site size is the 3.5 acres in Zone 4.

Safety Zone 4

Retail: $\frac{50,000 \text{ s.f.}}{170 \text{ s.f. per person}} = 294 \text{ people}$

Restaurant: $\frac{50\% \text{ of } 18,000 \text{ s.f.}}{60 \text{ s.f. per person}} = 150 \text{ people}$

Office: $\frac{50\% \text{ of } 24,000 \text{ s.f.}}{215 \text{ s.f. per person}} = 56 \text{ people}$

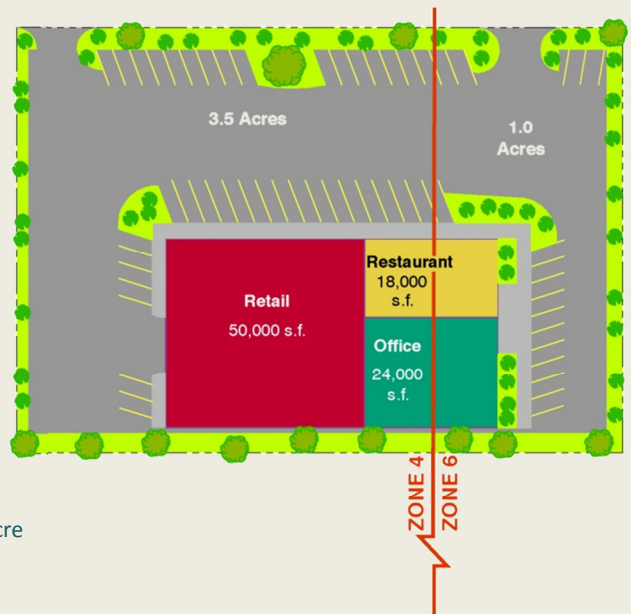
Total Occupancy = 500 people

Intensity: $\frac{500 \text{ people}}{3.5 \text{ acres}} = 143 \text{ people/acre}^*$

* Meets Zone 4 sitewide average limit of 160 people/acre

Safety Zone 6

All proposed uses are normally compatible.



(b) Modification of the project site plan so as to transfer the allowed density of nonresidential development or intensity of nonresidential development from the more restricted portion to the less restricted portion is encouraged. The purpose of this policy is to move people outside of the higher-risk zones.

(1) This full or partial reallocation of intensity is permitted even if the resulting intensity in the less restricted area would then exceed the sitewide average intensity limits that apply within that safety zone (see **Exhibit 4C**).

(2) The single-acre criterion for the zone to which the use is transferred must still be satisfied.

4.3.8. *Avigation Easement Dedication Requirements*: Dedication of an avigation easement is required as a condition for approval of certain proposed development within Safety Zones 1 through 5 in accordance with Policy 4.6.1 (see Airport Influence Area policy maps in Chapter 6).

Exhibit 4C: Transferring Usage Intensity

An example of transferring usage intensity to the less restrictive safety zone is provided below.

Project Site

Zone 3: 1.0 acres

Zone 4: 2.0 acres

Allowable Total Occupancy

Zone 3: 100 people/acre = 100 people

Zone 4: 160 people/acre = 320 people

Total Allowed on Site: 420 people

Transfer People from Zone 3 to Zone 4

Zone 3: 0 people

Zone 4: 320 + 100 = 420 people

* 420 people in 2.0 acres exceeds 160 people/acre

4.4. Airspace Protection

Airspace Protection Policy Background³⁶

Policy Objective:

Airspace protection compatibility policies seek to prevent creation of land use features that can pose hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident.

Measures of Hazards to Airspace:

Three categories of hazards to airspace are a concern: physical, visual, and electronic.

- › *Physical hazards* include tall structures that have the potential to intrude upon protected airspace as well as land use features that have the potential to attract birds and certain other potentially hazardous wildlife to the airport area.
- › *Visual hazards* include certain types of lights, sources of glare, and sources of dust, steam, or smoke.
- › *Electronic hazards* are ones that may cause interference with aircraft communications or navigation.

Factors Considered in Setting Airspace Protection Compatibility Criteria:

The ALUCP airspace protection policies rely upon the regulations and standards enacted by the Federal Aviation Administration (FAA) and the State of California. The FAA has well defined standards by which potential hazards to flight, especially airspace obstructions, can be

³⁶ The following discussion (in different typeface) is provided as background to the policies of this section and does not directly constitute ALUC policy. For additional discussion of airspace protection compatibility concepts, see Appendix D.

assessed. The following FAA regulations and documents, and any later versions of these documents, are specifically relevant.

- › Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (provides standard regarding height limits of objects near airports).
- › FAA Advisory Circular 150/5300-13, *Airport Design* (provides standards regarding safety-related areas in the immediate vicinity of runways).
- › FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* (provides guidance on types of attractants to be avoided).
- › FAA Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports* (sets guidelines on proximity of these facilities to airports).
- › Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting* (sets standards for how essential marking and lighting should be designed).

These regulations and standards do not give the FAA authority to prevent the creation of hazards to flight. That authority rests with state and local government. The State of California has enacted regulations enabling state and local agencies to enforce the FAA standards. The ALUC policies are intended to help implement the federal and state regulations.

Airspace Protection Policies

- 4.4.1. *Evaluating Airspace Protection Compatibility:* The airspace protection compatibility of proposed land uses within the influence area of each airport is addressed in this *ALUCP* shall be evaluated in accordance with the policies in this section together with the airspace protection surfaces depicted on the Airspace Protection Zones policy map in Chapter 6 for each airport.
- (a) The airspace protection surfaces are drawn in accordance with FAR Part 77, Subpart C, and reflect the runway lengths and approach types indicated on the Airspace Protection Zones policy map drawing for each airport.
 - (b) The Critical Airspace Protection Zone for each airport consists of the FAR Part 77 primary surface, the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface, and the High Terrain Area.
 - (c) The High Terrain Area encompasses locations where the ground elevation exceeds or is within 35 feet beneath an airspace protection surface as defined by FAR Part 77 for the airport.
- 4.4.2. *Airspace Obstruction Criteria:* The criteria for determining the acceptability of a project with respect to height shall be based upon the standards set forth in FAR Part 77, Subpart C. Additionally, where an FAA aeronautical study of a proposed object has been required as described in Policy 4.4.4, the results of that study shall be considered by the ALUC and the local agency.
- (a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of the airspace protection surfaces depicted on each airport's Airspace Protection Zones policy map in Chapter 6. Any

object that penetrates one of these surfaces is, by FAA definition, deemed an *obstruction*.³⁷

- (b) Objects not situated within a Critical Airspace Protection Zone (see Policy 4.4.1(b)) may be allowed to have heights that penetrate the airspace protection surfaces defined by FAR Part 77 criteria. These objects shall be limited in height as follows:
 - (1) In non-wooded areas, heights of up to 40 feet above ground level are permitted.
 - (2) In wooded areas, heights of up to the average of surrounding trees are permitted.
 - (3) The height of all objects is subject to local agency zoning limits.
- (c) Unless exempted under Paragraph (b) of this policy, a proposed object that exceeds the airport's airspace protection surface shall be allowed only if *all* of the following apply:
 - (1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.
 - (2) FAA or other expert analysis conducted under the auspices of the ALUC or the airport owner concludes that, despite being an airspace obstruction (not necessarily a hazard), the object would not cause any of the following:
 - An increase in the ceiling or visibility minimums of the airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
 - A reduction of the established operational efficiency and capacity of the airport, such as by causing the usable length of the runway to be reduced; or
 - A conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en route navigation to and from the airport.
 - (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the California Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed.
 - (4) An aviation easement is dedicated, in accordance with Policy 4.6.1.
 - (5) The proposed project/plan complies with all other policies of this *ALUCP*.

4.4.3. *Other Flight Hazards:* Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the airport shall be allowed within the airport influence area only if the uses are consistent with FAA rules and regulations.

- (a) Specific characteristics to be avoided include:
 - (1) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);
 - (2) Distracting lights that could be mistaken for airport lights;
 - (3) Sources of dust, steam, or smoke that may impair pilots' vision;
 - (4) Sources of steam or other emissions that cause thermal plumes or other forms of unstable air;

³⁷ An *obstruction* may or may not be a *hazard*. The purpose of the FAA aeronautical study is to determine whether an obstruction is a hazard and, if so, what remedy is recommended. The FAA's remedies are limited to making changes to the airspace and an airport's approach procedures, but it also can indicate an objection to proposed structures that it deems to be a hazard.

- (5) Sources of electrical interference with aircraft communications or navigation; and
- (6) Any proposed use that creates an increased attraction for wildlife and that is inconsistent with FAA rules and regulations. Of particular concern are landfills, conservation areas, and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.³⁸

- (b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, the ALUC and local agencies should consult with the FAA, California Division of Aeronautics, and airport management.

4.4.4. *Requirements for FAA Notification of Proposed Construction or Alteration:* The project proponent is responsible for notifying the FAA about proposed construction that may affect navigable airspace.³⁹ The following is ALUC policy on this topic.

- (a) Reference to FAA notification requirements is included here for informational purposes only, not as an ALUC policy. Local agencies should inform project proponents of the requirements for FAA notification.
- (b) Any proposed development project that includes construction of a structure or other object and that must be referred to the ALUC for a consistency review in accordance with Policies 2.4.3 or 2.4.5 shall include a copy of the completed FAR Part 77 notification form (Form 7460-1) submitted to the FAA, if applicable, and the findings of the FAA's aeronautical study (i.e., notice of determination letter). A proposed project may be referred to the ALUC in advance of the completion of the FAA aeronautical study. However, the completed study must be forwarded to the ALUC when available and the ALUC may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the ALUC's determination.

³⁸ See FAA Advisory Circulars 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and 150/5200-34A, *Construction or Establishment of Landfills near Public Airports*.

³⁹ FAR Part 77 requires that a project proponent submit notification of a proposal to the FAA where required by the provisions of FAR Part 77, Subpart B. California Public Utilities Code Sections 21658 and 21659 likewise includes this requirement. FAA notification requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes. The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. (See Appendix C of this *ALUCP* for a copy of FAR Part 77 and online procedures for filing Form 7460-1.) FAA notification is required under the following circumstances:

(a) The project contains proposed structures or other objects that exceed the height standards defined in FAR Part 77, Subpart B. Objects shielded by nearby taller objects are exempted in accordance with FAR Part 77, Paragraph 77.15. Note that notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Also, the FAA notification area extends beyond the airport influence area depicted on the Airport Influence Area policy map for that airport in Chapter 6 of this *ALUCP*. For the airports addressed by this *ALUCP*, the Subpart B notification airspace surface extends outward and upward as follows:

- At Cameron Airpark Airport, a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point on the runway.
- At Placerville Airport, a slope of 100 to 1 for a horizontal distance of 20,000 feet from the nearest point on the runway.
- At Georgetown Airport, a slope of 50 to 1 for a horizontal distance of 10,000 feet from the nearest point on the runway (the shorter distance is because the Georgetown Airport runway is less than 3,200 feet in length).

(b) Any proposal for construction or alteration of a structure, including antennas, taller than 200 feet above the ground level at the site regardless of proximity to any airport.

- 4.4.5. *ALUC Review:* The requirement for notification to the FAA shall not by itself trigger ALUC review of an individual project. If the ALUC has determined that the local agency's general plan associated with the proposed project location is consistent with this *ALUCP*, then no ALUC review is required. If the general plan has not been made consistent, then the proposed project must be referred to the ALUC for review (see Policies 2.4.3 and 2.4.5).

4.5. Overflight Compatibility

*Overflight Policy Background*⁴⁰

Policy Objective:

Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise exposure areas addressed by the policies in Section 4.2. Sensitivity to aircraft overflight varies from one person to another.

The policies in this section serve primarily to establish the form and requirements for notification about airport proximity and aircraft overflight to be given in conjunction with local agency approval of new residential development and with certain real estate transactions involving existing residential development. Overflight policies do not apply to nonresidential development.

Measures of Overflight Exposure:

The loudness of individual aircraft noise events is a key determinant of where airport proximity and aircraft overflight notification is warranted. Single-event noise levels are especially important in areas that are overflown regularly by aircraft, but that do not produce significant CNEL contours (helicopter overflight areas are a particular example). For general aviation airports, the principal areas of overflight exposure are the locations beneath the airport traffic pattern and the common entry routes to the traffic pattern.

Factors Considered in Setting Overflight Compatibility Criteria:

Factors considered in establishing overflight criteria include the following:

- › The boundary of the overflight area for each airport, as depicted on the respective Airspace Protection Zones policy map in Chapter 6, is drawn to encompass locations where aircraft approaching and departing the airport typically fly at an altitude of less than approximately 1,000 feet above the airport elevation. Note that the flight altitude above ground level will be more or less than this amount depending upon the terrain below. Areas of high terrain beneath the traffic patterns are exposed to comparatively greater noise levels, a factor that is considered in the overflight policies.
- › To be most effective, overflight policies should establish notification requirements for transactions involving existing land uses, not just future development. However, the ALUC only has authority to set requirements for new development and to define the boundaries within which real estate transfer disclosure under state law is appropriate.
- › State real estate transfer disclosure law applies to existing development, but not to all transactions.⁴¹

⁴⁰ The following discussion (in different typeface) is provided as background to the policies of this section and does not directly constitute ALUC policy. For additional discussion of overflight compatibility concepts, see Appendix D.

⁴¹ California state statutes (*Business and Professional Code Section 11010* and *Civil Code Sections 1102.6, 1103.4, and 1353*) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an airport influence area. These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. In general, airport proximity disclosure is required with existing residential property transfer only when certain natural conditions (earthquake, fire, or flood hazards) warrant disclosure.

- › To the extent that the ALUC notification requirements for new development, the policy should ensure that the notification runs with the land and is provided to prospective future owners and tenants.
- › Avigation easements involve conveyance of property rights from the property owner to the party owning the easement and are best suited to locations where land use restrictions for noise, safety, or airspace protection purposes are necessary. Property rights conveyance is not needed for buyer awareness purposes.

Overflight Policies

- 4.5.1. *Evaluating Overflight Compatibility:* The boundaries of the overflight zones around each airport are shown on the Overflight Zones policy maps in Chapter 4 and are delineated as follows:
- (a) The High Noise/Risk Zone encompasses all areas within the CNEL 55 dB contour, Safety Zones 1 through 5, and the Critical Airspace Protection Zone.
 - (b) The Routine Overflight Zone boundary reflects areas commonly overflown by aircraft at an altitude of approximately 1,000 feet or less. This area lies within the outer boundary of the horizontal surface as defined by FAR Part 77, Subpart C.
 - (c) The Airport Influence Area boundary includes all areas within the established airport influence area for each airport. This area lies within the outer boundary of the conical surface as defined by FAR Part 77, Subpart C.
- 4.5.2. *Recorded Overflight Notification:* As a condition for local agency approval of residential development within the Routine Overflight Zone boundary indicated on the Overflight Zones policy maps in Chapter 6, an overflight notification shall be recorded.
- (a) The notification shall be of a format similar to that indicated in Appendix G and shall contain the following language dictated by state law with regard to real estate transaction disclosure:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.
 - (b) The notification shall be evident to prospective purchasers of new residential property and shall appear on the property deed.
 - (c) A separate recorded overflight notification is not required where an avigation easement is provided.
 - (d) Recording of an overflight notification is not required for nonresidential development.

The statutes define an *airport influence area* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.”

- 4.5.3. *Real Estate Transaction Disclosure:* Provisions for real estate transaction disclosure are primarily established by state law. Further, to the extent that real estate transactions involve existing land uses, the ALUC has no authority to set requirements regarding them. Thus, except as indicated in Paragraph (a) below, ALUC polices with regard to real estate transaction disclosures advisory.
- (a) The disclosure provisions of state law are deemed mandatory for *new* residential development anywhere within an airport influence area and shall continue in effect as ALUC policy even if the state law is made less stringent or rescinded. The disclosure shall be of a format similar to that indicated in Appendix G and shall contain the language dictated by state law (see Policy 4.5.2(a)).
 - (b) State law indicates that the ALUC is responsible for delineating the area within which airport proximity disclosure is appropriate. The recommended disclosure area for each airport addressed by this *ALUCP* is identified on the respective Overflight Zones policy map provided in Chapter 6.
 - (c) Airport proximity disclosure should be provided as part of *all* real estate transactions (sale, lease, or rental) involving residential property anywhere within an airport influence area.
 - (d) Signs providing the above notice and a map of the airport influence area be prominently posted in the real estate sales office and/or other key locations at any new residential development within the airport influence area.
 - (e) It is not the responsibility of either the ALUC or local agencies to enforce real estate transfer disclosure with regard to the transfer of existing residences. Disclosure is a matter to be handled between private parties. The responsibility of the ALUC and local agencies is merely to provide information as to the locations within which airport proximity disclosure is appropriate and the suitable disclosure language to be used.

4.6. Policies for Special Circumstances

- 4.6.1. *Avigation Easement Dedication:* As a condition for approval of projects that are subject to the review provisions of this *ALUCP* and that meet the conditions in Paragraphs (a) and (b) of this policy, the property owner shall be required to dedicate an avigation easement to the County of El Dorado.⁴²
- (a) As depicted the Overflight Zones policy maps in Chapter 6, avigation easement dedication is required for any project whose site lies fully or partially within the High Noise/Risk Zone boundary as described in Policy 4.5.1(a).
 - (b) Avigation easement dedication shall be required for any proposed development, including infill development, for which discretionary local approval is required. Avigation easement dedication is not required for ministerial approvals such as building permits.
 - (c) The avigation easement shall:
 - (1) Provide the right of flight in the airspace above the property;

⁴² Note: the County is the appropriate recipient because it is the entity that owns Georgetown and Placerville airports and that has land use control authority over the lands surrounding privately owned Cameron Airport.

- (2) Allow the generation of noise and other impacts associated with aircraft overflight;
- (3) Restrict the height of structures, trees and other objects in accordance with the policies in Section 4.4 and the Compatibility Policy Maps: *Airspace Protection Zones* in Chapter 6 herein;
- (4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
- (5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

(d) An example of an aviation easement is provided in Appendix G.

4.6.2. *Infill*: Where land uses not in conformance with the criteria set forth in this *ALUCP* exist at the time of the plan’s adoption, infill development of similar land uses may be allowed to occur in that area even if the proposed land use is otherwise incompatible with respect to the compatibility criteria for that location.

(a) Infill development is not permitted in the following locations:⁴³

- (1) Within Safety Zone 1 (the runway protection zones and within the runway primary surface), no type of infill development shall be permitted.
- (2) Within Safety Zones 2 (inner approach/departure zone) and 5 (sideline zone), residential infill development shall not be permitted except as allowed by Policy 2.3.4.
- (3) Within the CNEL 65 dB noise contour of any airport, residential infill development shall not be allowed.⁴⁴

(b) In other locations within Review Area 1, a project site can be considered for infill development if it either:

- (1) Is part of a cohesive area, defined by the local land use jurisdiction and accepted by the ALUC, within which at least 65% of the uses were developed prior to the *ALUCP* adoption with uses not in conformance with the plan; or
- (2) Meets *all* of the following conditions:
 - The site is already served with streets, water, sewer, and other infrastructure;
 - At least 65% of the site’s perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed;
 - A project site within an identified infill area must be no larger than 20 acres;
 - The proposed project would not extend the perimeter of the infill area defined by the surrounding, already developed, incompatible uses; and
 - Land uses proposed for the infill area are consistent with the local agency’s zoning regulations governing the existing, already developed, surrounding area.

⁴³ Note that these locations are all within Review Area 1. Land uses are not restricted within Review Area 2 except with respect to height limits, thus infill is not relevant in this area.

⁴⁴ The effect of this policy is that infill residential development is allowed at a 5 dB higher noise level than is the acceptable limit for other new residential development as set by Policy 4.2.2(a).

- (c) For infill residential development in Safety Zones 3 and 4, the average development density (dwelling units per acre) of the site shall not exceed the median density represented by all existing residential lots that lie fully or partially within a distance of 300 feet from the boundary of the defined infill area.
- (d) For infill nonresidential development, the average usage intensity (the number of people per acre) of the site's proposed use shall not exceed the lesser of:
 - (1) The median intensity of all existing nonresidential uses that lie fully or partially within a distance of 300 feet from the boundary of the defined infill area; or
 - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in **Table 2**.

(For example, if the zone allows 100 people per acre and the median of nearby existing uses is 150 people per acre, the infill development would be limited to 150 people per acre rather than 200.)
- (e) The single-acre intensity limits for nonresidential development described in Policy 4.3.3 and listed in Table 2 are applicable to infill development. Also, the sound attenuation and avigation easement dedication requirements set by Policies 4.2.3 and 4.6.1 shall apply to infill development.
- (f) The ALUC prefers that all parcels eligible for infill be identified at one time by the local agency.
 - (1) The local agency is responsible for identifying, in its general plan or other adopted planning document reviewed by the ALUC, the qualifying locations that lie within that agency's boundaries. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC in conjunction with initial adoption of this *ALUCP*.
 - (2) If a map identifying locations suitable for infill has not been submitted by the local agency and reviewed by the ALUC or the site of an individual project proposal does not fall within the identified infill area, the ALUC may evaluate the project to determine whether it would meet the qualifying conditions listed in Paragraphs (a) through (e) of this policy.
 - (3) In either case, the burden for demonstrating that an area or an individual site qualifies as infill rests with the affected land use agency and/or project proponent and is not the responsibility of the ALUC.

4.6.3. *Existing Nonconforming Uses:* Proposed changes to existing nonconforming uses are subject to ALUC review if the changes would result in increased nonconformity with the compatibility criteria. Proposed changes, whether to a parcel or a building, are limited as follows:

- (a) Residential Uses:
 - (1) A nonconforming residential land use may be continued, sold, leased, or rented without ALUC restriction or review.
 - (2) A nonconforming single-family dwelling may be maintained, remodeled, reconstructed, or expanded in size. The lot line of an existing single-family residential parcel may be adjusted. Also, a new single-family residence may be constructed on an existing lot in accordance with Policy 2.3.4. However:

- Any remodeling, reconstruction, or expansion must not increase the number of dwelling units. For example, a bedroom could be added to an existing residence, but an additional dwelling unit could not be built on the parcel unless that unit is a secondary dwelling unit as defined by state and local laws.
 - A single-family residential parcel may not be divided for the purpose of allowing additional dwellings to be constructed.
- (3) Nonconforming multi-family residential dwellings may be maintained, remodeled, or reconstructed (see Policy 4.6.4). The size of individual dwelling units may be increased, but additional dwelling units may not be added.
 - (4) Sound attenuation and avigation easement dedication shall be provided where required by Policies 4.2.3 and 4.6.1, respectively.

(b) Nonresidential Uses (except Children’s Schools):

- (1) A nonconforming nonresidential use may be continued, sold, leased, or rented without ALUC restriction or review.
- (2) Nonconforming nonresidential facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 4.6.4). However, any such work:
 - Must not result in expansion of either the portion of the site devoted to the nonconforming use or the floor area of the buildings; and
 - Must not result in an increase in the usage intensity (the number of people per acre) above the levels existing at the time of adoption of this *ALUCP*.
- (3) Sound attenuation and avigation easement dedication shall be provided where required by Policies 4.2.3 and 4.6.1, respectively.

(c) Children’s Schools (including grades K-12, day care centers with more than 14 children, and school libraries):

- (1) Land acquisition for new schools or for expansion of existing schools is not permitted in any safety zone except portions of Safety Zone 6 beyond 0.5 mile from the nearest runway.
- (2) Replacement or expansion of buildings at existing school sites is not allowed in Safety Zones 2 or 5. One-time replacement or expansion of buildings at existing school sites in Safety Zones 3 and 4 and the portion of Safety Zone 6 within 0.5 mile of the nearest runway is allowed only if the expansion accommodates no more than 50 students. These limitations do not preclude work required for normal maintenance or repair.

4.6.4. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity, and would otherwise not be reconstructed but for the calamity, may be rebuilt only under the following conditions.

- (a) Nonconforming single-family or multi-family residential uses may be rebuilt provided that the reconstruction does not result in more dwelling units than existed on the parcel at the time of the damage. Addition of a secondary dwelling unit to a single-family residence is permitted if in accordance with state law and local regulations.
- (b) A nonconforming nonresidential development may be rebuilt provided that the reconstruction does not increase the floor area of the previous structure or result in an increased usage intensity (people per acre).
- (c) Reconstruction under Paragraphs (a) or (b) above:

- (1) Must have a permit deemed complete by the local agency within twelve (12) months of the date the damage occurred.
- (2) Shall incorporate sound attenuation features to the extent required by Policy 4.2.3.
- (3) Shall be conditioned upon dedication of an avigation easement to the County of El Dorado if required under Policy 4.6.1.
- (4) Shall comply with Federal Aviation Regulations Part 77 requirements (see Policy 4.4.2).
- (5) Shall not preclude work required for normal maintenance and repair.

4.6.5. *Redevelopment:* Proposed redevelopment of a property is subject to ALUC review the same as new development if it qualifies as a major land use action (see Policies 2.4.3 and 2.4.5). Review is mandatory even if the applicable general plan or specific plan has been found consistent with the *ALUCP*.

- (a) This requirement applies because the land use designations for existing development would not ordinarily have been evaluated at the time of the general plan or specific plan consistency review because the ALUC has no authority over existing land uses. The proposed redevelopment thus could be consistent with the general plan or specific plan, yet be inconsistent with the *ALUCP*. Proposed redevelopment of such lands voids the general plan/specific plan consistency status.
- (b) Limited expansion of existing non-conforming uses is allowed under Policy 4.6.3 and reconstruction of a destroyed use is allowed subject to the provisions of Policy 4.6.4.
- (c) Sound attenuation and avigation easement dedication shall be provided where required by Policies 4.2.3 and 4.6.1, respectively.

4.6.6. *Special Conditions Exception:* The compatibility criteria set forth in this *ALUCP* are intended to be applicable to all locations within the influence areas of airports in El Dorado County that are under the jurisdiction of the El Dorado County ALUC. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

- (a) After consideration of all the factors involved in such situations, the ALUC may find a normally incompatible use to be acceptable.
- (b) In reaching such a decision, the ALUC shall make specific findings as to why the exception is being made and the nature of the extraordinary circumstances that warrant the policy exception. Additionally, the ALUC shall make the following specific findings that the land use will neither:
 - (1) Create a safety hazard to people on the ground or aircraft in flight; nor
 - (2) Result in excessive noise exposure for the proposed use.
- (c) Approval of a special conditions exception for a proposed project shall require a two-thirds approval of the ALUC members voting on the matter.
- (d) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.

- (e) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.

Land Use Category	Exterior Noise Exposure ¹ (CNEL dB)					Criteria for Conditional Uses
	≤ 55	55-60	60-65	65-70	≥ 70	
<ul style="list-style-type: none"> › Multiple land use categories and compatibility criteria may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses 						<ul style="list-style-type: none"> › Interior noise level limits shown in yellow cells also apply (see Policy 4.2.3) › An acoustical study may be prudent for noise-sensitive uses proposed in areas exposed to CNEL 60 dB or greater (see Policy 4.2.3(d))
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible
Outdoor Uses (limited or no activities in buildings)						
Natural Land Areas: woods, brush lands, desert						Compatible at levels indicated, but noise disruption of natural quiet will occur
Water: flood plains, wetlands, lakes, reservoirs						
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land						
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables						Exercise caution with uses involving noise-sensitive animals ²
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos						Exercise caution if clear audibility by users is essential ³
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas						Exercise caution if clear audibility by users is essential ³
Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges						Exercise caution if clear audibility by users is essential ³
Local Parks: children-oriented neighborhood parks, playgrounds						Exercise caution if clear audibility by users is essential ³
Camping: campgrounds, recreational vehicle/motor home parks						
Cemeteries (excluding chapels)						Compatible at levels indicated, but noise disruption of outdoor activities will occur
Residential and Lodging Uses						
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed & breakfast inns		45				
Multi-Family Residential (≥ 8 d.u./acre)		45				
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories		45				
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities)		45				
Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities		45				
Educational and Institutional Uses						
Family day care homes (≤ 14 children)		45				
Children's Schools: K-12, day care centers (>14 children); school libraries		45				

Table 1

Noise Compatibility Criteria

Cameron Airpark Airport, Georgetown Airport, Placerville Airport

Land Use Category	Exterior Noise Exposure ¹ (CNEL dB)					Criteria for Conditional Uses
	≤ 55	55-60	60-65	65-70	≥ 70	
<ul style="list-style-type: none"> › Multiple land use categories and compatibility criteria may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses 						<ul style="list-style-type: none"> › Interior noise level limits shown in yellow cells also apply (see Policy 4.2.3) › An acoustical study may be prudent for noise-sensitive uses proposed in areas exposed to CNEL 60 dB or greater (see Policy 4.2.3(d))
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible
Adult Education classroom space: adult schools, colleges, universities (excluding aviation-related schools)		45	45			Applies only to classrooms (acoustical study may be warranted); offices, laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories
Community Libraries		45				
Indoor Major Assembly Facilities (capacity ≥ 1,000 people): auditoriums, conference centers, concert halls, indoor arenas			45	45		
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries			45	45		Acoustical study may be warranted for noise-sensitive uses (e.g., places of worship) See Policy 4.2.3(d)
Indoor Small Assembly Facilities (capacity < 300 people): places of worship, cemetery chapels, mortuaries, meeting halls			45	45		Acoustical study may be warranted for noise-sensitive uses (e.g., places of worship) See Policy 4.2.3(d)
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios				45		
In-Patient Medical: hospitals, mental hospitals			45			Acoustical study may be warranted See Policy 4.2.3(d)
Out-Patient Medical: health care centers, clinics			45	45		
Penal Institutions: prisons, reformatories			45			
Public Safety Facilities: police, fire stations				45		
Commercial, Office, and Service Uses						
Major Retail: regional shopping centers, 'big box' retail				50		Outdoor dining or gathering places incompatible above CNEL 65 dB
Local Retail: community/neighborhood shopping centers, grocery stores				50		Outdoor dining or gathering places incompatible above CNEL 65 dB
Eating/Drinking Establishments: restaurants, fast-food dining, bars						Outdoor dining or gathering places incompatible above CNEL 65 dB
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries						Noise attenuation required for office areas See Policy 4.2.3
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses				50		
Personal & Miscellaneous Services: barbers, car washes, print shops				50		
Vehicle Fueling: gas stations, trucking & transportation terminals					50	Noise attenuation required for office areas See Policy 4.2.3

Table 1, continued

Land Use Category	Exterior Noise Exposure ¹ (CNEL dB)					Criteria for Conditional Uses
	≤ 55	55-60	60-65	65-70	≥ 70	
<ul style="list-style-type: none"> › Multiple land use categories and compatibility criteria may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses 						<ul style="list-style-type: none"> › Interior noise level limits shown in yellow cells also apply (<i>see Policy 4.2.3</i>) › An acoustical study may be prudent for noise-sensitive uses proposed in areas exposed to CNEL 60 dB or greater (<i>see Policy 4.2.3(d)</i>)
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible
Industrial, Manufacturing, and Storage Uses						
Hazardous Materials Production: oil refineries, chemical plants				50	50	Noise attenuation required for office areas <i>See Policy 4.2.3</i>
Heavy Industrial				50	50	Noise attenuation required for office areas <i>See Policy 4.2.3</i>
Light Industrial, High Intensity: food products preparation, electronic equipment				50	50	Noise attenuation required for office areas <i>See Policy 4.2.3</i>
Light Industrial, Low Intensity: machine shops, wood products, auto repair				50	50	Noise attenuation required for office areas <i>See Policy 4.2.3</i>
Research & Development				50		Noise attenuation required for office areas <i>See Policy 4.2.3</i>
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses						
Outdoor Storage: public works yards, automobile dismantling						
Mining & Extraction						
Transportation, Communication, and Utilities						
Rail & Bus Stations					50	Noise attenuation required for public and office areas <i>See Policy 4.2.3</i>
Transportation Routes: road & rail rights-of-way, bus stops						
Auto Parking: surface lots, structures						
Communications Facilities: emergency communications, broadcast & cell towers						
Power Plants						
Electrical Substations						
Wastewater Facilities: treatment, disposal						
Solid Waste Disposal Facilities: landfill, incineration						
Solid Waste Transfer Facilities, Recycle Centers						

Table 1, continued

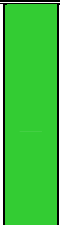
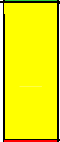
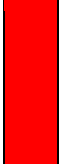
Land Use Acceptability	Interpretation/Comments
 <p data-bbox="282 262 391 321"><i>Normally Compatible</i></p>	<p data-bbox="459 195 1450 338"><i>Indoor Uses:</i> Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL). For land use types that are compatible because of inherent noise levels, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of CNEL 45 dB.</p> <p data-bbox="459 338 1422 394"><i>Outdoor Uses:</i> Except as noted in the table, activities associated with the land use may be carried out with minimal interference from aircraft noise.</p>
 <p data-bbox="282 457 391 485"><i>Conditional</i></p>	<p data-bbox="459 417 1422 474"><i>Indoor Uses:</i> Building structure must be capable of attenuating exterior noise from all noise sources to the indoor CNEL indicated by the number in the cell (40, 45 or 50). See <i>Policy 4.2.3</i>.</p> <p data-bbox="459 474 1450 531"><i>Outdoor Uses:</i> Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.²</p>
 <p data-bbox="282 611 391 638"><i>Incompatible</i></p>	<p data-bbox="459 558 1466 638"><i>Indoor Uses:</i> Unacceptable noise interference if windows are open; at exposures above CNEL 65 dB, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities associated with the land use.</p> <p data-bbox="459 638 1422 695"><i>Outdoor Uses:</i> Severe noise interference makes the outdoor environment unacceptable for performance of activities associated with the land use.</p>
<p data-bbox="175 730 240 758">Notes</p> <p data-bbox="188 758 1450 814">¹ For the purposes of these criteria, the exterior noise exposure generated by aircraft activity at airport involved is defined by the projected noise contours illustrated in Chapter 6 of this <i>Compatibility Plan</i>.</p> <p data-bbox="188 814 1149 842">² This caution is directed at the project proponent and is not intended to preclude approval of the project.</p> <p data-bbox="188 842 1438 898">³ Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. See <i>Policy 2.7.19</i> for examples of noise-sensitive uses.</p>	

Table 1, continued

Land Use Category	Safety Zone						Criteria for Conditional Uses
	1	2	3	4	5	6	
<ul style="list-style-type: none"> Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using the criteria for similar uses Numbers in brackets for some uses are occupancy load factors ¹ 							<ul style="list-style-type: none"> Numbers below indicate zone in which condition applies Nonresidential development must satisfy both forms of intensity limits (see Policy 4.3.3) Up to 10% of total floor area may be devoted to ancillary use (see Policy 4.3.3(d)) See Policy 4.3.4 for information on how to calculate nonresidential intensity Maximum Intensity criteria apply to Normally Compatible as well as Conditional land uses
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	10 20	60 120	100 250	160 400	100 250	400 1000	
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible	
Outdoor Uses (limited or no activities in buildings)							
Natural Land Areas: woods, brush lands, desert	Yellow	Green	Green	Green	Green	Green	1: Objects above runway elevation not allowed in Object Free Area (OFA) ³ All: Also see Airspace Protection Policy 4.4.3 regarding wildlife hazards to flight
Water: flood plains, wetlands, lakes, reservoirs ⁴	Yellow	Green	Green	Green	Green	Green	1: Objects above runway elevation not allowed in Object Free Area (OFA) ³ All: Also see Airspace Protection Policy 4.4.3 regarding wildlife hazards to flight
Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land	Yellow	Green	Green	Green	Green	Green	1: Not allowed in Object Free Area (OFA) ³ All: Also see Airspace Protection Policy 4.4.3 regarding wildlife hazards to flight
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables ⁴	Red	Green	Green	Green	Green	Green	All: Also see Airspace Protection Policy 4.4.3 regarding wildlife hazards to flight
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos ⁵	Red	Red	Red	Red	Red	Yellow	6: Allowed only if alternative site outside zone would not serve intended function
Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas	Red	Red	Yellow	Yellow	Red	Green	3, 4: Allowed only if alternative site outside zone would not serve intended function
Small/Non-Group Recreation: golf courses, ⁴ tennis courts, shooting ranges	Red	Yellow	Green	Green	Red	Green	2: Allowed only if alternative site outside zone would not serve intended function and intensity criteria met
Local Parks: children-oriented neighborhood parks, playgrounds	Red	Red	Red	Red	Red	Green	
Camping: campgrounds, recreational vehicle/motor home parks	Red	Red	Yellow	Yellow	Red	Green	3, 4: Allowed only if intensity criteria met
Cemeteries (except chapels)	Red	Green	Green	Green	Green	Green	
Residential and Lodging Uses							
Single-Family Residential (<8 d.u./acre): individual dwellings, townhouses, mobile homes, bed & breakfast inns ⁶	Red	Yellow	Yellow	Yellow	Red	Green	2: Acceptable only if dwelling site is not within of zone boundaries 3, 4: Incompatible at density > 1 d.u./5.0 acres sitewide average or >2.0 d.u. per any single acre See Policy 4.3.2
Multi-Family Residential (≥8 d.u./acre): condominiums, apartments, agricultural-related housing ⁶	Red	Red	Red	Red	Red	Green	
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories	Red	Red	Red	Red	Red	Green	

Table 2

Safety Compatibility Criteria

Cameron Airpark Airport, Georgetown Airport, Placerville Airport

Land Use Category	Safety Zone						Criteria for Conditional Uses
	1	2	3	4	5	6	
<ul style="list-style-type: none"> ▶ Multiple land use categories and compatibility criteria may apply to a project ▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▶ Numbers in brackets for some uses are occupancy load factors ¹ 							<ul style="list-style-type: none"> ▶ Numbers below indicate zone in which condition applies ▶ Nonresidential development must satisfy both forms of intensity limits (see Policy 4.3.3) ▶ Up to 10% of total floor area may be devoted to ancillary use (see Policy 4.3.3(d)) ▶ See Policy 4.3.4 for information on how to calculate nonresidential intensity ▶ Maximum Intensity criteria apply to Normally Compatible as well as Conditional land uses
Max. Sited Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	10 20 ²	60 120	100 250	160 400	100 250	400 1000	
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible	
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities) [approx. 200 s.f./person]							3, 4: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities ⁷							
Educational and Institutional Uses							
Family day care homes (≤14 children)							3, 4: Allowed only in existing dwellings or where new single-family residential is allowed See Policy 4.3.2(d)
Children’s Schools: K-12, day care centers (>14 children); school libraries ⁷							3, 4: No new sites or land acquisition 6: No new sites or land acquisition within ½ mile of runway 3, 4, 6: Bldg replacement/expansion allowed for existing school sites; expansion limited to ≤50 students (not school staff) See Policy 4.6.3(c)
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]							3, 4: Ensure intensity criteria met; also see individual components of campus facilities (e.g., assembly facilities, offices, gymnasiums)
Community Libraries [approx. 100 s.f./person]							3, 4: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, concert halls, indoor arenas ⁴							6: Allowed only if beyond ½ mile from runway and alternative site outside zone would not serve intended function; not allowed within ½ mile of runway
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries ⁴ [approx. 15 s.f./person]							3, 4: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): places of worship, cemetery chapels, mortuaries, meeting halls [approx. 30 s.f./person]							3, 4: Ensure intensity criteria met
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios [approx. 60 s.f./person]							3, 4: Ensure intensity criteria met
In-Patient Medical: hospitals, mental hospitals ⁷							3, 4: No new sites or land acquisition; replacement/expansion of existing facilities limited to existing size
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]							3, 4: Ensure intensity criteria met

Table 2, continued

Land Use Category	Safety Zone						Criteria for Conditional Uses
	1	2	3	4	5	6	
<ul style="list-style-type: none"> Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using the criteria for similar uses Numbers in brackets for some uses are occupancy load factors ¹ 							<ul style="list-style-type: none"> Numbers below indicate zone in which condition applies Nonresidential development must satisfy both forms of intensity limits (see Policy 4.3.3) Up to 10% of total floor area may be devoted to ancillary use (see Policy 4.3.3(d)) See Policy 4.3.4 for information on how to calculate nonresidential intensity Maximum Intensity criteria apply to Normally Compatible as well as Conditional land uses
Max. Site-wide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	10 20 ²	60 120	100 250	160 400	100 250	400 1000	
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible	
Penal Institutions: prisons, reformatories ⁷	Red	Red	Red	Red	Red	Green	
Public Safety Facilities: police, fire stations ⁷	Red	Red	Yellow	Yellow	Yellow	Green	3, 4: Allowed only if alternative site outside zone would not serve intended public function 5: Allowed only if airport serving
Commercial, Office, and Service Use							
Major Retail: regional shopping centers, 'big box' retail [approx. 110 s.f./person]	Red	Red	Yellow	Yellow	Red	Green	3, 4: Ensure intensity criteria met; capacity <1,000 people per bldg; evaluate eating/ drinking areas separately if >10% of total floor area
Local Retail: community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]	Red	Red	Yellow	Yellow	Red	Green	3, 4: Ensure intensity criteria met; evaluate eating/ drinking areas separately if >10% of total floor area
Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person]	Red	Red	Yellow	Yellow	Yellow	Green	3-5: Ensure intensity criteria met
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person]	Red	Yellow	Green	Green	Yellow	Green	2, 5: Ensure intensity criteria met; design site to place parking inside and bldgs outside of zone if possible
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses [approx. 215 s.f./person]	Red	Yellow	Yellow	Yellow	Yellow	Green	2-5: Ensure intensity criteria met 6: Review intensity compliance if >3 story bldg and <½ mile from runway
Personal & Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]	Red	Yellow	Yellow	Yellow	Yellow	Green	2-5: Ensure intensity criteria met
Vehicle Fueling: gas stations, trucking & transportation terminals	Red	Red	Green	Green	Yellow	Green	5: Allowed only if airport serving
Industrial, Manufacturing, and Storage Uses							
Hazardous Materials Production: oil refineries, chemical plants ⁷	Red	Red	Red	Red	Red	Yellow	6: Allowed only if alternative site outside zone would not serve intended function
Heavy Industrial ⁷	Red	Red	Yellow	Yellow	Red	Green	3, 4: Avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, High Intensity: food products preparation, electronic equipment [approx. 200 s.f./person]	Red	Yellow	Yellow	Yellow	Red	Green	2-4: Ensure intensity criteria met; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft

Table 2, continued

Land Use Category	Safety Zone						Criteria for Conditional Uses
	1	2	3	4	5	6	
<ul style="list-style-type: none"> Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using the criteria for similar uses Numbers in brackets for some uses are occupancy load factors ¹ 							<ul style="list-style-type: none"> Numbers below indicate zone in which condition applies Nonresidential development must satisfy both forms of intensity limits (see Policy 4.3.3) Up to 10% of total floor area may be devoted to ancillary use (see Policy 4.3.3(d)) See Policy 4.3.4 for information on how to calculate nonresidential intensity Maximum Intensity criteria apply to Normally Compatible as well as Conditional land uses
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre) <i>applicable to all nonresidential development</i>	10 20 ²	60 120	100 250	160 400	100 250	400 1000	
Legend (see last page of table for interpretation)	Normally Compatible			Conditional		Incompatible	
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]	Red	Yellow	Yellow	Yellow	Yellow	Green	2-4: Ensure intensity criteria met 5: Single story only; max. 10% in mezzanine 2-5: Avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]	Red	Yellow	Green	Green	Yellow	Green	2, 5: Single story only; max. 10% in mezzanine
Research & Development [approx. 300 s.f./person]	Red	Red	Yellow	Yellow	Red	Green	3, 4: Ensure intensity criteria met; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Outdoor Storage: public works yards, automobile dismantling	Red	Green	Green	Green	Green	Green	
Mining & Extraction ⁸	Red	Yellow	Green	Green	Green	Green	2: Allowed only if intensity criteria met
Transportation, Communication, and Utilities							
Airport Terminals: airline, general aviation	Red	Green	Green	Green	Green	Green	
Rail & Bus Stations	Red	Yellow	Green	Green	Yellow	Green	2: Allowed only if alternative site outside zone would not serve intended public function 5: Allowed only if airport serving
Transportation Routes: road & rail rights-of-way, bus stops	Yellow	Green	Green	Green	Green	Green	1: Not allowed in Object Free Area (OFA) ²
Auto Parking: surface lots, structures	Yellow	Green	Green	Green	Green	Green	1: Not allowed in Object Free Area (OFA) ²
Communications Facilities: emergency communications, broadcast & cell towers ^{7,9}	Red	Red	Yellow	Yellow	Yellow	Yellow	3-5: Allowed only if alternative site outside zone would not serve intended public function; not allowed within 1/2 of runway 6: Not allowed within 1/2 mile of runway
Power Plants ^{7,9}	Red	Red	Red	Red	Red	Green	
Electrical Substations ⁷	Red	Yellow	Green	Green	Yellow	Green	2, 5: Allowed only if alternative site outside zone would not serve intended public function
Wastewater Facilities: treatment, disposal ⁷	Red	Yellow	Green	Green	Yellow	Green	2, 5: Allowed only if alternative site outside zone would not serve intended public function
Solid Waste Disposal Facilities: landfill, incineration ⁴	Red	Yellow	Green	Green	Red	Green	2: Allowed only if alternative site outside zone would not serve intended public function
Solid Waste Transfer Facilities, Recycle Centers ³	Red	Green	Green	Green	Red	Green	

Table 2, continued




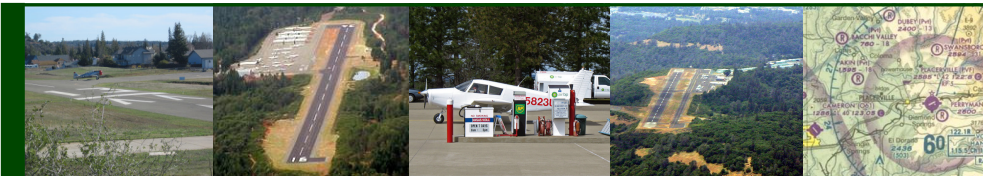
	Land Use Acceptability	Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible under the presumption that usage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity criteria. Noise, airspace protection, and/or overflight limitations may apply.
	<i>Conditional</i>	Use is compatible if indicated conditions are met.
	<i>Incompatible</i>	Use should not be permitted under any circumstances.
<p>Notes</p> <p>¹ Common occupancy load factors source (approx. number of square feet per person): compiled by Mead & Hunt, Inc. based upon information from various sources including building and fire codes, facility management industry sources, and ALUC surveys.</p> <p>² No new structures intended to be regularly occupied are allowed.</p> <p>³ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway and are depicted on the respective Safety Zones Policy Maps in Chapter 6.</p> <p>⁴ These uses may attract birds or other wildlife that could pose hazards to flight. See <i>Section 4.4</i> for applicable airspace protection policies.</p> <p>⁵ Occupancy limits for Large and Major Assembly Facilities coincide with International Building Code categories.</p> <p>⁶ Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤14 children) may be established in any dwelling. See <i>Policies 2.3.4(a)(4)</i> and <i>4.3.2(d)</i>.</p> <p>⁷ These uses constitute uses of special concern for which safety restrictions apply irrespective of usage intensities. See <i>Policy 4.3.5</i>.</p> <p>⁸ These uses may generate dust or other hazards to flight. See <i>Section 4.4</i> for applicable policies.</p> <p>⁹ Power lines or other tall objects associated with these uses may be hazards to flight. See <i>Section 4.4</i> for applicable policies.</p>		

Table 2, continued



Chapter **5**

COMPATIBILITY CRITERIA FOR AIRPORT PLANS

Compatibility Criteria for Airport Plans

5.1. Plans of Existing Airports

- 5.1.1. *Substance of Review:* Any new or amended airport master plan or development plan for the airports addressed this *ALUCP* is subject to ALUC review for consistency with the *ALUCP* (see Policy 2.4.2).⁴⁵ In conducting any such review, the ALUC shall evaluate whether the airport plan would result in greater noise, safety, airspace protection, or overflight impacts than indicated in this *ALUCP*. Attention should specifically focus on:
- (a) Proposals for facilities or procedures not assumed herein, specifically:
 - (1) Construction of a new runway or helicopter takeoff and landing area.
 - (2) Change in the length, width, or landing threshold location of an existing runway.
 - (3) Establishment of an instrument approach procedure that changes the approach capabilities at a particular runway end.
 - (4) Modification of the flight tracks associated with existing visual or instrument operations procedures.
 - (b) Proposed changes in the role or character of use of the airport.
 - (c) New activity forecasts that are: (1) significantly higher than those used in developing the noise contour maps in Chapter 6; or (2) assume a higher proportion of larger or noisier aircraft.
- 5.1.2. *Noise Impacts of Airport Expansion:* Any proposed expansion of airport facilities that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant by the ALUC if:
- (a) In locations having an existing ambient noise level of CNEL 55 dB or less, the project would increase the noise level by 3.0 dB or more.
 - (b) In locations having an existing ambient noise level of more than CNEL 55 dB, the project would increase the noise level by 1.5 dB or more.
- 5.1.3. *Consistency Determination:* The ALUC shall determine whether the proposed airport plan or development plan is consistent with this *ALUCP*. The ALUC shall base its determination of consistency on:

⁴⁵ Required by *Public Utilities Code Section 21676(c)*.

- (a) Findings that the development and forecasts identified in the airport plan would not result in greater noise, safety, airspace protection, or overflight impacts on surrounding land uses than are assumed in this *ALUCP*.
- (b) Consideration of:
 - (1) Mitigation measures incorporated into the plan or project to reduce any increases in the noise, safety, airspace protection, and overflight impacts to a less-than-significant level in accordance with provisions of CEQA; or
 - (2) In instances where the impacts cannot be reduced to a less-than-significant level, a statement of overriding considerations approved by the project proponent in accordance with provisions of CEQA.
- (c) A determination that any non-aviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *ALUCP* with respect to that airport (see Policy 2.7.8 for definition of aviation-related use).

5.2. Plans for Proposed New Airports and Heliports

- 5.2.1. *Substance of Review*: In reviewing proposals for new airports and heliports, the ALUC shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.
 - (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of ALUC review.
 - (b) The ALUC shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
 - (c) The ALUC must base its review on the proposed airfield design. The ALUC does not have the authority to require alterations to the airfield design.
- 5.2.2. *Airport/Land Use Relationship*: The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:
 - (a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the airport or heliport were already in existence?
 - (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
 - (1) Location of flight tracks so as to minimize the impacts;
 - (2) Other operational procedures to minimize impacts;
 - (3) Installation of noise barriers or structural noise insulation;
 - (4) Acquisition of property interests (fee title or easements) on the affected land.