

Chapter **9**

**Placerville Airport
and Environs
BACKGROUND DATA**

Background Data: Placerville Airport and Environs

INTRODUCTION

Placerville Airport is a public-use general aviation airport serving the city of Placerville and surrounding areas of western El Dorado County. In addition to general aviation, the airport supports safety and law enforcement services provided by Cal Fire and the County Sheriff. The airport is located east of the Placerville city limits, but within the city's sphere of influence.

Airport Master Plan and Airport Layout Plan Status

El Dorado County completed a Master Plan for Placerville Airport in 2007. The Airport Layout Plan (ALP) presented in the Master Plan was approved by the FAA on February 26, 2007. The information contained on the approved ALP and in the 2007 Master Plan serve as the basis for this *Placerville Airport Land Use Compatibility Plan*. However, minor changes to the locations of the runway ends that have been made subsequent to the preparation of the ALP are reflected in the *Compatibility Plan* as well. The ALP with a note regarding the runway end changes was submitted to the California Division of Aeronautics and approved on February 3, 2012 as the basis for this *Compatibility Plan*.

Airfield Configuration

The 3,910-foot-long runway is oriented northeast to southwest. A nonprecision instrument approach is available from the west. The building area and aircraft parking positions are located northwest and west of the runway. No changes to the airfield configuration or approaches that would affect off-airport land uses are contemplated in the Master Plan.

Aviation Forecasts

The 2007 Master Plan presented two aviation activity forecasts for the period from 2005 to 2025; one forecast presented operations based on a constrained growth scenario, and the other presented operations based on unconstrained growth at the airport. The primary constraint to airport growth is the availability of suitable land for hangar development, a condition that will remain for the long term.

A review of current airport activity indicates that little has changed since adoption of the Master Plan. Current activity is estimated at approximately 60,000 annual operations. The constraints on growth described in the Master Plan also remain. On this basis, the long-range activity forecasts in the Master Plan continue to be valid for compatibility planning purposes and can be assumed to rep-

resent a time horizon of at least 20 years (2032 or later). A long-range activity level of 95,000 annual operations is used for the purposes of this *Compatibility Plan*.

Surrounding Land Uses

Placerville Airport is situated in a hilly, low-density, rural residential area adjacent to the eastern boundary of the City of Placerville and within the city's sphere of influence. The commercial core of Placerville lies along State Highway 50 within 1.5 miles to the north.

The future land uses associated with both the City and the County provide for infill development according to current General Plan land use designations, with the one exception. High-density residential use is proposed on parcels northwest of the airport boundary that are currently used for medium-density residential or commercial use. This high-density use would provide for development at a rate of 1 to 5 units/acre on unincorporated county land, and 4 to 16 units/acre on parcels located within the city limits. Since these areas are located adjacent to or near the northwestern airport boundary, it is possible that conflicts associated with existing and future noise exposure, safety zones, and overflight may occur.

BACKGROUND INFORMATION







The following exhibits present the data upon which *Compatibility Plan* policy maps are based:

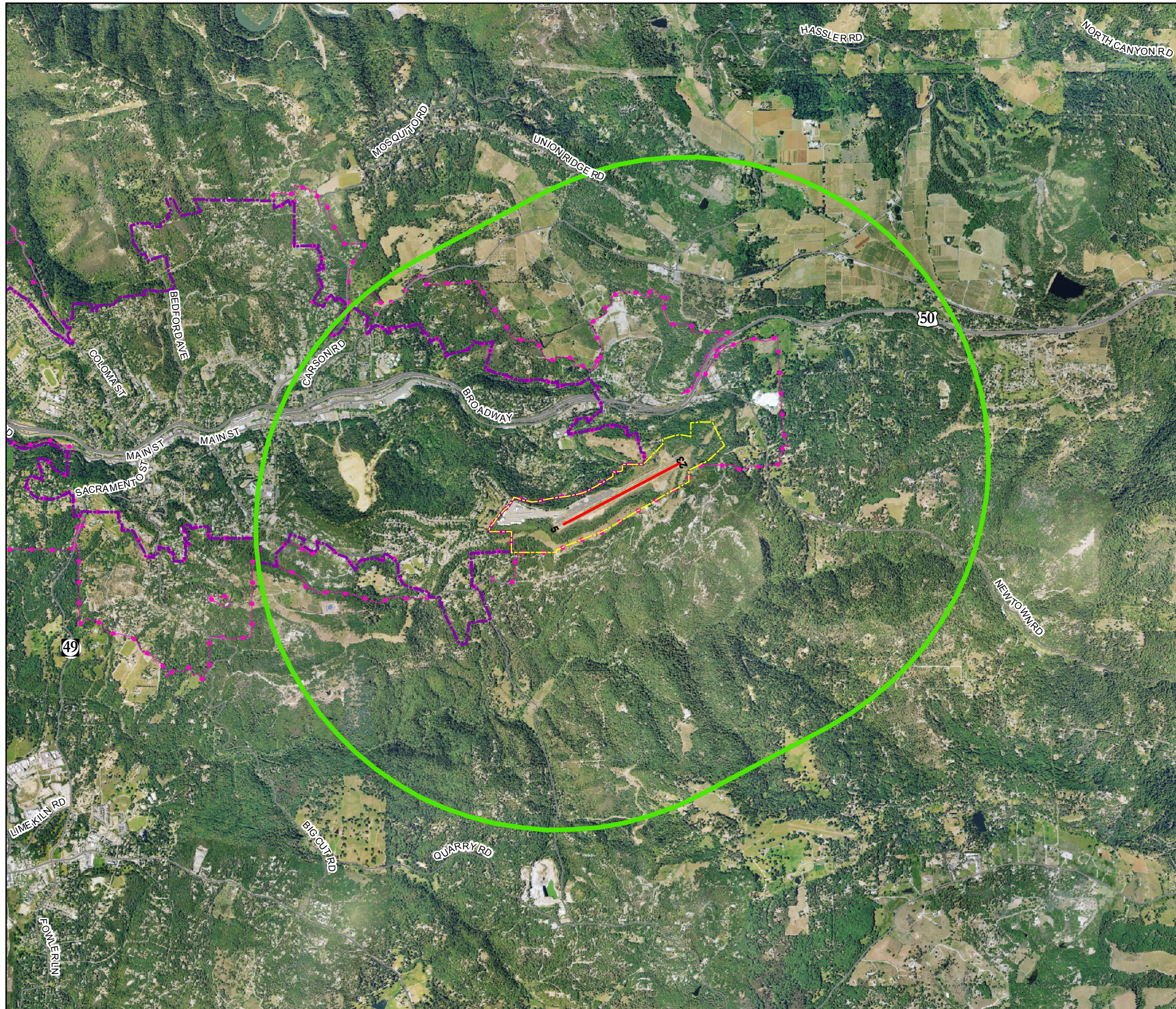
- ▶ Exhibit PLA-1 – Airport Location: Presents the location of the airport in the context of existing environment (aerial photograph)
- ▶ Exhibit PLA-2 – Airport Features Summary: Presents data pertaining to existing and proposed infrastructure (runways, taxiways, etc.), traffic patterns, and approach data.
- ▶ Exhibit PLA-3 – Airport Layout Plan (ALP): Presents existing airport facilities and proposed facilities as conditionally approved by FAA.
- ▶ Exhibit PLA-4 – Airport Activity: Presents aviation forecasts for the planning period.
- ▶ Exhibit PLA-5 – Noise and Overflight Factors: Presents the geographic area over which aircraft operating at Georgetown Airport routinely fly, as well as the noise contours based on the planning period forecasts.
- ▶ Exhibit PLA-6 – Safety Factors: Presents the approximate locations of safety zones using the guidance and templates presented by the California Division of Aeronautics in its manual, *California Airport Land Use Planning Handbook*. Adjustments to the generic zones are also depicted.
- ▶ Exhibit PLA-7 – Part 77 Airspace Surfaces: Depicts the Federal Aviation Regulations Part 77 airspace surfaces which should be kept free of obstructions.
- ▶ Exhibit PLA-8 – Airport Environs: Presents site data, existing and planned land uses, affected jurisdictions, and compatible land use measures.
- ▶ Exhibit PLA-9 – Existing Land Uses: Presents existing land uses based on El Dorado County GIS data and aerial photography.
- ▶ Exhibit PLA-10 – Land Use Designations: Presents future land uses based on the adopted El Dorado County and City of Placerville General Plans.

Placerville Airport Land Use Compatibility Plan Airport Location

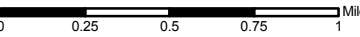

(June 2012)

Map Feature Key

-  Airport Boundary
-  Runway
-  Roads
-  Airport Influence Area
-  Placerville City Limit
-  Placerville Sphere of Influence



Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet  Miles 

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Exhibit PLA-2

Placerville Airport: Airport Features Summary

GENERAL INFORMATION

- *Airport Ownership:* El Dorado County
- *Year Opened as Public-Use Airport:* 1929
- *Property Size*
 - 243 acres (fee simple)
- *Airport Classification:* General Aviation
- *Airport Elevation:* 2,585 feet above mean sea level (MSL)

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan:* January 2007
- *Airport Layout Plan Drawing*
 - Approved by FAA February 26, 2007

RUNWAY/TAXIWAY DESIGN

- *Airport Reference Code:* B-I (small)
- *Critical Aircraft:* Beech King Air 100
- *Dimensions:*
 - Runway 5-23: 3,910 ft. long, 75 ft. wide
- *Pavement Strength (main landing gear configuration)*
 - 12,500+ lbs. (single wheel)
 - 20,000 lbs. (dual wheel)
- *Average Gradient:*
 - Runway 5-23: level
- *Runway Lighting*
 - Medium-Intensity Runway Lights (MIRL)
- *Primary Taxiway:*
 - Full-length parallel taxiway on north side
- *Helipad:*
 - Located west of Runway 5 end

BUILDING AREA

- *Hangar and Building Area*
 - Northeast side of airfield
- *Other Facilities*
- *Services*
 - Fuel: 100LL, Jet A
 - Other: Major airframe service, major powerplant service

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
 - Runway 5: Right traffic
 - Runway 23: Left traffic
- *Typical Pattern Altitude*
 - 800 feet above airport elevation (3,385 ft. MSL)
- *Instrument Approach Procedures (lowest minimums)*
 - Runway 5: RNAV (GPS)
 - Straight-in: 415 ft. ceiling, 1 mile visibility
- *Visual Approach Aids*
 - Runway 5: 4-box Visual Approach Slope Indicator (VASI) on left
 - Runway 23: 4-light (2-box) Precision Approach Path Indicator (PAPI) on left
- *Operational Restrictions / Noise Abatement Procedures*
 - No mid-field departures
 - No turns west or north prior to 3,400 feet MSL or clear of noise-sensitive area
 - After takeoff on Runway 23 make 10 degree left turn at end of runway to avoid noise-sensitive residential areas

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
 - Runway 5 RPZ (west): Entirely on airport
 - Runway 23 RPZ (east): Mostly on airport, very small portion of southeast corner off-airport

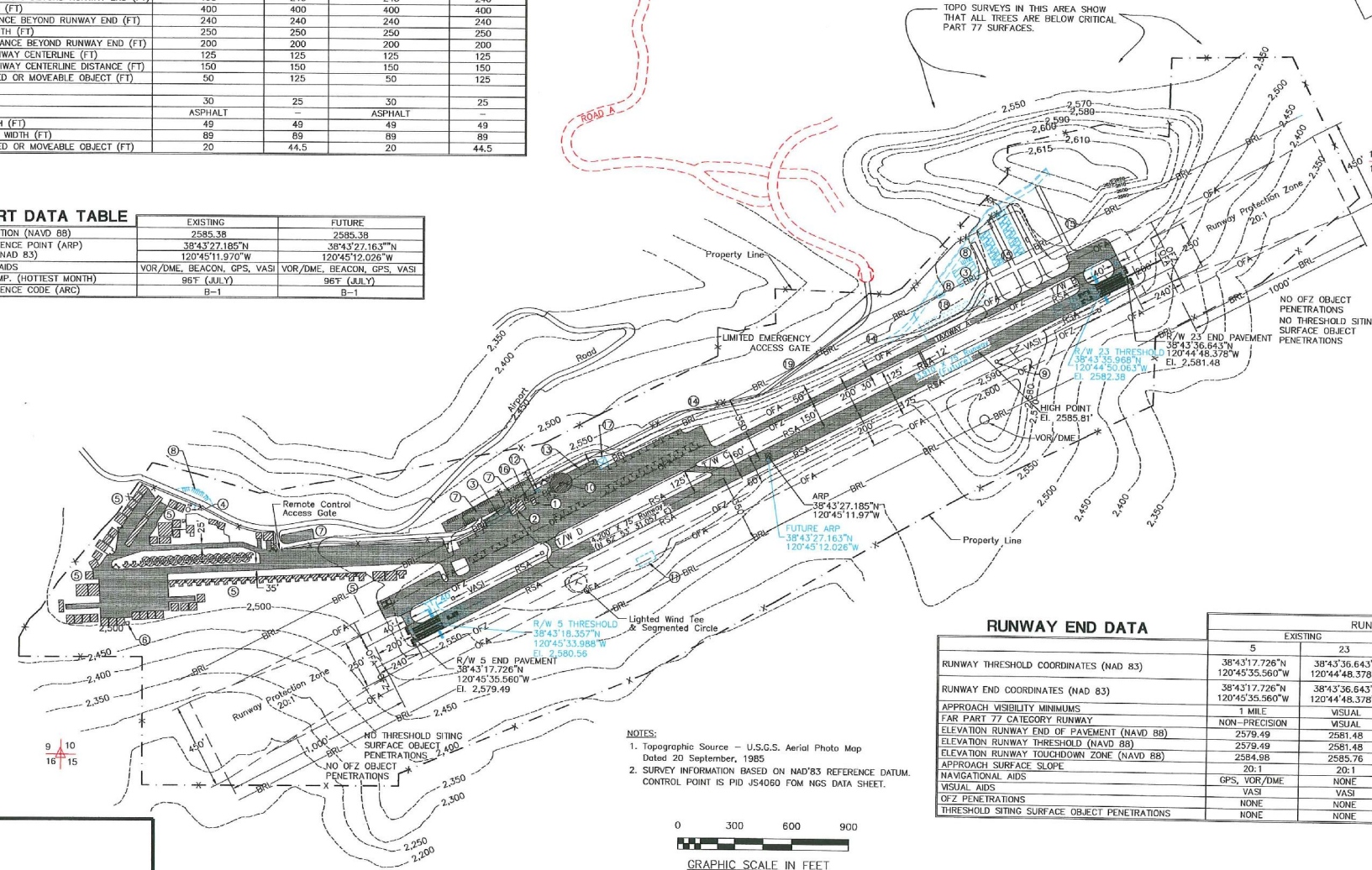
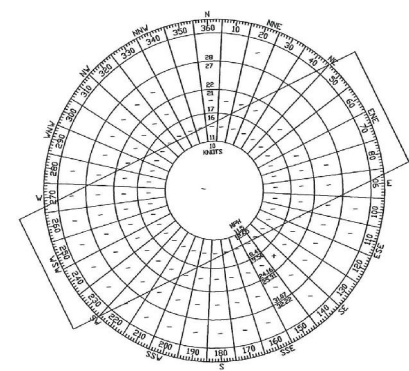
PLANNED FACILITY IMPROVEMENTS

- *Airfield*
 - None
- *Building Area*
 - Construction of additional hangars at the north end of the airport

Placerville Airport Land Use Compatibility Plan Airport Layout Plan (June 2012)

RUNWAY DATA TABLE	EXISTING		FUTURE	
	PLACERVILLE AIRPORT	FAA STANDARD	PLACERVILLE AIRPORT	FAA STANDARD
APPROACH CATEGORY AND DESIGN GROUP	B-1	B-1	B-1	B-1
DESIGN AIRCRAFT	BEECH KING AIR B100	B-1	BEECH KING AIR B100	B-1
WINGSPAN OF CRITICAL DESIGN AIRCRAFT (FT)	45.8	-	45.8	-
UNDERCARRIAGE WIDTH OF CRITICAL AIRCRAFT	13.0	-	13.0	-
APPROACH SPEED OF CRITICAL DESIGN AIRCRAFT (KNOTS)	111	-	111	-
MAXIMUM CERTIFIED TAKEOFF WEIGHT OF CRITICAL DESIGN AIRCRAFT (LBS)	11,800	-	11,800	-
RUNWAY WIDTH (FT)	75	60	75	75
RUNWAY LENGTH (FT)	4200	-	3910	-
LINE OF SIGHT REQUIREMENT MET	FULL	-	FULL	-
PERCENTAGE EFFECTIVE GRADIENT	0.047	2% MAX	0.047	2% MAX
PERCENTAGE MAXIMUM GRADIENT	0.83	-	0.83	-
ELEVATION RUNWAY HIGH POINT (NAVD 88)	2585.81	-	2585.81	-
ELEVATION RUNWAY LOW POINT (NAVD 88)	2579.49	-	2580.56	-
RUNWAY BLAST PAD LENGTH (FT)	100	100	100	100
RUNWAY BLAST PAD WIDTH (FT)	80	80	80	80
RUNWAY PAVEMENT SURFACE	ASPHALT	-	ASPHALT	-
RUNWAY MARKING	NON-PRECISION	-	NON-PRECISION	-
RUNWAY LIGHTING	MIRL	-	MIRL	-
PAVEMENT DESIGN STRENGTH (LBS)	12,500 S, 20,000 D	-	12,500 S, 20,000 D	-
RUNWAY SAFETY AREA - WIDTH (FT)	120	120	120	120
RUNWAY SAFETY AREA - DISTANCE BEYOND RUNWAY END (FT)	100	240	245	240
OBJECT FREE AREA - WIDTH (FT)	400	400	400	400
OBJECT FREE AREA - DISTANCE BEYOND RUNWAY END (FT)	240	240	240	240
OBSTACLE FREE ZONE - WIDTH (FT)	250	250	250	250
OBSTACLE FREE ZONE - DISTANCE BEYOND RUNWAY END (FT)	200	200	200	200
HOLD BAR DISTANCE TO RUNWAY CENTERLINE (FT)	125	125	125	125
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE DISTANCE (FT)	150	150	150	150
RUNWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	50	125	50	125
TAXIWAY WIDTH (FT)	30	25	30	25
TAXIWAY SURFACE TYPE	ASPHALT	-	ASPHALT	-
TAXIWAY SAFETY AREA WIDTH (FT)	49	49	49	49
TAXIWAY OBJECT FREE AREA WIDTH (FT)	89	89	89	89
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT (FT)	20	44.5	20	44.5

AIRPORT DATA TABLE	EXISTING	FUTURE
AIRPORT ELEVATION (NAVD 88)	2585.38	2585.38
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	38°43'27.185"N 120°45'11.970"W	38°43'27.163"N 120°45'12.026"W
NAVIGATIONAL AIDS	VOR/DME, BEACON, GPS, VASI	VOR/DME, BEACON, GPS, VASI
MEAN MAX. TEMP. (HOTTEST MONTH)	96°F (JULY)	96°F (JULY)
AIRPORT REFERENCE CODE (ARC)	B-1	B-1



LEGEND	EXISTING	FUTURE	FUTURE BY OTHERS
GROUND CONTOUR	---	---	---
FENCE NOT ON PROPERTY LINE	-x-x-	-x-x-	-x-x-
FENCE ON AIRPORT PROPERTY LINE	-*-*-	-*-*-	-*-*-
AIRPORT PROPERTY LINE	---	---	---
RUNWAY SAFETY AREA (RSA)	---	---	---
RUNWAY OBJECT FREE AREA (OFA)	---	---	---
RUNWAY OBJECT FREE ZONE (OFZ)	---	---	---
BUILDING RESTRICTION LINE (BRL)	---	---	---
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA	---	---	---
FACILITIES	---	---	---
ROAD (PAVED)	---	---	---
RUNWAY THRESHOLD LIGHT	●	●	●
SUPPLEMENTAL WINDCONE	---	---	---
SECTION CORNER	---	---	---
AIRPORT REFERENCE POINT	+	+	+
AIRFIELD PAVEMENT TO BE CLOSED AND REMOVED	---	---	---

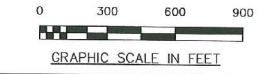
RUNWAY END DATA	RUNWAY 11R-29L			
	EXISTING	23	5	FUTURE
RUNWAY THRESHOLD COORDINATES (NAD 83)	38°43'17.726"N 120°45'35.560"W	38°43'36.643"N 120°44'48.378"W	38°43'18.357"N 120°45'33.988"W	38°43'35.968"N 120°44'50.063"W
RUNWAY END COORDINATES (NAD 83)	38°43'17.726"N 120°45'35.560"W	38°43'36.643"N 120°44'48.378"W	38°43'17.726"N 120°45'35.560"W	38°43'36.643"N 120°44'48.378"W
APPROACH VISIBILITY MINIMUMS	1 MILE	VISUAL	1 MILE	VISUAL
FAA PART 77 CATEGORY RUNWAY	NON-PRECISION	VISUAL	NON-PRECISION	VISUAL
ELEVATION RUNWAY END OF PAVEMENT (NAVD 88)	2579.49	2581.48	2579.49	2581.48
ELEVATION RUNWAY THRESHOLD (NAVD 88)	2579.49	2581.48	2580.56	2582.38
ELEVATION RUNWAY TOUCHDOWN ZONE (NAVD 88)	2584.88	2585.76	2585.03	2585.71
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1
NAVIGATIONAL AIDS	GPS, VOR/DME	NONE	GPS, VOR/DME	NONE
VISUAL AIDS	VASI	NONE	VASI	NONE
OFZ PENETRATIONS	NONE	NONE	NONE	NONE
THRESHOLD SITING SURFACE OBJECT PENETRATIONS	NONE	NONE	NONE	NONE

BUILDING INVENTORY
1 TERMINAL BUILDING/ AIRPORT OFFICE
2 FBO
3 FUTURE FBO
4 BEACON
5 HANGARS
6 OIL RECOVERY STATION
7 AUTOMOBILE PARKING
8 FUTURE AUTOMOBILE PARKING
9 FUTURE PAPI
10 FUEL ISLAND (1995)
11 FUTURE AWOS
12 FUTURE WASHRACK AND OIL RECOVERY FACILITY
13 FUEL TANKS (1995)
14 FUTURE SERVICE ROAD
15 FUTURE HANGARS
16 ELECTRICAL VAULT
17 FUTURE OPERATIONS BUILDING
18 FUTURE TIE DOWNS
19 FUTURE EMERGENCY ACCESS ROAD

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APPROVED _____ DATE _____
FAA

APPROVED _____ DATE _____
AIRPORT MANAGER



C.E. 8044
Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
8125 King Road, Suite 201 • Loomis, California 95850 • (916) 652-4725

EL DORADO COUNTY
STATE OF CALIFORNIA
PLACERVILLE AIRPORT
PLACERVILLE, CALIFORNIA
AIRPORT LAYOUT PLAN

NO.	REVISIONS	BY	APR	DATE
1	ADDED EAST HANGAR DEVELOPMENT	DB	RWB	8/21/08



DATE JAN. 10, 2007
SHEET NUMBER
2 OF 8 SHEETS

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Exhibit PLA-4

Placerville Airport: Activity Data Summary

AIRPORT ACTIVITY		Current ^a	Future ^{a,b}	RUNWAY USE DISTRIBUTION ^b		
				Day	Evening	Night
<i>Based Aircraft</i>		170	290	Takeoffs – Existing and Future <i>All Aircraft</i>		
				Runway 5	25%	50%
				Runway 23	75%	50%
AIRCRAFT OPERATIONS		Current^a	Future^{a,c}	Landings – Existing and Future <i>All Aircraft</i>		
		<i>2011</i>		Runway 5	25%	50%
<i>Total Operations</i>				Runway 23	75%	50%
Annual		60,000	95,000			
Average Day		164	260			
<i>Distribution by Aircraft Type^b</i>				TIME OF DAY^b		
Single Engine Piston		96%				Current
Multi Engine Piston		2%				Future
Single Engine Turbo Prop		<1%	No	Day (7:00 a.m. – 7:00 p.m.)	85%	85%
Multi Engine Turbo Prop		<1%	Change	Evening (7:00 p.m. – 10:00 p.m.)	10%	10%
Business Jet		<1%		Night (10:00 p.m. – 7:00 a.m.)	5%	5%
Helicopter		<1%				
CDF		<1%				

Notes

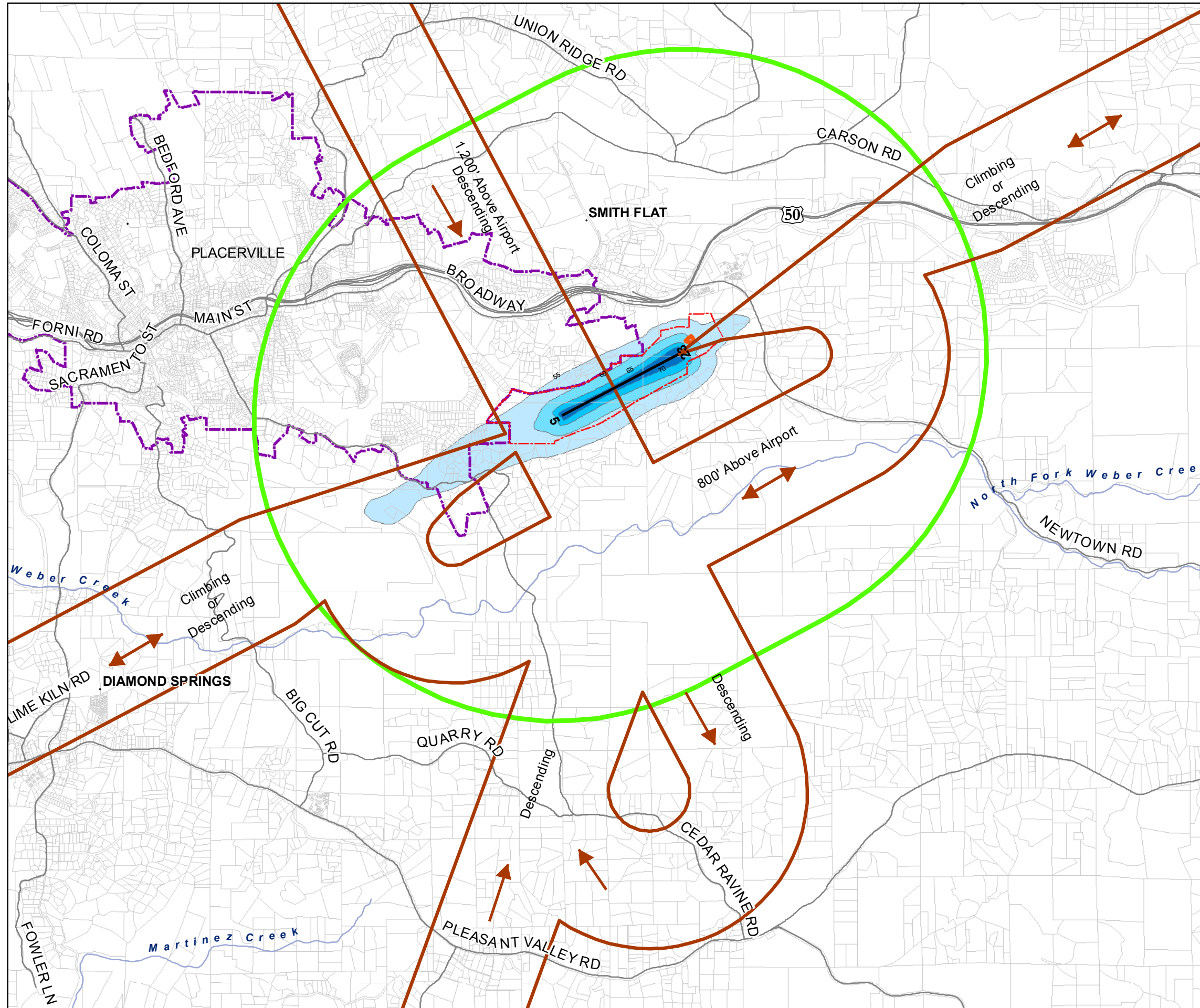
^a Source: Reinard W. Brandley, *Placerville Airport Master Plan Update Study - Constrained Forecast* (January 2007)

^b Source: El Dorado County staff

^c Source: 2007 Master Plan forecast used as the basis for this twenty year planning period extending to 2032 or later.

Placerville Airport Land Use Compatibility Plan Noise and Overflight Factors

(June 2012)



Map Feature Key

- Parcels
- Airport Boundary
- Major Roads
- Airport Runway
- Airport Influence Area
- Placerville Airport Boundary
- Placerville City Limit

Noise and Overflight Key

- General Traffic Pattern Envelope
- High Terrain Areas
- CNEL* 55-60
- CNEL* 60-65
- CNEL* 65-70
- CNEL* 70+

*Community Noise Equivalent Level (CNEL)

Notes

1. Noise contour source: Mead & Hunt, Inc. 2011. Noise contours reflect future scenario of 95,000 annual operations with terrain modelling enabled.
2. Approximately 80% of aircraft overflights estimated to occur within these limits.
3. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet
0
0.25
0.5
0.75
1
 Miles ↑
N



Placerville Airport Land Use Compatibility Plan Safety Factors

(June 2012)

Map Feature Key

- Parcels
- Airport Boundary
- Placerville City Limit
- Major Roads
- Airport Runway
- Airport Influence Area

Safety Factors Key

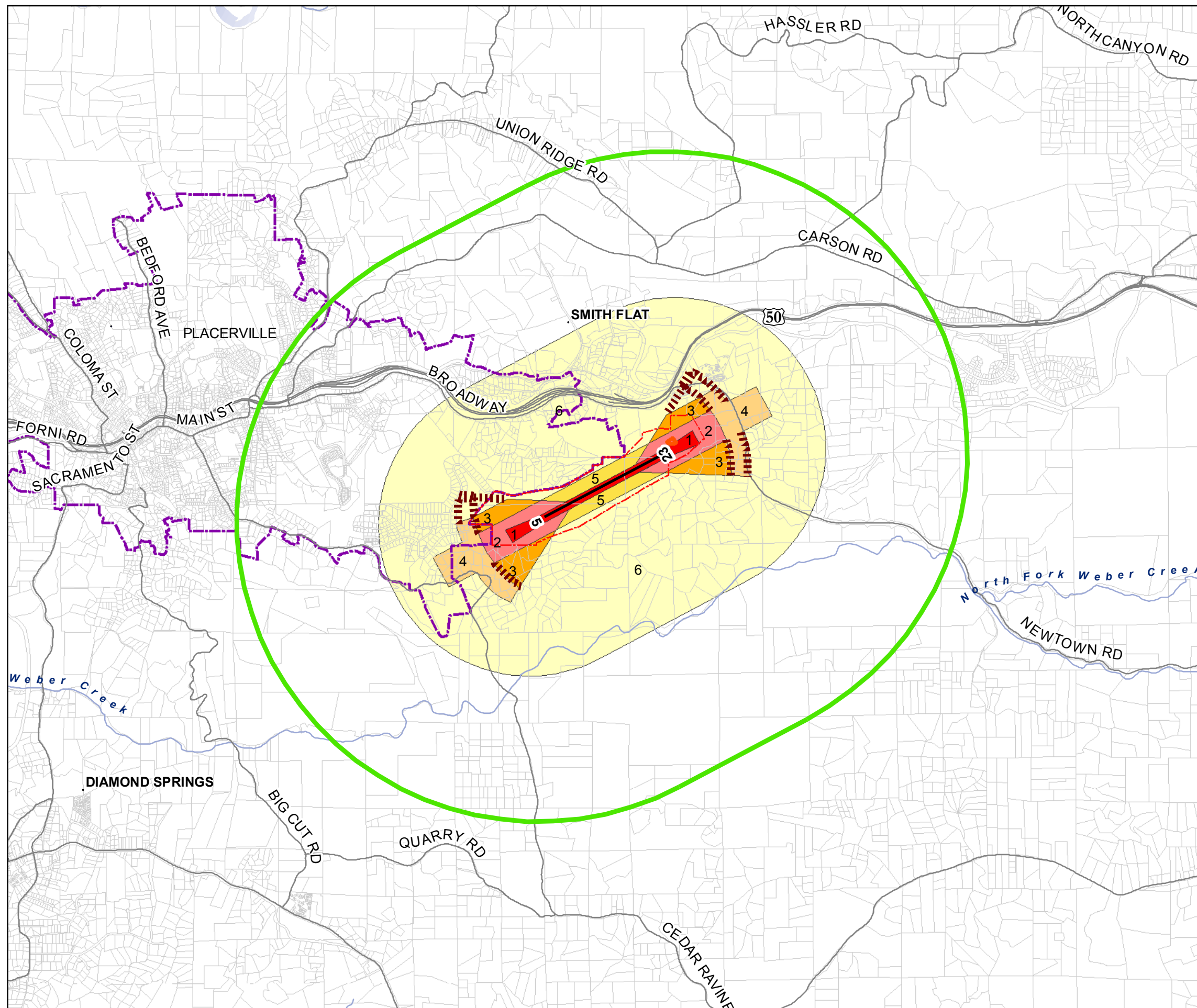
- High Terrain Areas
- Generic Safety Zones**
- 1 Runway Protection Zone
- 2 Inner Approach/Departure Zone
- 3 Inner Turning Zone
- 4 Outer Approach/Departure Zone
- 5 Sideline Zone
- 6 Traffic Pattern Zone
- Modifications to Generic Zones

Notes

1. Generic safety zones source: California Airport Land Use Planning Handbook (October 2011).
2. Generic safety zones modified to recognize: traffic patterns predominantly south of the airport.
3. Part 77 source: Federal Aviation Regulations Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.
4. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface.

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet



Placerville Airport Land Use Compatibility Plan Part 77 Airspace Surfaces (June 2012)

Map Feature Key

- Parcels
- Placerville Airport Boundary
- Placerville City Limit
- Major Roads
- Airport Runway
- Airport Influence Area

Safety Factors Key

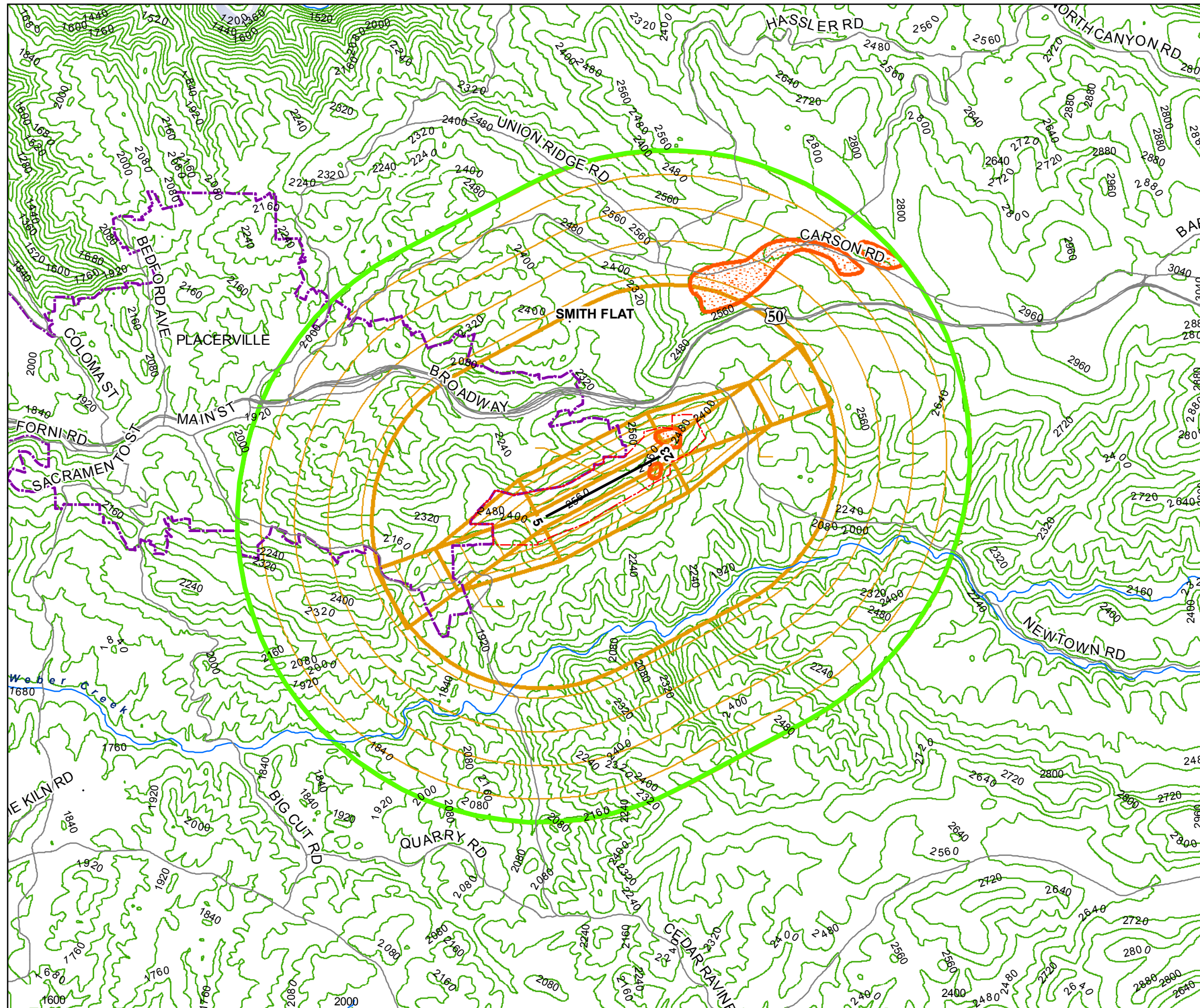
- Part 77 Surfaces
- High Terrain Areas
- Topographic Contours

Notes

1. Part 77 source: Federal Aviation Regulations Part 77, Safe, efficient Use, And Preservation of the Navigable Airspace.
2. Source of Part 77 penetration: 35' added to ground elevation in wooded areas.
3. High Terrain Area consists of locations where ground level is within 35 feet of Part 77 surface

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet 0 0.25 0.5 0.75 1 Miles



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Exhibit PLA-8

Placerville Airport: Environs Information

AIRPORT SITE→ *Location*

- Western El Dorado County
- East of Placerville city limits
- 40 miles east of Sacramento
- 44 miles southwest of South Lake Tahoe
- One-half mile south of Highway 50

→ *Nearby Terrain*

- Airport situated on ridge top in west slope of foothills of Sierra Nevada Mountain Range
- Significant terrain drop to the southwest

AIRPORT ENVIRONS LAND USE JURISDICTIONS→ *City of Placerville*

- Airport within sphere of influence

→ *El Dorado County*

- Airport within unincorporated area

EXISTING AIRPORT AREA LAND USES→ *City of Placerville*

- Rural residential character

→ *Runway Approaches*

- West (Runway 5): Mostly Large lot residential and undeveloped forest
- East (Runway 23): Mostly undeveloped forest with limited rural residential

STATUS OF COMMUNITY PLANS→ *City of Placerville*

- General Plan adopted January 1989; amended December 2004

→ *County of El Dorado*

- General Plan adopted July 2004; amended December 2009

PLANNED AIRPORT AREA LAND USES→ *City and County (Land Use Designations)*

- Northeast: Additional rural residential
City: .2-1 unit/acre County: 1 unit/10-160 acres
- North: Additional high density residential
City: 4-16 units/acre County: 1-5 units/acre
- West: Additional low density residential
City: 1-4 units/acre County: 1 unit/5 acres
- South: Additional medium density residential
City: 4-6 units/acre County: 1 unit/acre
- South: Additional low density residential
City: 1-4 units/acre County: 1 unit/5 acres

ESTABLISHED AIRPORT COMPATIBILITY MEASURES**El Dorado County General Plan**→ *Airport Noise Guidelines (2009)*

- All projects, including single-family residential, within the 55 dB/CNEL contour of a County airport shall be evaluated against the noise guidelines and policies in the applicable Compatible Land Use Plan (CLUP). (Policy 6.5.2.1)
- The County shall develop and apply a combining zone district for areas located within the 55 dB/CNEL contour of airports. (Policy 6.5.2.2)

→ *Aviation-Related Hazards (2009)*

- All development within the Airport Safety Zones shall comply with ALUC height, noise, and safety policies and maps as set forth in each CLUP. Where there is a difference between the County development standards and the development standards of the CLUP, the standards that will most reduce airport-related safety hazards shall apply. (Policy 6.8.1.1)
- The County shall develop an airport combining zone district within the El Dorado County Zoning Ordinance, for each of the Safety Zones 1, 2, and 3 as defined by the CLUP for each of the County's public airports. The ordinance shall specify maximum density and minimum parcel size. (Policy 6.8.1.2)










City of Placerville General Plan→ *Health and Safety (2004)*

- Areas within Placerville exposed to existing or projected noise-impacted exterior noise levels exceeding 60 dB Ldn shall be designated as noise-impacted areas. (Policy 2)
- New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:
 - 60 dB Ldn or less in outdoor activity areas, and interior noise levels to 45 dB Ldn or less, where the noise source is preempted from local control (i.e., traffic on public roadways, railroads and airports). In areas where it is not possible to reduce exterior noise levels to 60 dB Ldn or less using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn with the windows and doors closed. (Policy 4A)

Placerville Airport Land Use Compatibility Plan Existing Land Use

(June 2012)

Map Feature Key

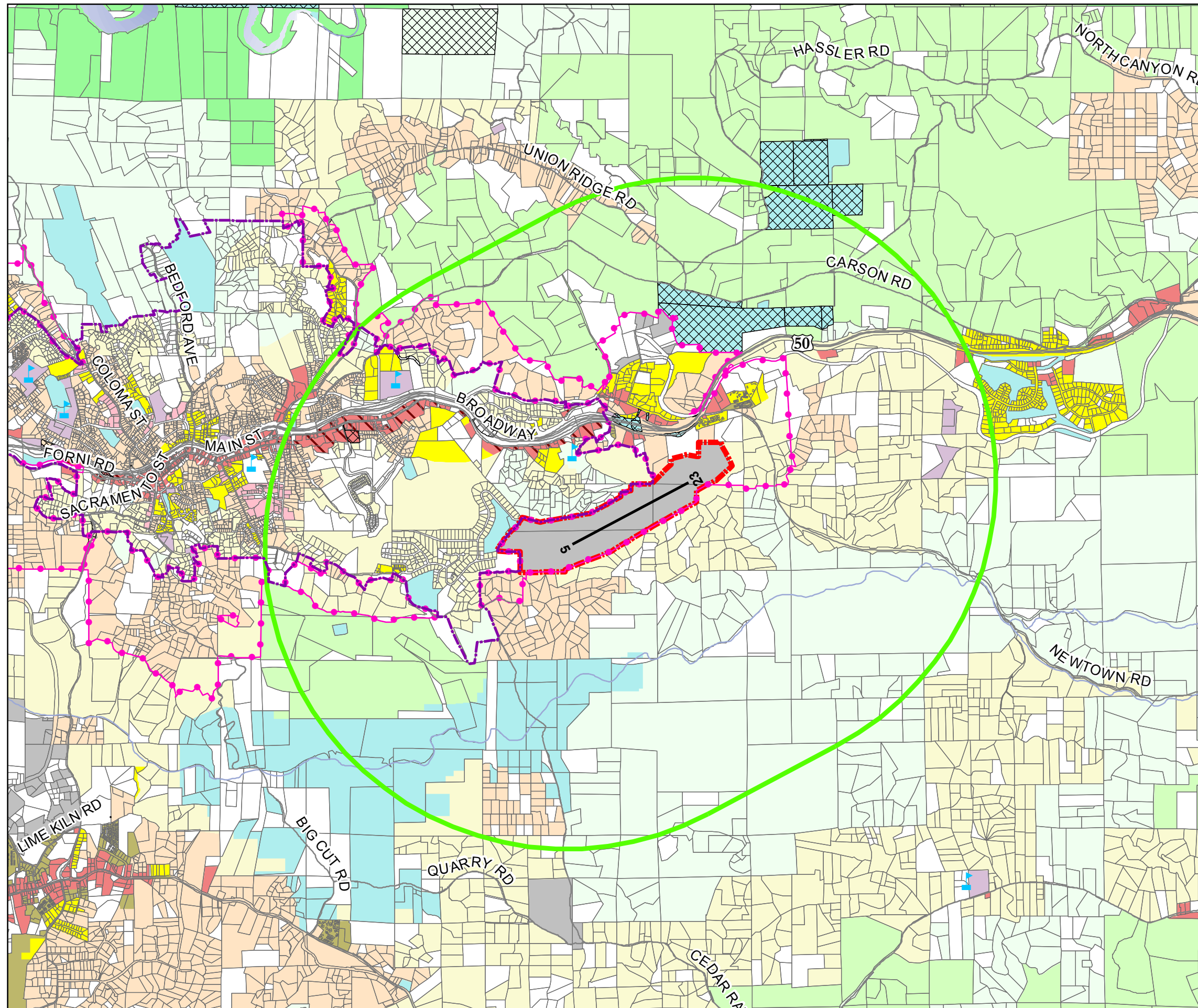
-  Parcels
-  Placerville Airport Boundary
-  Placerville City Limit
-  Placerville Sphere of Influence
-  Schools
-  Federal, State, and Tribal Lands
-  Major Roads
-  Airport Runway
-  Airport Influence Area

Land Use Key

-  Agricultural
-  Business and Professional
-  Commercial
-  Central Business District
-  Highway Commercial
-  Residential - Low Density (1 Unit/5 Acres)
-  Residential - Medium Density (1 Unit/Acre)
-  Residential - High Density (1-5 Units/Acre)
-  Residential - Multi-Family (5-24 Units/Acre)
-  Residential - Rural (1 Unit/10 Acres)
-  Natural Resources
-  Open Space
-  Public Facilities
-  Research & Development
-  Industrial
-  Tourist Recreational
-  Vacant

Map Source: El Dorado County Airport Land Use Commission
Base Data Source: El Dorado County

1 inch = 3,000 feet  Miles 



Placerville Airport Land Use Compatibility Plan Land Use Designation

(June 2012)

Map Feature Key

- Parcels
- Placerville Airport Boundary
- Placerville City Limit
- Placerville Sphere of Influence
- Schools
- Federal, State, and Tribal Lands
- Major Roads
- Airport Runway
- Airport Influence Area

Land Use Key

- Agricultural
- Business and Professional
- Commercial
- Central Business District
- Highway Commercial
- Residential - Low Density (1 Unit/5 Acres)
- Residential - Medium Density (1 Unit/Acre)
- Residential - High Density (1-5 Units/Acre)
- Residential - Multi-Family (5-24 Units/Acre)
- Residential - Rural (1 Unit/10 Acres)
- Natural Resources
- Open Space
- Public Facilities
- Research & Development
- Industrial
- Tourist Recreational

Map Source: El Dorado County Airport Land Use Commission
 Base Data Source:
 El Dorado County General Plan adopted July 2004;
 amended December 2009
 City of Placerville General Plan adopted January 1989;
 amended December 2004

1 inch = 3,000 feet Miles

