

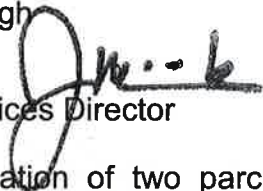


# Imperial County Planning & Development Services Planning / Building /

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**Jim Minnick**  
DIRECTOR

TO: Chairman Mike Goodsell  
Vice-Chairman Sandy Carver  
Commissioner Dennis Logue  
Commissioner Kristopher Haugh

FROM: Jim Minnick, Secretary  
Planning & Development Services Director 

SUBJECT: Public Hearing for the evaluation of two parcels that fall within the Imperial Airport Land Use Compatibility Plan (ALUCP). The study determines whether the potential ALUC zoning and land use changes are compatible with the California Department of Transportation (Caltrans) Airport Land Use Planning Handbook. The site is located to the east of North 10<sup>th</sup> Street between Cruickshank Drive and Bradshaw Avenue in El Centro CA (APN 044-620-049 and 044-620-051) to determine Consistency with the Airport Land Use Compatibility Plan (ALUCP). [Isabel Patten, Planner II] (**ALUC 04-19**)

DATE OF REPORT: September 18, 2019

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AGENDA ITEM NO: 1

HEARING DATE: September 18, 2019

HEARING TIME: 6:00 P.M.

HEARING LOCATION: County Administration Center  
Board of Supervisors Chambers  
940 Main Street  
El Centro, CA 92243

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## STAFF RECOMMENDATION

It is Staff's recommendation that the Airport Land Use Commission finds that the ALUC compatibility zones and proposed land use changes are compatible with the California Department of Transportation Airport Land Use Planning Handbook and that the two parcels situated within the vicinity of Imperial County Airport to be compatible with the 1996 Airport Land Use Compatibility Plan.

## SECRETARY'S REPORT

### **Project Location:**

The proposed rezoning of the two parcels are located to the east of North 10<sup>th</sup> Street between Cruickshank Drive and Bradshaw Avenue, El Centro, CA; APN 044-620-049 & 044-620-051, (See attached "A" site Vicinity Map).

The specific location of the proposed project site is found within the Imperial County Airport compatibility zone, as established in the 1996 Airport Land Use Compatibility Plan.

### **Project Description:**

The applicant, YK America Group, is requesting an evaluation of the above parcels that fall within the Imperial Airport Land Use Compatibility Plan (ALUCP). The study determines whether the potential ALUC compatibility zone and land use changes are compatible with the California Department of Transportation (Caltrans) Airport Land Use Planning Handbook. Both parcels are located within the Imperial County Airport Compatibility Zoned B2 (extended approach/ departure zone). The project would also consist of the rezoning of the two parcels currently zoned General Commercial (GC) to Multiple-Family Residential (R3). The land use rezoning would allow for the potential build of several apartment complexes with parking within both parcels.

### **General Plan/ALUCP Analysis:**

Currently, the parcels are almost entirely within the Compatibility Zone B2 and are zoned General Commercial (GC) under the City of El Centro. This project is being brought to ALUC due to the applicant proposing to construct new apartments on the parcels and may request that the City of El Centro rezone the parcels from General Commercial to Multiple-Family Residential (R3). Within the B2 Compatibility Zone, the Imperial County Airports ALUC indicates that there should be a maximum density of one resident per acre, with a 30 percent open land requirements and that residential subdivisions are not normally acceptable. The parcels in their current B2 zone, would not allow for high density residential.

Since the Imperial County Airport Compatibility Plan was last revised in 1996 and the Caltrans Handbook has been revised back in 2011, there were modifications to evaluating criteria for the ALUCP map zones. The study determines what the ALUCP map zones would look like based on current Caltrans regulations.

The study concludes that the construction of the apartment complex and the rezoning of the subject parcels to R3 appear to comply with current Caltrans regulations. The current Caltrans guidance would place the parcels in a combination of Zone 4 (Outer Approach/ Departure Zone) which is equivalent to Imperial County Compatibility Plan Zone B2 and Zone 6 (Traffic Pattern Zone) which is equivalent to Imperial County Compatibility Plan Zone D. Based on the 2019 potential ALUCP map, Parcel 044-620-051 would have 10.7 acres within Zone 4 (Zone B2) and 6.5 acres within Zone 6 (Zone D) and Parcel 044-620-049 is mostly situated within Zone 6 (Zone D). All residential units/buildings associated with the potential apartment complex are either outside the

2019 potential ALUCP map boundaries or are in Zone 6 (Zone D) and might not be viewed as incompatible with the Imperial County Airports ALUCP.

The Airport Land Use Compatibility Plan (ALUCP), Chapter 2, Policies, Section 2.3.1, provides "Types of Actions Reviewed" by the Commission, which shall include:

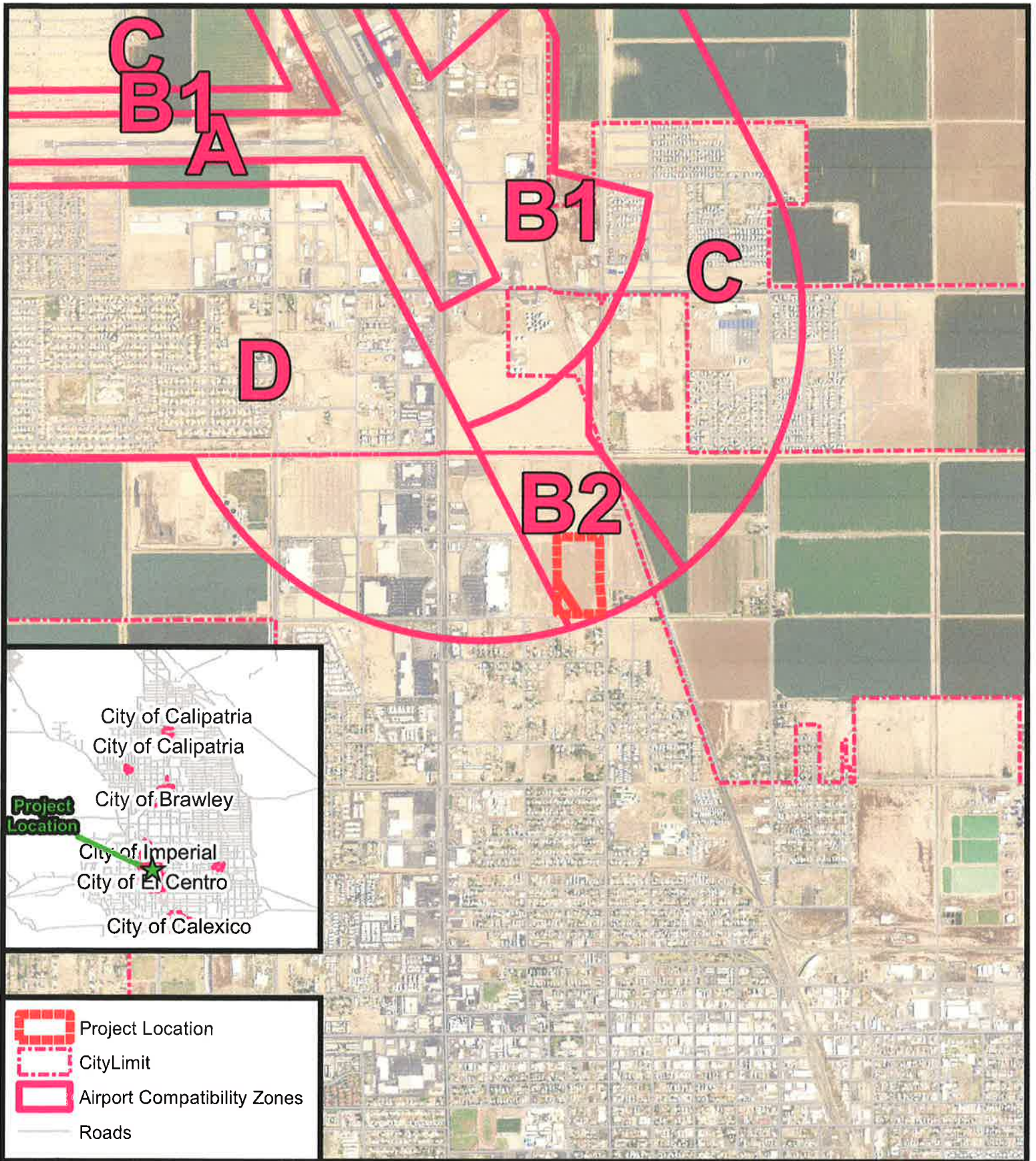
"Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities" (Section 2.1.3.3h, pg. 2-4)

The proposal has been submitted for the Airport Land Use Commission's review and determination of consistency with the 1996 Airport Land Use Compatibility Plan (ALUCP) due to the nature of the application (rezoning from GC to R3 within the Imperial County Airport Compatibility Plan zones).

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## A. Vicinity Map





**IMPERIAL COUNTY AIRPORT LAND USE COMMISSION**  
**ALUC #04-19**  
**EL CENTRO REZONING ANALYSIS**  
**APN 044-620-049 & 044-620-051**



**B. Project**



## MEMORANDUM

TO: YK America Group  
FROM: Michael Baker International  
DATE: June 19, 2019  
SUBJECT: El Centro Rezoning Analysis

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### Study Overview

The purpose of this analysis is to evaluate the proposed rezoning of two parcels in the vicinity of Imperial County Airport (IPL) in El Centro, California. Imperial County identifies the parcels as Assessor's Parcel Numbers 044-620-049 and 044-620-051. The parcels are located to the east of North 10th Street between Cruickshank Drive and Bradshaw Avenue and are currently zoned General Commercial (GC). YK America Group is considering constructing new apartments on the parcels and may request that the City of El Centro (City) rezone the parcels from CG to Multiple-Family Residential (R3). The parcels were zoned Residential Airport Zone (RAP) until they were rezoned to CG in 2016. The City's definitions of the three zoning districts are summarized below. Because the parcels fall within zones of the IPL Airport Land Use Compatibility Plan (ALUCP) map, it is necessary to determine whether the potential zoning and land use changes are compatible with the California Department of Transportation (Caltrans) Airport Land Use Planning Handbook (Caltrans Handbook). **Table 1** summarizes the existing and potential zoning and land use characteristics for the subject parcels.

**General Commercial Zone (GC).** This zone is intended for general business, light service and retail uses, as well as large-scale planned shopping districts and, where appropriate, hotel and public assembly uses.

**Multiple-Family Residential Zone (R3).** This zone is intended to permit the development of medium high density apartment and condominium dwellings with a maximum density of twenty-five (25) dwelling units per net acre, on lots not less than seven-thousand-two-hundred (7,200) square feet in area.

**Residential Airport Zone (RAP).** This zone is intended to provide for the development of residential uses within areas designated as "Extended Approach/Departure Zone" under the Imperial County Airport Land Use Compatibility Plan where risk factors have been identified resulting in the need for restricting density. This zone allows development of a single family home (or mobile home on a permanent foundation) at a maximum density of one (1) dwelling unit per acre. Subject to Article V, Division 6 Conditional Use Permit, densities allowed under the R1 zone shall be allowed so long as development is clustered in a manner that the average density within those portions of the site designated "Extended Approach/Departure Zone" does not exceed one (1) dwelling unit per acre subject to the provisions of Article V, Division 6 Conditional Use Permit

Table 1 Existing and Potential Parcel Characteristics					
Parcel #	Acreage	Zoning		Land Use	
		Existing	Potential	Existing	Potential
044-620-049	2.1	CG	R3	Undeveloped	Residential
044-620-051	17.2	CG	R3	Undeveloped	Residential

Sources: Michael Baker International and City of El Centro.

### Airport Land Use Compatibility Plan Update

The ALUCP for Imperial County Airports was approved in 1982 and last revised in 1996. **Figure 1** illustrates the ALUCP map for IPL (refer to the inset graphic for a detail of the subject parcels). The size of the ALUCP zones is a function of the runway length, the type of activity the airport experiences, the precision of the approaches to the runway ends, the runway traffic patterns, and the category of airport (general aviation, commercial, or military). As shown, the subject parcels are currently both predominantly located in the B2 zone of the ALUCP map for the Imperial County Airport, which is referred to as the Extended Approach/Departure Zone. In the B2 zone, the Imperial County Airports ALUCP indicates that there should be a maximum density of one residence per acre, with a 30 percent open land requirement, and that residential subdivisions are not normally acceptable. Therefore, it is anticipated that the Imperial County Airport Land Use Commission (ALUC) would find the potential development of several apartments to be inconsistent with the ALUCP. However, the ALUC has previously approved the rezoning of parcels in the B2 zone based on evidence that the development would be consistent with current Caltrans regulations. Since the ALUCP for Imperial County Airports was last revised in 1996, the Caltrans Handbook has also been revised (last revised in 2011) and identifies modified geometries, naming conventions, and evaluation criteria for the ALUCP map zones. For that reason, the existing IPL activity characteristics were reviewed to determine what the ALUCP map zones would look like based on current Caltrans regulations.



IPL is included in the Federal Aviation Administration’s (FAA) National Plan of Integrated Airport Systems (NPIAS) and is eligible to receive Airport Improvement Program grants for eligible projects and studies. IPL is identified as a Regional Commercial Service Airport in the NPIAS and is also a Federal Aviation Regulations (FAR) Part 139 airport that is certificated to accommodate scheduled small air carrier aircraft with 10 to 30 seats. The airport receives financial subsidies from the US Department of Transportation to provide airline service under the Essential Air Service (EAS) program. The EAS program is intended to assist small communities with providing access to the national aviation system. Airline service at IPL has historically been



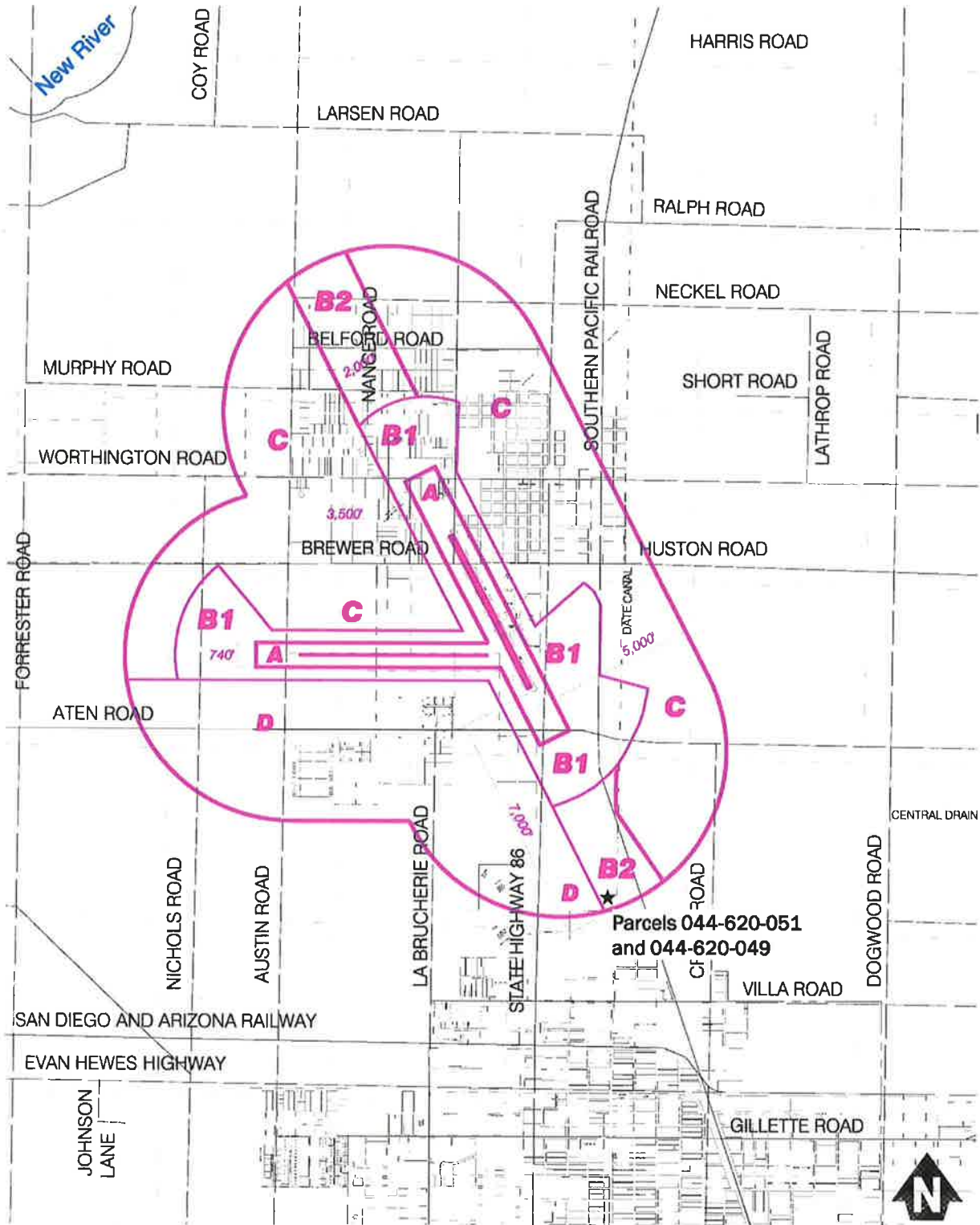
conducted using medium-sized turboprop aircraft (e.g., nine-passenger Cessna 208 Grand Caravans). These details are mentioned because the size of the shapes on the ALUCP map differs between general aviation and commercial service airports (refer to sample graphics in **Table 2**). Because of the nature of the activity at IPL, the types of runway approaches, and the physical characteristics of the airport, it may be appropriate to identify Runway 14-32 as a general aviation runway as part of an ALUCP update. Note that this effort was conducted to determine if the ALUCP for Imperial County Airports was consistent with today's guidelines but does not constitute an ALUCP update or policy change. Consequently, the information presented in this study is provided to compare the development restrictions between the existing 1996 ALUCP for IPL to what the current development restrictions might look like under today's Caltrans regulations. The following assumptions were considered when developing the potential 2019 ALUCP map in **Figure 2**:

1. The applicable FAA criteria for IPL are illustrated based on the safety zones for a medium general aviation runway with modifications.
2. All runway approaches at IPL are currently visual (i.e., there are no instrument approaches).
3. The runways accommodate regular use by aircraft with maximum certificated takeoff weights of more than 12,500 pounds. Regular use is defined as 500 or more annual operations.
4. In Zone 1, the Runway Protection Zone dimensions are based on a Runway Design Code of B-II.
5. The following traffic patterns apply to IPL: Runway 14 (left hand), Runway 32 (right hand), Runway 8 (left hand), Runway 26 (right hand).
6. No future runway extensions or instrument approaches were considered.

Table 2 Example General Aviation vs. Large Air Carrier Runway ALUCP	
Medium General Aviation Runway	Large Air Carrier Runway

Source: California Airport Land Use Planning Handbook (Caltrans 2011).

Figure 1  
1996 IPL Airport Land Use Compatibility Plan



Source: ALUCP Imperial County Airports (Imperial County 1996).

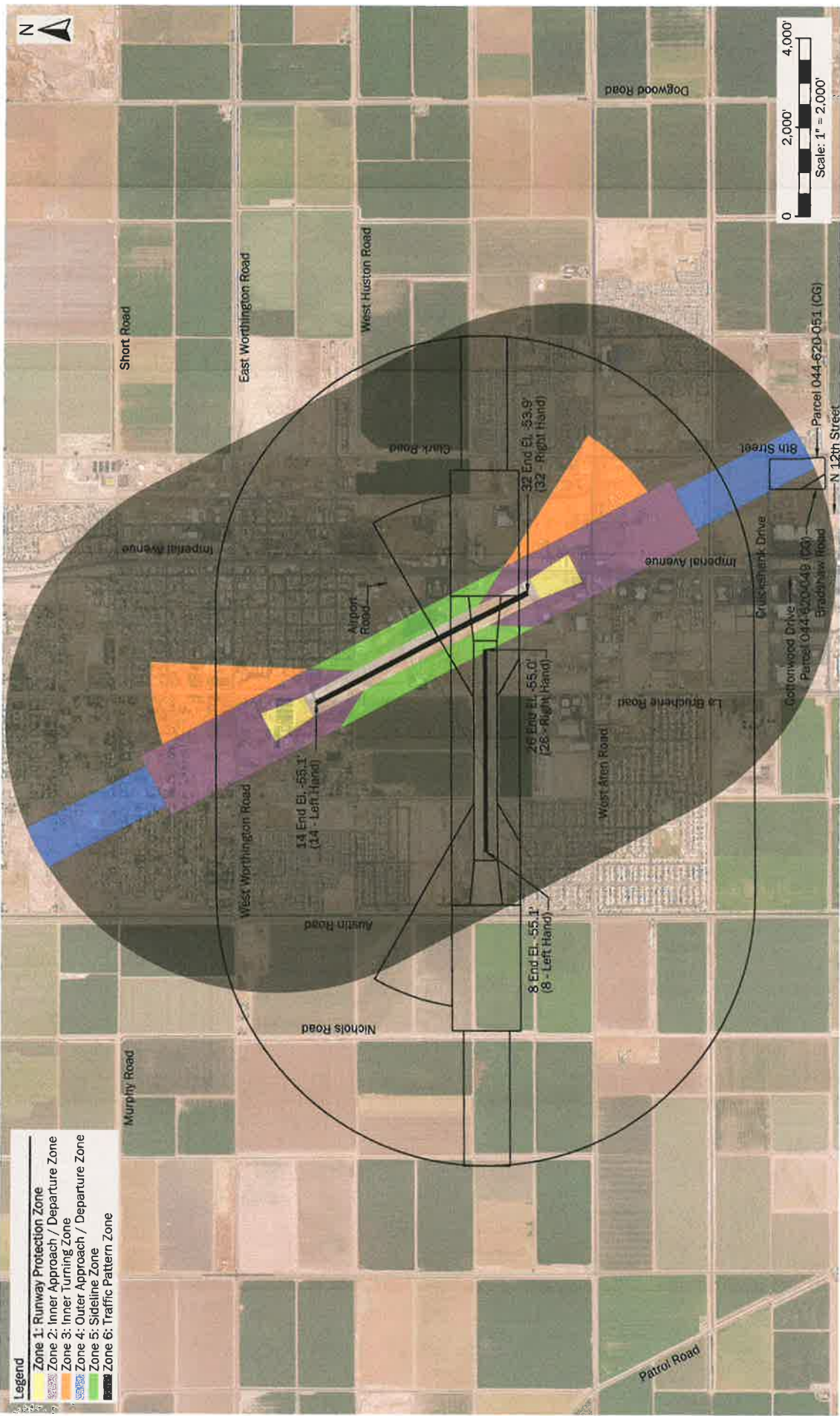


Figure 2 Potential 2019 Airport Land Use Compatibility Plan

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The 2019 potential ALUCP map in **Figure 2** has different zone names and shapes than the 1996 map. Based on the 1996 ALUCP map, the subject parcels are predominantly located in the B2 zone (Extended Approach/Departure Zone), whereas current Caltrans guidance would place the parcels in a combination of Zone 4 (Outer Approach/Departure Zone) and Zone 6 (Traffic Pattern Zone). **Figures 3 and 4** illustrate the risks, compatibility policies, and residential densities that are allowable in Zones 4 and 6 per the Caltrans Handbook. In Zone 4, the maximum residential density in urban areas is to “allow infill at the average density/intensity of comparable surrounding users” but to generally “limit residential uses to low intensity.” In Zone 6, the only consideration for residential uses is that “noise and overflight impacts should be considered where ambient noise levels are low.”

**Figure 5** illustrates a detail of the subject parcels based on the 2019 potential ALUCP map. For Parcel 044-620-051, 10.7 acres are in Zone 4, while Parcel 044-620-049 is mostly in Zone 6. As shown in **Figure 6**, YK America Group completed construction of Phase 1 of an apartment community known as Town Center Villa to the west of 10th Street between Cruickshank Drive and Bradshaw Road and is currently in construction of Phase 2. The potential apartment complex to the east of 10th Street is the subject of this study. All residential units/buildings associated with the potential apartment complex are either outside the 2019 potential ALUCP map boundaries or are in Zone 6 and might not be viewed as incompatible with the Imperial County Airports ALUCP. YK America Group should utilize the information presented in this study and consider the following outcomes when approaching the Imperial County ALUC:

1. The Imperial County ALUC may follow the 1996 ALUCP map and zone requirements for IPL and restrict a high-density residential development and a rezoning to R3.
2. The Imperial County ALUC may agree with the 2019 potential ALUCP map based on current Caltrans requirements and allow the rezoning to R3.
3. YK America should also consider the long-term development plans for the entirety of Parcel 044-620-051 in their discussions with the Imperial County ALUC.

The next section of this analysis includes airspace considerations for the development of structures on the subject parcels.


**Figure 3**  
**Zone 4 – Outer Approach/Departure Zone**

**Nature of Risk**

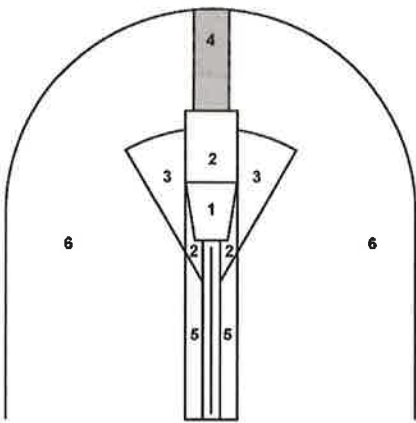
- Normal Maneuvers
  - Approaching aircraft usually at less than traffic pattern altitude. Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Altitude
  - Less than 1,000 feet above runway
- Common Accident Types
  - Arrival: Pilot undershoots runway during an instrument approach, aircraft loses engine on approach, forced landing
  - Departure: Mechanical failure on takeoff
- Risk Level
  - Moderate
  - Percentage of near-runway accidents in this zone: 2% - 6%

**Basic Compatibility Policies**

- Normally Allow
  - Uses allowed in Zone 3
  - Restaurants, retail, industrial
- Limit
  - Residential uses to low density
- Avoid
  - High-intensity retail or office buildings
- Prohibit
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
- Other Factors
  - Most low to moderate intensity uses are acceptable. Restrict assemblages of people
  - Consider potential airspace protection hazards of certain energy/industrial projects



LONG FINAL



Refer to Chapter 3 for dimensions.

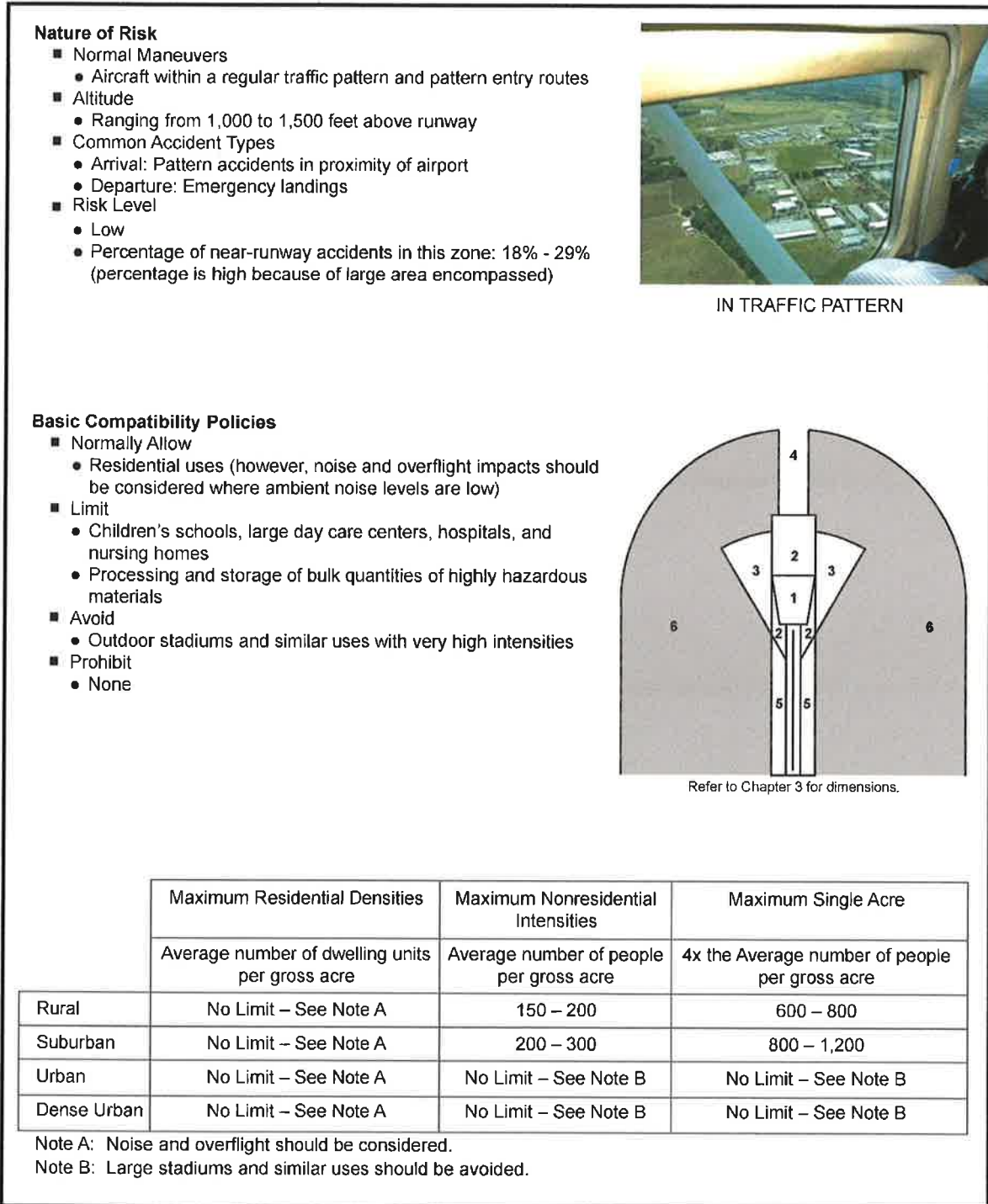
  

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	3x the Average number of people per gross acre
Rural	See Note A	70 – 100	210 – 300
Suburban	1 per 2 - 5 ac.	100 – 150	300 – 450
Urban	See Note B	150 – 200	450 – 600
Dense Urban	See Note B	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.  
 Note B: Allow infill at up average density/intensity of comparable surrounding users.

Source: California Airport Land Use Planning Handbook (Caltrans 2011).

**Figure 4**  
**Zone 6 – Traffic Pattern Zone**



Source: California Airport Land Use Planning Handbook (Caltrans 2011).

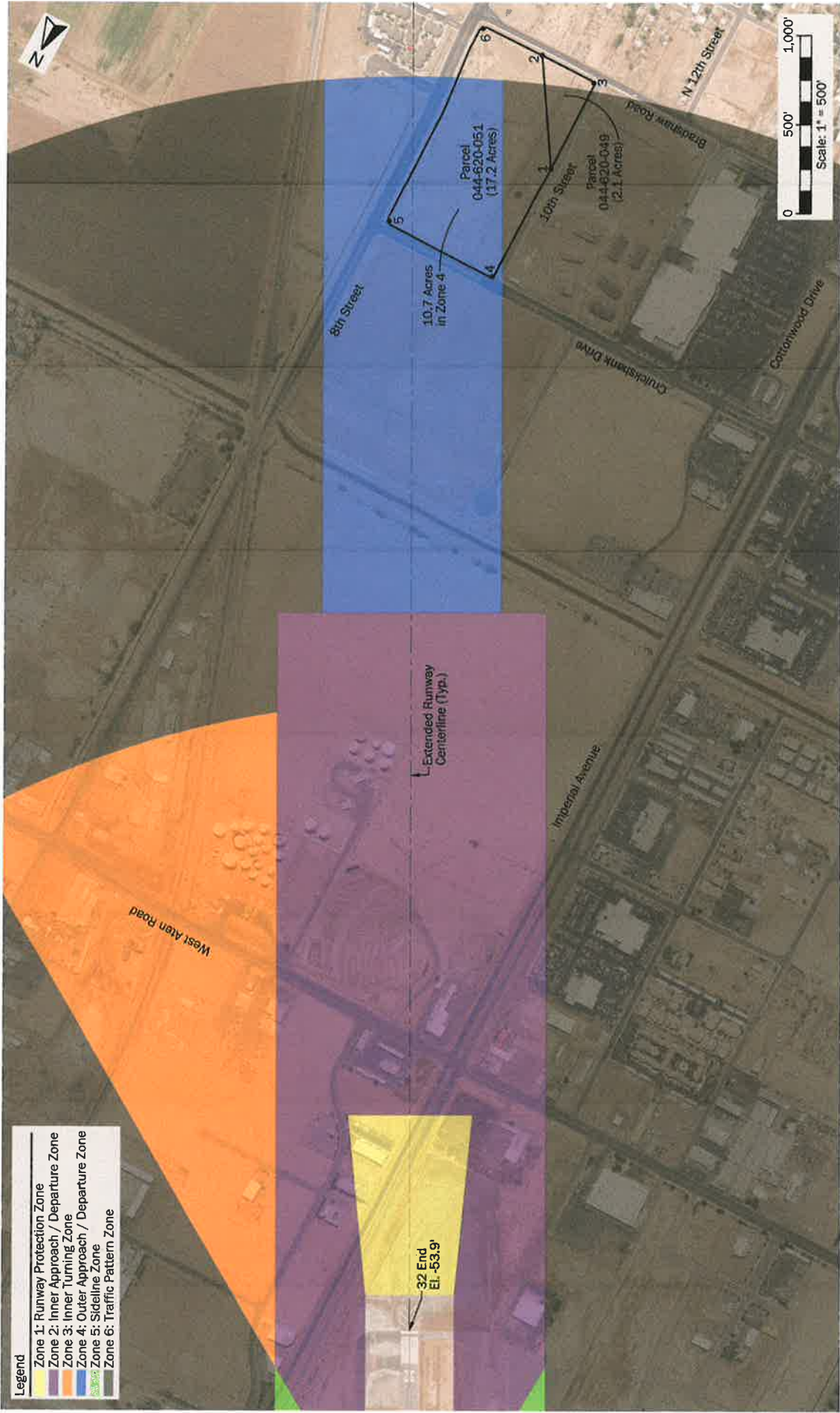


Figure 5 Potential 2019 Airport Land Use Compatibility Plan (Detail)

17/000019 - Airport Compatibility Plan and the Airport (December 2017) (m00019) 5 - Parcel 044-620-049 and 044-620-051





**Airspace Considerations**

Because the subject parcels are located within 20,000 feet of the nearest runway at IPL, they may be subject to FAA airspace review prior to development, which must be submitted through the FAA’s Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) portal. **Figure 7** illustrates the strictest approach and departure surfaces over the two parcels. The Runway 32 approach surface begins 200 feet from the end of Runway 32. The approach starts at the Runway 32 end elevation of -53.9 feet above mean sea level (AMSL) and extends up at a rate of 1 foot vertical for every 20 feet horizontal. The Runway 14 departure surface begins at the end of Runway 32 and extends up at a rate of 1 foot vertical for every 40 feet horizontal. **Table 3** illustrates the allowable AMSL at each point along the parcels, as well as the allowable Above Ground Level (AGL) elevation above the Runway 32 end elevation. The table also shows the AMSL elevation at each point that could be subject to FAA airspace review (i.e., how high a structure could be constructed at each point before it would be subject to FAA airspace review). Because the City restricts the maximum building height in an R3 district to 45 feet, the construction of apartments on the subject parcels should not trigger the need to conduct an FAA airspace review because the buildings would clear the FAA’s evaluation surface (assuming that the base elevation of the apartment complex is similar to the Runway 32 end elevation).

Table 3 Allowable Elevations							
Point ID	Distance from Runway End	20:1 Approach Surface		40:1 Departure Surface		100:1 Surface (for FAA Airspace Evaluation)	
		AMSL	AGL	AMSL	AGL	AMSL	AGL
1	6,484.5'	260.3'	314.2'	108.2'	162.1'	10.9'	64.8'
2	7,120.5'	292.1'	346.0'	124.1'	178.0'	17.3'	71.2'
3	6,964.1'	284.3'	338.2'	120.2'	174.1'	15.7'	69.6'
4	5,877.8'	230.0'	283.9'	93.0'	146.9'	4.9'	58.8'
5	6,185.7'	245.4'	299.3'	100.7'	154.6'	8.0'	61.9'
6	7,271.0'	299.6'	353.5'	127.9'	181.8'	18.8'	72.7'

Source: Michael Baker International 2019.





## **Initial Findings**

According to the Caltrans Handbook, “The publication of the 2011 Handbook does not trigger the need to update a previously adopted ALUCP. However, ALUCs are well served to consider the adequacy of their adopted ALUCPs with regards to: statutory changes since the last ALUCP update, changes in current or forecasted operations at the airport(s) covered by the ALUCP, and changes in development patterns or land use plans in the vicinity of the airport(s) covered by the ALUCP.” This study shows that the ALUCP map for IPL has changed since 1996 due to changes in Caltrans regulations and changes in airport activity. The FAA’s 2018 Terminal Area Forecast indicates that there were 72,868 total operations at IPL in 2000 and 14,604 total operations in 2018. The FAA’s Traffic Flow Management System Counts database indicates that jet operations decreased from 779 in 2000 to 282 in 2018 at IPL. Consequently, the 2019 potential ALUCP map for IPL reflects current Caltrans regulations for an airport such as Imperial County Airport. The construction of the apartment complex and the rezoning of the subject parcels to R3 appear to comply with current Caltrans regulations. The structures should not trigger the need for an FAA airspace analysis because they cannot be taller than 45 feet per City code requirements. YK America Group should use this study to obtain a preliminary determination from the Imperial County ALUC regarding the construction of the potential apartment complex.



C. ALUC Section

## Policies

### 1. SCOPE OF REVIEW

#### 1. Geographic Area of Concern

The Imperial County Airport Land Use Commission's planning area encompasses:

1. *Airport Vicinity* - All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in the County and lands on which the uses could negatively affect said airports. The specific limits of the planning area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

- (a) Brawley Municipal Airport.
- (b) Calexico International Airport.
- (c) Calipatria Municipal Airport.
- (d) Holtville Airport.
- (e) Imperial County Airport.
- (f) Salton Sea Airport.
- (g) Naval Air Facility El Centro.

2. **Countywide Impacts on Flight Safety** - Those lands, regardless of their location in the County, on which the uses could adversely affect the safety of flight in the County. The specific uses of concern are identified in Paragraph 2.
3. **New Airports and Heliports** - The site and environs of any proposed new airport or heliport anywhere in the County. The Brawley Pioneers Memorial Hospital has a heliport area on-site.

2. **Types of Airport Impacts**

The Commission is concerned only with the potential impacts related to aircraft noise, land use safety (with respect both to people on the ground and the occupants of aircraft), airspace protection, and aircraft over-flights. Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are beyond the scope of this plan. These impacts are within the authority of other local, state, and federal agencies and are addressed within the environmental review procedures for airport development.

3. **Types of Actions Reviewed**

1. **General Plan Consistency Review** - Within 180 days of adoption of the *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies. Until such time as (1) the Commission finds that the local general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, the local jurisdiction shall refer all actions, regulations, and permits (as specified in Paragraph 3) involving the airport area of influence to the Commission for review (Section 21676.5 (a)).
2. **Statutory Requirements** -As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's plan *prior to their approval* by the local jurisdiction:

- (a) The adoption or approval of any amendment to a general or specific plan affecting the Commission's geographic area of concern as indicated in Paragraph 1 (Section 21676 (b)).
- (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects the Commission's geographic area of concern as indicated in Paragraph 1 and (2) involves the types of airport impact concerns listed in Paragraph 2 (Section 21676 (b)).
- (c) Adoption or modification of the master plan for an existing public-use airport (Section 21676 (c)).
- (d) Any proposal for a new airport or heliport whether for public use or private use (Section 21661.5).

3. *Other Project Review* - State law empowers the Commission to review additional types of land use "actions, regulations, and permits" involving a question of airport/land use compatibility if either: (1) the Commission and the local agency agree that these types of individual projects shall be reviewed by the Commission (Section 21676.5 (b)); or (2) the Commission finds that a local agency has not revised its general plan or specific plan or overruled the Commission and the Commission requires that the individual projects be submitted for review (Section 21676.5 (a)). For the purposes of this plan, the specific types of "actions, regulations, and permits" which the Commission shall review include:

- a) Any proposed expansion of a city's sphere of influence within an airport's planning area.
- b) Any proposed residential planned unit development consisting of five or more dwelling units within an airport's planning area.
- c) Any request for variance from a local agency's height limitation ordinance.
- d) Any proposal for construction or alteration of a structure (including antennas) taller than 150 feet above the ground anywhere within the County.



e) Any major capital improvements (e.g., water, sewer, or roads) that would promote urban development.

f) Proposed land acquisition by a government entity (especially, acquisition of a school site).

g) Building permit applications for projects having a valuation greater than \$500,000.

h) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

#### 4. Review Process

1. *Timing of Project Submittal* - Proposed actions listed in Paragraph 3.1 must be submitted to the Commission for review prior to approval by the local government entity. All projects shall be referred to the Commission at the earliest reasonable point in time so that the Commission's review can be duly considered by the local jurisdiction prior to formalizing its actions. At the local government's discretion, submittal of a project for Airport Land Use Commission review can be done before, after, or concurrently with review by the local planning commission or other local advisory bodies.

2. *Commission Action Choices* - When reviewing a land use project proposal, the Airport Land Use Commission has a choice of either of two actions: (1) find the project *consistent* with the *Airport Land Use Compatibility Plan*; or, (2) find the project *inconsistent* with the Plan. In making a finding of inconsistency, the Commission may note the conditions under which the project would be consistent with the Plan. The Commission cannot, however, find a project consistent with the Plan subject to the inclusion of certain conditions in the project.

Table 2A  
**Compatibility Criteria**

**Imperial County Airport Land Use Compatibility Plan**

Zone	Location	Impact Elements	Maximum Densities		Required Open Land <sup>1</sup>
			Residential (dw/ac)	Other Uses (people/ac) <sup>2</sup>	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> <li>High risk</li> <li>High noise levels</li> </ul>	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> <li>Substantial risk - aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway</li> <li>Substantial noise</li> </ul>	0.1	100	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> <li>Significant risk - aircraft commonly below 800 ft. AGL</li> <li>Significant noise</li> </ul>	1	100	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> <li>Limited risk - aircraft at or below 1,000 ft. AGL</li> <li>Frequent noise intrusion</li> </ul>	8	200	15%
D	Other Airport Environs	<ul style="list-style-type: none"> <li>Negligible risk</li> <li>Potential for annoyance from overflights</li> </ul>	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Adoptable Uses <sup>3</sup>	Uses Not Normally Acceptable <sup>4</sup>
A	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Hazards to flight<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Aircraft tiedown apron</li> <li>Pastures, field crops, vineyards</li> <li>Automobile parking</li> </ul>	<ul style="list-style-type: none"> <li>Heavy poles, signs, large trees, etc.</li> </ul>
B1 and B2	<ul style="list-style-type: none"> <li>Schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Highly noise-sensitive uses</li> <li>Above ground storage</li> <li>Storage of highly flammable materials</li> <li>Hazards to flight<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR<sup>7</sup> of 25 dBA in residential and office buildings</li> <li>Dedication of aviation easement</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone A</li> <li>Any agricultural use except ones attracting bird flocks</li> <li>Warehousing, truck terminals</li> <li>Single-story offices</li> </ul>	<ul style="list-style-type: none"> <li>Residential subdivisions</li> <li>Intensive retail uses</li> <li>Intensive manufacturing or food processing uses</li> <li>Multiple story offices</li> <li>Hotels and motels</li> </ul>
C	<ul style="list-style-type: none"> <li>Schools</li> <li>Hospitals, nursing homes</li> <li>Hazards to flight<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>Dedication of overflight easement for residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Uses in Zone B</li> <li>Parks, playgrounds</li> <li>Low-intensity retail, offices, etc.</li> <li>Low-intensity manufacturing, food processing</li> <li>Two-story motels</li> </ul>	<ul style="list-style-type: none"> <li>Large shopping malls</li> <li>Theaters, auditoriums</li> <li>Large sports stadiums</li> <li>Hi-rise office buildings</li> </ul>
D	<ul style="list-style-type: none"> <li>Hazards to flight<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>Deed notice required for residential development</li> </ul>	<ul style="list-style-type: none"> <li>All except ones hazardous to flight</li> </ul>	

**Table 2A Continued  
Compatibility Criteria**

**Imperial County Airport Land Use Compatibility Plan**

**NOTES**

- 1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.
- 3 See Policy 2.5.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
- 6 See Policy 3.4
- 7 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.

**BASIS FOR COMPATIBILITY ZONE BOUNDARIES**

The following general guidelines are used in establishing the Compatibility Zone boundaries for each civilian airport depicted in Chapter 3. Modifications to the boundaries may be made to reflect specific local conditions such as existing roads, property lines, and land uses. Boundaries for NAF El Centro are modified in recognition of the differences between civilian and military aircraft characteristics and flight tracks.

- A The boundary of this zone for each airport is defined by the runway protection zones (formerly called runway clear zones) and the airfield building restriction lines.

Runway protection zone dimensions and locations are set in accordance with Federal Aviation Administration standards for the proposed future runway location, length, width, and approach type as indicated on an approved Airport Layout Plan. If no such plan exists, the existing runway location, length, width, and approach type are used.

The building restriction line location indicated on an approved Airport Layout Plan is used where such plans exist. For airports not having an approved Airport Layout Plan, the zone boundary is set at the following distance laterally from the runway centerline:

Visual runway for small airplanes	370 feet
Visual runway for large airplanes	500 feet
Nonprecision instrument runway for large airplanes	500 feet
Precision instrument runway	750 feet

These distances allow structures up to approximately 35 feet height to remain below the airspace surfaces defined by Federal Aviation Regulations Part 77.

- B1 The outer boundary of the Approach/Departure Zone is defined as the area where aircraft are commonly below 400 feet above ground level (AGL). For visual runways, this location encompasses the base leg of the traffic pattern as commonly flown. For instrument runways, the

altitudes established by approach procedures are used. Zone B1 also includes areas within 1,000 feet laterally from the runway centerline.

- B2 The Extended Approach/Departure Zone includes areas where aircraft are commonly below 800 feet AGL on straight-in approach or straight-out departure. It applies to runways with more than 500 operations per year by large aircraft (over 12,500 pounds maximum gross takeoff weight) and/or runway ends with more than 10,000 total annual takeoffs.

- C The outer boundary of the Common Traffic Pattern Zone is defined as the area where aircraft are commonly below 1,000 feet AGL (i.e., the traffic pattern and pattern entry points). This area is considered to extend 5,000 feet laterally from the runway centerline and from 5,000 to 10,000 feet longitudinally from the end of the runway primary surface. The length depends upon the runway classification (visual versus instrument) and the type and volume of aircraft accommodated. For runways having an established traffic solely on one side, the shape of the zone is modified accordingly.

- D The outer boundary of the Other Airport Environs Zone conforms with the adopted Planning Area for each airport.

sm/Imprcrit.