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**Airport Land Use Compatibility Plan
Heliport Policies**

1.3 Types of Actions Reviewed

1.3.1 *General Plan Consistency Review* – The Commission shall review the local general plans and specific plans of the affected jurisdictions to determine consistency with the Airport Land Use Commission's policies within 180 days of adoption of the Airport Land Use Compatibility Plan. Until such time as the Commission finds that the local general plan or specific plan is consistent with the Airport Land Use Commission Plan; or the local agency has overruled the Commission's determination, all actions, regulations, and permits shall be referred to the Commission for a consistency determination (Section 21676.5 (a)).

1.3.2 *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 1.1 (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 1.1 and (2) involves the types of airport impact concerns listed in paragraph 1.2 (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 or private use (Section 21661.5).

1.3.3 *Other Project Review* – Other types of actions which may involve a question of compatibility with airport activities should also be referred to the Airport Land Use Commission through voluntary agreements with the local government agencies (Section 21676.5 (b)). The Commission shall review the following types of actions:

- (a) Any proposed expansion of a city's or an urban service district's sphere of influence within an airport's planning area.
- (b) Any proposed residential rezoning or 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 within an airport's planning area.
- (d) Any proposal for construction or alteration of a structure (including antennas) taller than 150 feet above the ground anywhere within the County.

- (c) Modify the Airport Land Use Compatibility Plan (after duly noticed public hearing) to reflect the assumptions and proposals in the airport master plan.

- 1.4.6 When reviewing proposals for new airports or heliports, the Commission's choices of action are:
- (a) Approve the proposal as being consistent with the specific review policies listed in Section 2.3 below.
 - (b) Approve the proposal and adopt a Compatibility Plan for that facility. Adoption of such a plan is required if the airport or heliport will be a public-use facility.
 - (c) Disapprove the proposal on the basis that the noise and safety impacts it would have on surrounding land uses are not adequately mitigated.

2 PRIMARY REVIEW POLICIES

2.1 Land Use Actions

- 2.1.1 The compatibility of land uses in the vicinity of the airports covered by this plan shall primarily be evaluated in terms of: (1) the Compatibility Criteria (Table 2) and accompanying notes; (2) the Compatibility Plan for each airport; and (3) specific policies established for individual airports.
- 2.1.2 Additional evaluation criteria are provided in the Supporting Policies which follow (Section 3). The Commission may refer to these additional policies to clarify or supplement its review.
- 2.1.3 Where an *existing* incompatible development has been partially or fully destroyed, it may be rebuilt to a density and intensity not exceeding that of the original construction. This exception does not apply within the inner approach/departure zones (Compatibility Zones A and B).
- 2.1.4 Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within the approach/departure corridors (Compatibility Zones A and B). Projects can be considered "infill" if they meet *all* of the following criteria:
 - (a) The Airport Land Use Commission has determined that "substantial development" already exists.
 - (b) The project site is surrounded by uses similar to those proposed.

- (a) The Commission may determine that revision of the Airport Land Use Compatibility Plan is warranted based on their review of a proposed airport master plan. If the Commission finds that such a revision to the Airport Land Use Compatibility Plan should be initiated, then the Commission shall notify the local jurisdiction of this finding.

2.3 Plans for New Airports or Heliports

- 2.3.1 In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, overflight, and height limit 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 review for the Commission.
 - (b) The Commission shall evaluate the adequacy of the facility design to the extent that it affects surrounding land use.
 - (c) The Commission shall base its review on the proposed airfield design.
- 2.3.2 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 latter were already in existence?
 - (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, overflight, and height restriction 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) acquisition of property interests (fee title or easements) on the impacted land.
- 2.3.3 When submitted to the Commission, a proposal for a new airport or heliport shall contain sufficient information to enable the Commission to adequately review the noise, safety, overflight, and height restriction impacts upon surrounding land uses. Information to be submitted shall include:
 - (a) A layout plan drawing of the proposed facility showing the location of: (1) property boundaries; (2) runways or helicopter takeoff and landing areas; and (3) runway protection zones or helicopter approach/departure zones.
 - (b) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.
 - (c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility.

- (d) Noise contours or other relevant noise impact data.
- (e) A map showing existing and planned land uses in the vicinity of the proposed airport or heliport.
- (f) Identification and proposed mitigation of impacts on surrounding land uses.

3 SUPPORTING COMPATIBILITY POLICIES

3.1 Noise

- 3.1.1 The evaluation of airport/land use noise compatibility shall consider the *future* Community Noise Equivalent Level (CNEL) contours of each airport. These contours are calculated based upon aircraft activity forecasts which are set forth in adopted airport master plans or which are considered by the Commission to be plausible (refer to Part II for noise exposure maps).
- 3.1.2 The locations of CNEL contours are one of the factors used to define compatibility zone boundaries and criteria. Noise compatibility criteria should be applied at the general plan or specific plan level. Because of the inherent variability of flight paths, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. For this reason, noise contours should **not** be used as site design criteria. Noise contours can only quantify noise impacts in a general manner. Site conditions, terrain, and actual flight patterns and frequency should also be evaluated.
- 3.1.3 The maximum CNEL considered normally acceptable for most residential uses in the vicinity of the airports covered by this plan is 55 dBA. This standard is appropriate for areas with low ambient noise levels. In areas with higher ambient noise levels, the maximum CNEL considered normally acceptable for residential uses shall be 60 dBA. Factors which determine whether to apply the higher standard include the presence of: major highways, large concentration of residences, or large-scale commercial and industrial uses.
- 3.1.4 Noise level standards for compatibility with other types of land uses shall be applied in the same manner as the above residential noise level criteria. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2 – 1.
- 3.1.5 The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. In most locations, noise level reduction measures are only effective in reducing interior noise levels. Also, source reduction measures implemented by airport authorities are not within the scope of this plan.
- 3.1.6 Single-event noise levels should be addressed when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, and outdoor theaters. Single-event noise