# Butte County
# Airport Land Use Compatibility Plan

## Butte County, California

Adopted
by
Butte County
Airport Land Use Commission
December 20, 2000

Prepared
by
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Santa Rosa, California

## BUTTE COUNTY AIRPORT LAND USE COMMISSION

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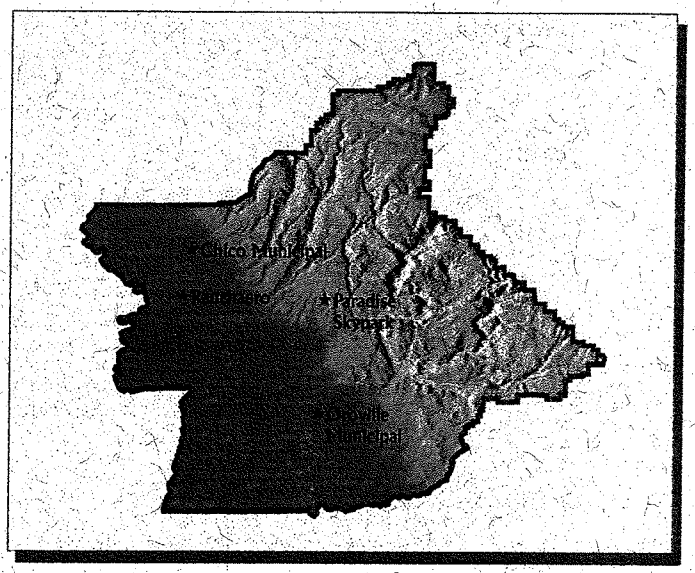
# Introduction 1



# 1

# Introduction

## AIRPORT LAND USE COMPATIBILITY PLANNING

### Function and Applicability of the Plan

The basic function of this *Butte County Airport Land Use Compatibility Plan* is to promote compatibility between the airports in Butte County and the land uses which surround them. As adopted by the Butte County Airport Land Use Commission, the plan serves as a tool for use by the commission in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to land owners in their design of new development.

The plan is primarily concerned with land uses near the four public-use airports in the county:

- Chico Municipal Airport
- Oroville Municipal Airport
- Paradise Skypark Airport
- Ranchaero Airport

The influence area for each of the airports, as defined herein, extends roughly 2 to 3 miles from the airport runways. The influence areas of these four airports affect the land use jurisdictions of the following government entities:

- County of Butte
- City of Chico
- City of Oroville
- Town of Paradise

In addition to the land use policies applicable within the airport influence areas, certain elements of the plan apply countywide to development actions which may have aviation-related compatibility implications.

Details regarding the purpose, scope, and applicability of the *Compatibility Plan* are set forth in the two policy chapters which follow.

## Statutory Requirements

### *Powers and Duties*

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. Although the law has been amended numerous times since then, 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 statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

### *Limitations*

Also explicit in the statutes are two limitations on the powers of ALUCs. Specifically, ALUCs have no authority over existing land uses (Section 21674(a)) or over the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, although the interpretation of their meaning is fairly standard throughout the state.

- **Existing Land Uses** — The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports which is "not already devoted to incompatible uses." The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

  For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered "devoted to" a particular use, even if the activity has not begun, once local government commitments to the proposal have been obtained. (See Policy 1.2.10 in Chapter 2 for the full definition of "existing land use" as used in this *Compatibility Plan*.)

- **Operation of Airports** — Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also are generally conceded to have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions which are subject to ALUC review. The current law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, the county and each affected city is required to make its general plan consistent with the ALUC plan (or to override the commission). Once a local agency has taken this action to the satisfaction of the ALUC, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

## Butte County Airport Land Use Commission

When initially established pursuant to state law, the Butte County Planning Commission was designated to serve as the Butte County Airport Land Use Commission. In 1984, the commission composition was changed to follow the standard format specified in the law:

- Two members appointed by the Board of Supervisors;
- Two members appointed by cities;
- Two members appointed by airport managers; and
- A seventh member, representing the general public, appointed by the other six.

The Commission Secretary is the Director of the Butte County Department of Development Services or a person designated by the director with the concurrence of the ALUC Chairman.

The adopted *Butte County Airport Land Use Compatibility Plan* represented by this document replaces separate compatibility plans which the ALUC previously adopted for each of the four airports in its jurisdiction. The *Chico Municipal Airport Environs Plan* dates from 1978. The ALUC adopted an *Airport Land Use Plan* for Oroville Municipal Airport in 1985. Plans for Paradise Skypark Airport and Ranchaero Airport followed in 1986 and 1988, respectively. These plans remained essentially unchanged until recent years when the commission revised the planning boundaries and made other modifications to the compatibility criteria. The commission also has an adopted set of bylaws which remain in effect independent of the old or new compatibility plans.

### Relationship of ALUC to County Government

The fundamental relationship between the Butte County Airport Land Use Commission and county government is set by the State Aeronautics Act. The ALUC is not simply an advisory body for the Board of Supervisors in the manner that the Planning Commission is. Rather, it is more equivalent to the Butte County Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the ALUC are final and are independent of the county Board of Supervisors. The ALUC does not need Board of Supervisors approval in order to adopt or amend this *Compatibility Plan* or to carry out ALUC land use project review responsibilities. Thus, except for the fact that the commission functions under the auspices of Butte County government and is supported by county staff, its relationship to the county is the same as with individual cities. The county has the same responsibilities as the cities to refer land use actions to the ALUC for review and to modify its general plan for consistency with the *Compatibility Plan*.

## PLAN PREPARATION AND REVIEW

The need for preparation of a new countywide *Compatibility Plan* stemmed from changes which occurred both locally and at the state level since the original plans were adopted. Locally, usage of the airports has changed and new facility plans have been prepared. The character of the airports' environs has changed as well. From the state side of the equation, new laws and other guidance affecting ALUCs have come into effect.

### State Guidelines

Most of the revisions which have been made to the state laws governing ALUCs over the last 30+ years involve the procedures by which ALUCs operate. Perhaps most significant among the amendments was the one in 1982 which established the requirement for local general and specific plans to be made consistent with the commission's plan. This amendment also limited the authority of ALUCs to review individual development proposals. Another change made to the statutes at that time was to reduce the vote requirement for a local agency to override an ALUC decision from four fifths to two thirds.

More important with respect to preparation of ALUC plans was completion of the Caltrans 1993 *Airport Land Use Planning Handbook*. State law now requires ALUCs to be "guided by" information in the *Handbook* when formulating or amending compatibility plans. In addition, another statute enacted in 1994 creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Lead agencies are now required to use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports. The *Handbook* provides extensive guidance on preparation and content of compatibility plans, on procedures for ALUC review of local actions, and on the responsibilities of local agencies. The second half

of the document contains background information regarding noise and safety compatibility concepts, including valuable, not previously available, data regarding general aviation aircraft accident location patterns and other characteristics.

## Relationship to Airport Master Plans

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are mostly off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency which owns and/or operates the airport. In contrast, the purpose of a compatibility plan is to assure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Section 21675(a) of the state law requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the Caltrans Aeronautics Program.

The status of long-range airport development plans differs for each of the four public-use airports in Butte County. In each case, though, information from the respective plan was used as input to the compatibility planning for that airport. A detailed description of the relationship between the *Compatibility Plan* and each airport's development plan is indicated in Chapter 3. Chapters 4 through 7 provide a summary of the specific information relied upon.

## Plan Review Process

The major issues associated with this draft *Airport Land Use Compatibility Plan* have been discussed at several meetings of the Butte County Airport Land Use Commission. Also, throughout the plan preparation process, close coordination has been maintained with each of the airport owners and with the jurisdictions having land use authority in the airports' environs. The draft plan is being widely circulated to the affected agencies and the general public and will be the subject of a public hearing by the commission prior to being considered for adoption.

# PLAN IMPLEMENTATION

## General Plan Consistency

State law (Government Code Section 65302.3) 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 local agencies must take this action within 180 days of when the ALUC adopts or amends its plan. (However, in its adoption resolution, the ALUC indicated that it deems the 180-day period to begin as of the date that copies of the final plan are distributed to affected agencies.) The only other course of action permitted for local agencies is to override the ALUC by a two-thirds vote after first holding a public hearing and making findings that the agency's plans are consistent with the intent of state law. Such findings should identify the new, substantial factual information which supports the appropriateness of the override action.

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 (including project review procedures), 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 *Compatibility Plan* 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. (Appendix I contains a detailed checklist of the factors to be assessed as part of the general plan consistency review process. Also included is an initial assessment of the consistency between the current local general plans and the policies set forth in this ALUC *Compatibility Plan*.)

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, the majority of the *Compatibility Plan* policies would 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 Compatibility Plan as Stand-Alone Document** — Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *Compatibility Plan* — specifically, Chapter 2 and the applicable airport policies and map from Chapter 3, plus any background information they wish to include. Changes to the community's existing general plan would be minimal. Policy reference to the separate *Compatibility Plan* 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 *Compatibility Plan*.

- **Implementing Compatibility Policies Solely through Zoning** — This approach is similar to the one above except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured either as an airport combining zone ordinance or otherwise incorporated into the criteria specified for regular land use zone districts. Implementation of the compatibility policies would be 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.

## Airport Combining Zone Concept

As just mentioned, one of the options available to local jurisdictions for implementing airport land use compatibility criteria and review procedures is to adopt an airport combining zone 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. Airport-related height limit zoning ordinances adopted by some of the affected Butte County jurisdictions can serve as a starting point for an airport combining zone ordinance. Other components necessary to fully implement ALUC plan policies — structural sound attenuation requirements and provisions for a buyer awareness program, for example — could be added. (An outline of topics which could be addressed in an airport combining zone is included in Appendix G.)

## Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects which either must or

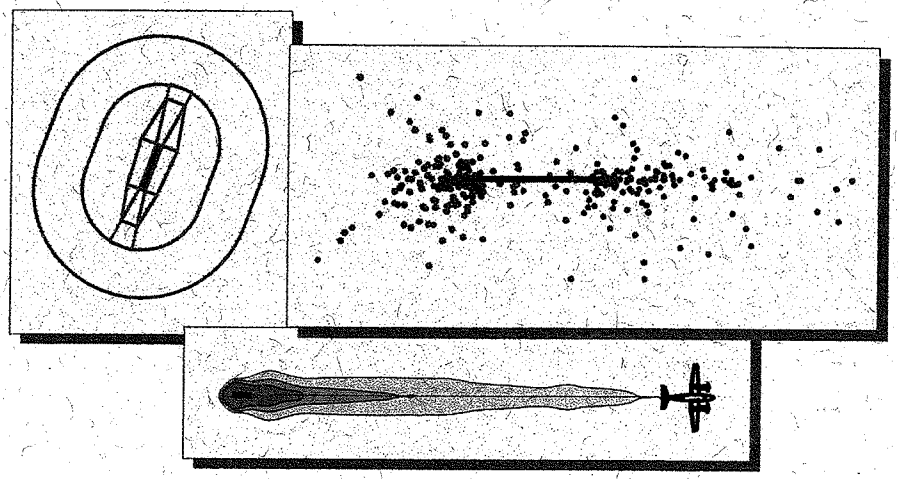
should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan is adopted and until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

## PLAN CONTENTS

The most important components of this plan are found in Chapters 2 and 3. Chapter 2 presents airport compatibility and review policies applicable countywide. Chapter 3 contains the compatibility map for each airport together with individual policies and some explanatory notes for that airport.

The remainder of the document constitutes supporting material. Chapters 4 through 7 contain background information regarding each of the airports in alphabetical sequence. The appendices provide other information related to airport land use planning in general and airport land use commissions in particular.

# Countywide Policies 2



# 2

# Countywide Policies

## 1. General Applicability

### 1.1. Purpose

The purpose of this *Butte County Airport Land Use Compatibility Plan* is to establish procedures and criteria by which, in accordance with the California State Aeronautics Act:

1.1.1. *Butte County Airport Land Use Commission (ALUC)* — The ALUC:

(a) Shall review proposed land use development in Butte County and affected cities within the county for compatibility with airport activity.

(b) Shall review certain types of airport development proposals which are also subject to ALUC review and are addressed by the *Plan*.

1.1.2. *County of Butte and Affected Cities in the County* — The county and cities:

(a) Shall refer specified land use proposals to the ALUC for review.

(b) Shall each make their *General Plan* and zoning ordinance consistent with the Commission's *Compatibility Plan*.

(c) Can make other planning decisions regarding the lands impacted by airport operations.

### 1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

1.2.1. *Aeronautics Act* — Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.

1.2.2. *Airport* — The Chico Municipal Airport, Oroville Municipal Airport, Paradise Skypark Airport, and Ranchaero Airport, or any other new public-use airport which might be created within the boundaries of Butte County.

1.2.3. *Airport Influence Area* — An area, as delineated herein, which is routinely affected by aircraft operations at an airport and within which certain land use actions are subject to ALUC review.

1.2.4. *Airport Land Use Commission (ALUC)* — The Butte County Airport Land Use Commission.

1.2.5. *Airport Land Use Commission Secretary* — The Director of the Butte County Department of Development Services or a person designated by the director with the concurrence of the ALUC chairman.

1.2.6. *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 runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations, terminal buildings, etc.

1.2.7. *Avigation Easement* — An easement which conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)

1.2.8. *Community Noise Equivalent Level (CNEL)* — The noise metric adopted by the state of California for evaluating airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.

1.2.9. *Compatibility Plan* — This document, the *Butte County Airport Land Use Compatibility Plan*.

1.2.10. *Compatibility Zone* — Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.

1.2.11. *Existing Land Use* — A land use which either physically exists or for which local government commitments to the proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

(a) A tentative parcel or subdivision map has been approved and the original period (before any time extensions are submitted) within which the approval is valid has not expired;

(b) A vesting tentative parcel or subdivision map has been approved;

(c) A development agreement has been approved and remains in effect;

(d) A final subdivision map has been recorded;

(e) A use permit or other discretionary entitlement has been approved and not yet expired; or

(f) A valid building permit has been issued.

1.2.12. *Federal Aviation Regulations (FAR) Part 77* — The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.

1.2.13. *Height Review Overlay Zone* — Areas of land in the vicinity of an airport where the ground lies above an FAR Part 77 surface or less than 35 feet beneath such surface.

1.2.14. *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 located on an airport are excluded.

1.2.15. *Infill* — Development of vacant or underutilized land within areas which are already largely developed or are used more intensively. See Section 2.4.4.(a) for criteria used to identify infill areas for the purposes of the *Compatibility Plan*.

1.2.16. *Local Jurisdiction* — The county of Butte or any city or other government agency (except agencies of the state or federal government) having jurisdiction over land uses within their boundaries.

1.2.17. *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. These types of actions are listed in Policy 1.5.3.

1.2.18. *Nonconforming Use* — In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming use is one which exists (see definition of "existing land use" in Policy 1.2.11) as of the plan's adoption date, but which does not conform with the compatibility criteria set forth herein.

1.2.19. *Project; Land Use Action; Development Proposal* — Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

## 1.3. Geographic Scope

As established by the Butte County Airport Land Use Commission, the geographic scope of the *Butte County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

(a) All lands on which the uses could be negatively affected by present or future aircraft operations at the following airports in Butte County, as well as lands on which the uses could negatively affect these airports:

(1) Chico Municipal Airport.

(2) Oroville Municipal Airport.

(3) Paradise Skypark Airport.

(4) Ranchaero Airport.

(b) The specific limits of the influence area for each airport are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

(c) An airport influence area can cross a county line. However, this *Compatibility Plan* is binding only within Butte County.

(1) Of the four airports listed above, none have an influence area which extends into another county.

1.3.2. *Countywide Impacts on Flight Safety* — Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of flight in the county. The specific uses of concern are identified in Policy 1.5.3.(c).

1.3.3. *New Airports* — The site and environs of any new airport which may be proposed anywhere in the county, including incorporated cities, and which requires an Airport Permit from the California Department of Transportation (agricultural airports, personal-use airports, and seaplane landing sites are generally exempt from state permit requirements).

1.3.4. *Heliports* — The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) which may exist or be proposed anywhere within Butte County, including incorporated cities.

## 1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns* — The Commission is concerned only with the potential impacts related to:

(a) Exposure to aircraft noise;

(b) Land use safety with respect both to people on the ground and the occupants of aircraft;

(c) Protection of airport airspace; and

(d) General concerns related to aircraft overflights.

## 1.5. Types of Actions Reviewed

1.5.1. *Actions Which Always Require ALUC Review* — 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 *Compatibility 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 property within an airport influence area (State Aeronautics Act Section 21676(b)).

(b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (State Aeronautics Act Section

21676(b)). Any proposed change or variance to any such ordinance or regulation also must be submitted for ALUC review if issues of noise, safety, airspace protection, and overflight as addressed herein are involved.

(c) Adoption or modification of the master plan for an existing public-use airport (State Aeronautics Act Section 21676(c)).

(d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (State Aeronautics Act Section 21664.5).

(e) Any proposal for a new airport or heliport whether for public use or private use (State Aeronautics Act Section 21661.5) if the facility requires a State Airport Permit.

1.5.2. *Other Land Use Actions Subject to ALUC Review* — In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

(a) Until such time as (1) the Commission finds that a local agency's 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, state law requires the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (State Aeronautics Act Section 21676.5(a)). Only those actions which the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.

(b) After a local agency has revised its general plan or specific plan for consistency with the *Compatibility Plan* (see Policy 2.4.3) or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.

(1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3.

(2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.

(3) Because the ALUC is acting in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the override process if they elect to approve a project with-

out incorporating design changes or conditions suggested by the Commission.

(c) Proposed redevelopment of a property for which the existing use is consistent with the local general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. (Also see Policies 2.4.3, 2.4.4.(b), and 2.4.4.(c).)

(d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Secretary. If the Secretary determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Secretary to approve proposed actions having no apparent compatibility issues of significance.

1.5.3. *Major Land Use Actions* — The scope or character of certain proposed *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 Policy 1.5.2 above.

(a) Actions affecting land uses within an airport influence area.

(1) Any proposed expansion of the sphere of influence of a city or special district.

(2) Proposed pre-zoning associated with future annexation of land to a city.

(3) Proposed residential development, including land divisions, consisting of five or more dwelling units or parcels.

(4) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater.

(5) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).

(6) Any off-airport, nonaviation use of land within *Compatibility Zone A*.

(7) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

- 35 feet within *Compatibility Zone B1* or a *Height Review Overlay Zone*;

- 70 feet within *Compatibility Zone B2*; or
- 100 feet within *Compatibility Zones C* or *D*.

(8) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations which receives a finding of anything other than "not a hazard to air navigation."

(9) Any project having the potential to create electrical or visual hazards to aircraft in flight, 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.

(10) Projects having the potential to attract an increased number of birds to the vicinity of an airport.

(b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission. (See Policy 1.2.6 for definition of aviation-related use.)

(c) Regardless of location within Butte County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)

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

1.5.4. *Intercounty Coordination* — Where an airport influence area crosses the Butte County line, affected jurisdictions outside Butte County are asked to maintain coordination with the Butte County ALUC on airport land use compatibility issues. In particular:

(a) Any county adjacent to Butte County or any city or other agency within such counties which may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Butte County boundary should inform the Butte County ALUC of such proposal.

# 2. REVIEW OF LAND USE ACTIONS

## 2.1. General

2.1.1. *Timing of Project Submittal* — Proposed actions listed in Section 1.5 *should* be referred to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Secretary's) review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all projects *must* be submitted to the Commission for review prior to final approval by the local government entity.

2.1.2. *Public Input* — Where applicable, the Commission shall provide public notice and obtain public input in accordance with the State Aeronautics Act (Public Utilities Code Section 21675.2(d)) and general plan law (Government Code Section 65090) before acting on any plan, regulation, or other land use proposal under consideration.

## 2.2. Review Process for Community Land Use Plans and Ordinances

2.2.1. *Initial ALUC Review of General Plan Consistency* — In conjunction with adoption of this *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. (This initial review is contained in Appendix I of this document.)

(a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and override the Commission in accordance with Section 21676(b) of the Public Utilities Code (Government Code Section 65302.3).

(b) Prior to taking action on a proposed amendment, the local agency must submit a draft of the proposal to the Commission for review and approval.

(c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the Commission modify the areas defined as "infill" in accordance with Policy 2.4.4.(a). The Commission will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.

2.2.2. *Subsequent Reviews of Community Land Use Plans and Ordinances* — As indicated in Policies 1.5.1.(a) and 1.5.1.(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development which is consistent with applicable, previously reviewed, local plans, ordinances, and regulations is subject to Commission review only under the conditions indicated in Policies 1.5.2 and 2.3.5.

2.2.3. *Commission Action Choices* — When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:

(a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Policy 2.4.3 must be met.

(b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications which the Commission may require.

(c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which its determination is based.

2.2.4. *Response Time* — The Airport Land Use Commission 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 (State Aeronautics Act Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

## 2.3. Review Process for Major Land Use Actions

2.3.1. *Project Submittal Information* — A proposed major land use action submitted to the Commission (or to the ALUC Secretary) for review shall include:

(a) The following information:

(1) Property location data (assessor's parcel number, street address, subdivision lot number).

(2) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.

(3) A description of existing and proposed land uses.

(4) The type of land use action being sought from the local jurisdiction (e.g., zoning change).

(5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.

(6) A detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.

(7) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

(8) Any environmental document (initial study, draft environmental impact report, etc.) which has been prepared for the project.

(9) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.

(b) Any applicable review fees as established by the Butte County Airport Land Use Commission.

2.3.2. *ALUC Secretary's Choices* — When reviewing major land use actions in accordance with Policy 1.5.2.(d), the ALUC Secretary has two choices of action:

(a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. The Secretary is authorized to approve such projects on behalf of the Commission.

(b) Find that the proposed project may be inconsistent with the *Compatibility Plan*. The Secretary shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices* — When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

(a) Find the project consistent with the *Compatibility Plan*.

(b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may require. Any such conditions should be limited in scope and be described in a manner which allows compliance to be clearly assessed (e.g., the height of a structure).

(c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which its determination is based.

2.3.4. *Response Time* — State law does not set a time limit for airport land use commissions to review land use actions other than amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation. Nevertheless, the policy of the Butte County Airport Land Use Commission is that:

(a) Reviews by the ALUC Secretary shall be completed within 21 days of when a complete application is submitted.

(b) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.

(c) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Secretary.

(d) If the ALUC Secretary or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(e) Regardless of action or failure to act on the part of the ALUC Secretary or the Commission, the proposed action still must comply with other applicable local, state, and federal regulations and laws.

(f) The referring agency shall be notified of the ALUC Secretary's and/or the Commission's action in writing.

2.3.5. *Subsequent Review* — Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:

(a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).

(b) The design of the project subsequently changes in a manner which could raise questions as to the validity of a previous finding of compatibility. Changes warranting review include, but are not limited to, the following:

(1) An increase in the number of dwelling units proposed for the site (or a decrease if the high-density option in *Zone C* is proposed);

(2) A proposed increase in intensity of use (more people on the site);

(3) Incorporation of clustering or modifications to the configuration of open land areas proposed for the site; and/or

(4) A proposed increase in the height of structures or other design features.

(c) The local jurisdiction concludes that further review is warranted.

## 2.4. Review Criteria for Land Use Actions

2.4.1. *Primary Land Use Compatibility Criteria* — The primary criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Primary Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3. Additional factors pertaining to the review of general plans as described in Policy 2.4.3, as well as the special conditions cited in Policy 2.4.4, shall also be taken into account.

2.4.2. *Function of Supporting Criteria* — The Primary Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to county or city land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice. However, certain complex land use actions may

4.2.6 (b)

| Zone | Locations | Maximum Densities / Intensities: Residential (du/ac)[1] | Other Uses (people/ac)[2]: Average[6] | Single Acre[7] | with Bonus[8] | Req'd Open Land[3] | Additional Criteria: Prohibited Uses[4] | Other Development Conditions[5] |
|---|---|---|---|---|---|---|---|---|
| ***A*** | Runway Protection Zone and within Building Restriction Line | 0 | 10 | Not Applicable | Not Applicable | All Remaining | ▸ All structures except aeronautical facilities with location set by FAA criteria<br>▸ Assemblages of people<br>▸ Objects exceeding FAR Part 77 height limits<br>▸ Aboveground bulk storage of hazardous materials<br>▸ Hazards to flight[9] | ▸ Avigation easement dedication |
| ***B1*** | Approach/Departure Zone and Sideline Zone | ≤0.1 (*minimum* parcel size ≥10.0 acres) | 25 | 50 | Not Applicable | 30% | ▸ Children's schools,[10] day care centers,[11] libraries<br>▸ Hospitals, nursing homes<br>▸ Highly noise-sensitive uses (e.g. outdoor theaters)<br>▸ Aboveground bulk storage of hazardous materials[12]<br>▸ Hazards to flight[9] | ▸ Locate structures maximum distance from extended runway centerline<br>▸ Minimum NLR of 25 dB in residences and buildings with noise-sensitive uses[13]<br>▸ Airspace review required for objects >35 feet tall[14]<br>▸ Avigation easement dedication |
| ***B2*** | Extended Approach/Departure Zone | ≤0.2 (*average* parcel size ≥5.0 acres) | 50 | 100 | 130 | 20% | ▸ Children's schools,[10] day care centers,[11] libraries<br>▸ Hospitals, nursing homes<br>▸ Highly noise-sensitive uses (e.g. outdoor theaters)<br>▸ Hazards to flight[9] | ▸ Minimum NLR of 20 dB in residences (including mobile homes) and buildings with noise-sensitive uses[13]<br>▸ Airspace review required for objects >70 feet tall<br>▸ Deed notice required |
| ***C*** | Traffic Pattern | **(1)** ≤0.2 (*average* parcel size ≥5.0 acres) *or*[15] **(2)** ≥4.0 (*average* parcel size ≤0.2 acres) | 100 | 300 | 390 | 10% | ▸ Children's schools,[10] day care centers,[11] libraries<br>▸ Hospitals, nursing homes<br>▸ Hazards to flight[9] | ▸ Deed notice required<br>▸ Airspace review required for objects >100 feet tall |
| ***D*** | Other Airport Environs | No Limit | | No Limit | | No Req't | ▸ Hazards to flight[9] | ▸ Airspace review required for objects >100 feet tall |
| * | Height Review Overlay | Same as Underlying Compatibility Zone | | | | Not Applicable | Same as Underlying Compatibility Zone | ▸ Airspace review required for objects >35 feet tall[12]<br>▸ Avigation easement dedication required |

**Table 2A**

# Primary Compatibility Criteria

**Butte County Airport Land Use Compatibility Plan**

**NOTES:**

1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. With clustering, some parcels may be much smaller than others as long as the maximum overall density criterion is not exceeded. Clustering of units is encouraged in *Compatibility Zones B2* and *C* — see Policy 4.2.6 for limitations.

2 Usage calculations shall include all people who may be on the property (e.g., employees, customers/visitors, etc.) both indoors and outside. These criteria are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Additional guidance is provided by Appendix D.

3 Open land requirements are intended to be applied with respect to an entire zone. Community general plans and/or implementing policies shall indicate how and where the requirements will be met. Application of open land requirements to individual development proposals is at the discretion of the local jurisdiction and is dependent upon the size of the development (some Individual parcels may be too small to accommodate the minimum-size open area requirement) and whether the requirements can be made solely on public property. See supporting compatibility policies on safety (Policy 4.2.5) for definition of open land.

4 The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria, unless such prohibition is precluded by applicable state statutes. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

5 Airport proximity and the potential for aircraft overflights should be disclosed as part of all real estate transactions involving property within any of the airport influence area zones. Easement dedication and deed notice requirements apply only to new development.

6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

7 Clustering of nonresidential development is permitted except in *Zone A*. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.6 for details.

8 An intensity bonus may be allowed in *Zones B2* and *C* if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.7 for details.

9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development which may cause the attraction of birds to increase is also prohibited. See the supporting compatibility policies on airspace protection (Policies 4.3.2 and 4.3.6) for details.

10 For the purposes of these criteria, children's schools include through grade 12.

11 Family day care homes (as defined by state law) are permitted in all Compatibility Zones except Zone A. Noncommercial day care centers ancillary to a place of business are permitted in Compatibility Zones B2 and C provided that the overall use of the property meets the indicated intensity criteria.

12 Storage of aviation fuel and other aviation-related flammable materials on an airport is exempted from this criterion. Storage of up to 2,000 gallons of nonaviation flammable materials is also exempted.

13 NLR = Noise Level Reduction; the outside-to-inside sound level attenuation which the structure provides. See the supporting compatibility policy on interior noise (Policy 4.1.5) for details.

14 Objects up to 35 feet in height are permitted; however, the Federal Aviation Administration may require marking and lighting of certain objects. See supporting compatibility policy on height restrictions (Policy 4.3.2) for details.

15 Two options are presented for residential densities in *Compatibility Zone C*. Option (1) requires an average parcel size of at least 5.0 gross acres. Option (2) requires a density of at least 4.0 dwelling units per acre (an average parcel size no greater than 0.2 gross acres). In locations where *only one* of these options is considered acceptable, the compatibility maps in Chapter 3 show either a *C(1)* or a *C(2)* symbol. In locations where *either* option is allowed, the map is marked with just the letter *C*. In the latter locations, the choice between the two options is at the discretion of the local land use jurisdiction. All other criteria for *Zone C* apply to both the *C(1)* and *C(2)* designations.

This two-option criterion is based upon a determination that the intrusiveness of aircraft noise is the most significant compatibility factor in *Zone C*; safety is only a minor concern The concept is that noise concerns can be minimized either by limiting the number of dwellings in the affected area or by allowing high densities which tend to have comparatively high ambient noise levels.

*Source: Butte County Airport Land Use Compatibility Plan (December 2000)*

**Table 2A, Continued**

require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

2.4.3. *General Plan Consistency with Compatibility Plan* — In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished:

(a) No direct conflicts can exist between the two plans.

(1) Direct conflicts primarily involve general plan land use designations which do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.

(2) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations which reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations which merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 2.4.4.(b) and 2.4.4.(c).

(b) Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan*.

(1) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.

(2) Local jurisdictions have the following choices, or a combination thereof, for satisfying this evaluation requirement:

- The general plan and/or referenced implementing ordinances and regulations must contain sufficient detail to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the *Compatibility Plan* (this requires both that the compatibility criteria be identified and that project review procedures be described);

- The *Compatibility Plan* must be adopted by reference (additionally, the project review procedure must be described in a separate instrument presented to and approved by the ALUC); and/or
- The general plan must indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

(3) The status of ALUC review of major land use actions depends upon which of the preceding options the local agency selects for making its general plan consistent with the *Compatibility Plan*. This status, in turn, affects whether a local agency would be required to utilize the override process in the event of a disagreement with the ALUC's action.

- If either of the first two options under Sub-policy (2) is selected, then referral of major land use actions to the ALUC is voluntary. In this case, the Commission's review is advisory and the local agency would not need to utilize the override process if it elects to approve a project without incorporating the Commission's comments.
- If the third option is chosen, submittal of major land use actions for ALUC review is mandatory and override procedures would apply.

2.4.4[1] Special Conditions

(a) *Infill* – Where development not in conformance with this Compatibility Plan already exists within Compatibility Zones B2 and C, infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in those zones, under the circumstances described below. Infill development within all other zones must be in conformance with this Compatibility Plan.

(1) One-time determination of eligibility: To avoid the ripple effect of infill development on some parcels permitting additional parcels subsequently to qualify for infill, the ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Butte County or affected cities) must first identify the qualifying locations in its general plan or other planning document approved by the ALUC. This action may take place independently, 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 at the time of adoption of the Compatibility Plan. In any case, the burden for demonstrating that a proposed development qualifies as infill rests with the project proponent and/or affected land use jurisdiction.

(2) Criteria for eligibility: To qualify for infill development, a parcel shall meet all of the following criteria except as provided below:

- The parcel size is no larger than 20 acres.
- The site is at least 65% bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed. This requirement does not apply to residential developments that qualify as infill projects as defined in Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act Guidelines.

[1] Amended by the Airport Land Use Commission on February 16, 2005

- The site is within the perimeter of the area defined by the surrounding, already developed, incompatible uses.
- The site has not previously been set aside as open land in accordance with Policy 4.2.5 unless replacement open land is provided within the same compatibility zone.

(3) Allowable density/intensity of development: The maximum density and/or intensity of development of an approved infill site shall not exceed that described below. Further increases in the density, intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.

For residential development:

- If the size of a parcel is 5 acres or less and the development proposed for that parcel qualifies as an infill development project as defined in Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act Guidelines, then the development density may be equal to, but shall be no greater than, the density that exists on the most densely developed property that is located within 500 feet of the perimeter of the parcel.
- If the size of a parcel is greater than 5 acres but not greater than 10 acres, or if the parcel is 5 acres or less in size but the development proposed does not qualify as an infill development project as defined in Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act Guidelines, then the development density shall be no greater than the overall density represented by all existing lots which lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided.
- If the size of the parcel is greater than 10 acres (but no larger than 20 acres), then the development density shall be no greater than double the density permitted in accordance with the Primary Compatibility Criteria (Table 2A).

For nonresidential development:

- If the size of the parcel proposed for development is 10 acres or less, the usage intensity (the number of people per acre) of the proposed use shall be no greater than the average intensity of all existing uses which lie fully or partially within a distance of 300 feet from the boundary of the proposed development.
- If the size of the parcel proposed for development is greater than 10 acres (but no larger than 20 acres), the proposed use shall not have an intensity (the number of people per acre) more than 50% above the intensity permitted in accordance with the Primary Compatibility Criteria (Table 2A). [For example, whereas an average intensity of 50 people per acre is normally permitted in Zone B2, the infill policy would allow a total of 75 people per acre (50 people/acre x 150% = 75 people/acre.]

(b) *Nonconforming Uses* — Uses not in conformance with this *Compatibility Plan* may only be expanded as follows:

(1) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel.

(2) A nonconforming nonresidential development may be continued, modified, transferred, or sold, provided that no such use shall be expanded in area or increased in intensity (the number of people per acre) above the levels existing at the time of adoption of this plan.

(3) Any proposed expansion of a nonconforming use (in terms of the number of dwelling units or people on the site) shall be subject to ALUC review. Factors to be considered in such reviews include whether the development qualifies as infill (Policy 2.4.4.(a)) or warrants approval because of other special conditions (Policy 2.4.4.(f)).

(c) *Reconstruction* — An existing nonconforming development which has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:

(1) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.

(2) A nonconforming nonresidential development may be rebuilt, even if completely destroyed, provided that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre).

(3) Reconstruction under Paragraphs (1) or (2) above must begin within 12 months and be completed within 24 months of the date that the damage occurred. Upon request, the ALUC may grant an extension to these time limits.

(4) The above exceptions do not apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.

(5) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

(d) *Development by Right* — Nothing in these policies prohibits construction or alteration of a single-family home on a legal lot of record if such use is permitted by local land use regulations. Construction of other types of uses also may proceed if local government approvals, based upon previous Airport Land Use Commission compatibility criteria and project review, effectively qualify the development as existing (see Policy 1.2.11 for definition).

(e) *Parcels Lying within Two or More Compatibility Zones* — For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel which is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. How-

ever, the intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion even if the resulting development in the latter area then exceeds the criteria for that compatibility zone.

(f) *Other Special Conditions* — The compatibility criteria set forth in this plan are intended to be applicable to all locations within each airport's influence area. However, it is recognized that 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.

(1) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.

(2) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances which warrant the policy exception.

(3) 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.

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

(5) Special conditions which warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

# 3. Review of Airport Master Plans and Development Plans

## 3.1. Review Process

3.1.1. *Project Submittal Information* — An airport master plan or development plan submitted to the Commission for review shall contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report should be submitted, if available.

(a) At a minimum, information to be submitted shall include:

(1) A layout plan drawing of the proposed facility 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) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.

(3) 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.

(4) Proposed flight track locations and projected noise contours or other relevant noise impact data.

(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) Any environmental document (initial study, draft environmental impact report, etc.) which has been prepared for the project.

(7) Identification and proposed mitigation of impacts on surrounding land uses.

(b) Any applicable review fees as established by the Butte County Airport Land Use Commission shall accompany the application.

3.1.2. *Commission Action Choices for Plans of Existing Airports* — When reviewing airport master plans or expansion plans for existing airports, the Commission has three action choices:

(a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.

(b) Find the airport plan inconsistent with the Commission's *Plan*.

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

3.1.3. *Commission Action Choices for Reviews of New Airports or Heliports* — 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 3.3 below.

(b) Approve the proposal and adopt a *Compatibility Plan* for that facility. 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)).

(c) 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.

3.1.4. *Response Time* — The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (State Aeronautics Act Section 21676(d)).

(a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.

(b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(c) The referring agency shall be notified of the Commission's action in writing.

## 3.2. Review Criteria for Master or Development Plans of Existing Airports

3.2.1. *Substance of Review* — When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:

(a) Activity forecasts that are: (1) significantly higher than those in the *Airport Land Use Compatibility Plan*; or which (2) include a higher proportion of larger or noisier aircraft.

(b) Proposals to: (1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure.

3.2.2. *Consistency Determination* — The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on:

(a) Findings that the forecasts and aviation-related development identified in the airport plan would not result in greater noise, overflight, or safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.

(b) A determination that any nonaviation development proposed for within the airport boundary will be consistent with the Primary Compatibility Criteria set forth in Table 2A (see Policy 1.2.6 for definition of aviation-related use).

## 3.3. Review Criteria for Proposed New Airports or Heliports

3.3.1. *Substance of Review* — In reviewing proposals for new airports and heliports, the Commission 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 Commission review.

(b) The Commission 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 Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

3.3.2. *Airport/Land Use Relationships* — 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, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:

- Location of flight tracks so as to minimize the impacts;
- Other operational procedures to minimize impacts;
- Installation of noise barriers or structural noise insulation;
- Acquisition of property interests (fee title or easements) on the impacted land.

# 4. SUPPORTING COMPATIBILITY CRITERIA

## 4.1. Noise

4.1.1. *Projected Noise Levels* — 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 an airport master plan or which are considered by the Butte County Airport Land Use Commission to be plausible (refer to activity data and noise exposure maps in Chapters 4 through 7).

(a) The noise contours depicted in Chapters 4 through 7 of this *Plan* shall be used in calculating compliance with the criteria set forth in this section.

(b) The Airport Land Use Commission or the entities which operate airports in Butte County should periodically review the projected noise level contours and update them if appropriate.

4.1.2. *Application of Noise Contours* — The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. It is intended that noise compatibility criteria be applied at the general plan, specific plan, or other broad-scale level. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use. Noise contours can only quantify noise impacts in a general manner; except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.5.)

4.1.3. *Noise Exposure in Residential Areas* — Except for south of Chico Municipal Airport, the maximum CNEL considered normally acceptable for residential uses in the vicinity of the airports covered by this *Plan* is 55 dB. Because of the different character of the airport usage (greater traffic volume, larger aircraft) and the existing urbanized nature of the land uses south of Chico Municipal Airport, the equivalent criterion for that area is 60 dB CNEL.

4.1.4. *Noise Exposure for Other Land Uses* — Noise level compatibility standards for 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 2B. 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, particularly for those uses listed as "marginally acceptable."

4.1.5. *Interior Noise Levels* — Land uses for 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 which shall be considered acceptable for land uses near airports is 45 dB CNEL in:
- Living and sleeping areas of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, office buildings, and mortuaries; and
- Schools, libraries, and museums.

(b) Calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

(2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, museum, or other noise-sensitive nonresidential use situated within an airport's 65-dB CNEL contour.

4.1.6. *Engine Run-Up and Testing Noise* — ALUC consideration of noise from these activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is consid-

ered part of airport operations and therefore is not subject to ALUC regulation.

(1) However, the Commission may take into account noise from these sources when reviewing the compatibility of proposed land uses near the airport to the extent that this noise is reflected in airport noise contours approved by the airport proprietor and the Commission (this factor has *not* been considered in preparation of the noise contours depicted in Chapters 4 through 7 herein).

(2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 3 herein.

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport and has not been considered in preparation of the noise contours contained in Chapters 4 through 7 herein.)

4.1.7. *Construction of New or Expanded Airports or Heliports* — Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which 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 if:

(a) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.

(b) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.

(c) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.

## 4.2. Safety

4.2.1. *Objective* — The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.

| Land Use Category | CNEL (dB) 50–55 | 55–60 | 60–65 | 65–70 | 70–75 |
|---|---|---|---|---|---|
| *Residential* | | | | | |
| single-family, nursing homes, mobile homes [1] | ++ | – | – | –– | –– |
| multi-family, apartments, condominiums | ++ | o | – | –– | –– |
| *Public* | | | | | |
| schools, libraries, hospitals | + | o | – | –– | –– |
| churches, auditoriums, concert halls | + | o | o | – | –– |
| transportation, parking, cemeteries | ++ | ++ | ++ | + | o |
| *Commercial and Industrial* | | | | | |
| offices, retail trade | ++ | + | o | o | – |
| service commercial, wholesale trade, warehousing, light industrial | ++ | ++ | + | o | o |
| general manufacturing, utilities, extractive industry | ++ | ++ | ++ | + | + |
| *Agricultural and Recreational* | | | | | |
| cropland | ++ | ++ | ++ | ++ | + |
| livestock breeding | ++ | + | o | o | – |
| parks, playgrounds, zoos | ++ | + | + | o | – |
| golf courses, riding stables, water recreation | ++ | ++ | + | o | o |
| outdoor spectator sports | ++ | + | + | o | – |
| amphitheaters | + | o | – | –– | –– |

| Land Use Acceptability | | Interpretation/Comments |
|---|---|---|
| ++ | *Clearly Acceptable* | The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure. |
| + | *Normally Acceptable* | Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities. |
| o | *Marginally Acceptable* | The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. |
| – | *Normally Unacceptable* | Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided. |
| –– | *Clearly Unacceptable* | Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved. |

**Notes:**

[1] In the area south of Chico Municipal Airport, these uses are "marginally acceptable" within the 55-60 dB CNEL range.

*Source: Butte County Airport Land Use Compatibility Plan (December 2000)*

**Table 2B**

## Noise Compatibility Criteria

**Butte County Airport Land Use Compatibility Plan**

(b) More stringent land use controls shall be applied to the areas with greater potential risk.

4.2.2. *Risks to People on the Ground* — The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. (Methods for determining the concentration of people for various land uses are provided in Appendix D.)

4.2.3. *Land Uses of Particular Concern* — Land uses of particular concern are ones in which the occupants have reduced effective mobility or are unable to respond to emergency situations. Children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within *Compatibility Zones A, B1, B2,* and C.

(a) This general policy may be superseded by airport specific policies (see Chapter 3).

(b) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zone* C provided that these facilities meet the maximum intensity standards found in Table 2A, *Primary Compatibility Criteria.*

4.2.4. *Other Risks* — Storage of fuel and other hazardous materials within the airport environs is restricted as follows:

(a) Within *Compatibility Zone A,* storage of any such substance is prohibited.

(b) Within *Compatibility Zones B1* and *B2,* only the following is permitted:

(1) Fuel or hazardous substances stored in underground tanks.

(2) On-airport storage of aviation fuel and other aviation-related flammable materials.

(3) Up to 2,000 gallons of nonaviation flammable materials.

4.2.5. *Open Land* — In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that many light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area must be:

(1) Free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of at least 75 feet by 300 feet.

(b) Roads are acceptable as open land areas if they meet the above criteria. The arrangement of light fixtures is a paramount design consideration.

(c) Open land requirements are intended to be applied with respect to an entire zone. Community general plans and/or implementing policies shall indicate how and where the requirements will be met. Application of open land requirements to individual development proposals is at the discretion of the local jurisdiction and is dependent upon the size of the development (some individual parcels may be too small to accommodate the minimum-size open area requirement) and whether the requirements can be made solely on public property. Measures must be established to assure that property designated as open land will continue to meet the open land criteria for as long as the airport remains in operation.

(d) Clustering of development, subject to the limits indicated in Policy 4.2.6, and providing contiguous landscaped areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan* in order to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

*4.2.6.*[1] *Criteria for Clustering* — The ALUC generally supports clustering as a means for both enhancing safety compatibility in the airport vicinity and accomplishing other development objectives. This policy describes the purposes of clustering and the limitations on its use.

(a) Clustering occurs when development on a site or within an overall compatibility zone is concentrated in only a portion of the area and the remaining area is set aside either as open land (see Policy 4.2.5) or is otherwise held to a low-intensity usage. Clustering may apply to either residential or nonresidential development.

(1) In terms of airport land use compatibility planning, the primary purpose of clustering is to provide locations where an aircraft can attempt an off-airport emergency landing. Clustering may also serve to limit the risks to people on the ground, even if open land is not provided, by shifting habitable areas away

[1] Amended by the Butte County Airport Land Use Commission on December 15, 2004

from principal aircraft flight tracks, especially tracks close to the runway ends.

(2) From a development perspective, clustering may be desirable or necessary because of various other site planning considerations not associated with airport compatibility.

(3) Examples of clustering include:
- Residential development where the building envelopes on large lots are all close together, such as adjacent to a street.
- Residential development in which most of the lots are small so that a large area can be provided for purposes such as a common recreational use or preservation of an environmentally sensitive habitat.
- Nonresidential development in which the buildings are surrounded by large areas of low-intensity uses such as landscaping.

(b) Clustering of new residential development shall be limited as follows:

(1) *Zone A:* Not applicable.

(2) *Zones B1, B2, and C:* Not permitted except that individual dwelling units on contiguous parcels, each meeting the 10-acre minimum parcel size requirement, can be located near the common edge or corner of the parcels. No more than 4 dwelling units shall be allowed on any individual acre. No increase in the maximum number of dwelling units is allowed on a parcel as shown in Table 2A. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths and shall be limited to a maximum of two stories in height.

(3) *Zone D:* No limit.

(c) As indicated in Table 2A, usage intensity of new nonresidential development shall be limited as follows:

(1) *Zone A:* No clustering permitted.

(2) *Zone B1:* Maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). [Multi-story retail uses, fast-food establishments, large shopping centers (500,000 or more square feet), theaters, motels, and similar uses typically do not comply with this criterion.] Buildings shall be located as far as practical from the extended runway centerline and shall be limited to a maximum of two stories in height.

(3) *Zone B2:* Maximum of 100 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). [Fast-food establishments, large shopping centers (500,000 or more square

feet), theaters, motels, and similar uses typically do not comply with this criterion.]

(4) *Zone C:* Maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A). [Large shopping centers (500,000 or more square feet), theaters, multi-story motels or hotels with conference centers, and similar uses typically do not comply with this criterion.]

(5) *Zone D:* No limit.

(d) For the purposes of the above policies, the areas to be evaluated shall be squares (e.g., 209 feet by 209 feet for a 1-acre area).

(e) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix E lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.7. *Risk Reduction Through Building Design* — In *Zones B2* and *C*, the number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft. The resulting limits are indicated in Table 2A.

(a) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:
- Using concrete walls;
- Limiting the number and size of windows;
- Upgrading the strength of the building roof;
- Avoiding skylights;
- Enhancing the fire sprinkler system;
- Limiting buildings to a single story; and
- Increasing the number of emergency exits.

(b) Proponents of projects wishing to take advantage of intensity bonuses may submit appropriate details of the building design along with their project review application to the ALUC. The Commission shall consider and approve intensity bonuses on a case-by-case basis.

(c) Alternatively, affected local jurisdictions may draft an ordinance or other policy document establishing criteria which the jurisdiction will use in consider-

ing and approving intensity bonus requests. Any such ordinance or policy must be reviewed and approved by the ALUC before taking effect.

## 4.3. Airspace Protection

4.3.1. *Basis for Height Limits* — The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapters 4 through 7.

4.3.2. *Height Restrictions* — The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the criteria below. The locations of these zones are depicted on the respective *Compatibility Map* for each airport. In considering exceptions to the specified height limits, the Commission shall consider FAR Part 77, TERPS, and airport design standards, together with the results of any Federal Aviation Administration aeronautical study of the proposal in question.

(a) Within *Compatibility Zone A*: The height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77 and airport design standards. In most of *Zone A*, the allowable height is less than 35 feet and, in some locations, is zero. Implementation of these limitations on property not controlled by the airport may necessitate airport acquisition of fee title or easements on the affected property.

(b) Within *Compatibility Zone B1* or *Height Review Overlay Zone*:

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(c) Within *Compatibility Zone B2*:

(1) Generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(2) ALUC review is required for any proposed object taller than 70 feet.

(d) Within *Compatibility Zone C* or *Compatibility Zone D*:

(1) Generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

(2) ALUC review is required for any proposed object taller than 100 feet.

4.3.3. *Obstruction Marking and Lighting* — In general, the need for marking and lighting of obstructions is determined by the Federal Aviation Administration as part of aeronautical studies conducted in accordance with Part 77 of the Federal Aviation Regulations. Under most circumstances, when reviewing proposed structures which exceed the height criteria indicated in Policy 4.3.2, the Airport Land Use Commission is expected to abide by the FAA's conclusions regarding marking and lighting requirements. However, situations may arise in which the Commission, because of its particular knowledge of local airports and airspace, may reach a different determination than that of the FAA. In such instances, the Commission may determine either that a proposed structure is unacceptable or that it is acceptable only if marked and lighted. Any marking and lighting that the Commission may require shall be consistent with FAA standards as to color and other features.

4.3.4. *Avigation Easement Dedication* — As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A* or *B1* or a *Height Review Overlay Zone* shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement (see Appendix G for example) shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

4.3.5. *FAA Notification* — Proponents of a project which may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the State Aeronautics Act, Sections 21658 and 21659. (Notification to the Federal Aviation Administration 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. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

(a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration. For objects less than 50 feet in height, FAA notification will generally not be required except for locations within *Compatibility Zones A* and *B1* and the *Height Review Overlay Zone*.

(b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission unless required in accordance with Policy 4.3.2.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration and the results of the FAA's analysis.

4.3.6. *Other Flight Hazards* — Land uses which may cause visual, electronic, or bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any use, especially landfills and certain agricultural uses, which may attract large flocks of birds.

## 4.4. Overflights

4.4.1. *Nature of Concern* — Overflight compatibility concerns encompass a combination of noise and safety issues. Although sensitivity to aircraft overflights varies from one person to another, overflight sensitivity is particularly important with regard to residential land uses.

(a) For the purposes of the *Compatibility Plan*, the frequency of overflights, the typical overflight altitude, the noise levels of individual aircraft operations, the

characteristics of the noise (helicopter noise being particularly intrusive), and the perceived necessity of the noise (noise from fire attack aircraft being considered more acceptable than noise from other loud aircraft) are the principal determinants of where overflights are considered to be a potential concern.

(b) The area of overflight concerns is the same as the airport influence area for each airport.

4.4.2. *Buyer Awareness Measures* — Because all of each airport's influence area is subject to aircraft overflights, it is important that prospective purchasers of property within this area, particularly residential properties, are informed about the property's proximity to a nearby airport.

(a) Except where dedication of an avigation easement is required, a *deed notice* shall be recorded for each parcel associated with any land use action reviewed by the Airport Land Use Commission.

(b) Each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as an area which may be regularly subject to aircraft overflight. The policy should note that owners and residents of property within this area may find such overflights to be annoying and/or disruptive to their enjoyment of the property. Property owners should be put on notice that the proximity of the airport and the potential for routine aircraft overflights should be disclosed in conjunction with any real estate transaction involving properties within the airport influence area.

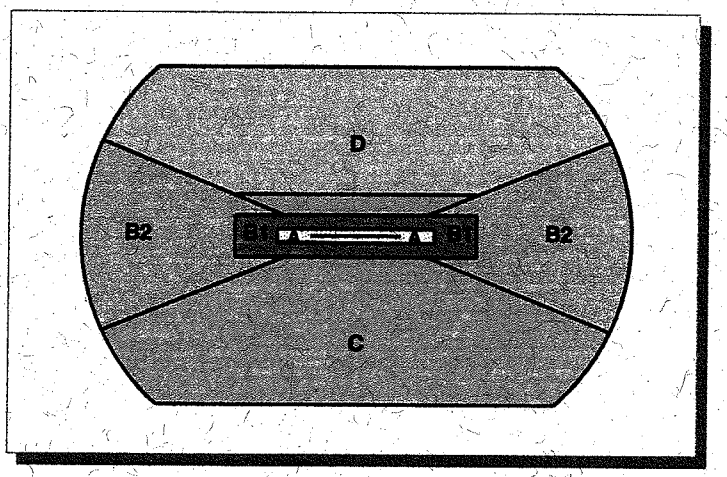
4.4.3. *Land Use Conversion* — The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, industrial, or commercial use to residential uses within *Compatibility Zones A*, *B1*, and *B2* is strongly discouraged.

(b) In *Compatibility Zone C*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses above existing levels should be subject to careful consideration of overflight impacts.

# Individual Airport Policies and Compatibility Maps

# 3



# 3

# Individual Airport Policies and Compatibility Maps

## 1. Basis for Compatibility Zone Boundaries

### 1.1. General

The general concepts used to develop the compatibility zone boundaries for the four public-use airports in Butte County are outlined below. The compatibility zone boundaries represent a composite of noise, safety, airspace protection, and overflight concerns.

The basic, aviation-oriented, boundaries were then modified to take into account distinct operational characteristics at each airport, as well as geographic features and existing land uses in the surrounding areas. These additional factors for each airport are described on the following pages of this chapter. The Compatibility Factors Map included in the Background Data chapter for each airport also depicts the relationship between the various compatibility factors and the compatibility zone boundaries.

1.1.1. *Compatibility Zone A — Zone A* includes airport runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration standards.

(a) The length of *Zone A* is set to encompass the runway protection zone (RPZ) located at each end of the runway. Runway protection zone dimensions are defined by Federal Aviation Administration airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. The FAA strongly encourages all airports to own or have easements on property within the RPZ.

(b) The lateral limits of *Zone A* are generally defined by the airfield building restriction lines as depicted on the airport layout plan for each airport. This area is normally on airport property.

(c) In addition to being an area of high risk, *Zone A* also is subject to high noise levels. The Community Noise Equivalent Level (CNEL) exceeds 65 dB within much of *Zone A* at each airport.

1.1.2. *Compatibility Zone B1* — *Zone B1* generally surrounds *Zone A*, including areas both immediately beyond the runway protection zones and lateral to the runways. These are locations where noise levels and risks are both high.

(a) Noise levels typically are 55 dB CNEL or greater. Also, noise levels produced by individual aircraft operations are high enough to disrupt many land use activities.

(b) Risk levels are high both because of the proximity of *Zone B1* to the airport runways and because the areas are overflown by aircraft at low altitudes — typically only 200 to 400 feet above the runway elevation. According to the data presented in the Caltrans *Handbook*, 25% to 40% of near-airport (off runway, but within 5 miles) general aviation aircraft accidents occur within an area equivalent to *Zone B1* for airports comparable to those in Butte County.

(c) Additionally, restrictions on the height of objects may be required for airspace protection purposes.

1.1.3. *Compatibility Zone B2* — *Zone B2* is the extended approach/departure zone for each airport and also may include some land lateral to the runways. This zone is affected by moderate degrees of both noise and risk.

(a) Noise levels may exceed 55 dB CNEL in portions of *Zone B2*. Noise from individual aircraft operations is disruptive to noise-sensitive land uses. Aircraft overfly much of this area at altitudes of less than approximately 600 feet above the runway elevation on either visual or straight-in instrument approaches.

(b) Caltrans *Handbook* data indicates that 10% to 15% of near-airport general aviation aircraft accidents occur within the area comparable to that encompassed by *Zone B2*.

1.1.4. *Compatibility Zone C* — The outer boundary of *Zone C* is defined as the area commonly overflown by aircraft at an altitude of 1,000 feet or less above ground level. Included are locations beneath the traffic pattern and pattern entry points. (A typical traffic pattern altitude is 1,000 feet above the airport elevation, although it can be lower or, especially for large airplanes, higher.)

(a) Annoyance associated with aircraft overflights is the major concern within *Zone C*. Although the zone lies mostly outside the 55-dB CNEL contour, land uses are nevertheless subjected to frequent aircraft noise events. Risk is a concern mostly only with respect to uses such as schools, hospitals, and ones involving very high usage intensities.

(b) *Compatibility Zone C* also includes lands within the Federal Aviation Regulations (FAR) Part 77 transitional and horizontal zones. Restrictions may be required on tall objects (ones greater than 70 feet high).

(c) In some portions of the Chico Municipal Airport influence area, *Zone C* is divided into two sub-zones designated *C(1)* and *C(2)*. See Chico Municipal Airport Policy 2.1.2.(d) for a description of the basis for delineation of these zone boundaries.

1.1.5. *Compatibility Zone D — Zone D* includes other areas within the airport vicinity which are overflown less frequently or at a higher altitude by aircraft arriving and departing the airport. The outer edge of this zone mostly coincides with the outer boundary of the FAR Part 77 conical zone.

1.1.6. *Height Review Overlay Zone* — This zone overlays all of *Compatibility Zone A* plus locations within other zones where the ground level exceeds or reaches to within 35 feet of a FAR Part 77 airspace surface. This height allows construction of typical two-story structures. Structures exceeding this height require review to assure that they do not constitute airspace hazards. The Airspace Plan drawings included in Chapters 4 through 7 for the four airports addressed by this plan provide the ground and airspace surface elevation data necessary for such reviews.

1.1.7. *Airport Influence Area* — The combination of *Compatibility Zones A, B1, B2, C,* and *D* comprise the *Airport Influence Area* for each airport.

## 1.2. Special Conditions

At some airports, special conditions as provided for in Policy 2.4.4.(f) of Chapter 2 have been acknowledged by the Airport Land Use Commission in adoption of this *Compatibility Plan*. These special conditions result in establishment of compatibility zone boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. Where any such additional policies have been adopted for a particular airport, they are listed in the following sections of this chapter. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this plan.

# 2. CHICO MUNICIPAL AIRPORT

## 2.1. Compatibility Map Delineation

2.1.1. *Compatibility Map* — The Compatibility Map for Chico Municipal Airport is presented in Figure 3A and is to be used in conjunction with the criteria set forth in Table 2A.

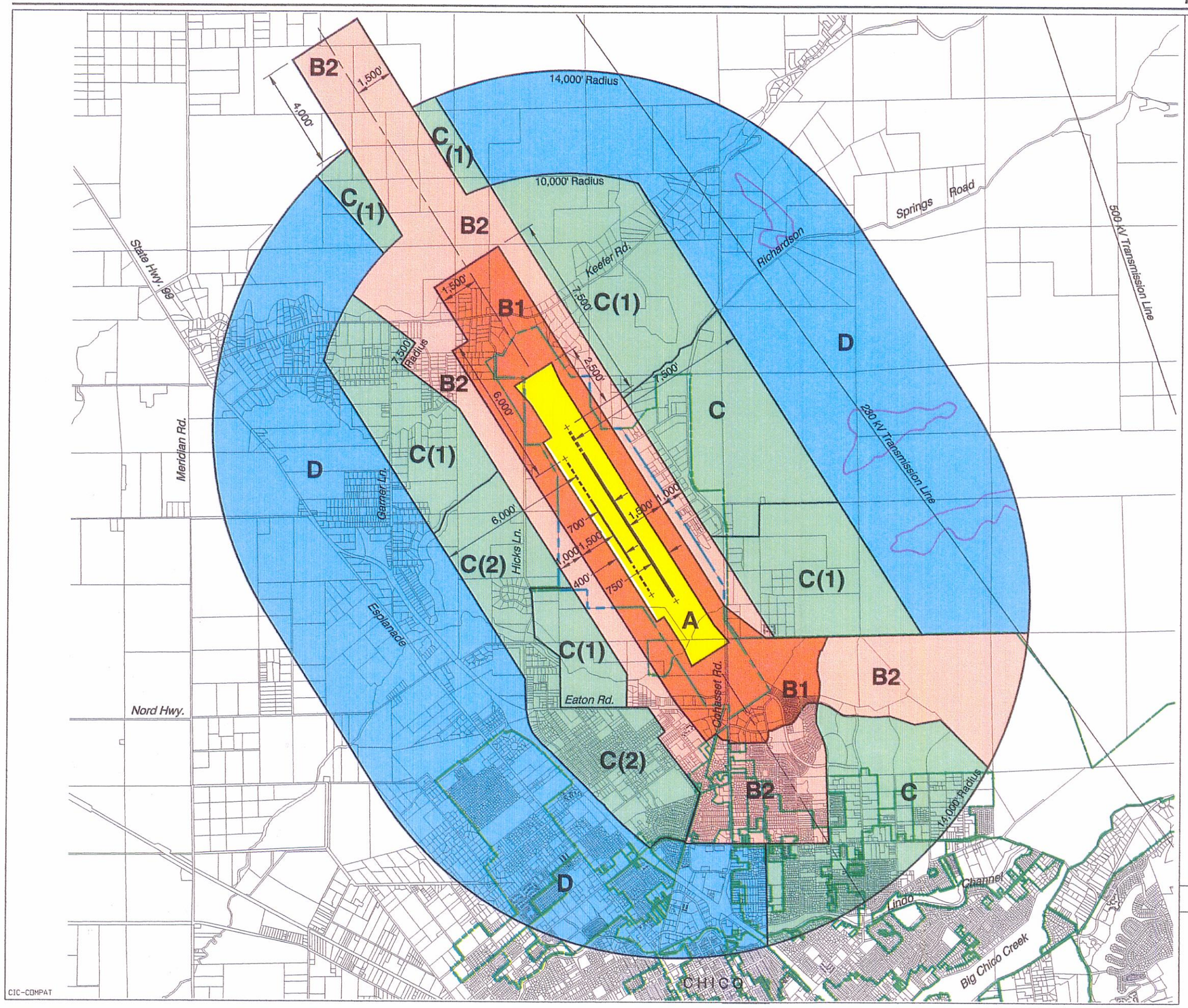
2.1.2. *Boundary Determinants*

(a) *Zone A* extends laterally to the building restriction line on each side of the runways. The length of the zone encompasses the future runway protection zone at each runway end and takes into account the proposed runway extensions. For the primary runway, *Zone A* extends 2,500 feet beyond the primary surface (2,700 feet beyond the runway end), consistent with the RPZ criteria for runways having a precision approach with visibility minimums less than ¾-mile). For the secondary runway (13L-31R), visual approach RPZs (1,000 feet long) are assumed. *Zone A* for Chico Municipal Airport lies entirely on the airport property.

(b) *Zone B1* encompasses the 60-dB CNEL contour based upon the expanded forecast assumptions (see Chapter 4, Exhibit 4D). Nearly all of the 65-dB CNEL contour for a peak fire attack day also is contained within this zone. Aircraft passing the ends of the zone will have descended below 400 feet above ground level on instrument approaches to either end of Runway 13L-31R. Aircraft on visual approaches to any of the four runway ends also will typically have descended below 400 feet. Southeast of the airport, *Zone B1* is widened to protect the heavy-aircraft noise abatement departure corridor for Runway 13L.

(c) Beyond the runway ends, the boundaries of *Zone B2* reflect the airport's principal approach and departure paths. On instrument approaches, aircraft will have descended below 600 feet above ground level when passing the outer edges of this zone. Except to the southeast, *Zone B2* fully encompasses both the expanded forecast 55-dB CNEL contour and the peak fire attack day 60-dB CNEL contour, including the portions lateral to the runway.

(d) *Zone C*, including *Sub-zones C(1)* and *C(2)*, contains the normal traffic pattern for both runways. The zone is wider to the northeast than to the southwest because of the wider pattern sometimes flown by the heavy aircraft which use the primary runway. Extensions of *Zone C* to the northwest and southeast follow the offset nonprecision instrument (VOR DME) approach procedures to




## Legend

### Compatibility Zones

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

### Boundary Lines

- Airport Property Line
- City Limits

Note: longitudinal dimensions and radii measure from end of primary surface, 200' from runway end.

N

0 — 4,000' — 8,000'

FEET

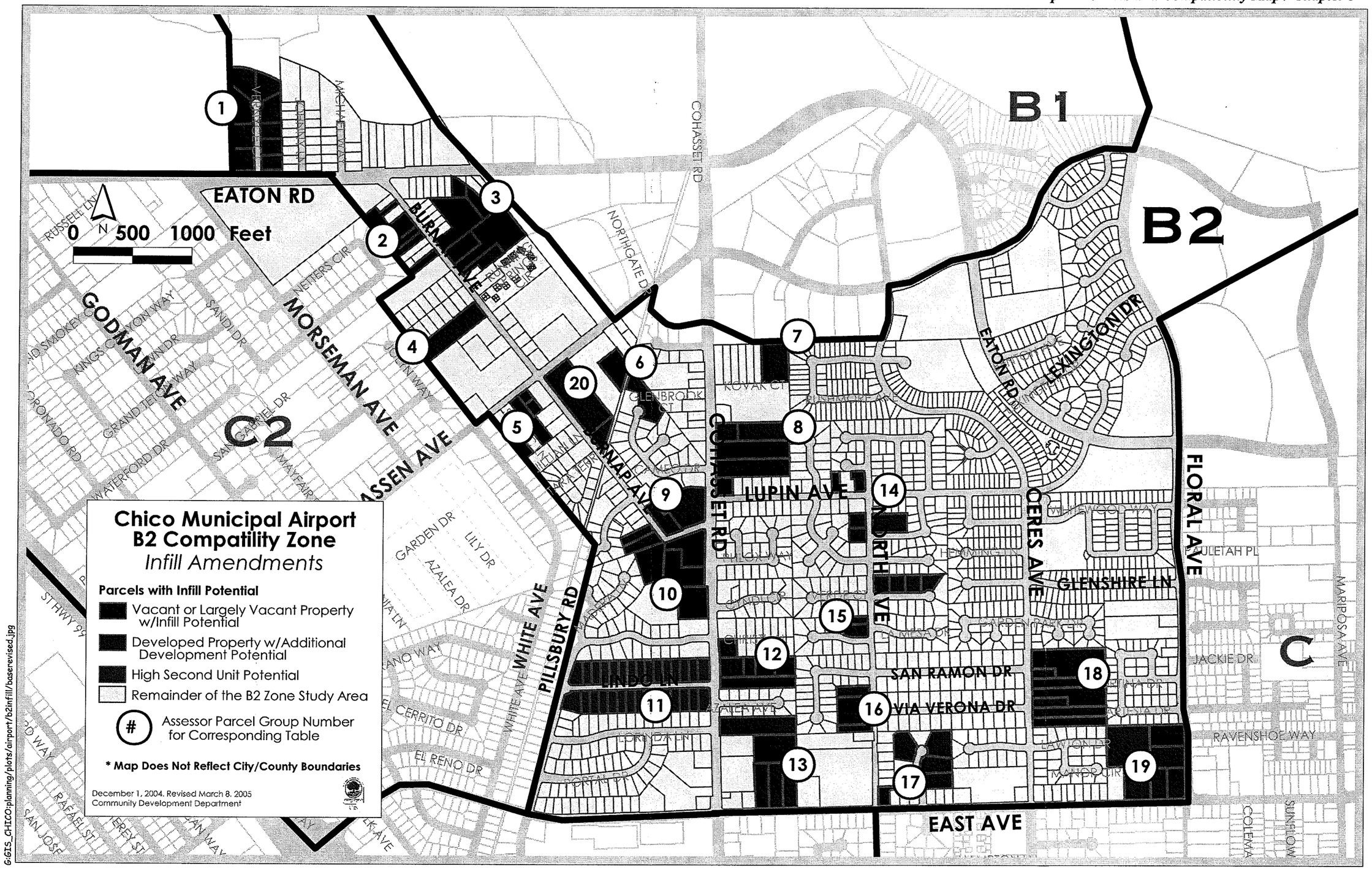
1" = 4,000'

*Source: Butte County Airport Land Use Compatibility Plan Adopted December 20, 2000*

**Figure 3A**

## Compatibility Map

**Chico Municipal Airport**




**Adopted by the Butte County Airport Land Use Commission 3/16/05**

**Parcels Eligible for Infill Development**
**Chico Municipal Airport**

**Figure 3A-1**

**Infill Parcel List for the Chico Municipal Airport**

| Map Area | APN | Acreage | Zoning | Maximum allowed density | GP assumed or proposed project density | Proposed project name/ notes |
|---|---|---|---|---|---|---|
| 1 | 007-250-074 | 0.98 | R1 | dna | Second unit | |
| 1 | 007-250-075 | 0.98 | R1 | dna | Second unit | |
| 1 | 007-250-078 | 1.16 | R1 | dna | Second unit | |
| 1 | 007-250-079 | 1.04 | R1 | dna | Second unit | |
| 1 | 007-250-081 | 1.00 | R1 | dna | Second unit | |
| 1 | 007-250-082 | 0.91 | R1 | dna | Second unit | |
| 1 | 007-250-085 | 0.63 | R1 | dna | Second unit | |
| 1 | 007-250-086 | 0.66 | R1 | dna | Second unit | |
| 1 | 007-250-087 | 0.69 | R1 | dna | Second unit | |
| 2 | 007-150-032 | 0.90 | R1 | 5.40 | 3.42 | |
| 2 | 007-150-029 | 1.14 | R1 | 6.84 | 4.33 | |
| 2 | 007-150-028 | 0.46 | R1 | 2.76 | 1.75 | |
| 2 | 007-150-027 | 0.46 | R1 | 2.76 | 1.75 | |
| 2 | 007-150-024 | 0.50 | R1 | 3.00 | 1.90 | |
| 3 | 007-150-081 | 0.41 | R2 | 5.74 | 3.28 | |
| 3 | 007-150-045 | 0.63 | R2 | 8.82 | 5.04 | |
| 3 | 007-150-053 | 2.42 | R2 | 33.88 | 19.36 | |
| 3 | 007-150-017 | 2.95 | R2 | 41.30 | 23.60 | |
| 3 | 007-150-012 | 0.92 | R2 | 12.88 | 7.36 | |
| 4 | 007-150-108 | 2.28 | R2 | dna | 8.00 | 2/3 developed |
| 5 | 007-570-002 | 0.21 | R2 | dna | 3.00 | Platt triplexes |
| 5 | 007-570-003 | 0.27 | R2 | dna | 3.00 | Platt triplexes |
| 5 | 007-570-008 | 1.23 | R2 | dna | 15.00 | Platt triplexes |

**Table 3A**

| Map Area | APN | Acreage | Zoning | Maximum allowed density | GP assumed or proposed project density | Proposed project name/ notes |
|---|---|---|---|---|---|---|
| 5 | 007-570-012 | 0.52 | R2 | 7.28 | 4.16 | |
| 6 | 007-170-020 | 0.35 | R2 | 4.90 | 2.80 | |
| 6 | 007-170-044 | 0.54 | R2 | 7.56 | 4.32 | |
| 6 | 007-170-060 | 1.25 | R3 | 27.50 | 21.25 | |
| 6 | 007-290-031 | 1.39 | R3 | dna | 10.00 | 1/2 developed - gone to DRC |
| 7 | 015-070-007 | 1.75 | R2 | dna | 10.00 | 1/2 developed - gone to DRC |
| 8 | 015-120-032 | 0.67 | OR | dna | 1.00 | 3/4 developed |
| 8 | 015-120-031 | 1.55 | R1 | dna | 2.00 | 1/2 developed |
| 8 | 015-120-034 | 2.22 | OR/R1 | 13.32 | 8.44 | |
| 8 | 015-120-033 | 2.22 | OR/R1 | 13.32 | 8.44 | |
| 8 | 015-120-037 | 0.50 | OR | 11.00 | dna | could be offices |
| 9 | 007-290-040 | 1.93 | R2 | dna | dna | 2/3 developed with church |
| 9 | 007-290-024 | 0.87 | R2 | 12.18 | 4.00 | 1/2 developed |
| 10 | 007-560-009 | 0.51 | R1 | 3.06 | 1.94 | owner interested in developing |
| 10 | 007-560-010 | 0.71 | R1 | 4.26 | 2.70 | |
| 10 | 007-560-011 | 1.49 | R1 | 8.94 | 5.66 | |
| 10 | 007-560-012 | 1.89 | R2 | 26.46 | 15.12 | |
| 10 | 007-560-013 | 1.59 | R2 | 22.26 | 12.72 | |
| 10 | 007-120-053 | 1.29 | R2 | 18.06 | 10.32 | |
| 11 | 007-072-001 through -015 | various | R1 | dna | 15 second units | one second unit per lot |
| 11 | 007-073-001 through -015 | various | R1 | dna | 15 second units | one second unit per lot |

**Table 3A**

| Map Area | APN | Acreage | Zoning | Maximum allowed density | GP assumed or proposed project density | Proposed project name/ notes |
|---|---|---|---|---|---|---|
| 12 | 015-220-029 | 1.44 | OR/R1 | 8.64 | 5.47 | a portion could be offices - gone to DRC |
| 12 | 015-220-033 | 0.68 | R1 | 4.08 | 2.58 | |
| 12 | 015-220-034 | 0.63 | R1 | 3.78 | 2.39 | |
| 12 | 015-150-022 | 0.58 | OR | 12.76 | dna | under-developed site |
| 13 | 015-220-028 | 2.06 | OR/R1 | 12.36 | 7.83 | auto dealership - large vacant area |
| 13 | 015-230-034 | 2.00 | CC | dna | dna | parking for auto dealership |
| 13 | 015-230-024 | 1.07 | CC | dna | dna | existing business w/ add'l potential |
| 13 | 015-230-025 | 1.04 | CC | dna | dna | existing business w/ add'l potential |
| 13 | 015-230-026 | 1.04 | CC | dna | dna | existing business w/ add'l potential |
| 14 | 015-120-042 | 0.30 | R1 | 1.8 | 1.14 | |
| 14 | 015-120-049 | 0.39 | R1 | dna | second unit | |
| 14 | 015-140-024 | 0.41 | R1 | dna | second unit | |
| 14 | 015-140-025 | 0.41 | R1 | dna | second unit | |
| 14 | 015-160-031 | 1.08 | R1 | dna | 3.00 | 1/2 developed |
| 15 | 015-160-026, -027, -028 | 0.46 | R1 | 2.76 | 1.75 | second unit or two-lot split for each parcel |
| 15 | 015-160-029 | 0.46 | R1 | dna | 2.00 | Hughes PM |
| 15 | 015-150-073 | 0.52 | R1 | dna | second unit | |
| 15 | 015-150-074 | 0.32 | R1 | dna | second unit | |
| 16 | 015-220-022 | 0.43 | R1 | 2.58 | 1.63 | |

**Table 3A**

| Map Area | APN | Acreage | Zoning | Maximum allowed density | GP assumed or proposed project density | Proposed project name/ notes |
|---|---|---|---|---|---|---|
| 16 | 015-220-023 | 1.60 | R1 | 9.60 | 6.08 | |
| 16 | 015-220-035 | 0.58 | R1 | 3.48 | 2.20 | |
| 17 | 015-240-013, -015, -016, -017 | various | R1 | dna | second unit | potential for 4 second units |
| 18 | 015-200-055 | 3.06 | R1 | 6.00 | 3.80 | 1.00 acre developable |
| 18 | 015-200-056 | 0.39 | R1 | dna | second unit | |
| 18 | 015-200-049 | 1.20 | R1 | 4.80 | 3.04 | .80 acre developable |
| 18 | 015-200-057 | 1.86 | R1 | 8.40 | 5.32 | 1.40 acres developable |
| 18 | 015-200-058 | 0.59 | R1 | dna | second unit | |
| 18 | 015-200-052 | 1.20 | R1 | 4.80 | 3.04 | .80 acre developable |
| 18 | 015-200-053 | 1.20 | R1 | 3.60 | 2.28 | .60 acre developable |
| 19 | 015-250-049 | 4.31 | OR/R1 | 7.50 | 4.75 | church - 1.25 acres developable |
| 19 | 015-250-044 | 1.25 | R1 | dna | 8.00 | Floral Arrangement Subd. |
| 19 | 015-250-043 | 1.25 | R1 | 7.50 | 4.75 | Redevelopment potential |
| 19 | 015-250-050 | 0.86 | OR | dna | offices | Stornetta offices |
| 19 | 015-250-051 | 0.91 | OR | dna | offices | Stornetta offices |
| 20 | 007-170-071/ 007-170-072 | 4.20 | R3 | 92.40 | 76.00 | Burnap Gardens |

**Table 3A**

each end of Runway 13L-31R. Where sub-zones are designated, *Sub-zone C(1)* is applied to locations where noise, risks, and potential overflight annoyance are comparatively higher than in *Sub-zone C(2)* and urban density residential development neither exists nor is planned. *Sub-zone C(2)* is generally intended for the comparatively less impacted locations lateral to the runways or for areas where extensive urban residential development already exists. Locations where future residential development may adhere to the criteria of either sub-zone are simply designated *Zone C* on the map.

(e) *Zone D* includes the remainder of the area within the FAR Part 77 conical surface. These areas are commonly overflown by aircraft as they enter and depart the traffic pattern.

(f) The *Height Review Overlay Zone* applies in portions of the hilly area east of the airport.

## 2.2. Additional Compatibility Policies

2.2.1. *Relationship to Long-Range Airport Development Plan* — As of the adoption date of this *Compatibility Plan*, the city of Chico is nearing completion of a new master plan for the Chico Municipal Airport. In anticipation of the near-term adoption of the new master plan and with the concurrence of the City of Chico, the Chico Municipal Airport Compatibility Map (Figure 3A) contained herein takes into account both the existing configuration of the runway system and the future configuration which the city expects to adopt.

(a) The existing configuration is represented by the 1977 master plan currently in effect. Also, after a new master plan is adopted, the current configuration will remain in use for an indeterminate period until such time as the proposed improvements can be constructed. In the meantime, land use compatibility associated with the existing configuration needs to be maintained.

(b) The future configuration is expected to include a northward extension of the primary (eastern) runway and extension of the secondary (western) runway both northward and southward. If the city should decide either not to pursue these projects or to change the length of the extensions, modification of the Compatibility Map may be appropriate.

2.2.2. *Noise Impact Assumptions* — Three sets of noise contours depicting three different activity assumptions are presented in Chapter 4. In preparation of the Chico Municipal Airport Compatibility Map (Figure 3A), emphasis was given to the expanded forecast noise contours (see Exhibit 4F in Chapter 4). These contours should be used in conjunction with any cumulative (Community Noise Equivalent Level) noise impact analyses associated with the countywide supporting compatibility criteria on noise (Section 4.1 of Chapter 2). The expanded forecast case is based up-

on an average day of a four-month fire season for fire attack aircraft operations plus 1.5 times the 2018 operations forecast (as presented in the August 1998 preliminary draft *Chico Municipal Airport Master Plan*) for all other aircraft types. The other noise contour set given consideration in the Compatibility Map delineation is that associated with the peak fire attack day (Exhibit 4G in Chapter 4). Specific factors considered are noted in the preceding discussion of compatibility zone boundary determinants.

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# 3. Oroville Municipal Airport

## 3.1. Compatibility Map Delineation

3.1.1. *Compatibility Map* — The Compatibility Map for Oroville Municipal Airport is presented in Figure 3B and is to be used in conjunction with the criteria set forth in Table 2A.

3.1.2. *Boundary Determinants*

(a) *Zone A* encompasses the runway protection zones at each of the four runway ends. The RPZs extend 1,700 feet and 1,000 feet beyond the primary surface of the main and secondary runways, respectively. Laterally, the zone boundaries follow the building restriction lines indicated on the adopted airport layout plan. All but some tiny areas of *Zone A* are on airport or other adjoining public property.

(b) The length and width of *Zone B1* are set so as to include the airport's projected 55-dB CNEL contour.

(c) *Zone B2* extends beyond *Zone B1* at each runway end to encompass the close-in, low-altitude portions of traffic patterns. The zone length is greater to the southwest than in other directions in recognition both of the dominance of take-offs in that direction and the existing straight-in nonprecision (GPS) instrument approach to that runway end.

(d) *Zone C* contains the principle traffic pattern for each runway.

(e) The outer boundary of *Zone D* matches the FAR Part 77 conical zone limits.

(f) No high terrain resulting in the need for a *Height Review Overlay Zone* exists around Oroville Municipal Airport.

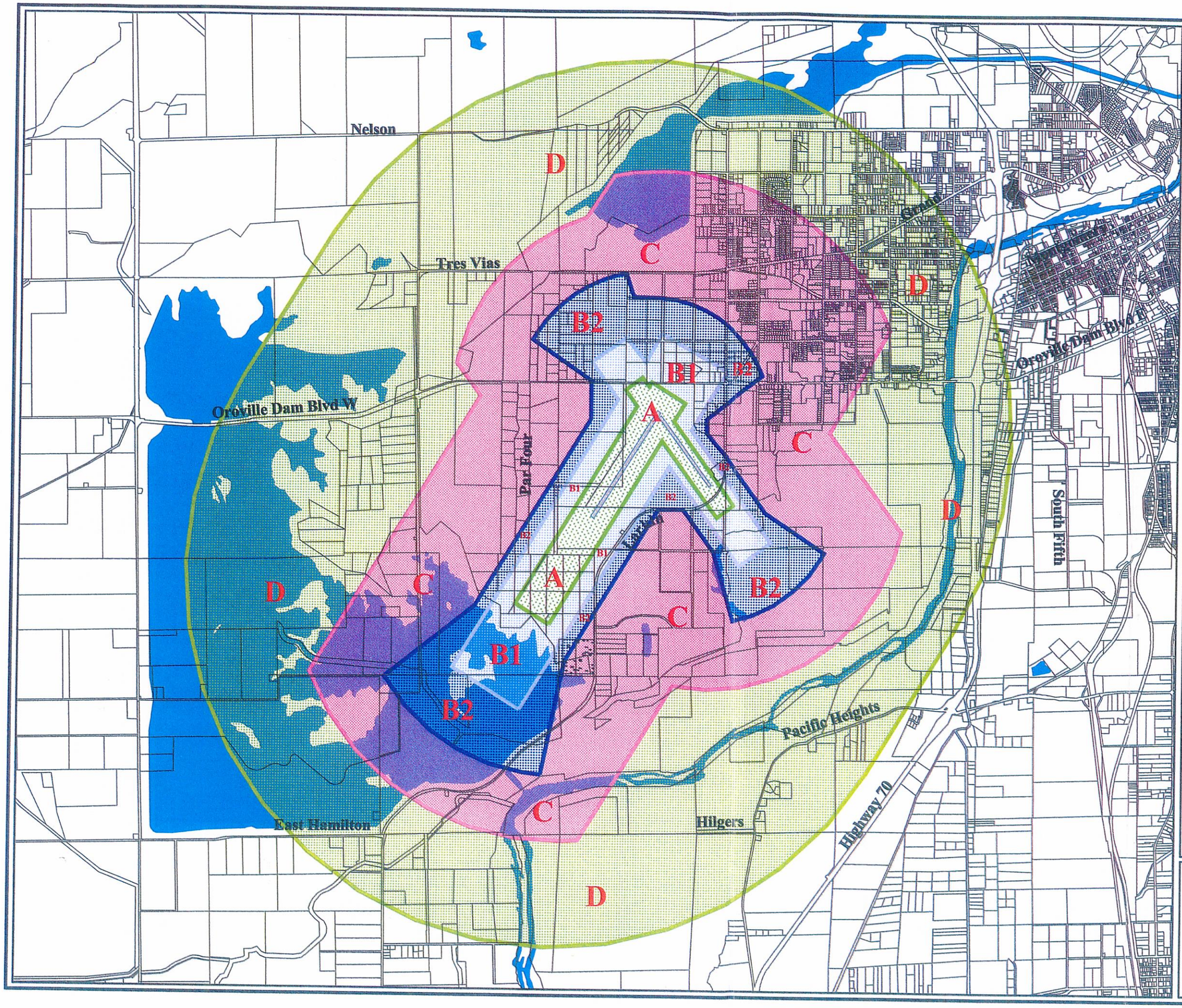
## 3.2. Additional Compatibility Policies

3.2.1. *Relationship to Long-Range Airport Development Plan* — The Oroville Municipal Airport Compatibility Map (Figure 3B) is based upon the airport role and facility improvements reflected in the airport master plan adopted by the City of Oroville in 1990 together with construction which has occurred subsequent to that date.

# Oroville Airport

Butte County
Department of Development Services
Planning Division

## 2000 Compatibility Map




## Legend

### Compatibility Zones

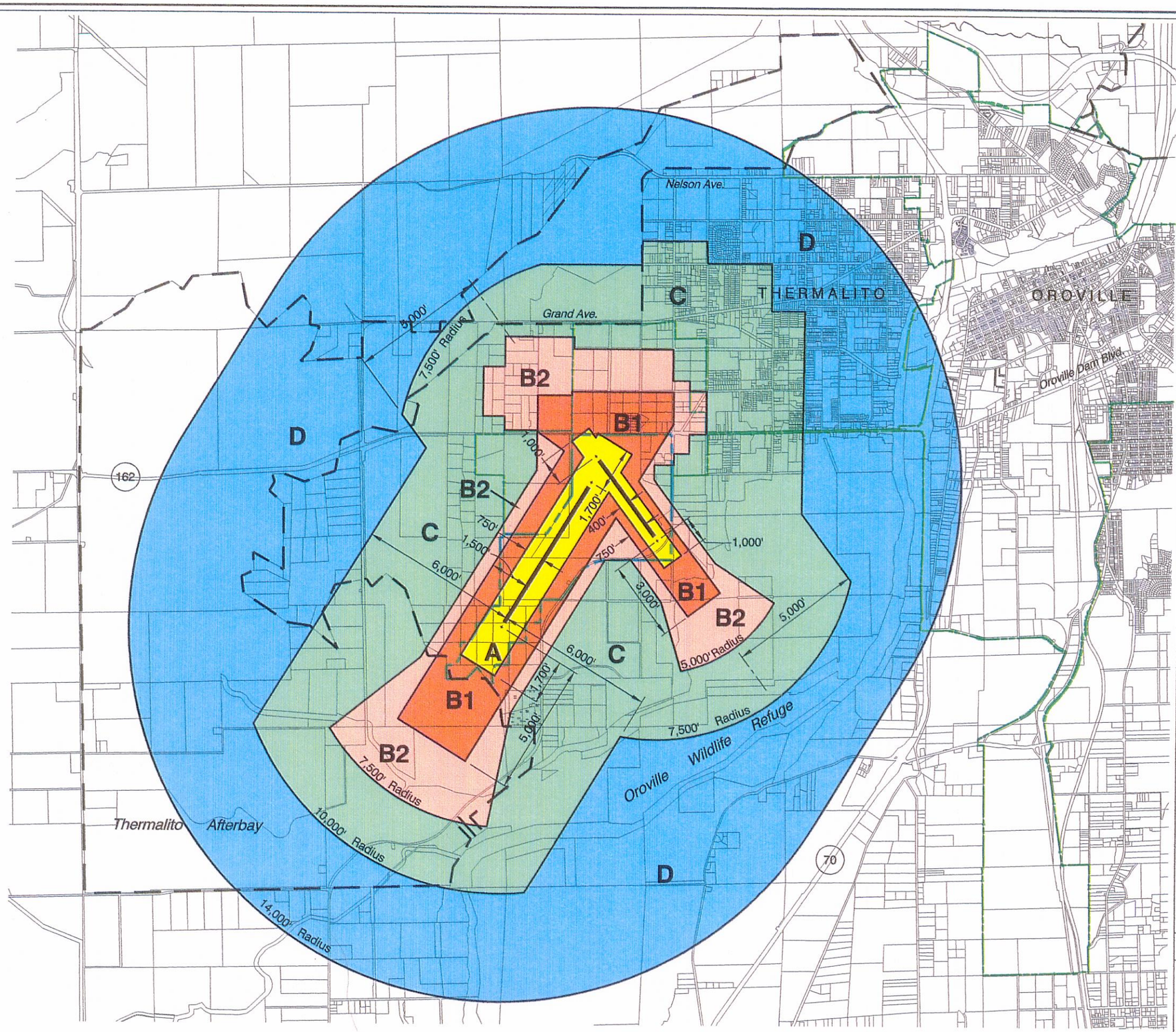
- A Runway Protection Zone
- B1 Approach and Departure Zone and Sideline Zone
- B2 Extended Approach and Departure Zone
- C Traffic Pattern
- D Other Airport Environs

- Airport Runways
- Butte County Roads
- Butte County Parcels
- Butte County Lakes

Adopted: December 20, 2000
Revised: December 15, 2004

Figure "3B"

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 Feet




## Legend

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Height Review Overlay Zone (not applicable)

**Boundary Lines**

- Airport Property Line
- City Limits
- State Lands

Note: longitudinal dimensions and radii measure from end of primary surface, 200' from runway end.

N

0 — 4,000' — 8,000'

FEET

1" = 4,000'

*Source: Butte County Airport Land Use Compatibility Plan Adopted December 20, 2000*

**Figure 3B**

## Compatibility Map

**Oroville Municipal Airport**

# Oroville Airport

Butte County
Department of Development Services
Planning Division

## 2000 Compatibility Map

### Legend

**Compatibility Zones**

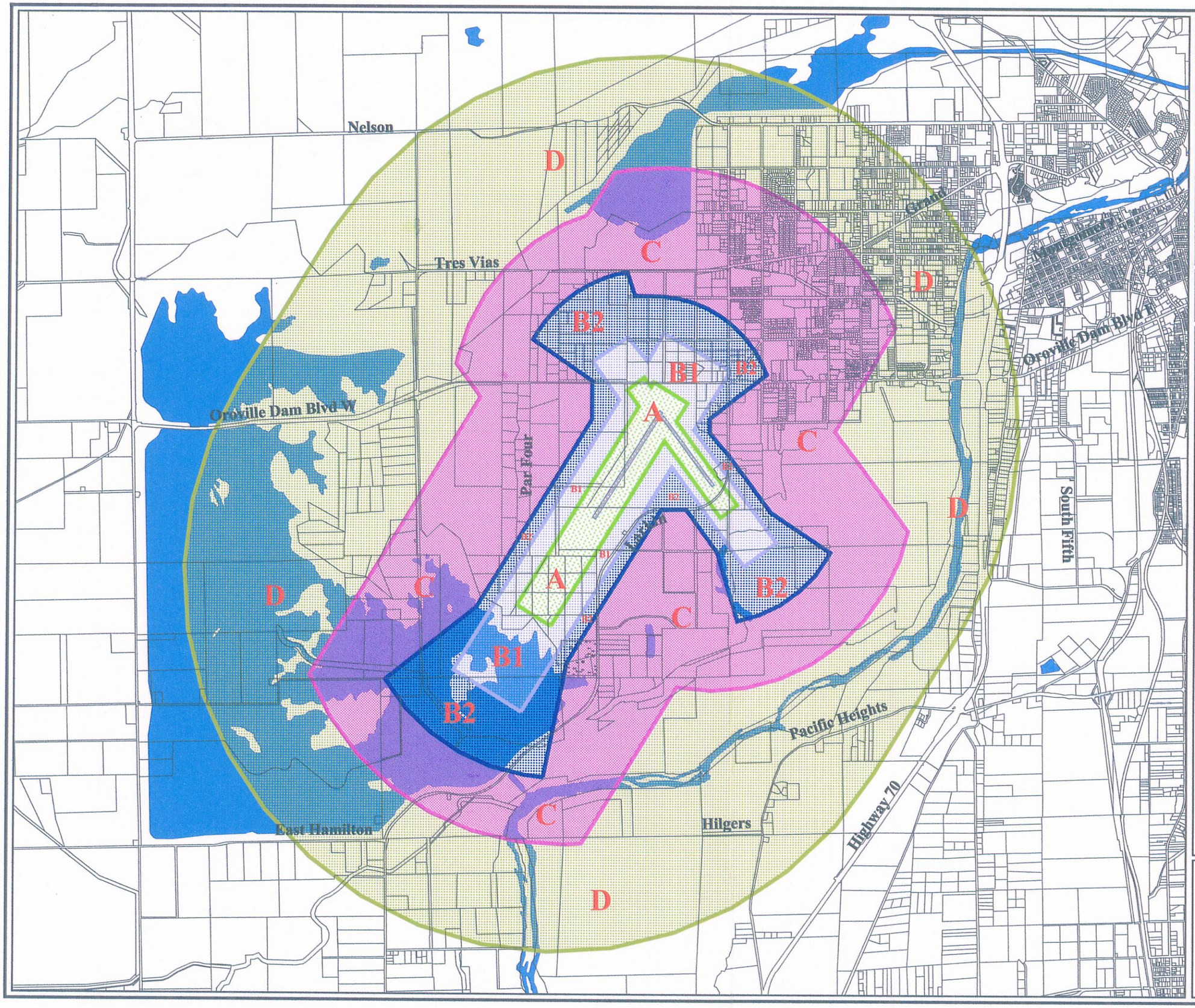
- A — Runway Protection Zone
- B1 — Approach and Departure Zone and Sideline Zone
- B2 — Extended Approach and Departure Zone
- C — Traffic Pattern
- D — Other Airport Environs

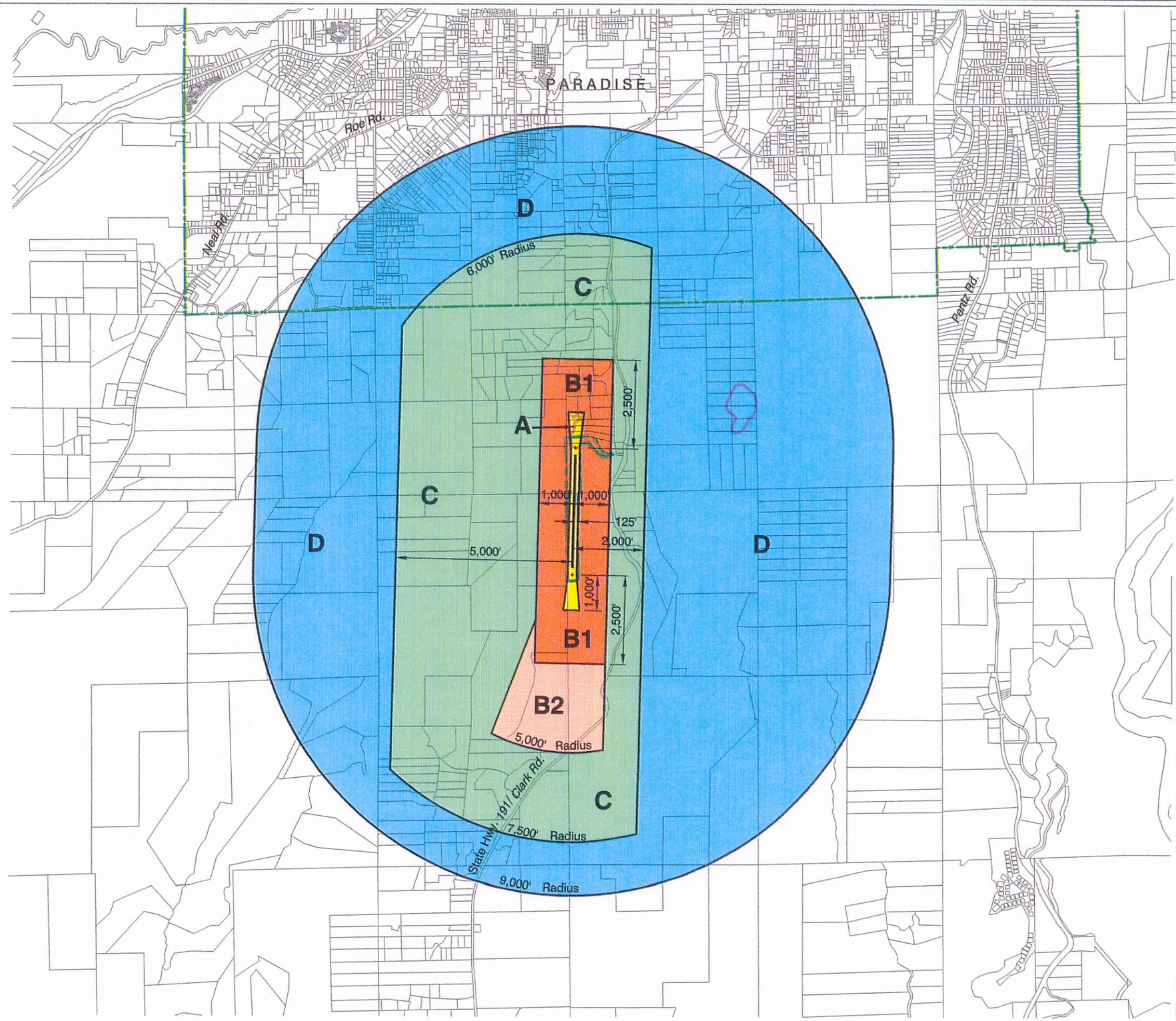
- Airport Runways
- Butte County Roads
- Butte County Parcels
- Butte County Lakes

Adopted: December 20, 2000
Revised: December 15, 2004

Figure "3C"

1000 0 1000 2000 3000 4000 5000 6000 7000 8000 Feet






## Legend

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

Note: longitudinal dimensions and radii measure from end of primary surface, 200' from runway end.

N

0 — 3,000' — 6,000' FEET

1" = 3,000'

*Source: Butte County Airport Land Use Compatibility Plan Adopted December 20, 2000*

**Figure 3C**

## Compatibility Map

**Paradise Skypark**

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# 4. PARADISE SKYPARK AIRPORT

## 4.1. Compatibility Map Delineation

4.1.1. *Compatibility Map* — The Compatibility Map for Paradise Skypark Airport is presented in Figure 3C and is to be used in conjunction with the criteria set forth in Table 2A.

4.1.2. *Boundary Determinants*

(a) *Zone A* extends 1,200 feet beyond each runway end to encompass the runway protection zones. The width is 125 feet from the runway centerline, matching the airport's building restriction line. The outer ends of the zone are not on airport property.

(b) *Zone B1* stretches 2,500 feet beyond the primary surface at each end of the runway and has a width of 1,000 feet from the runway centerline. Most of the airport's projected 55-dB CNEL contour falls within this zone. The contour extends roughly an equal distance in each direction despite the different noise characteristics. Although nearly all of the aircraft operations at the airport are to and from the south, the noise impact in this area is slightly reduced by the dropping terrain. In contrast, the area to the north, although seldom overflown, is affected by noise generated behind aircraft as they begin their takeoff roll.

(c) To the south, *Zone B2* encompasses areas overflown by aircraft at relatively low altitude as they descend toward landing and climb away from the airport. The tendency of most departing aircraft to turn slightly to the right to follow the valley is reflected in the shape of the zone. Because operations to and from the north are rare, no *Zone B2* is included on that end of the airport.

(d) *Zone C* is located only on the west side of the airport in recognition of the traffic pattern location only on that side.

(e) *Zone D* contains the remainder of the area within the FAR Part 77 airspace boundaries for the airport.

(f) An area of *Height Review Overlay Zone* occurs immediately north of the airport and a smaller area exists to the east.

## 4.2. Additional Compatibility Policies

4.2.1. *Relationship to Long-Range Airport Development Plan* — No master plan has been prepared for Paradise Skypark Airport. The Compatibility Map (Figure 3C) is therefore based upon the airport configuration reflected in the Airport Layout Diagram (Exhibit 6B in Chapter 6 herein) as authorized by the Caltrans Aeronautics Program.

# 5. RANCHAERO AIRPORT

## 5.1. Compatibility Map Delineation

5.1.1. *Compatibility Map* — The Compatibility Map for Ranchaero Airport is presented in Figure 3D and is to be used in conjunction with the criteria set forth in Table 2A.

5.1.2. *Boundary Determinants*

(a) *Zone A* extends 1,200 feet beyond each end of the runway, encompassing both runway protection zones. Laterally, the zone boundary follows the building restriction line, 125 feet from the runway centerline. The outer ends of the zone are not on airport property although easements cover some of the area.

(b) A minimal 2,500-foot length is indicated for *Zone B1* at both runway ends. This distance is consistent with the low volume of activity at the airport. Projected noise levels at the outer edge of the zone are only about 50 dB CNEL. However, with aircraft generally below 300 feet above the ground on either approach or departure, noise from individual overflights can be intrusive. To the north, the *Zone B1* boundary is widened westward to reflect the flight track which most aircraft follow to avoid overflight of the neighboring subdivision. The area along the extended runway centerline is also included in the zone because some aircraft fly straight-in and straight-out. Laterally, the *Zone B1* width is set at 600 feet from the runway centerline so as to contain the 55-dB CNEL contour.

(c) *Zone B2* is a continuation of *Zone B1* out to a distance of 5,000 feet from the primary surface. The low altitude of aircraft overflight — and the moderate noise and safety concerns which result — are the principal determinants of this minimal distance.

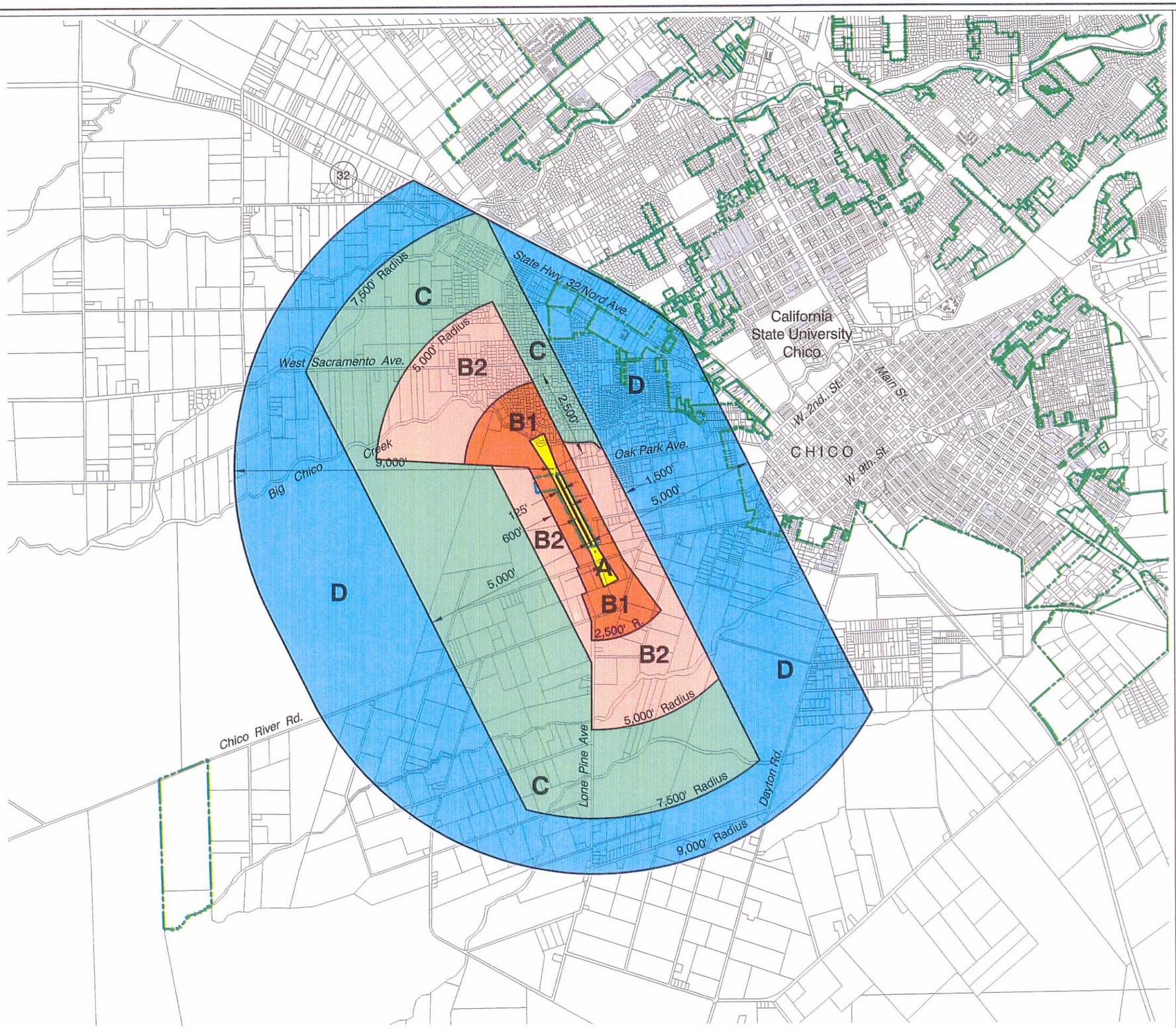
(d) *Zone C* contains the airport traffic pattern on the west side of the airport plus a buffer strip along the east side of the runway. The western edge of the zone coincides with the FAR part 77 conical zone boundary.

(e) *Zone D* includes additional buffer area east of the airport to a distance of 5,000 feet from the runway. Aircraft normally do not fly on this side of the airport, thus the height review and airport proximity disclosure policies applicable within this zone are sufficient compatibility measures.

(f) No high terrain resulting in the need for a *Height Review Overlay Zone* exists around Ranchaero Airport.

## 5.2. Additional Compatibility Policies

5.2.1. *Relationship to Long-Range Airport Development Plan* — No master plan has been prepared for Ranchaero Airport. The Compatibility Map (Figure 3D) is therefore based upon the airport configuration reflected in the Airport Layout Diagram (Exhibit 7B in Chapter 7 herein) as authorized by the Caltrans Aeronautics Program.




## Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Height Review Overlay Zone (not applicable)

Boundary Lines

- Airport Property Line
- City Limits

Note: longitudinal dimensions and radii measure from end of primary surface, 200' from runway end.

N

0 3,000' 6,000'

FEET

1" = 3,000'

*Source: Butte County Airport Land Use Compatibility Plan Adopted December 20, 2000*

RAN-COMPAT

**Figure 3D**

## Compatibility Map

**Ranchaero Airport**