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ALUC COUNTYWIDE POLICIES

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7.0 Primary Compatibility Criteria and Airport Influence Area

Policy objective: To define the Compatibility Zones and specify the major restrictions on uses in the Airport Influence Areas.

7.1 Overview

The Airport Influence Area (AIA) defines the notion of the “vicinity of the airport.” Many statutes and regulations, such as real estate disclosure law, refer to taking action within the vicinity of an airport. It is considered the land around an airport influenced or impacted in some way by the presence of the airport and the associated air traffic.

The Primary Compatibility Criteria matrix, Table 2-4, presents a summary of common compatibility criteria associated with each of the County airports. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3 “Individual Airport Policies and Compatibility Maps.”

For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the Primary Compatibility Criteria matrix are anticipated to suffice.

However, certain complex land use actions may require more intensive review. The ALUC may refer to the supporting criteria, as listed in Policy 8.0 “Supporting Compatibility Criteria”, to clarify or supplement its review of such actions.

Note: A Local Agency is not precluded from establishing land use policies and guidelines that are more restrictive than those described in this ALUCP.

7.2 Criteria Guidance

The principal source for airport land use compatibility planning is the January 2002 California Airport Land Use Planning Handbook (the Handbook) published by the California Department of Transportation, Division of Aeronautics (Caltrans).

7.3 Airport Influence Area

The ALUC shall establish an Airport Influence Area (AIA) for each airport in the county. and the AIA for each airport shall be adopted by the Trinity County Board of Supervisors.

The AIA encompasses those areas adjacent to an airport that could be impacted by noise levels exceeding the California State Noise Standards or where height restrictions are needed to prevent obstructions to navigable airspace, as outlined in FAA regulations. The AIA must include all compatibility zones.

The Airport Influence Area (AIA) for Trinity County airports is delineated by the outer edge of the Federal Aviation Regulations (FAR) Part 77 horizontal surface. Land use planning areas within the AIA consist of six compatibility zones

See Chapter 3 for individual airport AIA maps.

7.4 Compatibility Zones

Also see
separate
handouts
“Generalized
Zones”, and
“Generalized
Single Side
Zones”

There are six compatibility zones used at Trinity County airports.

A summary of zone risk characteristics is provided in Table 2-3 “Compatibility Zone Factors” on page 2-30.

Guidelines for land use within each zone is summarized in Table 2-4 “Primary Compatibility Criteria” on page page 2-31.

7.4.1 Airport Property

Notwithstanding Policy 4.3.2 “Proposed Non-aviation Use of Airport Property”, all property within the boundaries of an airport is controlled by the Airport Master Plan and is, therefore, excluded from the provisions of this *Airport Land Use Compatibility Plan*.

7.4.2 Zone A - Runway Protection Zone and Obstacle Free Area

Location: Runway Protection Zone (RPZ) and Obstacle Free Area (OFA)

Relative Risk Level: Very High

Compatibility Zone A includes at least the RPZ and runway OFA. The RPZ and OFA dimensions are defined in the *Airport Design Advisory Circular* (AC 150/5300-13) and are shown on individual County-approved Airport Layout Plan diagrams contained in Chapter 3.

RPZs are trapezoidal areas at each end of the runway that have a critical need for protection from incompatible land uses.

Zone A is intended to provide a clear area that is free of above-ground construction and structures. This zone is closest to the individual runway ends.

A typical RPZ for a utility airport with a runway less than 4,000 feet and a visual approach is 250 feet by 450 feet by 1,000 feet long.

Land uses that are prohibited in Zone A include:

- Fuel storage facilities
- Residential structures (homes, condominiums, apartments, and manufactured housing parks)
- Places of public assembly (places of worship, schools, hospitals, office buildings, shopping centers, or other uses with similar concentrations of people)

Where the County does not own or control the entire Zone A, and where it has been determined to be impractical to purchase the property, the Advisory Circular’s RPZ land use standards should be consulted to determine the appropriate recommendations for the portion not owned by the airport. If residential structures are currently located within Zone A, the airport should attempt to acquire the property. However, if this option is impractical, the airport sponsor should consider an aviation easement to provide control over the RPZ area

7.4.3 Zone B1 - Inner Approach/Departure Area

Location: Compatibility Zone B1 lies immediately beyond the runway and is overlaid by Zone A.

Relative Risk Level: High

Zone B1 is a critical airport overlay zoning surface that reflects the approach and departure areas for each runway at an airport. A portion of Zone B1 is overlaid by Zone A because the approach surface overlaps the entire length of the RPZ. Consequently, the length of Zone B begins at the inner edge of Zone A.

Zone B1 includes the area where aircraft are commonly below 400 feet above the ground level (AGL.)

Land use applications in Zone B1 typically require additional review to maintain compliance with land use guidelines that limit concentrations of people, wildlife attractants, visual obstructions, tall structures, and noise sensitive developments. For example, residential developments should be precluded from this area.

7.4.4 Zone B2 - Extended Approach/Departure Area and Turning Areas

Location: The extended approach and departure areas lie beyond Zone B1. Turning areas are adjacent to Zone B1.

Relative Risk Level: Moderate to Low

The purpose of Zone B2 is to apply a stronger safety restriction to those area of the common traffic pattern that have a higher accident risk. Zone B2 must be free of airspace obstructions.

The turning area encompasses the base leg of the traffic pattern as commonly flown. In the turning area, aircraft are maneuvering—climbing, depending, turning—at low altitude. Both portions of Zone B2 are subject to high levels of aircraft noise on departure.

Land uses allowed in Zone C should not congregate people, generate visual obstructions, attract wildlife hazards, or create tall structures. Noise sensitive developments should be discouraged.

7.4.5 Zone C - Runway Sideline

Location: The sideline area parallels the runway, extends laterally from the edge of the OFA to 500 feet from the runway centerline, and abuts Zone B1 at either end of the runway.

Relative Risk Level: Low to Moderate

The purpose of Zone C is to provide an area relatively free of obstructions in close proximity to the runway side environs. This area is essentially a buffer between the runway and the area where a standard airport traffic pattern is located.

Within this area consideration should be given to the potential for aircraft loss of control on the runway or immediately after taking off, especially by twin-engine aircraft.

Land uses allowed in Zone C should not congregate people, generate visual obstructions, attract wildlife hazards, or create tall structures. Noise sensitive developments should be discouraged as well because this area will experience engine-run-up and general operational noise from the aircraft during takeoff and landing.

7.4.6 Zone D - Primary Traffic Pattern

Location: Compatibility Zone D generally contains the common aircraft flight path.

Relative Risk Level: Low

Zone D has a substantial number of aircraft over-flights within its boundary during approach or departure at an airport. The outer boundary of Zone D is defined to include the area where aircraft are commonly operating at traffic pattern altitudes. See Figure xx - Airport Traffic Pattern and Table xx - Traffic Path Dimensions. For runways having an established traffic pattern solely on one side, the shape of the zone is modified accordingly.

Zone D should be clear of all uses that may generate visual distractions, wildlife attractants, or tall structures because aircraft typically operate at lower altitudes and slower air speeds in this area. Land uses that encourage large congregations of people should also be discouraged.

Zone D is not typically impacted by high noise levels. However, an individual may notice the noise of overflight and perceive that a single event is louder than generally considered objectionable. Certain non-residential uses, such as music concerts, may find any overflight objectionable. Little can be done to mitigate noise impacts for the property owner; therefore, residential development or outdoor uses should be considered with care in Zone D.

7.4.7 Zone E - Other Airport Environs

Location: Compatibility Zone E includes area not normally under the flight path of low-altitude aircraft, but which should still have minor restrictions due its proximity to the airport. For example, near an airport with traffic patterns only on one side of the airport, the land in proximity to the airport on the side opposite the traffic pattern would be in Zone E.

Zone E has the least number of land use restriction considerations. This zone is intended to preclude the development of any land uses that may generate concerns related to significant height limitations, wildlife attractants, and visual distractions. Concentrations of people and noise-sensitive land uses should also be evaluated to ensure compatibility within the airport's environs.

7.5 Residential Development

The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

- a) Any subdivision of land for residential uses within Compatibility Zones A, B1, B2, C, and D shall not result in a density greater than that indicated in the Primary Compatibility Criteria Matrix, Table 2-1.
 - 1) Secondary units, as defined by state law, shall be included in density calculations.

- 2) Clustering of development shall be limited in accordance with Policy 8.4.7 “Limitations on Clustering”.

Within Compatibility Zone D, local land use jurisdictions have two options. The basic option is to limit densities to no more than 2 dwelling units per acre.

Additionally, a high-density option is provided. This option requires that densities be greater than 15 dwelling units per acre (*i.e.*, an average parcel size less than 0.2 gross acres). See Table 2-3 “Compatibility Zone Factors” for an explanation of the rationale behind these options.

- a) Other development conditions as also listed in Table 2-4 apply to sites within certain compatibility zones.
- b) Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.
 - 1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high (*e.g.*, in Weaverville.) The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.

Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.

7.6 Nonresidential Development

The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2-4 “Primary Compatibility Criteria” shall also apply.

- a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.
 - 1) Usage intensity calculations shall include all people (*e.g.*, employees, customers, visitors, *etc.*) who may be on the property at any single point in time, whether indoors or outside.
 - 2) 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.
- b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 8.4.7(b) “Limitations on Clustering” and listed in Table 2-4 “Primary Compatibility Criteria” unless special risk reduction building design measures are taken as described in Policy 8.4.11 “Risk Reduction through Building Design”.
- c) The noise exposure limitations cited in Policy 8.2 “Noise Compatibility” and listed in Table 2-5 “Noise Compatibility Criteria” shall be the basis

for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 8.2.5 “Interior Noise Levels” shall also be considered.

7.7 Prohibited Uses

Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an Airport Influence Area. See Policy 8.4.10 “Land Uses of Special Concern” and Table 2-4 “Primary Compatibility Criteria”.

In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones if they do not meet the usage intensity criteria.

7.8 Other Development Conditions

All types of proposed development shall be required to meet the additional conditions listed in Table 2-4 “Primary Compatibility Criteria” for the respective compatibility zone where the development is to be located. Among these conditions are the following:

- a) Avigation Easement Dedication: See Policy 8.5.3.
- b) Deed Notice: See Policy 8.6.3.
- c) Real Estate Disclosure: See Policy 8.6.2.
- d) Noise Level Reduction: See Policy 8.2.5.
- e) Airspace Review: See Policy 8.5.2.

Generalized Compatibility Zone diagram and
Single Sided Traffic zone diagram to go here.

Table 2-2 Generalized Compatibility Zones

Zone	Noise and Overflight Factors		Safety and Airspace Protection Factors	
	Noise Impact	Overflight Factors	Relative Risk Level (% of accidents)	Nature of Accident Risk ¹
A <i>Runway Protection Zone and Object Free Area</i>	Very High	<ul style="list-style-type: none"> Contains the 65-CNEL contour. Exposed to loud overflight of departing aircraft. 	Very High - 39%	<ul style="list-style-type: none"> Landing undershoots and overshoots; overruns on aborted takeoffs; loss of control on takeoff.
B1 <i>Inner Approach/Departure Area</i>	High	<ul style="list-style-type: none"> Generally contains the 60-CNEL contour. Single-event aircraft noise sufficient to disrupt wide range of land use activities including indoors if windows open. 	High - 22%	<ul style="list-style-type: none"> Aircraft at low altitude with limited directional options in emergencies, typically below 200-400 feet on approach, engine at maximum stress on takeoff with essentially no chance of turning back to the airport.
B2 <i>Extended Approach/Departure Area and Inner Turning Area</i>	Moderate	<ul style="list-style-type: none"> Aircraft typically below 1,000 feet above ground on arrival and departure. Individual events occasionally loud enough to intrude upon indoor activities; may disrupt noise-sensitive outdoor activities such as music concerts. 	Moderate - 6%	<ul style="list-style-type: none"> Includes areas where aircraft turn from base to final approach legs of standard pattern and descend toward runway. On departure, normally complete transition from takeoff power and flap settings to climb configuration and begin turns
C <i>Runway Sideline</i>	Moderate to High	<ul style="list-style-type: none"> Generally contains the 60-CNEL contour. Exposed to loud single-event from takeoffs and jet thrust-reverse on landing; also from pre-flight run-ups and extended idling on the ramp. 	Low to Moderate - 5%	<ul style="list-style-type: none"> Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff.
D <i>Primary Traffic Pattern</i>	Moderate	<ul style="list-style-type: none"> Aircraft at or above traffic pattern altitude. More concern with respect to individual loud events than with cumulative noise contours. Outdoor events, such as music concerts, may be affected by single events or repetitive overflight. Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting number of dwelling units in affected areas or by allowing high-density development that tends to have comparatively high ambient noise levels. 	Low - 18%	<ul style="list-style-type: none"> Aircraft at traffic pattern altitude Risk concern is primarily with uses for which potential consequence are severe (e.g., very busy day, high intensity of activity in a confined area) Significant percentage of accidents, but spread over a wide area.
E <i>Other Airport Environs</i>	Low	<ul style="list-style-type: none"> Occasional overflights intrusive to some outdoor activities 	Low	<ul style="list-style-type: none"> Risk concerns only with uses for which potential consequences are severe.

Table 2-3 Compatibility Zone Factors

1. Accident rates are based on the CalTrans Handbook

Zone	Location	Maximum Densities / Intensities				Req'd Open Land ³	Additional Comments	
		Residential (du/ac) ¹	Other Uses (People/ac) ²				Prohibited Uses ⁴	Other Development Conditions ⁵
			Avg ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone, and Obstacle Free Zone	0	10	10	10	All remaining land	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach / Departure area	.1 (10-acre parcel)	40	80	60	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Noise-sensitive outdoor nonresidential use¹⁶ Critical community infrastructure facilities¹³ Above ground bulk storage of hazardous materials¹⁰ Hazards to flight⁹ Bldgs with >2 above-ground habitable floors 	<ul style="list-style-type: none"> Aviation easement dedication Locate structures maximum distance from extended runway centerline Maximum of 45db CNEL in residential and office buildings¹¹ Airspace review required for objects >35 feet tall¹²
B2	Extended Approach / Departure area, and Turning areas	.4 (2.5 acre parcel)	60	120	120	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Highly noise-sensitive uses Hazards to flight⁹ Bldgs with >2 above-ground habitable floors 	<ul style="list-style-type: none"> Aviation easement dedication Locate structures maximum distance from extended runway centerline Maximum of 45db CNEL in residential and office buildings¹¹ Airspace review required for objects >35 feet tall¹²
C	Runway Sideline	.2 (5-acre parcel)	80	160	160	30%	Same as B1	Same as B2
D	Primary Traffic Pattern	Single Family: 2 du/ac Multi- ¹⁸ Family: 8 du/ac	150	450	300	10%	<ul style="list-style-type: none"> Noise-sensitive outdoor nonresidential use¹⁶ Hazards to flight⁹ 	<ul style="list-style-type: none"> Deed notice required Airspace review required for objects >70 feet tall¹⁴ Children's schools, hospitals, nursing home discouraged¹⁵
E	Other Airport Environs	No limit	No limit ¹⁷			No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >150 feet tall¹⁴ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁷

Table 2-4 Primary Compatibility Criteria

Primary Criteria Footnotes:

- 1 Residential development should not contain more than the indicated number of dwelling units (both primary and secondary) per gross acre. Clustering of units is encouraged. See Policy 8.4.7 “Limitations on Clustering”.
- 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.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See supporting compatibility policies on safety for a definition of open land. Policy 8.4.6 “Open Space Requirement”
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. 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 existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within an Airport Influence Area. 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 the 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. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 8.4.7 “Limitations on Clustering”
- 8 An intensity bonus may be allowed if the building design includes features intend to reduce risks to occupants in the event of an aircraft collision with the building. See policy 8.4.11 “Risk Reduction through Building Design”.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electric forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See policies in Policy 8.5 “Airspace Protection Compatibility” and 8.7 “Wildlife Compatibility”.
- 10 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 8.4.10 “Land Uses of Special Concern”.
- 11 See the supporting compatibility policy on interior noise, Policy 8.2.5 “Interior Noise Levels”
- 12 Objects up to 35 feet in height are permitted. However the FAA may require marking and lighting of certain objects. See Policy 8.5.2 “ALUC Review of Height of Proposed Objects”.
- 13 Critical community facilities including power plants, electrical substations, and public communications facilities. See Policy 8.4.10(d).
- 14 This height criteria is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See policies in 8.3 “Height Compatibility”.
- 15 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 16 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 17 Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed-uses that attract very high concentrations of people in confined areas-are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.
- 18 Two options are provided for residential densities in Zone D. Option 1 has a density limit of 2 dwelling units per acre (*i.e.*, an average parcel size of 1/2 gross acre). Option 2 requires that the density be *greater than* 8 dwelling units per acre (*i.e.*, multifamily). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2-3 for an explanation of the rationale. All other criteria for Zone D apply to both options.

Table 2-4 “Primary Compatibility Criteria” (continued)

8.0 Supporting Compatibility Criteria

Policy objective: To clarify elements of the Primary Compatibility Matrix criteria.

8.1 Special Provisions for Compatibility Zone A

Policy objective: To meet FAA guidance that the Runway Protection Zone be free of objects not directly associated with the air navigation or aircraft ground maneuvering purposes (FAA AC 150/5300-13 Paragraphs 212 and 307).

In accordance with FAA guidance, the basic compatibility criteria for Compatibility Zone A (the Runway Protection Zones and within the runway Obstacle Free Area), as listed in Table 2-4, preclude most uses, including any new structures and uses having an assemblage of people.

In instances where the affected property is privately owned and the County does not intend to acquire property interests, the following uses shall be considered acceptable:

- a) Within the runway object free area (OFA): No uses except FAA-approved uses related to aeronautical functions.
- b) Within the extended runway object free area:
 - Roads
 - Farm crops that do not attract birds
- c) Outside the runway object free area and extended runway object free area:
 - Uses listed in Paragraph (b)
 - Surface automobile parking
 - Other uses not in structures and not exceeding a usage intensity of 10 people per any single acre

The acceptability of uses not listed shall be consistent with FAA guidance and the ALUC determination shall be made in consultation with the FAA and the County.

8.2 Noise Compatibility

Policy objective: To avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

8.2.1 Determining Specific Land Use Consistency

In addition to the other guidelines and policies herein, the Noise Compatibility Guidelines presented in Table 2-5 “Noise Compatibility Criteria” shall be used to determine if a specific land use is consistent with this ALUCP.

Land Use Category (by noise sensitivity)	CNEL (dB)		
	<60	60-65	>65
Residential / Lodging /Care			
Single-family, Nursing, Mobile homes	+	—	--
Retirement homes, Multi-family, Intermediate care facilities, hospitals	+	o (45db)	--
Hotels, motels, other transient lodging	+	o (45 db)	o (45db)
Public			
Schools, libraries	o	—	--
Churches, auditoriums, concert halls	— (45db)	o (45db)	--
Transportation, parking, cemeteries	++	++	o
Commercial and Industrial			
Offices, retail trade	+	o	—
Service commercial, wholesale trade, warehousing, light industrial	++	+	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
Outdoor spectator sports	+	+	o
Amphitheaters	o	—	--

Land Use Acceptability	Interpretations/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. 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 conditions that outdoor activities are minimal and construction features that provide sufficient noise attenuation are used. Required decibel levels may be indicated. 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 that have conventionally constructed structures and/or involve outdoor activities that 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.

Table 2-5 Noise Compatibility Criteria

8.2.2 Evaluating Noise Impact

Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum Community Noise Equivalent Level (CNEL) considered normally acceptable for new residential land uses in the vicinity of the airports covered by this ALUCP is 60 dB for all airports.

8.2.2.1 Residential Construction within the 65db CNEL contour

No residential construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential project. All property owners within the 65 dB CNEL contour boundary who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 65 dB CNEL.

8.2.2.2 Residential Construction within the 60db CNEL contour

Residential construction will not be permitted within the 60 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound level will be no greater than 45 dB CNEL.

8.2.2.3 Non-Residential Construction within the Noise Contours

Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 2-5 “Noise Compatibility Criteria” presents acceptable noise levels for other land uses in the vicinity of the airport.

8.2.3 Noise Contours

The CNEL method of representing noise levels shall be used to determine if a specific land use is consistent with the ALUCP.

The evaluation of airport/land use noise compatibility shall consider both the current and future CNEL contours of each airport as depicted in Chapter 4, “Airport Data” of this ALUCP.

8.2.4 Application of Noise Contours

The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. 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 on a specific site or a portion thereof.

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 ALUCP are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 8.2.2.)

8.2.5 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 that shall be considered acceptable for land uses near airports is 45 dB CNEL in:
 - Any habitable room of single- or multi-family residences
 - Hotels and motels
 - Hospitals and nursing homes
 - Churches, meeting halls, theaters, and mortuaries;
 - Office buildings
 - Schools, libraries, and museums
- b) The noise contours depicted in Chapter 4 of this ALUCP for each airport shall be used in calculating compliance with these criteria. The 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 60 dB CNEL contour.
 - 2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour.
 - 3) Any hotel or motel, hospital, nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated within an airport's 65 dB CNEL contour.

8.3 Height Compatibility

Policy objective: The objective of height compatibility criteria is to avoid development of land uses, which, by posing hazards to flight, can increase the risk of an accident occurring.

8.3.1 FAR Part 77 Penetration

Any structure or object that penetrates the Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, (FAR Part 77) surfaces, as presented in [Appendix xxx](#) shall be considered an incompatible land use.

8.3.2 FAA Notification of Construction

Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the FARs.)

A copy of the FAA Form 7460-1 package submitted to the FAA and any FAA response shall be included in the project submission to the ALUC.

8.3.3 Construction Taller than 200 Feet

The applicant for any proposed project anywhere in the County (*i.e.*, not just within any AIA) for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall:

- a) Submit to the FAA a completed copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the submitted form shall be submitted to the Trinity County ALUC as well as a copy of the FAA's response to this form.
- b) Comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.

8.4 Safety Compatibility

Policy objective: The objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. These considerations include the safety of people on the ground and the safety of aircraft occupants.

8.4.1 Overview

Land uses of particular concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations. In particular,

- a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
- b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.
- c) 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. The usage intensity criteria cited in Table 2-4 reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in [Appendix C.](#))

8.4.2 Safety Compatibility Guidance

The policies in this chapter and the Safety Zone Compatibility Guidelines presented in Table 2-5 shall be used to determine if a specific land use is consistent with the ALUCP. Safety impacts shall be evaluated according to the Airport Safety Zones presented in Chapter 3 "Individual Airport Policies and Compatibility Maps".

8.4.3 Schools, Hospital, Nursing Homes, and Similar Uses

Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within Compatibility Zones A, B1, B2, and C as shown in Table 2-4.

These uses should also be discouraged in Compatibility Zone D.

8.4.4 High Concentrations of People

Amphitheaters, sports stadiums and other very high concentrations of people shall be prohibited within Compatibility Zone A, B1, B2, and C as defined in Table 2-4. Consideration should be given to outdoor noise-sensitive uses in Zone D.

8.4.5 Fuel and Other Hazardous Material Storage

Storage of fuel or other hazardous materials shall be prohibited in Compatibility Zone A.

Above ground storage of fuel or other hazardous materials shall be prohibited in Compatibility Zone B1.

Beyond these zones, storage of fuel or other hazardous materials not associated with aircraft use should be discouraged.

8.4.6 Open Space Requirement

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 the majority of 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.

The requirements for open space specified in Table 2-4 follow:

- a) To qualify as open space, an area should be:
 - 1) Free of most 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, and
 - 2) Have minimum dimensions of approximately 75 feet by 300 feet.
- b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.
- c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas shall initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.
- d) Clustering of development (subject to the limitations in Policy 8.4.7) and providing contiguous landscaped and parking areas are encouraged as means of increasing the size of open space areas.
- e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the Airport Influence Areas covered by this ALUCP. Portraying this information is intended to assure that individual development projects provide the open space areas identified in the applicable general plan, specific plan, or other large-scale plan.

In addition, a clear path must exist that allows aircraft to reach the open space. Structures or trees that would create a problem for an aircraft attempting a controlled emergency landing in a compatibility zone open area are not permitted.

8.4.7 Limitations on Clustering

Policy 8.4.6(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. Clustering criteria are intended to limit the number of people at risk in a concentrated area.

- a) Clustering of new residential development shall be limited as follows:
 - 1) Within Compatibility Zone A, clustering is not applicable.
 - 2) Within Compatibility Zones B1, B2, C, and D, buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.
- b) Unless special design measures as listed in Policy 8.4.11 are utilized, usage intensity of new nonresidential development shall be limited as follows:
 - 1) Within Compatibility Zone A, clustering is not applicable.
 - 2) Within Compatibility Zone B1, uses shall be limited to a maximum of 80 people per any individual acre (*i.e.*, a maximum of double the average intensity criterion set in Table 2-4). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.
 - 3) Within Compatibility Zone B2, uses shall be limited to a maximum of 120 people per any individual acre (*i.e.*, a maximum of double the average intensity criterion set in Table 2-4). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - 4) Within Compatibility Zone C, uses shall be limited to a maximum of 160 people per any individual acre (*i.e.*, a maximum of double the average intensity criterion set in Table 2-4). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - 5) Within Compatibility Zone D, uses shall be limited to a maximum of 300 people per any individual acre (*i.e.*, a maximum of triple the average intensity criterion set in Table 2-4).
- c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

- d) 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 2-4 times the gross acreage of the project site. A project site may include multiple parcels.

8.4.8 Restrictions in all Compatibility Zones

The following uses shall be prohibited in all Airport Safety Zones:

- a) Any use that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b) Any use that would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c) Any use that would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise negatively affect safe air navigation within the area.
- d) Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation, or airborne or ground-based communication or navigation equipment.

8.4.9 Safety Policy Variance

In exceptional cases, a variance can be granted, at the discretion of the ALUC, on the basis of mitigation measures proposed by the applicant that would result in the final project improving the overall safety in the safety zones in comparison to the situation existing prior to the project.

An example of such a possible mitigation is the removal of existing incompatible structures in exchange for constructing less incompatible structures. The following conditions must be met for this variance to be granted:

- a) There must be a clear, demonstrable net improvement in safety.
- b) The mitigation must provide a permanent improvement in safety. For instance, in the example above, the removed structures could not be replaced by other structures at a later date.

8.4.10 Land Uses of Special Concern

Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses.

Land uses of particular concern include:

- a) **Uses Having Vulnerable Occupants:** Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all Compatibility Zones except Zone D and E.

These uses include 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.

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

Hospitals are medical facilities that include provision for overnight stays by patients. Medical clinics (as opposed to hospitals) are permitted in Compatibility Zone D and E provided that these facilities meet the maximum intensity standards listed in Table 2-4 "Primary Compatibility Criteria".

- b) **Multi-story Buildings:** In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors.

On this basis, the following limitations are established:

Within Compatibility Zone A, new occupied structures are not permitted.

Within Compatibility Zones B1, B2, and C, new buildings shall be limited to no more than two occupied floors above ground.

- c) **Hazardous Materials Storage:** Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:
- 1) Within Compatibility Zone A and B1, manufacture or storage of any such substance is prohibited.
 - 2) Within Compatibility Zones B2 and C, only the following are permitted:
 - i) Fuel or hazardous substances stored in underground tanks.
 - ii) On-airport storage of aviation fuel and other aviation-related flammable materials.
 - iii) Above ground storage of less than 6,000 gallons of non-aviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).

- 3) Within Compatibility Zones D and E, manufacture or storage of hazardous materials other than the types listed in (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.
- d) Critical Community Infrastructure: Construction of power plants, electrical substations, water purification or treatment plants, public communications facilities, and other critical community infrastructure shall be restricted as follows:
 - 1) Within Compatibility Zone A, all such uses are prohibited.
 - 2) Within Compatibility Zone B1, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

8.4.11 Risk Reduction through Building Design

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.

This “intensity bonus” is not applicable within Compatibility Zone A (no buildings are permitted) or Zone E (densities and intensities are not limited.)

Building design features that 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.

Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.

Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

8.5 Airspace Protection Compatibility

Policy objective: In conjunction with regulations established by local land use jurisdictions and the state government, to ensure that hazardous obstructions to the navigable airspace do not occur.

8.5.1 Overview

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects.

The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation.

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 77);
- the United States Standard for Terminal Instrument Procedures (FAA Order 8260.3B - TERPS); and
- applicable airport design standards published by the Federal Aviation Administration (e.g., Advisory Circular 150/5300-13 “Airport Design”).

Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this ALUCP are depicted in Chapter 3 “Airport Background Data.”

8.5.2 ALUC Review of Height of Proposed Objects

Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues.

Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 35 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

Except where the height of a proposed object is within 20 feet of a Part 77 surface, which shall always require ALUC review, the following applies to development within an Airport Influence Area:

- a) Within Compatibility Zone A:
 - 1) (1) The height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.
- b) Within Compatibility Zones B1, B2, and C:

- 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.
 - 3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).
- c) Within Compatibility Zone D:
- 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.
- d) Within Compatibility Zone E:
- 1) Generally, there is no concern with regard to any object up to 150 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.

Notwithstanding the foregoing, all projects where the ground either penetrates a FAR Part 77 surface or comes within 35 feet of such a surface shall be reviewed by the ALUC.

8.5.3 Avigation Easement Dedication

As a condition for development approval, the owner of any property proposed for development within Compatibility Zones A, B1, B2, and C shall be required to dedicate an avigation easement to the airport sponsor per Policy 10.1 "Avigation Easements".

8.5.4 FAA Notification

Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by PUC §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 FAA notification requirements.)

- a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.
- 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 if the project is otherwise in conformance with the compatibility criteria established herein.
- 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 FAA findings if available.

8.6 Overflight Compatibility

Policy objective: To notify current and future property owners about the presence of overflights near airports so that they can make more informed decisions regarding acquisition, lease or use of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

8.6.1 Overview

Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another.

8.6.2 State Law Requirements Regarding Real Estate Transfer Disclosure

Effective January 1, 2004, California state statutes (Business and Professional Code §11010(b)(12) and Civil Code §1102.6, §1103.4, and §1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an Airport Influence Area.

With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

The statutes define an *airport influence area* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use ALUC.” The Airport Influence Area for each of the airports in Trinity County subject to this ALUCP is indicated on that airport’s compatibility map contained in Chapter 3 “Individual Airport Policies and Compatibility Maps” herein.

Where disclosure is required, the following statement shall be provided:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an Airport Influence Area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

For the purposes of this ALUCP, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, Trinity County should adopt a policy designating the Airport Influence Area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate as well as lease or rental agreements for existing residential property.

8.6.3 Deed Notices

In addition to the preceding real estate transfer disclosure requirements, a deed notice shall be recorded for each parcel associated with any discretionary land use action affecting property within an Airport Influence Area per Policy 10.2 "Recorded Deed Notices".

8.6.4 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, open space, industrial, or commercial use to residential uses within Compatibility Zones A, B1, B2, and C is strongly discouraged.
- b) In Compatibility Zone D, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, *etc.*) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

8.7 Wildlife Compatibility

Policy objective: To minimize the creation of wildlife attractions near airports.

Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds is discouraged. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports.*)

8.7.1 Water Impoundments

ALUC policy with respect to water impoundments follows:

- a) No new or expanded water impoundments of one-quarter acre in size or larger are permitted within 5,000 feet from the end or edge of a runway.
- b) The establishment of a new water impoundment one-quarter acre in size or larger within 5,000 to 10,000 feet from the edge or end of a runway may be permitted only upon determination that such water impoundment, with reasonable and practicable mitigation measures, is not likely to result in a significant increase in hazardous movements of birds feeding, watering or roosting in areas across runways or approach surfaces.

For water impoundments individually or cumulatively exceeding five (5) acres in size on the subject property, the applicant shall prepare a draft bird strike study per FAA guidelines.

Note: FAA Part 77 discourages water impoundments within 50,000 feet of a runway within an approach surface