



Land Use & Natural Resources Committee

June 4, 2014

Airport Constraints Analysis

Issue: What are the regulatory constraints regarding future land development surrounding airports in the six-county region?

Recommendation: This is for information only.

Discussion: SACOG staff is reviewing regulatory constraints that may impact future development within the 2016 MTP/SCS Update. [In December 2013, the Board requested that staff analyze how much land is affected by airport regulatory constraints.](#) This item addresses what impact airport-related operations have on development potential of lands outside of airport properties for all public use and public-serving airports in the six-county region. There are ~~20~~22 airports that fall under the definition of public use or public-serving airports in the region.

The State's Aeronautic Act, codified under Public Utilities Section 21001 et seq., requires that SACOG, in its role as Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties, and Placer County Transportation Planning Commission for Placer County, and El Dorado County Transportation Commission for El Dorado County, develop plans for each airport that address land use compatibility. The State provides guidelines based on the type of airport, operational factors, and the types of land use that are compatible, conditionally compatible and incompatible depending on the location of the site to the airport. The compatibility plans must consider noise contours of the aircraft, safety zone restrictions and height.

In the attachment, SACOG's analysis of these factors in existing compatibility plans for these airports shows how many acres of land fall with the ~~65~~70 CNEL noise contours (Community Noise Equivalent Level), which is often used as the noise-related demarcation between allowable and not allowable residential development. The ~~60~~65 CNEL noise contour is used for the newer compatibility plans for Sacramento International Airport, Yuba County Airport and Beale Air Force Base. As such, SACOG identified ~~ten~~ [development planeight communities areas](#) that are affected by these contours as shown in the attached map. In most or all cases, the developers are very aware of airport related restrictions and work with the local ALUCs to design their communities accordingly. Safety and height-related compatibility are also evaluated on a more case-by-case basis and are not part of this analysis.

Approved by:

Mike McKeever
Chief Executive Officer

MM:GC:ts
Attachments

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Acres of Land Constrained by Airport Noise Contours (by Jurisdiction, by Airport)

| Jurisdiction and Applicable Airport ¹ | Acres of Land within Noise Contours: | | | | | TOTAL |
|--|--------------------------------------|--------------|------------|------------|------------|---------------|
| | 60-65 CNEL | 65-70 CNEL | 70-75 CNEL | 75-80 CNEL | 75-80 CNEL | |
| El Dorado County | 45 | 9 | - | - | - | 54 |
| Placerville | | | | | | |
| <i>Placerville Airport</i> | 1 | - | - | - | - | 1 |
| Unincorporated El Dorado County | | | | | | |
| <i>Placerville Airport</i> | 44 | 9 | - | - | - | 53 |
| Placer County | 212 | 76 | - | - | - | 288 |
| Lincoln | | | | | | |
| <i>Lincoln Regional Airport</i> | 115 | 76 | - | - | - | 191 |
| Unincorporated Placer County | | | | | | |
| <i>Lincoln Regional Airport</i> | 97 | - | - | - | - | 97 |
| Sacramento County | 4,404 | 3,860 | 821 | 137 | - | 9,222 |
| Rancho Cordova | | | | | | |
| <i>Mather Airport</i> | - | 313 | 124 | 17 | - | 454 |
| City of Sacramento | | | | | | |
| <i>Sacramento Executive Airport</i> | 159 | 291 | - | - | - | 450 |
| <i>McClellan Air Force Base</i> | - | - | - | - | - | - |
| <i>Rio Linda Airport</i> | - | 286 | - | - | - | 286 |
| <i>Sacramento International Airport</i> | - | 5 | - | - | - | 5 |
| <i>Sacramento International Airport</i> | 159 | - | - | - | - | 159 |
| Unincorporated Sacramento County | | | | | | |
| <i>Franklin Field</i> | 4,245 | 3,256 | 697 | 120 | - | 8,318 |
| <i>Mather Airport</i> | - | 43 | - | - | - | 43 |
| <i>McClellan Air Force Base</i> | - | 1,037 | 298 | 17 | - | 1,353 |
| <i>Rio Linda Airport</i> | - | 483 | 64 | 1 | - | 549 |
| <i>Sacramento International Airport</i> | - | 4 | - | - | - | 4 |
| <i>Sacramento International Airport</i> | 4,245 | 1,688 | 335 | 102 | - | 6,370 |
| Sutter County | 1,489 | 347 | 1 | - | - | 1,837 |
| Unincorporated Sutter County | | | | | | |
| <i>Sacramento International Airport</i> | 1,489 | 347 | 1 | - | - | 1,837 |
| Yolo County | 1,686 | 154 | - | - | - | 1,840 |
| Unincorporated Yolo County | | | | | | |
| <i>Sacramento International Airport</i> | 1,686 | 154 | - | - | - | 1,840 |
| Yuba County | 2,734 | 695 | 168 | 8 | - | 3,605 |
| Unincorporated Yuba County | | | | | | |
| <i>Beale Air Force Base</i> | 2,721 | 693 | 168 | 8 | - | 3,590 |
| <i>Yuba County Airport</i> | 14 | 2 | - | - | - | 16 |
| REGION TOTAL (Sum of All Affected Acres in All Jurisdictions) | 10,571 | 5,140 | 990 | 145 | - | 16,847 |

¹Auburn Municipal Airport, Blue Canyon Airport, Borges-Clarksburg Airport, Brownsville Airport, Cameron Park Airport, Elk Grove Airport, Georgetown Airport, Rancho Murieta Airport, South Lake Tahoe Airport, Sunset Skyranch Airport, Sutter County Airport, Watts-Woodland Airport, and Yolo County Airport are not included in this analysis because their noise contours do not extend, or minimally extend, beyond airport boundaries.

60 to 65 CNEL or 65-70 CNEL: Residential Uses Restricted or prohibited: Single family, multifamily, group homes, and mobile homes

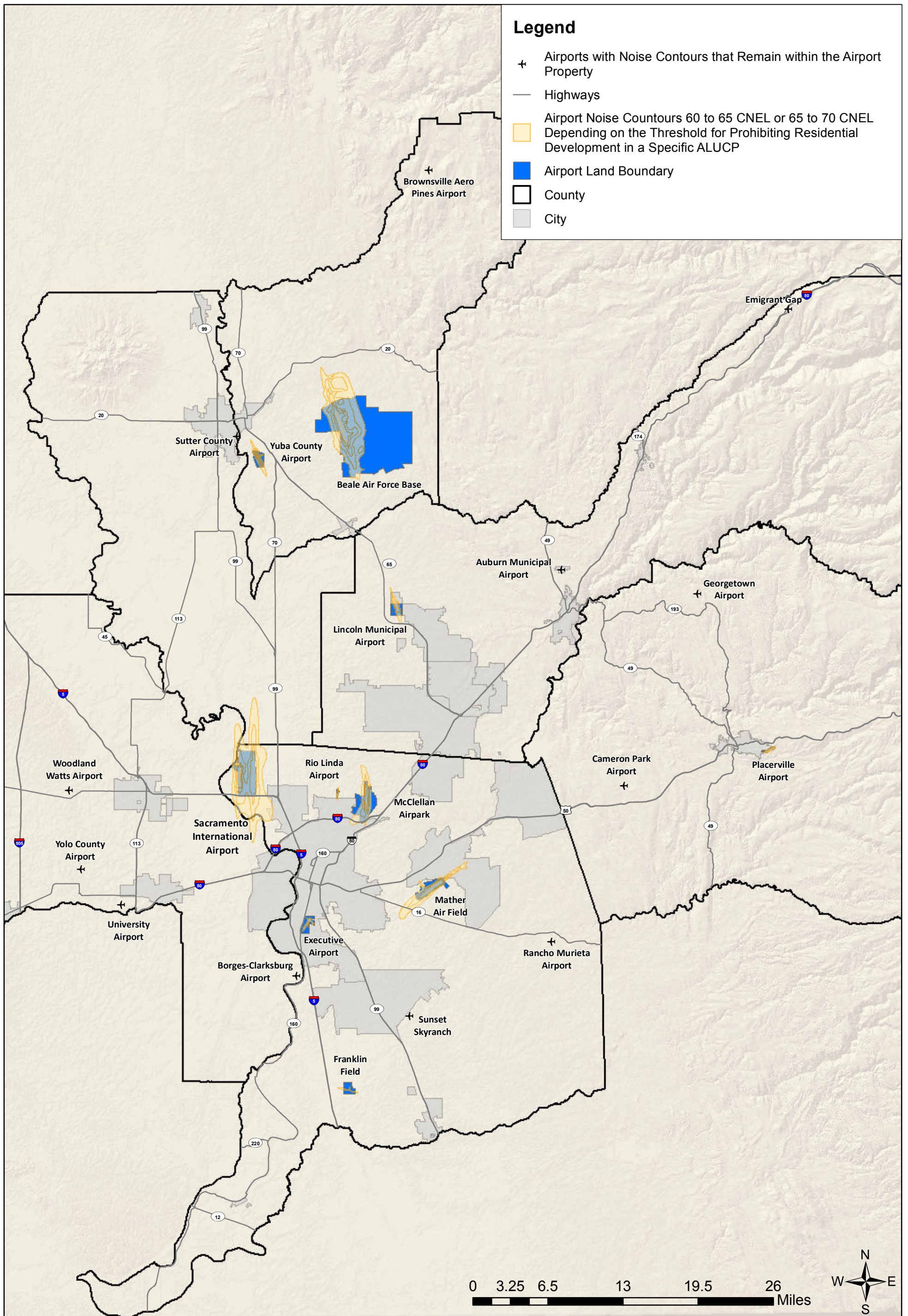
70-75 CNEL: 70 CNEL uses plus schools, universities, libraries, child care, nursing facilities, and art galleries restricted

75-80 CNEL: 70-75 CNEL uses plus retail trade of lumber, building materials and nurseries; hospitals; parks; riding stables; theme parks; amusement parks; theaters; auditoriums; sports center; and livestock/poultry restricted

80-85 CNEL: 70-80 CNEL uses plus passenger transportation, retail trade, business/professional services, shopping districts, public/quasi public, and all parks and recreation (except open space) restricted

Source: California Department of Transportation Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011; El Dorado County Transportation Commission, Placerville Airport Land Use Compatibility Plan, June 2012; Placer County Transportation Planning Agency, Lincoln Regional Airport Land Use Compatibility Plan, February 2014; SACOG, Beale Air Force Base Land Use Compatibility Plan, March 2011; SACOG, Franklin Field Comprehensive Land Use Plan, December 1992; SACOG, Mather Airport Comprehensive Land Use Plan, 1997; SACOG, McClellan Air Force Base Comprehensive Land Use Plan, December 1992; SACOG, Rio Linda Airport Comprehensive Land Use Plan, December 1992; SACOG, Sacramento Executive Airport Comprehensive Land Use Plan, May 1999; SACOG, Sacramento International Airport Land Use Compatibility Plan, December 2013; SACOG, Yuba County Airport Land Use Compatibility Plan, March 2011.

Sacramento Region Airports



Source: California Department of Transportation Division of Aeronautics, California Airport Land Use Planning Handbook, October 2011; El Dorado County Transportation Commission, Placerville Airport Land Use Compatibility Plan, June 2012; Placer County Transportation Planning Agency, Lincoln Regional Airport Land Use Compatibility Plan, February 2014; SACOG, Beale Air Force Base Land Use Compatibility Plan, March 2011; SACOG, Franklin Field Comprehensive Land Use Plan, December 1992; SACOG, Mather Airport Comprehensive Land Use Plan, 1997; SACOG, McClellan Air Force Base Comprehensive Land Use Plan, December 1992; SACOG, Rio Linda Airport Comprehensive Land Use Plan, December 1992; SACOG, Sacramento Executive Airport Comprehensive Land Use Plan, May 1999; SACOG, Sacramento International Airport Land Use Compatibility Plan, December 2013; SACOG, Yuba County Airport Land Use Compatibility Plan, March 2011.