

**150-ACRE  
PARCEL**

ZONE 2

ZONE 1

ZONE 3

CYPRESS CHANNEL

EUCLID AVE

KIMBALL AVE



**CIM (Kimball and Euclid Ave)  
Preliminary 150-Acre Parcel Site**

**RBF** CONSULTING  
PLANNING ■ DESIGN ■ CONSTRUCTION  
 14725 ALTON PARKWAY  
 IRVINE, CALIFORNIA 92618-2027  
 949.472.3505 • FAX 949.472.8122 • www.RBF.com

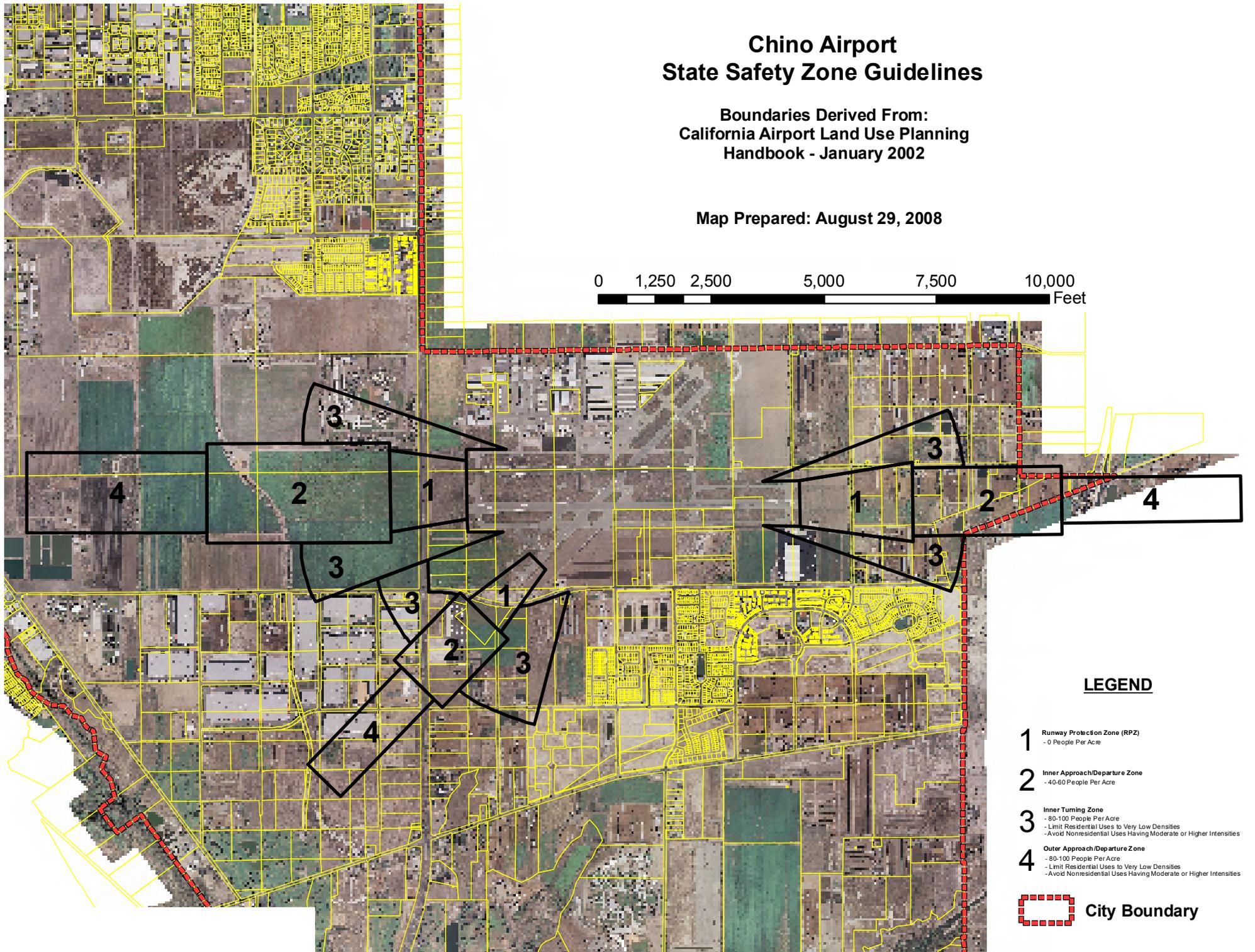
November 25, 2009

# Chino Airport State Safety Zone Guidelines

Boundaries Derived From:  
California Airport Land Use Planning  
Handbook - January 2002

Map Prepared: August 29, 2008

0 1,250 2,500 5,000 7,500 10,000 Feet



## LEGEND

- 1 Runway Protection Zone (RPZ)  
- 0 People Per Acre
- 2 Inner Approach/Departure Zone  
- 40-60 People Per Acre
- 3 Inner Turning Zone  
- 80-100 People Per Acre  
- Limit Residential Uses to Very Low Densities  
- Avoid Nonresidential Uses Having Moderate or Higher Intensities
- 4 Outer Approach/Departure Zone  
- 80-100 People Per Acre  
- Limit Residential Uses to Very Low Densities  
- Avoid Nonresidential Uses Having Moderate or Higher Intensities

 City Boundary

Land Uses and Population Densities

Figure III-7

a) Runway Protection Zone:

FAA AC 150/5300-13 identifies a controlled activity area (Figure III-3) as the portion of the RPZ beyond the sides of the OFA. Within the area under the control of the airport authority, the following standards shall be implemented.

The airport owner shall acquire or control the RPZ to meet the clearing and land use standards.

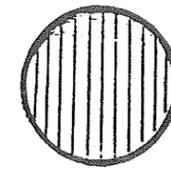
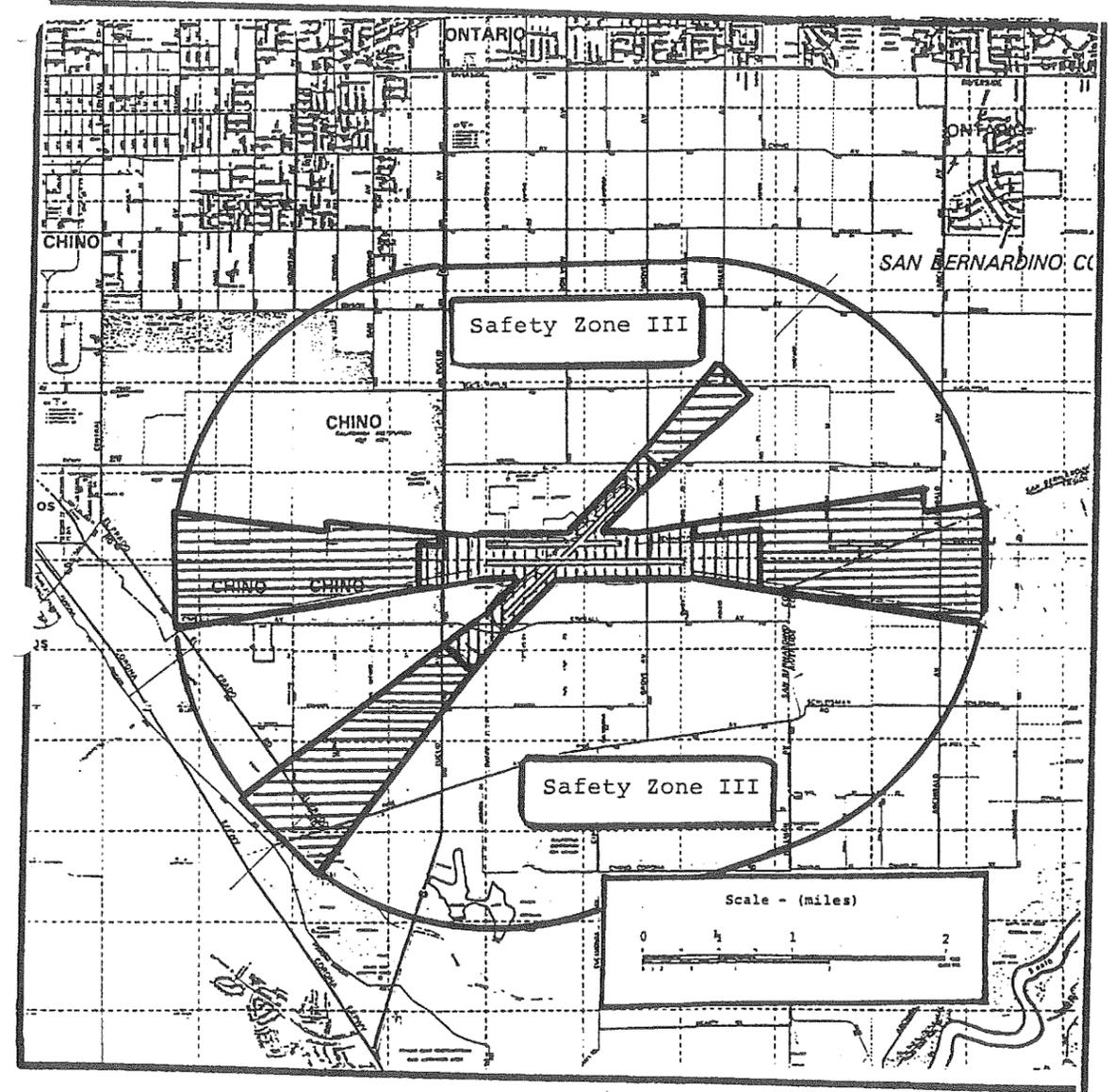
- i. Land uses shall be prohibited which might create glare and misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, and places of assembly. Churches, schools, office buildings, shopping centers, and stadiums typify places of public assembly.
- ii. While it is desirable to clear all objects from the RPZ, uses such as agricultural operations, provided they do not attract birds, and golf courses are normally acceptable outside of the OFA. Automobile parking, although discouraged, may be permitted provided it is located outside of the runway OFA extended and below the approach surface.

Note: The FAA studies existing and proposed, objects and activities, both off and on airports, with respect to their effect upon the safe and efficient use of the airports and the safety of persons and property on the ground. These objects need not be obstructions to air navigation, as defined in FAR Part 77. As a result of a study, the FAA may issue an advisory recommendation in opposition to the presence of any off-airport object or activity in the vicinity of the airport that conflicts with an airport planning or design standard or recommendation (AC 150/5300-13 paragraph 212).

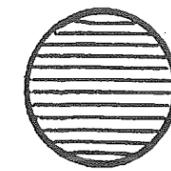
b) Safety Zone II:

Residential land use should be strongly discouraged and other land uses restricted. Density restrictions are needed to ensure that large concentrations of people are not located within this safety zone. Recommended density limits are as follows:

- uses in structures: no more than 25 persons per acre at any one time; no more than 15 people in any one building.
- uses not in structures; no more than 50 persons per acre at any one time.



Primary Surface and RPZ



Safety Zone II

3-7

Figure III-9

*Land Use Compatibility in Aviation Safety Areas*

LAND USE	SAFETY AREA			
	1	2	3	4
Residential single-family, duplex, multi-family, mobile homes	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable*	Normally Acceptable*
Hotels, motels, transient lodging	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable	Clearly Unacceptable
Schools, nursing homes, libraries, churches, hospitals	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable	Clearly Unacceptable
Auditoriums, concert halls, amphitheaters	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable	Clearly Unacceptable
Sports arenas, outdoor spectator sports	Clearly Unacceptable	Clearly Unacceptable*	Normally Acceptable*	Clearly Unacceptable*
Playgrounds, neighborhood parks	Clearly Unacceptable	Normally Unacceptable	Normally Acceptable	Normally Acceptable
Golf courses, riding stables, water recreation, cemeteries	Normally Unacceptable	Normally Acceptable	Clearly Acceptable	Clearly Acceptable
Office buildings, personal, professional	Clearly Unacceptable	Clearly Unacceptable	Normally Acceptable	Clearly Unacceptable*
Commercial – retail, movie theaters, restaurants	Clearly Unacceptable*	Clearly Unacceptable	Normally Acceptable	Clearly Unacceptable
Commercial – wholesale, some retail, industry, manufacturing, utilities	Clearly Unacceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable
Livestock, farming, animal breeding	Normally Unacceptable*	Normally Acceptable*	Clearly Acceptable*	Clearly Acceptable*
Agriculture (except livestock), mining and fishing	Normally Acceptable	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable
Extensive natural recreation	Normally Acceptable	Clearly Acceptable	Clearly Acceptable	Clearly Acceptable
Maximum gross density recommended (persons per acre)	.5	25	No Limit	10**
Maximum assembly recommended (persons)	10	100	No Limit	100**
Safety Review Area 1 – Area at either end of a runway inside and outside of the airport boundaries, and labeled clear zone as defined by FAA or Military AICUZ studies. Safety Review Area 2 – Area outside the airport boundaries but within the 65 Ldn noise contour. Safety Review Area 3 – Varies with the airport but generally: a) For airports with a 65 Ldn noise contour, area outside the 65 Ldn noise contour; b) For airports without the 65 Ldn noise contour, area within one mile of the outer boundaries of the airport ownership. Safety Review Area 4 – Varies with the facility: China Lake and George – one mile outside the 65 Ldn contour. Norton – within a 5-mile radius of the base. Low Altitude Corridors – entire area beneath the corridors. Clearly Acceptable – No restrictions. Normally Acceptable – Restricted development undertaken only after detailed analysis and satisfactory mitigation measures are initiated. Normally Unacceptable – No new development. Clearly Unacceptable – New construction or development should generally not be undertaken. Existing uses should be relocated. * Some specific uses in this group may meet density criteria and be more acceptable. ** Applies for low altitude flight corridor only. Unlimited occupancy in other Safety Area 4 locations.				

c) Safety Zone III:

Generally, ALUC's place few restrictions on residential uses within this area. Strong emphasis is still placed on limiting large assemblies of people in uses such as:

- Hospitals
- Stadiums and arenas
- Auditoriums and concert halls
- Outdoor amphitheaters and music shells
- Regional shopping centers
- Jails and detention centers

Additionally, land use activities which may present visual, electronic, or physical hazards to aircraft in flight should be avoided in this and all other safety zones. Visual hazards include distracting lights (particularly lights which can be confused with airfield lights), glare, and sources of smoke. Electronic hazards include any uses which interfere with aircraft radio communications. The principal physical hazards, other than the height of structures, are bird strikes/Any land use which can attract birds should be avoided. Particularly inappropriate uses are artificial attractors and sanitary landfills.

The San Bernardino County General Plan - Man Made Hazards, contains suggested density criteria (Figure III-8) with air safety zone and land use suitability matrixes, along with other recommendations and standards. A departmental review of all residential development that exceeds a density of two dwelling units per gross acre is also required. Figure III-9 (Land Use Compatibility in Aviation Safety Areas) was also sourced from the San Bernardino County General Plan.