



TRINITY COUNTY

PLANNING DEPARTMENT

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March 11, 2010

TO: AIRPORT LAND USE COMMISSION,
MEMBERS IN SESSION

SUBJECT: Agenda Item 6
Public Hearing: Review for compatibility of a proposed General Plan Amendment and Rezone of a lot in Trinity Center to change the land use from commercial to residential. Located at 50 Azalea Drive (Safety Zone E) of the Trinity Center Airport. APN 007-540-17. Applicant: K. Rieke (P-10-02)

BACKGROUND:

Section 21676(b) of the California Public Utilities Code states that any time a local agency proposes an amendment to their General Plan, that the amendment shall first be submitted to the Airport Land Use Commission (ALUC) for review of consistency with the adopted Airport Land Use Compatibility Plan (ALUCP).

The request is to review a proposal for a General Plan amendment and rezone on a quarter acre lot located in Trinity Center, on Azalea Drive, just east of Mary Avenue. This area is located in Safety Zone E of the Trinity Center Airport.

DISCUSSION:

The Airport Land Use Commission's primary concern with any development includes the following:

- **Noise:** Mitigating the cumulative noise exposure from aircraft operations near an airport.
- **Overflight:** Mitigating the impacts of routing aircraft flight over a community.
- **Safety:** Minimizing the risks of aircraft accidents beyond the runway environment.
- **Airspace Protection:** Limiting the heights of structures and other objects, and restricting other uses that potentially pose hazards to flight.
- **Wildlife Hazards:** Preventing development of wildlife attractions in the vicinity of airports.

The ALUCP examines the relative risks and exposures various types of land uses would be subject to based on their proximity to the airport runway and flight patterns of aircraft entering and exiting the airports. The various Zones were described as to this risk and provides guidance on type of uses allowable within each safety zone.

Safety Zone E is described as an area of relatively low risk, as these are areas that are not normally under the flight path of low-altitude aircraft, but which should still have minor restrictions due to the proximity to the airport. Zone E is usually used as the "other half of the oval" for a Zone D on a one-sided airport. In other words, if an airport just has a traffic pattern to one side of the runway, then the other side does not need the restrictions of Zone D as the traffic pattern generally doesn't fly over this area. That is the case in Trinity Center.

Zone E has the least number of land use restriction considerations. Land uses that would generate concern are those that would have a significant height level, attract wildlife and create visual distractions. Large concentrations of people and noise sensitive land uses should also be reviewed to ensure compatibility.

The proposal is to change the land use designation to be able to allow construction of one single-family dwelling. The concerns of having something constructed more than 150 feet tall, building a theater or restaurant or other facility that allow great concentrations of people, or attract droves of wildlife to the site are minimal, if any at all.

STAFF RECOMMENDATION:

Staff recommends the Commission

Find that the proposed General Plan Amendment from Commercial to Community Residential, and rezone from General Commercial to Residential Office on APN 007-540-17 is consistent with the policies of the Trinity County Airport Land Use Compatibility Plan based on Findings A-D.

Findings for approval:

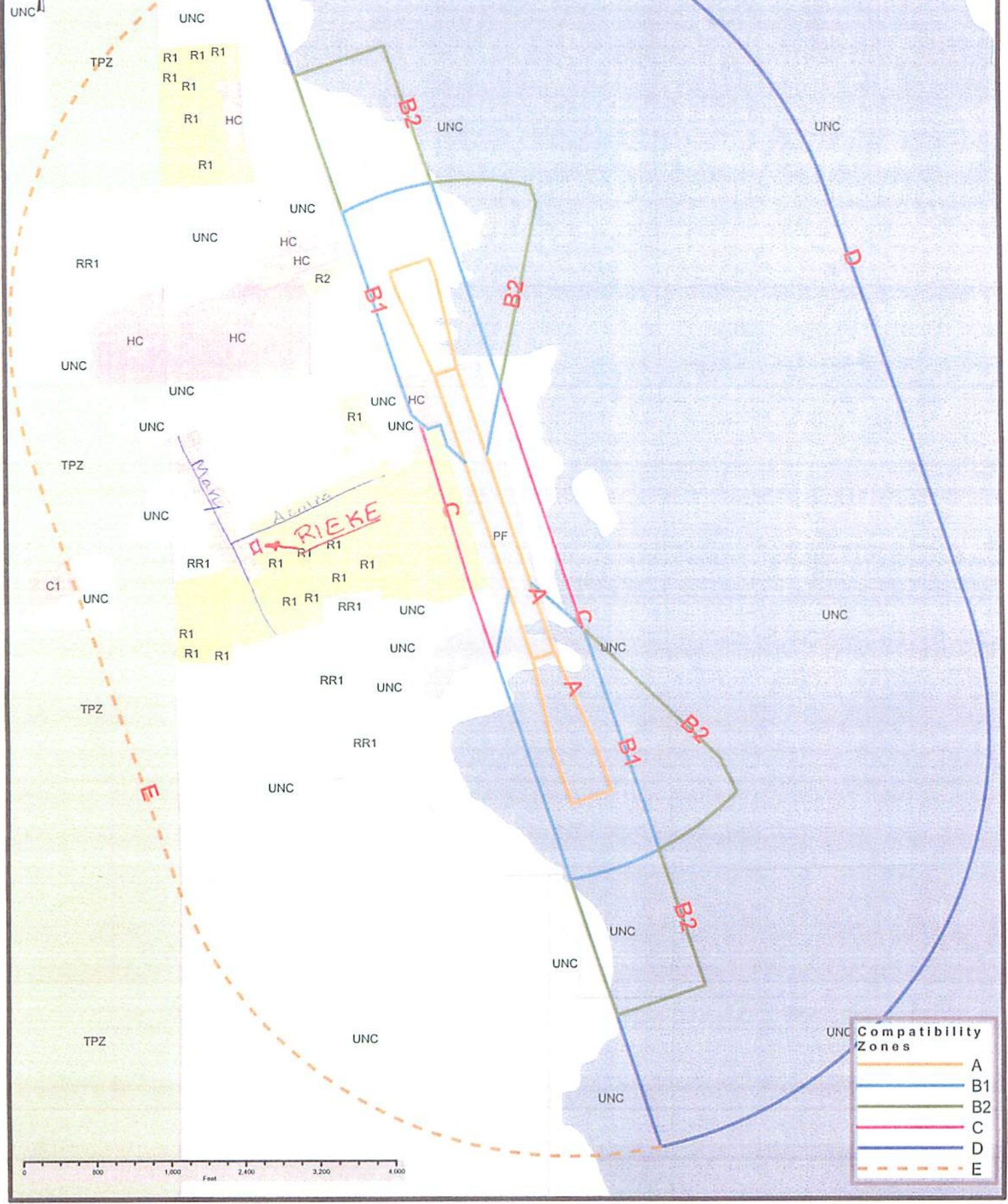
- A. Noise contours shown on the on the Airport Layout Plan for Trinity Center Airport demonstrate that no noise sensitive land uses are contained within the 65 CNEL, which is contained within the airport boundaries.
- B. The concerns of overflight hazards and safety are minimized for any project at this location as this area is not within the normal traffic pattern for the airport.
- C. The County has height limits in both the commercial and residential zoning districts that don't exceed 45 feet without requiring a use permit and environmental review. Allowing the General Plan Amendment will not increase the risk that height limits will be exceeded.
- D. The General Plan Amendment is not changing the designation to agriculture, which create wildlife hazards by attracting animals. The relative small size of the lot also precludes the size of development that would cause a large attraction of wildlife.

Respectfully Submitted,



Jeanne Bonomini
Senior Planner

Trinity Center Airport Compatibility Zones and County Zoning Districts



Compatibility Zones	
	A
	B1
	B2
	C
	D
	E

0 800 1,000 2,400 3,200 4,000
Feet