

APPENDIX D

SUPPLEMENTAL NOISE CONTOURS

This appendix includes information specific to the 60 CNEL noise exposure contours for 2022 and 2027 and the 2042 forecast condition. For additional information regarding the modeling inputs and noise exposure at Camarillo Airport, refer to Chapter Three – Aviation Noise and Chapter Four – Noise Impacts.

While the FAA considers 65 CNEL the threshold of significant impact on noise-sensitive uses, information regarding the 60 CNEL noise contour is included in this appendix to maintain consistency with other locally adopted land use planning documents, including the *2000 Airport Comprehensive Land Use Plan* for Ventura County and the *1976 Joint Powers Agreement* between Ventura County and the City of Camarillo. Although both documents discuss the 60 CNEL noise contour, it is noted that under the current FAA Airport Improvement Program (AIP), mitigation efforts outside the 65 CNEL noise contour – while potentially eligible for federal funding – receive lower priority for funding than projects within the 65 CNEL noise contour.

The noise exposure contours developed in this appendix will be used as follows:

- **Exhibit D1** and **Exhibit D2** present the 60 CNEL noise exposure contours for 2022 and 2027, which are based on the assumptions outlined in Chapter Three – Aviation Noise. While not part of the official NEMs for Camarillo Airport, the 60 CNEL noise exposure contours can be used for land use planning purposes, as well as for the development of land use and noise abatement alternatives in the airport’s Part 150 Noise Compatibility Program.
- **Exhibit D3** also depicts a 20-year forecast noise exposure contour. While not part of the NEMs for Camarillo Airport, this scenario can be used by the Ventura County Airport Land Use Commission to update the Airport Land Use Compatibility Plan (ALUCP) for Camarillo Airport. The 20-year forecast noise contour is one of the key planning assumptions in an ALUCP and is used when evaluating development proposals near an airport.

AEDT OUTPUT

Using the methodology and assumptions outlined in Chapter Three, 60 CNEL noise contours modeled for the 2022, 2027, and 2042 scenarios are shown on **Exhibits D1, D2, and D3**. Additionally, **Table D1** presents the total acres for each contour that extends off airport property. The 2042 noise contours are

slightly larger due to the forecasted operations increase. As discussed in Chapter Three – Aviation Noise, the initial takeoff roll is the loudest component of aircraft operations; therefore, as shown on the exhibits, the contours are widest to the east near the Runway 26 end, resulting from most aircraft departing to the west on Runway 26. The width of the contours on the north side of the airport near Highway 101 is influenced by helicopter activity: one helipad is located in this area. The additional contours to the southeast of Runway 8-26 are also the result of helicopter activity at two helipads associated with emergency response aircraft.

As indicated in **Table D1**, the total area of the 2042 noise contours located off airport property is 480.99 acres. Of this total, 432.19 acres are within the 60-65 CNEL noise contour range.

TABLE D1 Contour Area Extending Off Existing Airport Property Camarillo Airport			
	Area (Acres)		
	2022	2027	2042
60-65 CNEL	307.99	326.18	432.19
65-70 CNEL	40.86	41.69	48.80
70-75 CNEL	0	0	0
75+ CNEL	0	0	0
Total	348.85	367.87	480.99

Notes: Acreages represent only those areas between the stated contour ranges.
 Source: *Coffman Associates analysis*

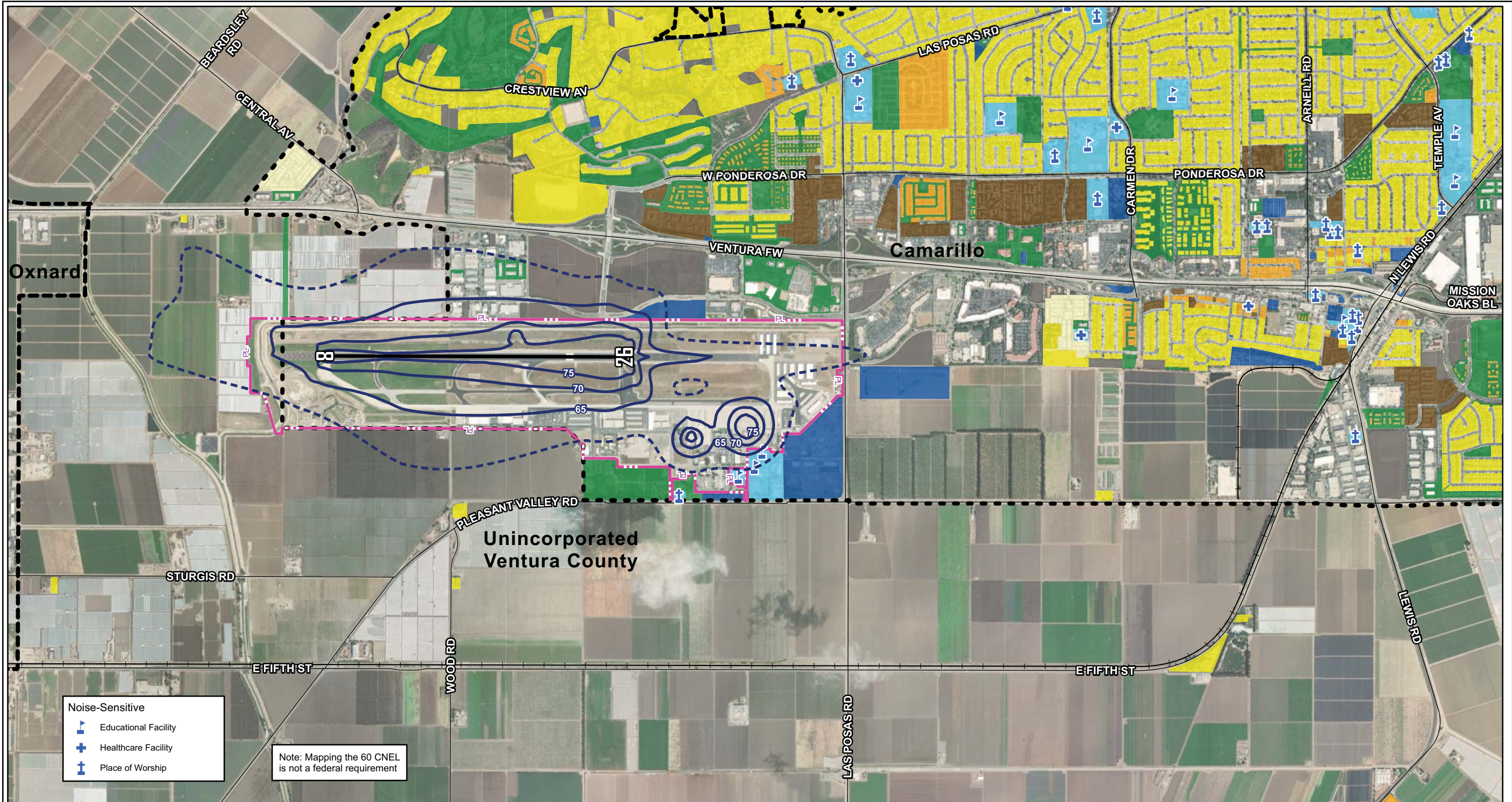
LAND USES AND POPULATION EXPOSED TO 60 CNEL NOISE

60 CNEL noise contours modeled for the 2022, 2027 and 2042 scenarios are shown on **Exhibits D1, D2, and D3**. As indicated on the exhibit, portions of the 60-65 CNEL contours for all conditions (2022, 2027, and 2042) extend off airport property. **Table D2** summarizes the acreages of each existing land use type encompassed by the 60-65 CNEL noise contours in each condition based on the generalized land use types described in Chapter One – Inventory.

There are 3.44 acres of public/quasi-public property owned by the City of Camarillo within the 60-65 CNEL contours for 2022; 4.02 acres within the 60-65 CNEL contours for 2027; and 5.94 acres within the 60-65 CNEL contours for 2042. The City of Camarillo works cooperatively with the County of Ventura to limit development to only those uses compatible with Camarillo Airport.

There are no residential land uses within the 60-65, 65-70, 70-75, or 75+ CNEL contour ranges.

There are two noise-sensitives institutions within the 60 CNEL contours for 2022 and 2027: Gateway Community School at 200 Horizon Circle, which serves approximately 50 students in grades 6-12 and has a staff of eight teachers; and Phoenix School at 500 Airport Way, a special education school which serves approximately 95 students in grades K-12. There are no other noise-sensitive land uses (such as hospitals, historic properties, or daycare facilities) within the 60-65 CNEL noise contours.



Noise-Sensitive

- Educational Facility
- Healthcare Facility
- Place of Worship

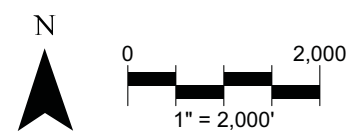
Note: Mapping the 60 CNEL is not a federal requirement

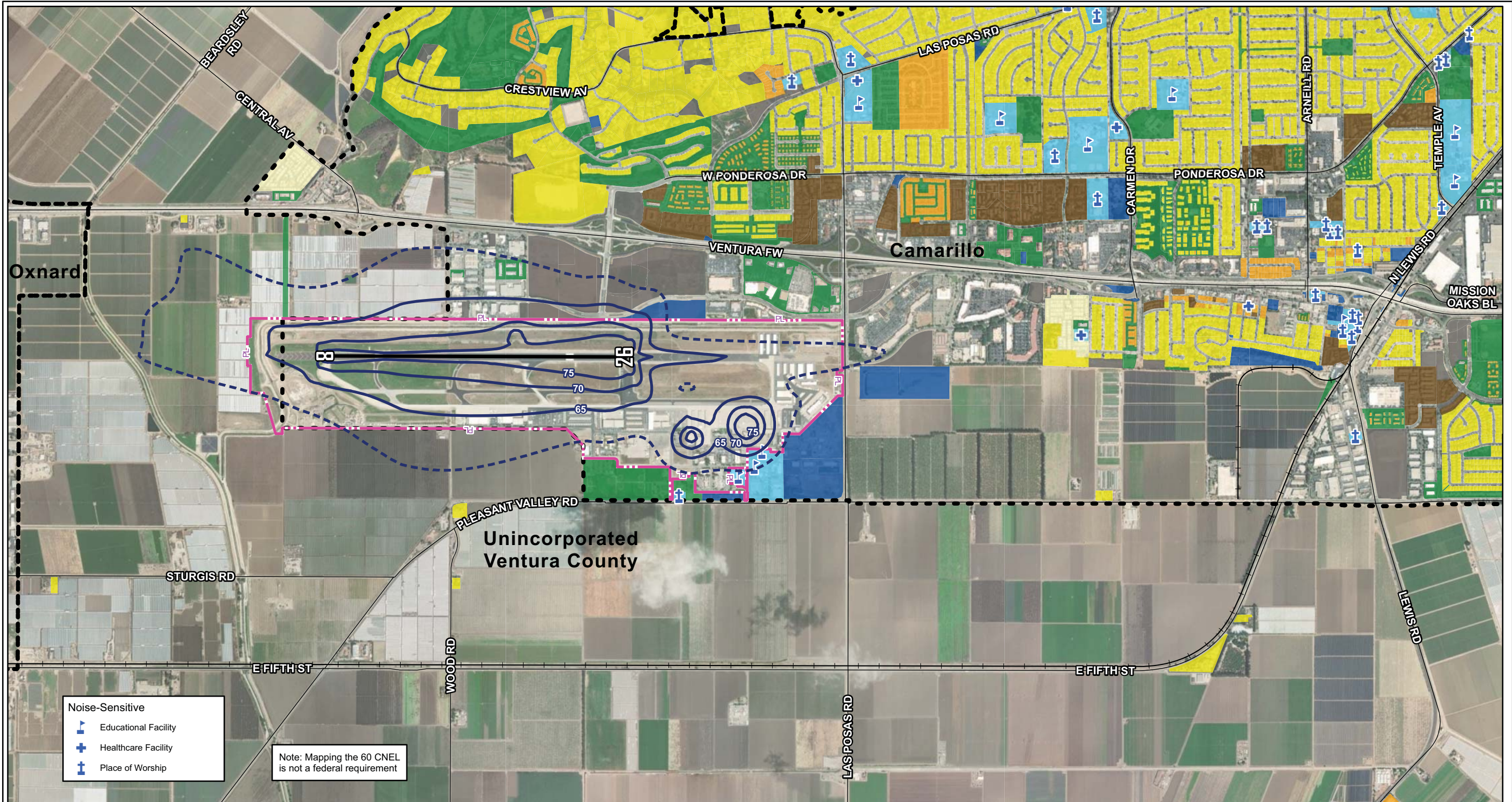
Legend

Railroad	2022 60 CNEL Noise Contour	Jurisdictional Boundaries	Existing Land Use	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Vacant
Roads	Airport Property Line	Runway Centerline	Single-Family Residential	Parks/Open Space	Noise-Sensitive	Manufactured Homes	
2022 CNEL Noise Contours							

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022





Noise-Sensitive

- Educational Facility
- Healthcare Facility
- Place of Worship

Note: Mapping the 60 CNEL is not a federal requirement

Legend

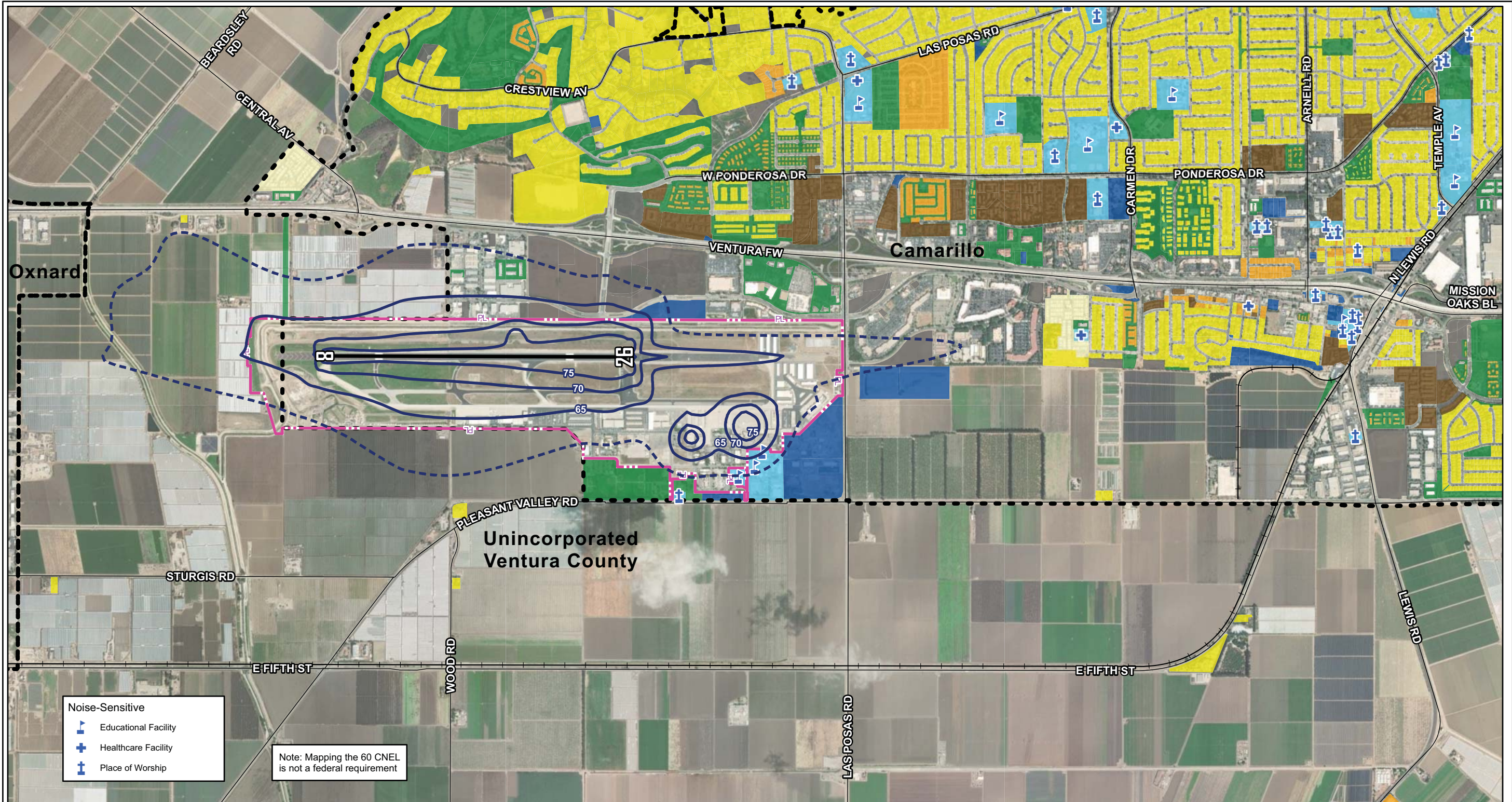
Railroad	2027 60 CNEL Noise Contour	Jurisdictional Boundaries	Existing Land Use	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Vacant
Roads	Airport Property Line	Runway Centerline	Single-Family Residential	Parks/Open Space	Manufactured Homes	Noise-Sensitive	
2027 CNEL Noise Contours							

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

N

0 2,000
1" = 2,000'



Noise-Sensitive

- Educational Facility
- Healthcare Facility
- Place of Worship

Note: Mapping the 60 CNEL is not a federal requirement

Legend

Railroad	2042 60 CNEL Noise Contour	Jurisdictional Boundaries	Existing Land Use	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Vacant
Roads	Airport Property Line	Runway Centerline	Single-Family Residential	Parks/Open Space	Noise-Sensitive	Manufactured Homes	
2042 CNEL Noise Contours							

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022

N

0 2,000
1" = 2,000'

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TABLE D2 Land Uses Exposed to Aircraft Noise Between 60-65 CNEL Camarillo Airport			
	Area (Acres)		
	60-65 CNEL 2022	60-65 CNEL 2027	60-65 CNEL 2042
Compatible Land Uses			
Airport Property	231.61	235.95	225.45
Agricultural	228.85	242.39	318.51
Commercial, Industrial, Transportation, and Utilities	25.46	28.44	37.91
Right of Way	10.96	11.54	17.14
Open Space	6.15	6.23	7.09
Undeveloped ¹	29.69	29.92	39.57
Noise-Sensitive Land Uses			
Noise-Sensitive	3.45	4.02	5.94
Single-Family Residential	0	0	0
Multi-Family Residential	0	0	0
Public Buildings	0	0	0
Public Institutions	3.44	3.66	5.80
Historic Properties	0	0	0
Total	539.61	562.14	657.41
¹ Undeveloped land consists of portions of multiple parcels. Source: Coffman Associates analysis			

LAND USES AND POPULATION EXPOSED TO 2027 NOISE

The 2027 condition noise exposure contours are depicted on **Exhibit 4C**. **Table D3** summarizes the acreages of each existing land use type encompassed by the noise contours based on the generalized land use types described in Chapter One – Inventory.

TABLE D3 Land Uses Exposed to 2027 Aircraft Noise above 60 CNEL - Camarillo Airport				
	Area (Acres)			
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75+ CNEL
Compatible Land Uses				
Airport Property	225.45	201.96	104.47	72.88
Agricultural	318.51	14.36	0	0
Commercial, Industrial, Transportation, and Utilities	37.91	10.61	0	0
Right of Way	17.14	9.52	0	0
Open Space	7.09	0.02	0	0
Undeveloped ¹	39.57	11.61	0	0
Noise-Sensitive Land Uses				
Noise-Sensitive	5.94	1.10	0	0
Single-Family Residential	0	0	0	0
Multi-Family Residential	0	0	0	0
Public Buildings	0	0	0	0
Public Institutions	5.80	1.57	0	0
Historic Properties	0	0	0	0
Total	657.41	250.76	104.47	72.88
¹ Undeveloped land consists of portions of multiple parcels. Source: Coffman Associates analysis				

There are 1.34 acres of public property owned by the City of Camarillo within the 65-70 CNEL contours for 2042 and 5.94 acres within the 60-65 CNEL contours. The City of Camarillo works cooperatively with the County of Ventura to limit development to only those uses compatible with Camarillo Airport.

There are no residential land uses within the 60-65, 65-70, 70-75, or 75+ CNEL contour ranges.

There are three noise-sensitive institutions within the 60-65 CNEL contours for 2042: Gateway Community School, Phoenix School, and Frontier High School. The exposed area includes 5.80 acres within the 60-65 CNEL contour and 1.34 acres (Gateway Community School only) within the 65-70 CNEL contour. There are no other noise-sensitive land uses (such as hospitals, historic properties, or daycare facilities) within the 2042 noise contours.

SUMMARY

For comparative purposes, the contour area for each range and timeframe is presented in **Table D4**.

TABLE D4 Comparison of 2022, 2027, and 2042 CNEL Contour Areas Camarillo Airport				
Year	Area (Acres)			
	60-65 CNEL	65-70 CNEL	70-75 CNEL	75+ CNEL
2022	539.61	210.97	96.23	61.22
2027	562.14	217.07	97.61	62.95
2042	657.41	250.76	104.47	72.88

Source: Coffman Associates analysis

As previously mentioned, other airport noise matters not identified through the Noise Exposure Map process will be considered as part of the Noise Compatibility Program in this Part 150 Noise Compatibility Study.