

Chapter **1**

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Introduction



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# Introduction

## OVERVIEW

This *Placer County Airport Land Use Compatibility Plan (ALUCP)* contains the individual *Compatibility Plan* for each of the three public-use airports in Placer County:

- › Auburn Municipal Airport
- › Blue Canyon Airport
- › Lincoln Regional Airport

The Placer County Transportation Planning Agency (PCTPA) functions as the Placer County Airport Land Use Commission (*PCALUC*) for the three airports in Placer County. As adopted by the *PCALUC*, the basic function of this *ALUCP* is to promote compatibility between these airports and future land use development in the surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Additionally, the *ALUCP* serves as a tool for use by the *ALUC* in fulfilling its duty to review plans, regulations and other actions of local agencies and airport operators for consistency with the *ALUCP* criteria. Neither this *ALUCP* nor the *ALUC* have authority over existing land uses or over the operation of the airports.

The *Airport Influence Area* for each of the airports, as defined herein, extends roughly 1.5 to 4 miles from the airport runways. These influence areas encompass lands within three local government jurisdictions in Placer County:

- › County of Placer
- › City of Auburn
- › City of Lincoln

These three local government jurisdictions—together with, any city, special district, school district, or community college district in Placer County that exists or may be established or expanded into any of the three *Airport Influence Areas* defined by this *ALUCP*—are subject to the provisions of the plan.<sup>1</sup>

Portions of the Blue Canyon *Airport Influence Area* also affect lands within the jurisdiction of two other government entities: the County of Nevada and the U.S. Forest Service. The authority of the *PCALUC* does not extend to federal, state, tribal, or neighboring county lands in accordance with the provisions

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<sup>1</sup> *Public Utilities Code Section 21670(f)*.

of the state *ALUC* statutes. Thus, the compatibility policies for Blue Canyon Airport remain strictly advisory for these agencies.

Likewise, aircraft operations at four airports in adjacent counties affect lands within Placer County (see Exhibit 1A). The authority of the *PCALUC* does not extend into these counties as compatibility planning for these airports is done by other *ALUCs*. Nevertheless, the policies of this *ALUCP* address the importance of inter-agency coordination on airport land use compatibility matters.<sup>2</sup> These airports are:

- › Truckee-Tahoe Airport which straddles the Placer and Nevada County boundary. Airport land use compatibility planning matters for the Truckee-Tahoe Airport is the responsibility of the Truckee-Tahoe *ALUC*, a special two-county *ALUC*. The Nevada County Transportation Commission (NCTC) serves as the *ALUC* staff.
- › Sacramento International Airport and McClellan Field in Sacramento County and Beale Air Force Base in Yuba County. The Sacramento Area Council of Governments (SACOG) functions as the *ALUC* for Sacramento, Sutter, Yolo and Yuba counties in accordance with the designated body provisions of Public Utilities Code Section 21670.1. Though also members of SACOG, the counties of Placer and El Dorado have their own *ALUCs*.

## AIRPORT LAND USE COMMISSION REQUIREMENTS

The creation of *ALUCs* and the preparation of *ALUCPs* are requirements of the California State Aeronautics Act.<sup>3</sup> Provisions for creation of *ALUCs* were first established under state law in 1967 (see Appendix A for a copy of the current statutes). With limited exceptions, an *ALUC* is required in every county in the state. Furthermore, an *ALUCP* is required for each public-use and military airport in the state even in instances where an *ALUC* is not established.

Many of the procedures that govern how *ALUCs* operate are defined by state law. Statutory provisions in the Public Utilities Code establish the requirements for *ALUC* adoption of compatibility plans, which airports must have these plans, and some of the steps involved in plan adoption. The law also dictates the requirements for airport land use compatibility reviews by the *ALUC*. For example, the law specifies the types of actions that local jurisdictions must refer for *ALUC* review.

### ALUC Powers and Duties

Although the law has been amended numerous times since its original adoption, the fundamental purpose of *ALUCs* to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”<sup>4</sup>

The compatibility plans that *ALUCs* adopt are the basic tools they use to achieve this purpose. The ultimate objective of *ALUCs*, though, is to ensure that land use actions taken by local agencies also ad-

<sup>2</sup> See Chapter 2, Policy 2.2.10.

<sup>3</sup> *Public Utilities Code Section 21670 et seq.*

<sup>4</sup> *Public Utilities Code Section 21670(a)(2).*

here to this purpose. *ALUCs* pursue this objective by reviewing the general plans, specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan.

*ALUCs* also review airport operators' proposed master plans and other airport development plans—such as, proposed nonaviation development of airport property that does not directly serve the flying public—to determine if those plans are consistent with the compatibility plan or if modifications should be made to the compatibility plan to reflect current airport planning.

## ALUC Limitations

Two specific limitations on the powers of *ALUCs* are set in the statutes. First, as indicated above, is that *ALUCs* have no authority over areas “already devoted to incompatible uses.”<sup>5</sup> The common interpretation of this clause is that *ALUCs* have no jurisdiction over existing land uses even if those uses are incompatible with airport activities. An *ALUC* cannot, for example, require that an existing incompatible use be converted to something compatible.

The second explicit limitation is that *ALUCs* have no “jurisdiction over the operation of any airport.”<sup>6</sup> This limitation includes anything concerning the configuration of runways and other airport facilities, the types of aircraft operating at the airport, or where they fly.

## AIRPORT LAND USE COMPATIBILITY PLAN REQUIREMENTS

### ALUCP Guidelines

With respect to airport land use compatibility criteria, the statutes say little however. Instead, a section of the law enacted in 1994 refers to another document, the *California Airport Land Use Planning Handbook (Handbook)* published by the California Department of Transportation (Caltrans), Division of Aeronautics. Specifically, the statutes say that, when preparing compatibility plans for individual airports, designated bodies functioning as *ALUCs*, such as the PCTPA functioning as the *PCALUC*, “shall be guided by information”<sup>7</sup> in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

The policies and maps in this *ALUCP* rely upon the guidance provided by the current edition of the *Handbook* (October 2011). The October 2011 edition of the *Handbook* is available for downloading from the Division of Aeronautics web site ([www.dot.ca.gov/hq/planning/aeronaut](http://www.dot.ca.gov/hq/planning/aeronaut)).

An additional function of the *Handbook* is established elsewhere in California state law. The Public Resources Code creates a tie between the *Handbook* and the California Environmental Quality Act (CEQA). The Public Resources Code requires lead agencies to use the *Handbook* as “a technical re-

<sup>5</sup> *Public Utilities Code Section 21674(a)*.

<sup>6</sup> *Public Utilities Code Section 21674(e)*.

<sup>7</sup> *Public Utilities Code Section 21674.7(a)*.

source” when preparing CEQA documents assessing airport-related noise and safety impacts of projects located in the vicinity of airports.<sup>8</sup>

## ALUCP Relationship to Airport Master Plans

*ALUCPs* are distinct from airport master plans, airport layout plans and other types of airport development plans, but they are closely connected to them. An airport layout plan is a drawing showing existing facilities and planned improvements. Airport master plans primarily address on-airport issues. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. A typical airport master plan includes an airport layout plan, but also provides textual background data, a discussion of forecasts, and an examination of alternatives along with a detailed description of the proposed development. Airport layout plans and airport master plans are prepared for and adopted by the entity that owns and/or operates the airport. Most large, publicly owned airports have an airport master plan, but many smaller or private airports do not.

In contrast to airport layout plans and airport master plans, the focus of which is normally on on-airport concerns, airport land use compatibility plans mostly address off-airport issues. The major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airport. Compatibility plans are required to reflect the planned airport development and anticipated activity at least 20 years into the future. The responsibility for preparation and adoption of compatibility plans lies with each county’s *ALUC*.

The principal connection between the two types of plans stems from the California Public Utilities Code.<sup>9</sup> The statutes require that *ALUC* plans must be based upon a long-range airport master plan adopted by the airport owner/proprietor or, if such a plan does not exist or is outdated for a particular airport, an airport layout plan may be used with the acceptance of the Division of Aeronautics.

The connection works in both directions, however. While a compatibility plan must be based upon an airport master plan, the statutes require that any proposed modification to an airport master plan be submitted to the *ALUC* to determine whether the proposal is consistent with the compatibility plan.<sup>10</sup> Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process usually is that the *ALUCP* will need to be updated to mirror the new master plan.

## ALUCP Airport Activity Forecasts

In addition to the requirement that a compatibility plan be based upon the adopted airport master plan or state-approved airport layout plan, the Public Utilities Code says that a compatibility plan must reflect “the anticipated growth of the airport during at least the next 20 years.”<sup>11</sup> Frequently, unless the master plan is very recent, its forecasts cannot be directly used because they do not cover the requisite 20-year time period. A final forecasting factor therefore is one pointed out in the *Handbook*:

“For compatibility planning, however, 20 years may be shortsighted. For most airports, a lifespan of more than 20 years can reasonably be presumed. Moreover, the need to avoid incompatible land use development will exist for as long as an airport exists. Once development

<sup>8</sup> *Public Resources Code Section 21096.*

<sup>9</sup> *Public Utilities Code Section 21675(a).*

<sup>10</sup> *Public Utilities Code Section 21676(c).*

<sup>11</sup> *Public Utilities Code Section 21675(a).*

occurs near an airport, it is virtually impossible—or, at the very least, costly and time consuming—to modify the land uses to ones that are more compatible with airport activities.” (*Handbook*, p. 3-5.)

Chapters 7 through 9 describe the activity forecasts upon which the *ALUCPs* for Auburn Municipal, Blue Canyon and Lincoln Regional Airports are based.

## ALUCP IMPLEMENTATION REQUIREMENTS

### Relationship of the ALUC to County and City Governments of Placer County

The fundamental relationship between the *PCALUC* and the governments of Placer County and the cities affected by this *ALUCP* is set by the Public Utilities Code. For the most part, *ALUCs* act independently from the local land use jurisdictions. The *ALUC* is not simply an advisory body for the Board of Supervisors or City Councils in the manner that their respective planning commissions are. Rather, the *PCALUC* is more equivalent to the Placer County Local Agency Formation Commission (LAFCo). Within the bounds defined by state law, the decisions of the *PCALUC* are final and are independent of the Placer County Board of Supervisors or City Councils. The *ALUC* does not need county or city approval in order to adopt this *ALUCP* or to carry out *ALUC* land use project review responsibilities. The *PCALUC* must, however, consult with the involved agencies when establishing *Airport Influence Area* boundaries.<sup>12</sup>

The responsibility for implementation of the *ALUC*-adopted *ALUCP*, however, rests with the affected local agencies. The Government Code establishes that each county and city affected by an *ALUCP* must make its general plan and any applicable specific plans consistent with the *ALUC's* compatibility plan.<sup>13</sup> Alternatively, local agencies can undertake the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the *ALUC* policies.<sup>14</sup>

The other responsibility of local agencies is to refer their plans and certain other proposed land use actions to the *ALUC* for review so that the *ALUC* can determine whether those actions are consistent with its *ALUCP*. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be referred to the *ALUC*. However, other actions, such as those associated with individual development proposals, are subject to *ALUC* review only until such time as the agency's general plan and specific plans have been made consistent with the *ALUC's* plan or the agency has overruled the *ALUC*.

### General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an *ALUC's* planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the *ALUC* adopts or amends its plan.<sup>15</sup> The only other course of action available to local agencies is to overrule the *ALUC* using the process outlined in the next section.

<sup>12</sup> *Public Utilities Code Section 21675(c).*

<sup>13</sup> *Government Code Section 65302.3.*

<sup>14</sup> *Public Utilities Code Section 21676.*

<sup>15</sup> *Government Code Section 65302.3(b).*

A general plan does not need to be identical with the *ALUC* plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- › It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- › It must avoid direct conflicts with compatibility planning criteria.

Compatibility planning issues can be reflected in a general plan in any, or a combination, of several ways:

- ▶ **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction’s general plan.
- ▶ **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community’s general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross referencing and eliminate conflicts would still be necessary.
- ▶ **Adopt ALUCP as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *ALUCP*. Changes to the community’s existing general plan would be minimal. Policy reference to the separate *ALUCP* document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- ▶ **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *ALUCP* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix F.)

## Overruling ALUC Decisions

If an *ALUC* has determined that a local agency’s general plan is inconsistent with the *ALUCP* and the local agency wishes to adopt the general plan anyway, then it must overrule the *ALUC*. The statutes are explicit in defining the steps involved in the overrule process. This same process also applies if the local agency intends to overrule the *ALUC* with regard to a finding of inconsistency on proposed adoption or approval of a specific plan, zoning ordinance or building regulation; or an individual development proposal for which *ALUC* review is mandatory; or airport master plan.<sup>16</sup> The steps that a local agency must take to overrule the *ALUC* are set by state law and court decisions and summarized below. Further discussion is contained in the *Handbook*.

**Specific Findings by Local Agency**—When overruling the *ALUC*, the *Local Agency* must make specific findings that the proposed *Action* is consistent with the purposes of the *ALUC* statutes as set forth in Public Utilities Code Section 21670. Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence. Specifically, the governing body of the *Local Agency* must make specific findings that the proposed project will not:

- › Impair the orderly, planned expansion of the airport;
- › Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
- › Expose the public to excessive noise and safety hazards.

**Notification and Voting Requirements**—In accordance with the *ALUC* statutes, the *Local Agency* must do all of the following:

- › Provide to the *ALUC* and the California Division of Aeronautics a copy of the proposed decision and findings to *Overrule* the *ALUC* at least 45 days prior to the hearing date.
- › Hold a public hearing on the matter. The public hearing shall be publicly noticed consistent with the agency’s established procedures.
- › Include in the public record of any final decision to *Overrule* the *ALUC* any comments received from the *ALUC*, California Division of Aeronautics, Federal Aviation Administration (FAA) or public.
- › Make a decision to *Overrule* the *ALUC* by a two-thirds vote of its governing body.

**Liability**—The *ALUC* statutes indicate that if a *Local Agency* other than the *Airport* owner *Overrules* the *ALUC*, the agency owning and operating the airport “shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the *Local Agency’s* decision to *Overrule* the *ALUC’s* compatibility determination or recommendation”<sup>17</sup>

## Project Referrals

In addition to the types of land use actions for which referral to the *ALUC* is mandatory in accordance with state law—adoption or amendment of general plans, specific plans, zoning ordinances, or building codes affecting land within an *Airport Influence Area*—the *ALUCP* specifies other land use projects that either must or should be submitted for review. These “major land use actions” are defined in Chapter

<sup>16</sup> *Public Utilities Code Sections 21676(a), (b), and (c).*

<sup>17</sup> See *Public Utilities Code Sections 21678 and 21675.1(f).*

2. Beginning when the *ALUCP* is adopted by the *ALUC* and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be referred to the commission for review. After local agencies have made their general plans consistent with the *ALUCP*, the *ALUC* requests that these major actions continue to be submitted on a voluntary basis. These procedures must be indicated in the local jurisdiction's general plan or other implementing policy document in order for the general plan to be considered fully consistent with the *ALUCP*.

## **COMPATIBILITY PLANNING IN PLACER COUNTY**

### **Placer County ALUC**

An airport land use commission was first established for Placer County in 1985. Initially, the Sierra Planning Organization (SPO)—a four-county council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra counties and most of the cities within them—functioned as the *ALUC*. In its *ALUC* role, SPO operated under the name “Foothill Airport Land Use Commission.”

At the urging of Placer County and the cities of Auburn and Lincoln, the Placer County Transportation Planning Agency (PCTPA) assumed the *ALUC* responsibility in January 1997. The desire for greater local control over airport land use planning matters was the principal factor which prompted the change in designation. PCTPA already had certain countywide airport planning duties as the designated regional transportation planning agency for all of Placer County except the Tahoe Basin. Moreover, the governing board of PCTPA consists of elected officials from the three airport-owning entities in the county along with representatives from the four other cities in the county.

The PCTPA Executive Director serves as the *ALUC* secretary with support from the agency staff.

### **Airport Plans for Placer County Airports**

The three airports addressed by this *ALUCP* are all public-use general aviation facilities. In accordance with state law, the current and planned physical features and operational characteristics of each airport having implications for land use compatibility have been taken into account in the preparation of this *ALUCP*. The airport plan status differs for each of the three airports in Placer County.

#### ***Auburn Municipal Airport***

Auburn Municipal Airport is a general aviation facility owned by the City of Auburn and operated by the City's Department of Public Works. The Auburn City Council adopted a master plan for Auburn Municipal Airport in July 2007. Since publication of the master plan, minor amendments have been made to the Airport Layout Plan (ALP) drawing to reflect recent construction projects none of which have compatibility planning implications. The current ALP was approved by the Federal Aviation Administration (FAA) in August 2012. The information contained on the 2012 ALP together with supplemental information provided in the 2007 master plan and by airport personnel forms the foundation for this *Auburn Municipal Airport Land Use Compatibility Plan (ALUCP)*. The *ALUCP* reflects a 3,700-foot east/west runway (Runway 7-25), a future straight-in nonprecision instrument approach to Run-

way 25 and a 20-year activity forecast of 104,000 annual operations provided in the 2007 Master Plan. Detailed background data pertaining to Auburn Municipal Airport is presented in Chapter 7.

### **Blue Canyon Airport**

Blue Canyon Airport is a public-use general aviation facility owned by Placer County and operated by the county's Department of Transportation. The airport plays an important role in providing emergency access to the mountainous and remote Blue Canyon area.

No airport master plan exists for Blue Canyon Airport. An Airport Layout Plan (ALP) drawing was approved June 2003 by the California Division of Aeronautics for State permitting purposes. This ALP was accepted by the Caltrans Division of Aeronautics on January 2013 as the basis of this *Blue Canyon Airport Land Use Compatibility Plan (ALUCP)*. The information contained in the 2003 ALP and supplemental data provided by airport personnel serve as the foundation for this *ALUCP*. The *ALUCP* reflects a 2,900-foot-long runway, visual approaches and an activity forecast of 2,000 annual operations over the 20-year planning period. Detailed background data pertaining to Blue Canyon Airport is presented in Chapter 8.

### **Lincoln Regional Airport**

Lincoln Regional Airport/Karl Harder Field is a general aviation facility owned and operated by the City of Lincoln. The Lincoln City Council adopted a master plan for the airport in May 2007. Since publication of the master plan, minor amendments have been made to the Airport Layout Plan (ALP). The current ALP was approved by the Federal Aviation Administration (FAA) in May 2008. The information contained on the 2008 ALP, together with supplemental information provided in the 2007 master plan and by airport personnel, forms the foundation for this *Lincoln Regional Airport Land Use Compatibility Plan (ALUCP)*. The *ALUCP* reflects two parallel runways, a proposed 1,000-foot northerly extension of the primary runway (Runway 15R-33L) and a 20-year activity forecast of 138,000 annual operations from the 2007 Master Plan. Detailed background data pertaining to Lincoln Regional Airport is presented in Chapter 9.

## **ALUCP Development Process**

Major influences on the decision to prepare an updated *ALUCP* were the new airport master plans for Auburn Municipal and Lincoln Regional Airports and Caltrans Division of Aeronautics' issuance of the 2011 *California Airport Land Use Planning Handbook*.

As required by California state law, the *Handbook* provides guidance for the compatibility policies set forth in this *ALUCP*. The *Handbook* was used both to structure and define compatibility criteria and to establish the procedures to be followed by the *PCALUC* and local agencies in implementation of the criteria.

As noted above, the aeronautical data serving as the foundation of this *ALUCP* is based upon an approved airport master plan or airport layout plan showing existing and proposed airport improvements over the requisite 20-year planning timeframe. With respect to aircraft activity projections, the *ALUCP* again relies upon data obtained from each airport regarding historic, current, and projected operations. The activity forecasts are based on data obtained from current airport master plans and/or airport managers.

Additionally, a Technical Advisory Committee was established specifically for the *ALUCP* update project. The group's primary membership consisted of PCTPA/*ALUC* staff, representatives from each of the three public-use airports covered by this plan (Auburn Municipal, Blue Canyon and Lincoln Regional), and planning staff from the Placer County Planning Services Division, City of Auburn Community Development Department, and City of Lincoln Planning Division. Membership also included Caltrans Division of Aeronautics planning staff, City of Roseville planning staff, Nevada County Transportation/Nevada County *ALUC* staff, and Sacramento Area Council of Governments/*ALUC* staff.

The Technical Advisory Committee assisted with providing airport and land use data, reviewing discussion papers and draft materials, and providing technical input for consideration in the administrative draft plan. Additionally, the group was charged with keeping their respective local jurisdictions informed of the *ALUCP* Update progress.

## **ALUCP Contents**

This *ALUCP* is organized into nine chapters and a set of appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning in general and for Placer County in particular. The most important components of the plan are found in Chapters 2 through 4. Chapters 2 and 3 present *ALUC* procedural policies and compatibility policies applicable uniformly to each of the three addressed airports. Chapters 4 through 6 contain the airport-specific compatibility maps and criteria for each airport together with individual policies for that airport. Chapters 7 through 9 present airport and land use background information regarding each of the airports in alphabetical sequence.

Also included in this document are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning. This material is mostly taken from other sources and does not represent *ALUC* policy except where cited as such in Chapters 2 through 6—specifically the state *ALUC* statutes and certain other laws (Appendix A) and Federal Aviation Regulations Part 77 (Appendix B).

## **ALUCP Adoption Process**

Although contained within this single volume, the *Placer County Airport Land Use Compatibility Plan* consists of three separate *ALUCPs*, one for each airport addressed. An Initial Study has been prepared for each *ALUCP* in accordance with the California Environmental Quality Act (CEQA). The purpose of each Initial Study is to identify the potential environmental impacts associated with the implementation of the *ALUCP* following adoption. The issues addressed by each Initial Study include those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano County Airport Land Use Commission*, such as an assessment of the potential displacement of future residential and nonresidential land use development.

The Initial Study and associated Negative Declarations associated with the *ALUCP* for each airport will be circulated for a 45-day public review period that will extend from December 16, 2013 through January 31, 2014. Written comments provided on the *ALUCP* and associated CEQA document during this timeframe will be used to guide a final set of revisions to the draft *ALUCP*.

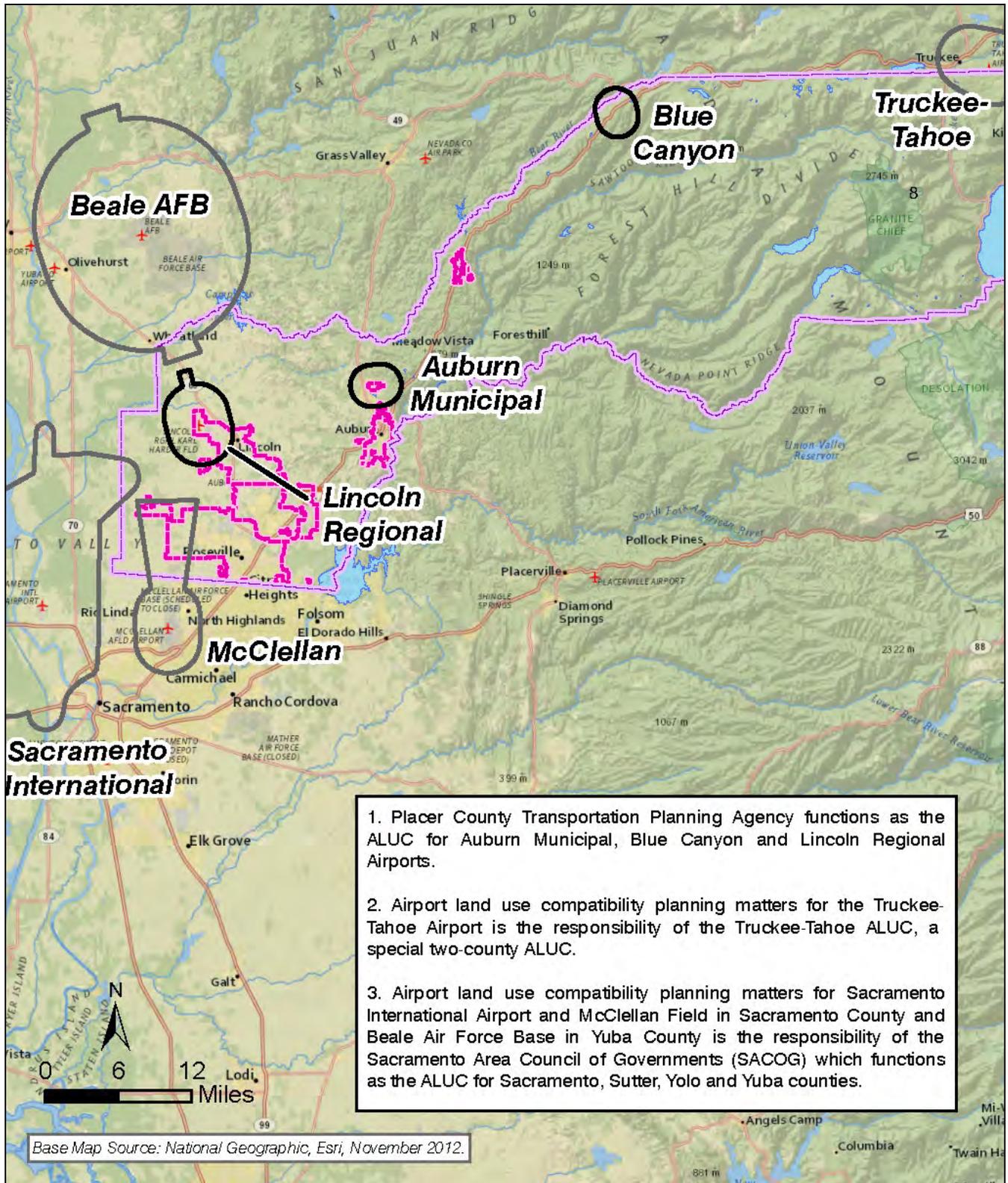
Additionally, public workshops on the draft *ALUCP* will be held in Auburn and Lincoln on January 15, 2014. Both workshops will be publicized by means of block advertisements in local papers. Additional-

ly, individual notices will be sent to approximately 9,000 owners of property in the three *Airport Influence Areas*. During this interval, individual meetings also will be held with several affected property owners, the staffs of the three local jurisdictions and other stakeholders.

The *PCALUC* is anticipated to hold two formal public hearings on this *ALUCP* in January and February 2014. The *ALUC* will consider comments offered in writing during the document review phase and at the hearings. Following *PCALUC* adoption, this *ALUCP* will replace the *Placer County Airport Land Use Compatibility Plan* adopted in October 2000.

A copy the *Placer County Airport Land Use Compatibility Plan* (November 2013 Public Review Draft) and associated CEQA documents are available for review and comment on the PCTPA website ([www.pctpa.net](http://www.pctpa.net)).

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**Exhibit 1A**  
**Location Map**

## Procedural Policies



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## Procedural Policies

### 2.1. Definitions

The following definitions apply for the purposes of the policies set forth in this *ALUCP*. In addition, general terms pertaining to airport and land use planning are defined in the *Glossary* (Appendix H).

- 2.1.1. *Actions/Projects/Proposals*: Terms similar in meaning and all referring to the types of airport and land use planning and development activities (permanent or temporary), either publicly or privately sponsored, that are subject to the provisions of this *ALUCP*. Other terms within similar meaning include *Land Use Planning Actions*, *Airport Planning Actions*, *Major Land Use Actions*, *Airport Development Actions*.
- 2.1.2. *Aeronautics Act*: Except as indicated otherwise, the article of the California Public Utilities Code (Section 21670 *et seq.*) pertaining to airport land use commissions and airport land use compatibility plans (also known as the *California State Aeronautics Act*).
- 2.1.3. *Airport*: Auburn Municipal Airport, Blue Canyon Airport, Lincoln Regional Airport or any new public-use or military airport that may be created within the western Placer County area under jurisdiction of the Placer County *ALUC*.
- 2.1.4. *Airport Influence Area/Referral Area*: An area, as delineated herein, 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. The *Airport Influence Area* constitutes the *Referral Area* within which certain *Airport Actions* and *Land Use Actions* are subject to *ALUC* review to determine consistency with the policies herein.
- 2.1.5. *Airport Land Use Commission (ALUC)*: The Placer County Transportation Planning Agency (PCTPA) or a legally established successor agency acting in its capacity as the *Airport Land Use Commission* for the western portion of Placer County.
- 2.1.6. *Airport Land Use Commission Secretary*: The Executive Director of PCTPA or a person designated by the Executive Director with the concurrence of the PCTPA Chairperson.
- 2.1.7. *Airport Proximity Disclosure*: A form of buyer awareness documentation required by California state law and applicable to many transactions involving residential real estate including previously occupied dwellings. The disclosure notifies a prospective purchaser that the property is located in proximity to an *Airport* and may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around the *Airport*. See Policy 3.6.2 for applicability. Also see Policy 2.1.28 for a related buyer awareness tool, *Recorded Overflight Notification*.

- 2.1.8. *Airspace Protection Surfaces/Plans/Zones*: Imaginary surfaces in the airspace surrounding the *Airport* defined in accordance with criteria set forth in Federal Aviation Regulations (FAR) Part 77.<sup>1</sup> These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of the *Airport*. The *Airspace Protection Surfaces* are depicted in the *Airspace Protection Plans* for each *Airport* addressed by this *ALUCP* and are presented in Chapters 4, 5, and 6.
- 2.1.9. *ALUCP/Compatibility Plan*: This document, the *Placer County Airport Land Use Compatibility Plan*, which includes the individual *ALUCPs* for Auburn Municipal Airport, Blue Canyon Airport and Lincoln Regional Airport.
- 2.1.10. *Aviation-Related Use*: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include, but are not limited to, runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc. Hotels or other commercial/industrial facilities on airport property do not qualify as an *Aviation-Related Use*.
- 2.1.11. *Avigation Easement*: An easement that conveys rights associated with aircraft overflight of a property, including but not limited to creation of noise and limits on the height of structures and trees, etc. (see Policy 3.7.1).
- 2.1.12. *Community Noise Equivalent Level (CNEL)*: The noise metric adopted by the State of California for land use planning purposes, including describing airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same *CNEL* value.
- 2.1.13. *Compatibility Zone*: Any of the zones depicted in the *Compatibility Policy Map* for each *Airport* in Chapters 4, 5, and 6 for the purposes of assessing land use compatibility within an *Airport Influence Area* defined herein (See Policy 3.2.3).
- 2.1.14. *Density*: The number of dwelling units per acre. *Density* is used in this *ALUCP* as the measure by which proposed residential development is evaluated for compliance with noise and safety compatibility criteria (compare *Intensity*). *Density* is calculated on the basis of the overall site size (i.e., gross acreage of the site).
- 2.1.15. *Existing Land Use*: A land use that either physically exists or for which *Local Agency* commitments to the proposal have been obtained entitling the project to move forward (see Policy 2.7.3).
- 2.1.16. *Existing Nonconforming Use*: An *Existing Land Use* that does not comply with the compatibility criteria set forth in this *ALUCP*. See Policies 2.7.3(d) and 3.7.3 for criteria applicable to *Land Use Actions* involving *Nonconforming Uses*.

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<sup>1</sup> Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the FAR Part 77 height limits constitute airspace obstructions. FAR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace. (See Appendix B for a copy of the FAR Part 77)

- 2.1.17. *Federal Aviation Regulations Part 77 (FAR 77)*: The part of Federal Aviation Regulations that deals with objects affecting navigable airspace in the vicinity of airports. Objects that exceed the Part 77 height limits constitute airspace obstructions (see Section 3.5). FAR Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of obstructions to determine their effect on the safe and efficient use of airspace. (See Appendix C of this *ALUCP* for the text of FAR Part 77; also see *Glossary*).
- 2.1.18. *Handbook*: The *California Airport Land Use Planning Handbook (Handbook)* published by California Department of Transportation (Caltrans), Division of Aeronautics in October 2011. The *Handbook* provides guidance to *ALUCs* for the preparation, adoption, and amendment of *ALUCPs*.
- 2.1.19. *Height Review Overlay Zone*: Areas of land in the vicinity of an *Airport* where the ground lies above the *FAR 77* surfaces or less than 35 feet beneath such surface.
- 2.1.20. *Infill*: Development of vacant or underutilized land (e.g., redevelopment or expansion of existing facilities) within areas that are already largely developed or used more intensively. See Policy 3.7.2 for criteria used to identify *Infill* areas for the purposes of this *ALUCP*.
- 2.1.21. *Intensity*: The number of people per acre. *Intensity* is used in this *ALUCP* as the measure by which most proposed *Nonresidential Development* is evaluated for compliance with safety compatibility criteria (compare *Density*). Sitewide average *Intensity* is calculated on the basis of the overall site size (i.e., gross acreage of the site).
- 2.1.22. *Local Agency*: Any county, city, or other local governmental entity such as a special district, school district, or community college district—including any future city or district—having any jurisdictional territory lying within an *Airport Influence Area* as defined herein for the three *Airports* covered by this *ALUCP*. These entities are subject to the provisions of this *ALUCP* (see Policy 2.2.6).
- 2.1.23. *Major Land Use Action*: *Actions* related to proposed land uses for which compatibility with *Airport* activity is a particular concern, but for which *ALUC* review is not always mandatory under state law. These types of *Actions* are listed in Policy 2.5.2.
- 2.1.24. *Noise-Sensitive Land Uses*: Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise sensitive land uses include, but are not limited to: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.
- 2.1.25. *Object Free Area (OFA)*: An area on the ground surrounding an airport runway within which the Federal Aviation Administration (FAA) prohibits all objects except certain ones necessary for aircraft navigation or maneuvering. The *OFA* dimensions to be applied for the purposes of this *ALUCP* are as established by the FAA.
- 2.1.26. *Overrule*: An *Action* that a *Local Agency* can take in accordance with provisions of state law if the *Local Agency* wishes to proceed with adoption or amendment of a general plan or specific plan, adoption or approval of a zoning ordinance or building regulation, approval or

- modification of a facility master plan, or modification of an airport master plan<sup>2</sup> or, under conditions specified in Policy 2.5.1, a *Major Land Use Action*<sup>3</sup> affecting the *Airport Influence Area* in spite of an *ALUC* finding that the *Land Use Action* is inconsistent with this *ALUCP*. See Section 2.12 for process required to *Overrule* the *ALUC*. Similar *Overrule* provisions are also available to the agency owning an *Airport* if the *ALUC* were to find a proposed airport master plan inconsistent with the *ALUCP*.
- 2.1.27. *Reconstruction*: The rebuilding of an *Existing Nonconforming* structure that has been fully or partially destroyed as a result of a calamity (not planned *Reconstruction* or *Redevelopment*). See Policy 3.7.4.
- 2.1.28. *Recorded Overflight Notification*: A form of buyer awareness documentation recorded in the chain of title of a property stating that the property may be subject to annoyances and inconveniences associated with the flight of aircraft to, from, and around a nearby airport. Unlike an *Avigation Easement* (see Policy 2.1.11), a *Recorded Overflight Notification* does not convey property rights from the property owner to the *Airport* and does not restrict the height of objects. See Policy 3.6.1 for applicability. Also see Policy 3.6.2 for a related buyer awareness tool, *Airport Proximity Disclosure*.
- 2.1.29. *Redevelopment*: Any new construction that replaces the existing use of a site, particularly at a *Density* or *Intensity* greater than that of the *Existing Land Use*. *Redevelopment* projects are subject to the provisions of this *ALUCP* to the same extent as other forms of proposed development.
- 2.1.30. *Risk-Sensitive Land Uses*: Land uses that represent special safety concerns irrespective of the number of people associated with the use (see Policy 3.4.9). Specifically: uses with vulnerable occupants; hazardous materials storage; or critical community infrastructure.

## 2.2. General Applicability

- 2.2.1. *ALUC*: The Placer County Transportation Planning Agency (PCTPA) is designated as the *ALUC* for Placer County in accordance with the provisions of California State law.<sup>4</sup>
- 2.2.2. *ALUCPs for Individual Airports in Placer County*: With limited exceptions, California law requires an *ALUCP* for each public-use and military airport in the state. This document, the *Placer County Airport Land Use Compatibility Plan (ALUCP)* contains the individual *ALUCP* for each of the three public-use airports currently located on the western slope of Placer County.
- (a) The three general aviation airports covered by this *ALUCP* are:
- (1) Auburn Municipal Airport owned and operated by the City of Auburn, Department of Public Works.
  - (2) Blue Canyon Airport owned and operated by the County of Placer County, Department of Public Works.
  - (3) Lincoln Regional Airport owned and operated by the City of Lincoln.

<sup>2</sup> *Public Utilities Code Sections 21676(a), (b), and (c).*

<sup>3</sup> *Public Utilities Code Section 21676.5(a).*

<sup>4</sup> *Public Utilities Code Sections 21670 and 21670.1.*

- (b) The policies in this document are divided into five chapters. The policies in Chapters 2 and 3 together with the respective airport-specific policies in Chapters 4, 5, and 6 comprise the *ALUCP* for each airport.
- (1) Chapter 2 prescribes the procedures by which local agencies within Placer County will follow in addressing airport land use compatibility matters.
  - (2) Chapter 3 contains compatibility criteria and policies applicable uniformly to each of the three airports.
  - (3) Chapter 4 provides airport-specific land use compatibility policies for Auburn Municipal Airport; Chapter 5 provides airport-specific land use compatibility policies for Blue Canyon Airport; and Chapter 6 provides airport-specific land use compatibility policies for Lincoln Regional Airport. The policies in each of these chapters consist of two maps plus compatibility criteria unique to that particular airport.
- (c) This *ALUCP* also provides procedures by which the *ALUC* shall review proposals for new airports or heliports (see Policies 2.11 and 3.9)
- (d) There are no military airports in the county.
- 2.2.3. *Basic Purpose:* The basic purpose of this *ALUCP* is to establish procedures and criteria applicable to airport land use planning in the vicinity of the airports under jurisdiction of the *ALUC*. The *ALUCP* is prepared in accordance with the requirements of the *Aeronautics Act* and guidance provided in the *Handbook* published by the California Department of Transportation Division of Aeronautics in October 2011.<sup>5</sup>
- 2.2.4. *Effective Date:* The policies herein are effective as of the date that the *ALUC* adopts the *ALUCP* for each airport.
- (a) The effective date of the respective *ALUCP* for each airport is:
    - (1) Auburn Municipal Airport – February 26, 2014
    - (2) Blue Canyon Airport – February 26, 2014
    - (3) Lincoln Regional Airport – February 26, 2014
  - (b) The previous *ALUCPs* for the three airports addressed by this *ALUCP* —also referred to as the *Placer County Airport Land Use Compatibility Plan*—were adopted by the *ALUC* on October 25, 2000.
    - (1) The 2000 *ALUCP* shall remain in effect for each airport until the *ALUC* adopts the respective *ALUCP* for each airport covered by this document.
    - (2) If the present *ALUCP* for one or more individual airports should be invalidated by court action, the earlier plan for the affected airport(s) shall again become effective. The *ALUCP* for each unaffected airport, as contained within this document, shall remain in effect.
  - (c) Any project or phase of a project that has received *Local Agency* approvals sufficient to qualify it as an *Existing Land Use* (see Policies 2.1.15 and 2.7.3) prior to the date of the *ALUC's* adoption of the respective *ALUCPs* shall not be required to comply with the policies herein. Rather, the policies of the earlier plans (2000 *ALUCP*) shall apply.

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<sup>5</sup> *Public Utilities Code Section 21670 et seq.*

2.2.5. *Use by ALUC:* The *ALUC* shall:

- (a) Formally adopt this *ALUCP*.<sup>6</sup>
- (b) When a *Land Use Action* or *Airport Action* is referred for review as provided by Section 2.4, make a determination as to whether such *Action* is consistent with the criteria set forth in this *ALUCP*.

2.2.6. *Use by Affected Local Agencies:*

- (a) The policies of this *ALUCP* shall apply to each of the following affected *Local Agencies* (see Policy 2.1.22) in western Placer County having jurisdiction over lands within all or parts of an *Airport Influence Area* defined by this *ALUCP*; specifically:
  - (1) County of Placer.
  - (2) City of Auburn.
  - (3) City of Lincoln.
  - (4) Any future city within Placer County that may be incorporated within an *Airport Influence Area*.
  - (5) Any existing or future special districts, school districts or community college districts within Placer County to the extent that the district boundaries extend into an *Airport Influence Area*.
- (b) The County of Placer, each of the affected cities and any future city shall:
  - (1) Modify its respective general plan, applicable specific plan(s), zoning ordinance and building regulations to be consistent with the policies in the *ALUCP*.<sup>7</sup>
  - (2) Utilize the *ALUCP*, either directly or as reflected in the appropriately modified general plan, specific plan and zoning ordinance, when making planning decisions regarding proposed development of lands with an *Airport Influence Area*.
  - (3) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.
  - (4) As the *Airport* owner, refer proposed airport master plans, airport layout plans and other airport improvement plans to the *ALUC* for review (see Policy 2.4.1(b)).
- (c) Special districts, school districts, and community college districts shall:
  - (1) Apply the policies of this *ALUCP* when creating facility master plans and making other planning decisions regarding the proposed development of lands under their control with an *Airport Influence Area*.
  - (2) Refer proposed *Land Use Actions* for review by the *ALUC* as specified by Policies 2.4.1 and 2.5.1 herein.
- (d) Entities proposing construction of a new public or private airport or heliport for which a State Airport Permit is required must submit the proposed plans to the *ALUC* for land use compatibility review (see Policy 2.4.1(b)(3)).<sup>8</sup>

<sup>6</sup> In accordance with *Public Utilities Code Section 21674(c)*.

<sup>7</sup> *Public Utilities Code Section 21676(a)* specifically requires general plan consistency. Because specific plans and zoning ordinances are also subject to *ALUC* review, the consistency requirement also extends to them.

<sup>8</sup> Required by *Public Utilities Code Sections 21661.5, 21664.5, and 21676(c)*.

- (e) All affected *Local Agencies* preparing an environmental document for any project within an *Airport Influence Area* shall address the compatibility criteria contained in this *ALUCP* in addition to referencing guidance from the *Handbook*.<sup>9</sup>
- 2.2.7. *Fees*: Fees shall be established by the *ALUC* for the purpose of defraying costs of providing *ALUC* services.<sup>10</sup> Any fees established by the *ALUC* shall be reviewed annually by the *ALUC* or upon recommendation of the *ALUC Secretary*, and adjusted as necessary.
- 2.2.8. *Examples*: Where an example is used in this *ALUCP*, such example or examples are provided for purposes of illustration only and any such example or set of examples are not intended nor shall such be construed as an exhaustive list of the subject matter to which it corresponds.
- 2.2.9. *Inter-Agency Coordination in Placer County*: The *ALUC* encourages the local agencies in Placer County to coordinate with each other on airport land use compatibility matters. Specifically:
- (a) The entity owning an airport in Placer County is advised to notify the *ALUC* and affected jurisdictions of Placer County when preparing or amending airport plans and development activities.
  - (b) The jurisdictions of Placer County are advised to notify the *ALUC* and the entity owning the airport regarding *Land Use Actions* that may impact airport operations.
  - (c) The *ALUC* shall notify the affected agencies of Placer County when updating the *ALUCP*.
- 2.2.10. *Impacts on Nevada County*: A small portion of the *Airport Influence Area* for Blue Canyon Airport extends into Nevada County. The authority of the Placer County *ALUC* does not extend into Nevada County as airport land use compatibility matters are the responsibility of the Nevada County Transportation Commission (NCTC) which serves as the *ALUC* for Nevada County. Therefore, the policies of this *ALUCP* are strictly advisory with respect to lands in Nevada County. In the spirit of airport land use compatibility planning, the Placer County *ALUC* encourages inter-agency coordination amongst the County of Nevada, Nevada County *ALUC*, Placer County *ALUC*, and the County of Placer, as the owner of the Blue Canyon Airport. Specifically:
- (a) The County of Placer, as the owner of Blue Canyon Airport, is advised to coordinate with the County of Nevada and Nevada County *ALUC*, as well as the Placer County *ALUC*, when preparing or amending airport plans and development activities (see Policy 2.4.1(b)).
  - (b) The Placer County *ALUC* agrees to coordinate with the Nevada County *ALUC* and County of Nevada when preparing or amending the *ALUCP*.
  - (c) The County of Nevada is requested to address airport impacts from Blue Canyon Airport in its general plan, specific plan or other policy document and to use the airport's

<sup>9</sup> The California Environmental Quality Act (CEQA) requires environmental documents for projects situated within an *Airport Influence Area* to evaluate whether the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety hazards (Public Resources Code Section 21096). In the preparation of such environmental documents, the law specifically requires that the *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics be utilized as a technical resource.

<sup>10</sup> *Public Utilities Code Section 21671.5(f)* allows for *ALUCs* to charge fees for project reviews.

*ALUCP* as a reference. The County is also requested to consult with the manager of the Blue Canyon Airport and the Placer County *ALUC* regarding *Land Use Actions* that may impact *Airport* operations.

2.2.11. *Impacts from Neighboring Airports*: This *ALUCP* acknowledges that airport impacts from airports in neighboring counties extend into and affect jurisdictions of Placer County.

- (a) **Table 2A** below identifies each of the neighboring airports, the entity owning the airport, the associated *ALUC*, the airport impacts which extend into Placer County and the *Local Agencies* of Placer County impacted by operations at the airport.

Table 2A: Impacts from Neighboring Airports				
Airport	Airport Owner	Associated ALUC	Airport Impact	Affected Placer County Jurisdiction
Beale Air Force Base	U.S. Air Force	SACOG <sup>11</sup>	Airspace, Overflight	Placer County, Lincoln
McClellan Field	Sacramento County	SACOG	Airspace, Overflight	Placer County, Roseville
Sacramento International Airport	Sacramento County	SACOG	Overflight	Placer County, Roseville
Truckee Tahoe Airport	Truckee Tahoe Airport District	Truckee Tahoe ALUC <sup>12</sup>	Noise, Safety, Airspace, Overflight	Placer County

- (b) In the spirit of airport land use compatibility planning, the Placer County *ALUC* encourages these agencies to coordinate with each other on airport land use compatibility matters. Specifically:
  - (1) The entity owning a public-use or military airport in a neighboring county is requested to coordinate with the affected jurisdictions of Placer County when preparing or amending airport plans and development activities.
  - (2) The entity serving as the *ALUC* for a neighboring airport is requested to coordinate with the Placer County *ALUC* and affected jurisdictions of Placer County when preparing or amending an *ALUCP*.
  - (3) Each affected jurisdiction in Placer County is advised to address airport impacts from a neighboring airport in its general plan, specific plan or other policy document and to use the airport’s *ALUCP* as a reference. The jurisdictions of Placer County are also advised to consult with the manager of the airport regarding *Land Use Actions* that may impact the airport operations.

<sup>11</sup> The Sacramento Area Council of Governments (SACOG) functions as the *ALUC* for Sacramento, Sutter, Yolo and Yuba counties. Sacramento International Airport and McClellan Field are located in Sacramento County and Beale Air Force Base is located in Yuba County.

<sup>12</sup> Airport land use compatibility planning matters for the Truckee Tahoe Airport, which straddles the Placer and Nevada County boundary, is the responsibility of the Truckee Tahoe Airport Land Use Commission, a special two-county *ALUC*. The Nevada County Transportation Commission (NCTC) serves as the *ALUC* staff.

## 2.3. Geographic Scope

2.3.1. *Airport Influence Area*: The influence area of each airport addressed by this *ALUCP* encompasses all lands on which the uses could be negatively affected by current or future aircraft operations at the *Airport* as well as lands on which the uses could negatively affect airport usage and thus necessitate restriction on those uses.<sup>13</sup>

(a) In delineating the *Airport Influence Area* for each airport, the geographic extents of four types of compatibility concerns are considered. The *Compatibility Zones* depicted in the *Compatibility Policy Map* presented in Chapters 4, 5, and 6 for Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport, respectively, consider all four compatibility factors in a composite manner.

(1) Noise: Locations exposed to potentially disruptive levels of aircraft noise.

(2) Safety: Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.

(3) Airspace Protection: Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the *Airport*.

(4) Overflight: Locations where aircraft overflying can be intrusive and annoying to many people.

(b) Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed herein and are not factors that the *ALUC* shall consider in reviewing land use projects.

2.3.2. *Airport Growth Assumptions*: The *Airport Influence Area* for each *Airport* covered by this *ALUCP* reflects the existing configuration of the *Airport*, planned airfield improvements and projected aircraft activity covering the requisite 20-year planning horizon.<sup>14</sup> Chapters 7 through 9 document the aeronautical assumptions for each *Airport* upon which this *ALUCP* is based.

2.3.3. *Referral Areas*: The *Airport Influence Area* for each *Airport* covered by this *ALUCP* constitutes the *Referral Area* within which certain *Land Use Actions* and *Airport Actions* are subject to *ALUC* review to determine consistency with the *ALUCP*. See Section 2.4 for the types of *Actions* subject to *ALUC* review.

## 2.4. Actions Always Subject to ALUC Review

2.4.1. *Mandatory Referral of Local Agency Planning Actions*: Prior to approving the types of *Planning Actions* indicated in Paragraphs (a) and (b), the *Local Agency* always must refer the *Planning Action* to the *ALUC* for determination of consistency with this *ALUCP*:<sup>15</sup>

(a) *Land Use Planning Actions* always requiring *ALUC* review include:

<sup>13</sup> The basis for delineating the *Airport Influence Area* is set by state law in *Business and Professions Code Section 11010*.

<sup>14</sup> See *Public Utilities Code Section 21675(a)*.

<sup>15</sup> *Public Utilities Code Section 21676(b)*.

- (1) *Local Agency* adoption or approval of any new general plan, specific plan, or facility master plan or any amendment thereto that affects lands within an *Airport Influence Area*.
  - (2) *Local Agency* adoption or approval of a zoning ordinance or building regulation, including any proposed change or variance to any such ordinance or regulation, that (1) affects land within an *Airport Influence Area* and (2) involves the types of airport impact concerns listed in Policy 2.3.1(a).
  - (3) Amendments to general plans, specific plans, zoning ordinance or building regulation that have general applicability throughout the community or specifically to lands within the *Airport Influence Area* require review by the *ALUC*. The *ALUC Secretary* is authorized on behalf of the *ALUC* to provide comments on *Land Use Planning Actions* involving parcel-specific amendments (e.g., zoning variance associated with a development proposal).
- (b) *Airport Planning Actions* always requiring *ALUC* Review:
- (1) Adoption or modification of a master plan (see Sections 2.11 and 3.8).<sup>16</sup>
  - (2) Any proposal for “expansion” of an *Airport* covered by this *ALUCP* if such expansion will require an amended Airport Permit from the State of California (see Sections 2.11 and 3.8). As used in the statutes, “expansion” primarily includes construction of a new runway, extension or realignment of an existing runway, or related acquisition of land.<sup>17</sup>
  - (3) Any proposal for a new *Airport* or heliport whether for public use or private use must be submitted for *ALUC* review if the facility requires a State Airport Permit (see Sections 2.11 and 3.9).<sup>18</sup>

## 2.5. Actions Subject to ALUC Review Before Local Agency Attains General Plan Consistency

- 2.5.1. *Interim Mandatory Referral of Major Land Use Actions*: Before a *Local Agency* either makes its general plan, specific plans, zoning ordinance or district facilities master plan consistent with the *ALUCP* or *Overrules* the *ALUC* as provided by law, the *Local Agency* must refer all *Major Land Use Actions* (see list in Policy 2.5.2) to the *ALUC* for review.
- 2.5.2. *Major Land Use Actions*: Under the conditions indicated in Policy 2.5.1, state law allows *ALUCs* to require *Local Agencies* to refer all actions, regulations, and permits involving land within an *Airport Influence Area* to the *ALUC* for review.<sup>19</sup> Rather than reviewing “all actions, regulations and permits,” the *ALUC* has opted to review a select list of *Major Land Use Actions*. They are:
- (a) Any proposed expansion of the sphere of influence of a city or special district.
  - (b) Proposed pre-zoning associated with future annexation of land to a city.

<sup>16</sup> *Public Utilities Code Section 21676(c)*.

<sup>17</sup> *Public Utilities Code Section 21664.5*.

<sup>18</sup> Required by *Public Utilities Code Section 21661.5*. *Airports* and heliports requiring state permits are defined in *California Code of Regulations Title 21 Sections 3525 through 3560*.

<sup>19</sup> *Public Utilities Code Section 21676.5(a)*.

- (c) Major infrastructure or other capital improvements (e.g., water, sewer, or roads) that would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.
- (d) Proposed land acquisition by a *Local Agency* for any building intended to accommodate the public (for example, a school or hospital).
- (e) Proposed development agreements or amendments to such agreements.
- (f) Any proposal for nonaviation uses of land within *Compatibility Zone A* (see Policy 2.1.10 for definition of an *Aviation-Related Use*).
- (g) Proposed residential development, including land divisions, consisting of 5 or more dwelling units or parcels.
- (h) Proposed nonresidential development having a building floor area of 10,000 square feet or greater.
- (i) Any development proposal for projects (temporary or permanent) expected to attract a congregation of people (including employees, customers/visitors) to outdoor activities at the project site. For the purposes of this policy, a congregation of people is deemed to occur if, during a typical busy period, there would be more people present than the number of people allowed in 1.0 acre in accordance with the maximum sitewide average intensity (people/acre) established for each *Compatibility Zone* at each airport (see Basic Compatibility Criteria **Tables AUB-4A, BLU-5A and LIN-6A**).
- (j) Any proposed object (including buildings, antennas, and other structures) that receives a determination of anything other than “not a hazard to air navigation” by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations (See Appendix B).
- (k) Any proposed object having a height of more than:
  - (1) 35 feet within *Compatibility Zone B1 or B2, Zone C1* for Blue Canyon Airport, or a *Height Review Overlay Zone* for Auburn Municipal Airport;
  - (2) 70 feet within *Compatibility Zone C1* or inner portions of *Zone D* for Blue Canyon Airport; or
  - (3) 150 feet within *Compatibility Zones C2 or D*.
- (l) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
  - (1) Electrical interference with radio communications or navigational signals;
  - (2) Lighting which could be mistaken for *Airport* lighting;
  - (3) Glare in the eyes of pilots of aircraft using the *Airport*; and
  - (4) Impaired visibility near the *Airport*.
- (m) Any project having the potential to create a thermal plume extending to an altitude where aircraft fly.
- (n) Any project (e.g., water treatment facilities, waste transfer or disposal facilities, parks with open water areas) or plan (e.g., Habitat Conservation Plan) having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an airport.

- (o) Proposed nonaviation development of *Airport* property if such development has not previously been included in an airport master plan or community general plan reviewed by the *ALUC*. (See Policy 2.1.10 for definition of *Aviation-Related Use*.)
- (p) Proposed *Redevelopment* (see Policy 2.1.29) if the project is of a type listed in Paragraphs (a) through (o) of this policy.
- (q) Any other proposed *Land Use Action* or *Airport Action*, as determined by the local planning agency, involving a question of compatibility with airport activities.

## 2.6. Referral Process After Local Agency Attains General Plan Consistency

2.6.1. *Voluntary Referral of Major Land Use Actions:* After a *Local Agency* has revised its general plan, specific plans, zoning ordinance or facilities master plan to be consistent with this *ALUCP* or has *Overruled* the *ALUC*, referral of *Major Land Use Actions* for *ALUC* review is voluntary.<sup>20</sup>

- (a) The scope or character of certain *Major Land Use Actions*, as listed above in Policy 2.5.2, is such that their compatibility with *Airport* activity is a potential concern. Even though these *Major Land Use Actions* may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, the *ALUC* requests *Local Agencies* to continue to refer *Major Land Use Actions* as listed in Policy 2.5.2 for informal review and comment. *ALUC* review of these types of projects can serve to enhance their compatibility with *Airport* activity.
- (b) Voluntary referral of any proposed *Major Land Use Action*, as determined by the *Local Agency*, involving a question of compatibility with *Airport* activities is optional.
- (c) Minor *Actions* of types not included on the *Major Land Use Actions* list may also be referred on a voluntary basis.
- (d) The *ALUC Secretary* is authorized on behalf of the *ALUC* to provide comments on all *Actions* referred to the *ALUC* on a voluntary basis.
- (e) Because the *ALUC* review of *Actions* referred on a voluntary basis do not represent formal consistency determinations as is the case with *Actions* referred under Policies 2.4.1, 2.5.1, or 2.4.1(b), *Local Agencies* are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions recommended by the *ALUC* or *ALUC Secretary*.

2.6.2. *Submittal of Environmental Documents:* The *ALUC* does not have a formal responsibility to review the environmental document associated with *Land Use Actions* or *Airport Actions* referred to it for review.

- (a) The *ALUC* authorizes the *ALUC Secretary* to provide comments on environmental documents submitted to the *ALUC* for comment.

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<sup>20</sup> Once a *Local Agency* either makes its general plan, specific plans, zoning ordinance or facilities master plan consistent with the *ALUCP* or *Overrules* the *ALUC* as provided by law, the *ALUC* no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the *ALUC* and the local agency can agree that the *ALUC* should continue to receive, review, and comment upon individual projects.

- (b) If an environmental document has been prepared at the time that the *Land Use Action* or *Airport Action* is referred for review and the document contains information pertinent to the review, then a copy should be included with the referral (see Policy 2.9.1).

## 2.7. Limitations of this ALUCP

- 2.7.1. *Airport Operations*: In general, neither the *ALUC* nor this *ALUCP* have authority over the planning and design of on-airport facilities or over *Airport* operations including where and when aircraft fly, the types of aircraft flown, and other aspects of aviation.<sup>21</sup> Exceptions to this limitation are as follows:
- (a) State law requires *ALUC* review of airport master plans and certain development plans to the extent that future *Aviation-Related Uses* (see Policy 2.1.10), facilities or activities could have off-airport land use compatibility implications (see Policy 2.4.1(b)).<sup>22</sup>
  - (b) Nonaviation development of *Airport* property is subject to *ALUC* review in the same manner that *ALUC* review is required for *Land Use Development Actions* off-*Airport* property (see Policy 2.5.2(o)). The review may take place as part of an airport master plan or on an individual development project basis (see Policy 2.4.1(b)).
- 2.7.2. *Federal, State and Tribal Entities*: Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state *ALUC* statutes or this *ALUCP*. However, the compatibility criteria included herein are intended as recommendations to these agencies.
- 2.7.3. *Existing Land Uses*: The policies of this *ALUCP* do not apply to *Existing Land Uses*.<sup>23</sup> A land use is considered to be “existing” when one or more of the below conditions has been met prior to the adoption date of this *ALUCP* by the *ALUC*.
- (a) *Qualifying Criteria*: An *Existing Land Use* is one that either physically exists or for which *Local Agency* commitments to the proposal have been obtained in one or more of the following manners and is considered by the *ALUC* to have a vested right:<sup>24</sup>
    - (1) A valid building permit has been issued and not yet expired;
    - (2) A use permit (e.g., conditional use permit) has been approved and not yet expired;
    - (3) Other discretionary entitlement has been approved and not yet expired, including the following:<sup>25</sup>
      - ▶ A tentative parcel, large lot or subdivision map;
      - ▶ A vesting tentative parcel or subdivision map;
      - ▶ A development agreement; and
      - ▶ A recorded final subdivision map.

<sup>21</sup> This is an explicit limitation of state law under *Public Utilities Code Section 21674(e)*.

<sup>22</sup> See *Public Utilities Code Sections 21676(c) and 21664.5*.

<sup>23</sup> This is an explicit limitation of *Public Utilities Code Sections 21670(a) and 21674(a)*.

<sup>24</sup> Vested means “the irrevocable right to complete construction notwithstanding an intervening change in the law that would otherwise preclude it.” ([*McCarthy v. California Tahoe Regional Planning Agency*, (1982) 129 Cal.App.3d 222, 230 (1982)].).

<sup>25</sup> According to the California Supreme Court, the right to develop becomes vested when all discretionary approvals for a project have been obtained and only ministerial (administrative) approvals remain [*AVCO Community Developers, Inc. v. South Coast Commission*, 17 Cal.3d 785, 791 (1976)]. Determination of what is a ministerial action varies by *Local Agency*.

- (b) Expiration of *Local Agency* Commitment: If a *Local Agency*'s commitment to a development proposal, as set forth in Paragraph (a) of this policy, expires, the proposal will no longer qualify as an *Existing Land Use*. As such, the proposal shall be subject to the policies of this *ALUCP*.
- (c) Revisions to Approved Development: Filing of a new version of any of the approval documents listed in Paragraph (a) of this policy means that the use no longer qualifies as an *Existing Land Use* and, therefore, is subject to *ALUC* review in accordance with the policies of Section 2.4.
- (d) Existing Nonconforming Uses: The *ALUC* has no ability to reduce or remove *Nonconforming* or otherwise incompatible *Existing Land Uses* from the airport environs. Further, this *ALUCP* is not intended to compel local agency action to reduce or remove nonconforming or otherwise incompatible existing land uses from the airport environs. Proposed changes to uses within existing structures are not subject to *ALUC* review unless the changes would result in an increased nonconformity with the compatibility criteria (see Policy 3.7.3). Proposed *Redevelopment* (see definition in Policy 2.1.29) is, however, subject to *ALUC* review and conformance with the compatibility criteria the same as new development.
- (e) Determination: The *ALUC* shall make the determination as to whether a specific project meets the qualifying criteria set forth in Paragraph (a) of this policy. Once the *ALUC* finds that a *Local Agency*'s general plan is consistent with the *ALUCP*, this determination shall be made by the *Local Agency*.

#### 2.7.4. *Development by Right:*

- (a) Nothing in this *ALUCP* prohibits:
  - (1) Construction of a single-family home on a legal lot of record as of the date of adoption of this *ALUCP* provided that the home is not within *Compatibility Zone A* and the use is permitted by local land use regulations.
  - (2) Construction of a secondary unit as defined by state law and local regulations.
  - (3) Lot line adjustments provided that new developable parcels would not be created and the resulting *Density* or *Intensity* of the affected property would not exceed the applicable safety criteria indicated in the *Basic Compatibility Criteria* tables for each airport.
  - (4) Construction or establishment of a family day care home serving 14 or fewer children either in an existing dwelling or in a new dwelling permitted by the policies of this *ALUCP*.

## 2.8. General ALUC Review Process

2.8.1. *Timing of Referral:* The precise timing of the *ALUC*'s or *ALUC Secretary*'s review of a proposed *Land Use Planning Action*, *Major Land Use Action*, or *Airport Action* may vary depending upon the nature of the specific project.

- (a) Referrals to the *ALUC* should be made at the earliest reasonable point in time so that the *ALUC*'s review can be duly considered by the *Local Agency* prior to when the agency formalizes its *Actions*. Depending upon the type of *Action* and the normal scheduling of meetings, *ALUC* review can be completed before, after, or concurrently with re-

view by the local planning commission and other advisory bodies, but *must* be accomplished before final action by the *Local Agency*.

- (b) Completion of a formal application with the *Local Agency* is not required prior to a *Local Agency*'s referral of a proposed *Land Use Action* or *Airport Action* to the *ALUC*. Rather, a project applicant may request, and the *Local Agency* may refer, a proposed *Action* to the *ALUC* for early review, so long as the *Local Agency* is able to provide the *ALUC* with the project submittal information for the proposal, as specified and required in Policies 2.9.1, 2.10.1, and 2.11.1 of this *ALUCP*.

2.8.2. *Responsibilities for Consistency Analysis:* The *ALUC* and *Local Agencies* are each responsible for analyzing a proposed *Land Use Action* or *Airport Action* for compliance with the compatibility criteria set forth in this *ALUCP*.

- (a) *Local Agency* staff may choose to initially evaluate proposed *Actions* and work with the *Local Agency*/project applicant to bring the proposal into compliance with *ALUCP* criteria. The *ALUC Secretary* will provide informal input at this stage if requested.
- (b) When a proposed *Action* is formally referred to the *ALUC*, the *ALUC Secretary* shall review the proposal to determine if it is consistent with the *ALUCP* policies. *Actions* of a type that require a formal consistency determination by the *ALUC* (those listed in Policy 2.4.1) will be placed on the *ALUC* agenda for action.
- (c) Subsequent to when a *Local Agency*'s general plan and applicable specific plans have been determined by the *ALUC* to be consistent with the *ALUCP*, the *Local Agency* and its staff are responsible for the consistency analysis of *Major Land Use Actions*. The *ALUC Secretary* will provide informal input if requested or the *Local Agency* voluntarily refers the *Major Land Use Action* to the *ALUC* for a consistency determination.
- (d) *Land Use and Airport Actions* for which referral to the *ALUC* is mandatory regardless of the general plan and specific plan consistency status (*Actions* listed in Policy 2.4.1 and 2.4.1(b)) must continue to be referred for a formal consistency determination by the *ALUC*.
- (e) The *Local Agency* and its staff are responsible for ensuring that a development continues to comply with *ALUCP* criteria on an on-going basis following completion of the project (i.e., usage *Intensity* and height limitations in particular).

2.8.3. *Public Input:* Where applicable, the *ALUC* shall provide public notice and obtain public input before acting on any plan, regulation, or other land use proposal under consideration.<sup>26</sup>

2.8.4. *Fees:* Any applicable review fees as established by the *ALUC* shall accompany the submittal of *Actions* for *ALUC* or *ALUC Secretary* review.<sup>27</sup> Fees are subject to change at the discretion of the *ALUC* (see Policy 2.2.7).

<sup>26</sup> *Public Utilities Code Section 21675.2(d)*.

<sup>27</sup> *Public Utilities Code Section 21671.5(f)* allows for *ALUCs* to charge fees for project reviews.

## 2.9. Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

- 2.9.1. *Required Submittal Information:* Copies of the complete text and maps of the plan, ordinance, or regulation proposed for adoption or amendment shall be submitted to the *ALUC*. Any supporting material, such as environmental documents, assessing the proposal's consistency with the *ALUCP* should be included. If the amendment is required as part of a proposed *Major Land Use Action*, then the information listed in Policy 2.10.1 shall also be included to the extent applicable.
- 2.9.2. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *ALUCP*, the *ALUC* shall review the general plans and specific plans of affected *Local Agencies* to determine their consistency with the *ALUC*'s policies.
- (a) State law<sup>28</sup> requires that, within 180 days of the *ALUC*'s adoption or amendment of this *ALUCP*, each *Local Agency* affected by the plan must amend its general plan and any applicable specific plan(s) to be consistent with the *ALUC*'s *ALUCP* or, alternatively, provide required notice, adopt findings, and *Overrule* the *ALUC* in accordance with statutory requirements.<sup>29</sup>
  - (b) Prior to taking action on a proposed amendment of a general plan or specific plan as necessitated by Paragraph (a) of this policy, the *Local Agency* must submit a draft of the proposal to the *ALUC* for review and approval.
  - (c) In conjunction with its referral of a general plan or specific plan amendment to the *ALUC* in response to the requirements of Paragraphs (a) and (b) above, a *Local Agency* must identify areas that it requests the *ALUC* to consider as *Infill* in accordance with Policy 3.7.2 if it wishes to take advantage of the *Infill* policy provisions. The *ALUC* will include a determination on the *Infill* as part of its action on the consistency of the general plan and/or applicable specific plan(s).
- 2.9.3. *Subsequent Reviews of Related Major Land Use Actions:* Once a *Local Agency*'s general plan and applicable specific plans have been made consistent with this *ALUCP*, or the *Local Agency* has *Overruled* an *ALUC* finding of inconsistency regarding those plans, subsequent *Land Use Development Actions* that are consistent both with those local plans and with any related ordinances and regulations also previously reviewed by the *ALUC* are subject to *ALUC* review only under the conditions indicated in Policies 2.4.1 and 2.5.1.
- 2.9.4. *ALUC Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *ALUCP*, the *ALUC* has three choices of action:
- (a) Find the plan, ordinance, or regulation consistent with the *ALUCP*. To make such a finding with regard to a general plan, the conditions identified in Section 3.1 must be met.
  - (b) Find the plan, ordinance, or regulation consistent with the *ALUCP*, subject to conditions and/or modifications that the *ALUC* may require. Any such conditions should

<sup>28</sup> Government Code Section 65302.3.

<sup>29</sup> Public Utilities Code Section 21676(b).

be limited in scope and described in a manner that allows compliance to be clearly assessed.

- (c) Find the plan, ordinance, or regulation inconsistent with the *ALUCP*. In making a finding of inconsistency, the *ALUC* shall note the specific conflicts or shortcomings upon which its determination is based.

2.9.5. *Response Time:* The *ALUC* must respond to a *Local Agency's* request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral.<sup>30</sup>

- (a) The date of referral is deemed to be the date on which all applicable project information as specified in Policy 2.9.1 is received by the *ALUC Secretary* and the *ALUC Secretary* determines that the application for a consistency determination is complete (see Appendix G for a copy of the *ALUC Review Application*).
- (b) If the *ALUC* fails to make a determination within the 60-day period, the proposed *Land Use Planning Action* shall be deemed consistent with the *ALUCP*.
- (c) The 60-day review period may be extended if the referring *Local Agency* or project applicant agrees in writing or so states at an *ALUC* public hearing on the *Land Use Planning Action*.
- (d) Regardless of *ALUC* action or failure to act, the proposed *Land Use Planning Action* must comply with other applicable local, state, and federal regulations and laws.
- (e) The referring *Local Agency* shall be notified of the *ALUC's* action in writing.

## 2.10. Review Process for Major Land Use Actions

2.10.1. *Required Submittal Information:* A proposed *Major Land Use Action* referred for *ALUC* (or *ALUC Secretary*) review shall include the following information to the extent applicable:

- (a) A completed *ALUC Review Application* as provided in Appendix G of this *ALUCP*.
- (b) Property location data (assessor's parcel number, street address, subdivision lot number).
- (c) An accurately scaled map depicting the project site location in relationship to the airport boundary and runway.
- (d) A description of the proposed use(s), current general plan and zoning designations, and the type of *Major Land Use Action* being sought from the *Local Agency* (e.g., zoning variance, special use permit, building permit).
- (e) A detailed site plan and supporting data showing: site boundaries and size; existing uses that will remain; location of existing and proposed structures, open spaces, and water bodies; ground elevations (above mean sea level) and elevations of tops of structures and trees. Additionally:
  - (1) For residential uses, an indication of the potential or proposed number of dwelling units per acre (excluding any secondary units as defined by state law and local regulations).

<sup>30</sup> *Public Utilities Code Section 21676(d)*.

- (2) For nonresidential uses, the total floor area for each type of proposed use, the number of auto parking spaces, and, if known, the maximum number of people (employees, visitors/customers) potentially occupying the total site or portions thereof at any one time.
- (f) Identification of any features, during or following construction that would increase the attraction of birds or cause other wildlife hazards to aircraft operations at an *Airport* or in its environs (see Policy 3.5.3). Such features include, but are not limited to the following:
  - (1) Open water areas.
  - (2) Sediment ponds, retention basins.
  - (3) Detention basins that hold water for more than 48 hours.
  - (4) Artificial wetlands.
- (g) Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
- (h) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
- (i) Staff reports regarding the project.
- (j) Other relevant information that the *ALUC* or *ALUC Secretary* determine to be necessary to enable a comprehensive review of the proposed *Major Land Use Action*.

2.10.2. *Review by ALUC Secretary:* The *ALUC* delegates to the *ALUC Secretary* the review and certain consistency determination of *Major Land Use Actions* referred on an interim mandatory basis under Policy 2.5.1 or on a voluntary basis under Policy 2.6.1. In reviewing these *Actions*, the *ALUC Secretary* shall:

- (a) Consult with the manager of the airport on *Major Land Use Actions* within the *Airport Influence Area*.
- (b) Forward projects that are controversial or complex to the *ALUC* for a consistency determination.
- (c) Provide to the *ALUC* a list of all projects reviewed and the determination made by the *ALUC Secretary*.

2.10.3. *ALUC Secretary's Action Choices:* The *ALUC Secretary* is authorized, on behalf of the *ALUC*, to make certain consistency determinations on *Major Land Use Actions* reviewed in accordance with Policy 2.5.1. Such determinations shall be made in writing and shall describe the consistency analysis and the basis for the determination. The *ALUC Secretary* has three choices of action:

- (a) Find the project consistent with the *ALUCP*.
- (b) Find the project consistent with the *ALUCP*, subject to compliance with such conditions as the *ALUC Secretary* may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
- (c) Find that the project may be inconsistent with the *ALUCP* or has certain compatibility complexities requiring review by the *ALUC*. The *ALUC Secretary* shall forward any such project to the *ALUC* for a consistency determination.

- 2.10.4. *Appeal of ALUC Secretary's Action:* The affected *Local Agency*, project applicant, *Airport* owner, or other interested party may appeal to the *ALUC* a consistency determination made by the *ALUC Secretary* on a *Major Land Use Action* reviewed in accordance with Policy 2.5.1. The *ALUC* shall then review the proposed *Major Land Use Action*, the *ALUC Secretary's* determination, and information supporting the appeal and make a final determination regarding the proposed *Major Land Use Action's* consistency with the *ALUCP*. Any appeal of the *ALUC Secretary's* determination must be submitted within 10 days of the date when the determination was issued.
- 2.10.5. *ALUC Action Choices:* The *ALUC* has three choices of action when making consistency determinations on *Major Land Use Actions* reviewed in accordance with Policies 2.5.1 and 2.6.1:
- (a) Find the project consistent with the *ALUCP*.
  - (b) Find the project consistent with the *ALUCP*, subject to compliance with such conditions as the *ALUC* may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
  - (c) Find the project inconsistent with the *ALUCP*. In making a finding of inconsistency, the *ALUC* shall note the specific conflicts upon which the determination is based.
- 2.10.6. *Response Time:* In responding to *Major Land Use Actions* referred for review, the policy of the *ALUC* is that:
- (a) When a *Major Land Use Action* is referred for review on a mandatory basis as required by Policy 2.5.1:
    - (1) The date of referral is deemed to be the date on which all applicable project information as specified in Policy 2.10.1 is received by *ALUC Secretary* and the *ALUC Secretary* determines that the application for a consistency determination is complete (see Appendix G for a copy of the *ALUC Review Application*).
    - (2) Reviews by the *ALUC Secretary* shall be completed within 14 days of the date of referral.
    - (3) Reviews of projects forwarded or appealed to the *ALUC* for a consistency determination shall be completed within 60 days of the date of the appeal.<sup>31</sup>
    - (4) If the *ALUC Secretary* or the *ALUC* fail to make a determination within the above time periods, the proposed *Major Land Use Action* shall be deemed consistent with the *ALUCP*.
  - (b) When a *Major Land Use Action* is referred on a voluntary basis in accordance with Policy 2.6.1, review by the *ALUC Secretary* and/or the *ALUC* should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the referring *Local Agency*.

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<sup>31</sup> For *Major Land Use Actions*, this 60-day limit is not a statutory requirement, but is set by the *ALUC* to be consistent with Policy 2.9.5 and *Public Utilities Code Section 21676(d)* regarding general plans, specific plans, zoning ordinances, and building regulations.

- (c) Regardless of action or failure to act on the part of the *ALUC Secretary* or the *ALUC*, the proposed *Major Land Use Action* must comply with other applicable local, state, and federal laws and regulations.
- (d) The referring *Local Agency* shall be notified of the *ALUC Secretary's* and/or the *ALUC's* action in writing.

2.10.7. *Subsequent Reviews of Related Major Land Use Actions*: Once a project has been found consistent with the *ALUCP*, it generally need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed). However, additional *ALUC* review is required if any of the following are true:

- (a) At the time of the original *ALUC* review, the project information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the project design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, maximum *Intensity* limits, building heights, and other such factors that may also affect the consistency determination for a project may not have yet been known.
- (b) The design of the project subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review include, but are not limited to, the following:
  - (1) For residential uses, any increase in the number of dwelling units;
  - (2) For nonresidential uses, a change in the types of proposed uses, any increase in the total floor area, and/or a change in the allocation of floor area among different types of uses in a manner that could result in an increase in the *Intensity* of use (more people on the site) to a level exceeding the criteria set forth in this *ALUCP*;
  - (3) Any increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;
  - (4) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) if site design was a factor in the initial project review;
  - (5) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 3.2.4;
  - (6) Any new design features that would create visual hazards (e.g., certain types of lights, sources of glare, and sources of dust, steam, or smoke);
  - (7) Any new equipment or features that would create electronic hazards or cause interference with aircraft communications or navigation; and/or
  - (8) Addition of features that could attract wildlife that is potentially hazardous to aircraft operations.
- (c) At the time of original *ALUC* review, conditions were placed on the project that require subsequent *ALUC* review.
- (d) The local jurisdiction concludes that further review is warranted.

## 2.11. Review Process for Airport Master Plans and Development Plans

2.11.1. *Required Submittal Information for Airport Actions:* An airport master plan or development plan for an existing or new *Airport* or heliport referred to the *ALUC* for review shall contain sufficient information to enable the *ALUC* to adequately assess the noise, safety, airspace protection, and overflight impacts of *Airport* activity upon surrounding land uses.

- (a) When a new or amended master plan is the subject of the *ALUC* review, the noise, safety, airspace protection, and overflight impacts should be addressed in the plan report and/or in an accompanying environmental document. Proposed changes in *Airport* facilities and usage that could have land use compatibility implications should be noted.
- (b) For *Airport* development plans, the relationship to a previously adopted master plan or other approved plan for the *Airport* should be indicated—specifically, whether the proposed development implements an adopted/approved plan or represents an addition or change to any such previous plan. Any environmental document prepared for the project should be included in the submittal.
- (c) For either airport master plans or development plans, the following specific information should be included to the extent applicable:
  - (1) A layout plan drawing of the proposed facility or improvements showing the location of:
    - Property boundaries;
    - Runways or helicopter takeoff and landing areas;
    - Runway or helipad protection zones; and
    - Aircraft or helicopter approach/departure flight routes.
  - (2) A revised map of the *Airspace Protection Surfaces* as defined by Federal Aviation Regulations Part 77 if the proposal would result in changes to these surfaces. Maps reflecting the current and future configurations of the *Airspace Protection Surfaces* for each airport covered by this *ALUCP* are included in Chapters 4, 5, and 6.
  - (3) Updated activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction. The effects of the proposed development on the forecast *Airport* usage indicated in Chapters 5 through 7 of this *ALUCP* should be described.
  - (4) Proposed flight track locations and projected noise contours. Differences from the flight track data and noise contours presented in Chapters 5 through 7 of this *ALUCP* should be described.
  - (5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
  - (6) Identification and proposed mitigation of impacts on surrounding land uses to the extent that those impacts would be greater than indicated by the compatibility factors depicted in the airport exhibits presented in Chapters 5 through 7.

2.11.2. *ALUC Action Choices for Plans of Existing Airports:* When reviewing a proposed new or revised airport master plan or new development plans for the *Airports* addressed by this

*ALUCP*, the *ALUC* has three action choices (see Policy 3.8.1 for policies pertaining to the substance of the *ALUC* review of plans for existing *Airports*):

- (a) Find the *Airport* plan consistent with the *ALUCP*.
  - (b) Find the *Airport* plan consistent with the *ALUCP* with the condition that the *ALUCP* be modified to reflect the assumptions and proposals of the *Airport* plan.
  - (c) Find the *Airport* plan inconsistent with the *ALUCP*.
- 2.11.3. *ALUC Action Choices for Plans of New Airports or Heliports*: When reviewing proposals for new public use or private use airports or heliports, the *ALUC* has two action choices (see Policy 3.9.1 for policies pertaining to the substance of the *ALUC* review of plans for new *Airports*):
- (a) Approve the proposal as being consistent with the specific review criteria listed in Section 3.9 and, if required, either adopt an *ALUCP* for that facility or establish the intent to do so at a later date. State law requires adoption of an *ALUCP* if the airport or heliport will be a public-use facility.<sup>32</sup>
  - (b) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.
- 2.11.4. *Response Time*: The *ALUC* must respond to the referral of an airport master plan or development plan within 60 days from the date of referral.<sup>33</sup>
- (a) The date of referral is deemed to be the date on which all applicable project information as specified in Policy 2.11.1 is received by *ALUC Secretary* and the *ALUC Secretary* determines that the application for a consistency determination is complete (see Appendix G for a copy of the *ALUC Review Application*).
  - (b) If the *ALUC* fails to make a determination within the specified period, the proposed *Airport Action* shall be deemed consistent with the *ALUCP*.
  - (c) Regardless of *ALUC* action or failure to act, the proposed *Airport Action* must comply with other applicable local, state, and federal regulations and laws.
  - (d) The *Airport* owner shall be notified of the *ALUC*'s action in writing.

## 2.12. Process for Overruling the ALUC

2.12.1. *ALUC Determination of "Inconsistent"*: If the *ALUC* determines that a proposed *Land Use Action* or *Airport Action* is inconsistent with this *ALUCP*, the *ALUC* must notify the *Local Agency* and shall indicate the reasons for the inconsistency determination.

2.12.2. *Overruling of ALUC by Local Agency*:

- (a) If a *Local Agency* wishes to proceed with a proposed *Land Use Action* or *Airport Action* that the *ALUC* has determined to be inconsistent with the *ALUCP*, or if the *Local*

<sup>32</sup> *Public Utilities Code Section 21675(a)*.

<sup>33</sup> *Public Utilities Code Section 21676(d)*.

*Agency* wishes to ignore a condition for consistency, the *Local Agency* must *Overrule* the *ALUC* determination in accordance with the provisions of state law.<sup>34</sup>

- (b) The overruling process applies only to determinations made by the *ALUC*, not ones made by the *ALUC Secretary* in accordance with Policy 2.10.2. Disagreements over determinations made by the *ALUC Secretary* are first to be appealed to the *ALUC* (see Policy 2.10.4).

2.12.3. *ALUC Comments on Proposed Overruling*: The *ALUC* may provide comments on the proposed overruling decision. The *ALUC* delegates to the *ALUC Secretary* the authority to provide comments.

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<sup>34</sup> See *Public Utilities Code Section 21670(a), 21676 and 21676.5* for specific procedures for overruling the *ALUC*. Further guidance is provided in the *California Airport Land Use Handbook* published by the California Division of Aeronautics (see beginning on page 5-15 of the 2011 edition). Chapter 1 of this *ALUCP* also summarizes the overrule process to be followed by a *Local Agency*.

Chapter **3**

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Countywide Compatibility  
Policies



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## Countywide Compatibility Policies

### 3.1. Criteria for Review of General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

- 3.1.1. *Statutory Requirement*: State law requires that each *Local Agency* having territory within an *Airport Influence Area* modify its general plan and any applicable specific plan to be consistent with the compatibility plan for the particular airport unless it takes the steps required to *Overrule* the *ALUC*. In order for a general plan to be considered consistent with this *ALUCP*, the following must be accomplished:<sup>35</sup>
- 3.1.2. *Elimination of Conflicts*: No direct conflicts can exist between the two plans.
- (a) Direct conflicts primarily involve general plan land use designations that do not meet the *Density* or *Intensity* criteria specified in the *Basic Compatibility Criteria* table for each airport. In addition, conflicts with regard to other policies—height limitations in particular—may exist.
  - (b) A general plan cannot be found inconsistent with the *ALUCP* because of land use designations that reflect *Existing Land Uses* even if those designations conflict with the compatibility criteria of this *ALUCP*. General plan land use designations that merely echo the *Existing Land Uses* are exempt from requirements for general plan consistency with the *ALUCP*.<sup>36</sup>
  - (c) Proposed *Redevelopment* or other changes to *Existing Land Uses* are not exempt from compliance with this *ALUCP* and are subject to *ALUC* review in accordance with Policies 2.7.3(d) and 2.5.2(p). To ensure that *Nonconforming Uses* do not become more nonconforming, general plans or implementing documents must include policies setting limitations on expansion and *Reconstruction* of *Nonconforming Uses* located within an *Airport Influence Area* consistent with Policies 3.7.3 and 3.7.4.
  - (d) To be consistent with the *ALUCP*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage *Intensity* that exceeds the applicable standard or other limit approved by the *ALUC* (see Policy 3.4.5).

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<sup>35</sup> See Chapter 1 and Appendix E for additional guidance.

<sup>36</sup> This exemption derives from state law which proscribes *ALUC* authority over *Existing Land Uses*.

- 3.1.3. *Establishment of Review Process: Local Agencies* must define the process they will follow when reviewing proposed land use development within an *Airport Influence Area* to ensure that the development will be consistent with the policies set forth in this *ALUCP*.
- (a) The process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the *Local Agency's* general plan, specific plan, zoning ordinance, and/or other development regulations that the *ALUC* has previously found consistent with this *ALUCP* and that the development's subsequent use or reuse will remain consistent with the policies herein over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage *Intensity*, height limitations, *Avigation Easement* dedication—must be assessed.
  - (b) The review process may be described either within the general plan or specific plan(s) themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this review process requirement:
    - (1) Sufficient detail can be included in the general plan or specific plan(s) and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable *ALUCP* (this means both that the compatibility criteria be identified and that project review procedures be described);
    - (2) The *ALUCP* can be adopted by reference (in this case, the project review procedure must be described in a separate policy document or memorandum of understanding presented to and approved by the *ALUC*); and/or
    - (3) The general plan can indicate that all *Land Use Actions*, or a list of *Land Use Action* types agreed to by the *ALUC*, shall be submitted to the *ALUC* for review in accordance with the policies of Section 2.4.
- 3.1.4. *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, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2, and C1* is strongly discouraged.
  - (b) In *Compatibility Zone C2*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) which would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

## 3.2. Criteria for Review of Land Use Actions

- 3.2.1. *Evaluating Compatibility of New Land Uses:* The compatibility of proposed land uses within an *Airport Influence Area* shall be evaluated in accordance with:
- (a) The general policies set forth in Sections 3.3 through 3.7 of this Chapter addressing noise, safety, airspace protection, overflight impacts and special circumstances.
  - (b) The airport-specific policies provided for each airport and presented in:
    - (1) Chapter 4 for Auburn Municipal Airport
    - (2) Chapter 5 for Blue Canyon Airport
    - (3) Chapter 6 for Lincoln Regional Airport

- (c) The *Basic Compatibility Criteria* table provided for each airport:
    - (1) Chapter 4, **Table AUB-4A** for Auburn Municipal Airport
    - (2) Chapter 5, **Table BLU-5A** for Blue Canyon Airport
    - (3) Chapter 6, **Table LIN-6A** for Lincoln Regional Airport
  - (d) The *Compatibility Policy Map* provided for each airport:
    - (1) Chapter 4, **Map AUB-4A** for Auburn Municipal Airport
    - (2) Chapter 5, **Map BLU-5A** for Blue Canyon Airport
    - (3) Chapter 6, **Map LIN-6A** for Lincoln Regional Airport
  - (e) The *Airspace Protection Surfaces Map* provided for each airport:
    - (1) Chapter 4, **Map AUB-4B** for Auburn Municipal Airport
    - (2) Chapter 5, **Map BLU-5B** for Blue Canyon Airport
    - (3) Chapter 6, **Map LIN-6B** for Lincoln Regional Airport
- 3.2.2. *Compatibility Criteria Tables:* The *Basic Compatibility Criteria* tables provided for each airport lists general land use categories and indicates each use as being either “normally compatible,” “conditional,” or “incompatible” depending upon the *Compatibility Zones* in which it is located.
- (a) These terms are defined to mean the following:
    - (1) “Normally Compatible” means that normal examples of the use are presumed to comply with the noise, safety, airspace protection, and overflight criteria set forth in this Chapter. Atypical examples of a use may require review to ensure compliance with usage *Intensity*, lot coverage, and height limit criteria.
    - (2) “Conditional” means that the proposed land use is compatible if the indicated usage *Intensity*, open land, and other listed conditions are met. Complex projects with this determination may require more detailed evaluation using the specific noise, safety, airspace protection, and overflight compatibility policies set forth in Sections 3.3 through 3.6 and criteria for special circumstances outlined in Section 3.7 of this Chapter. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
    - (3) “Incompatible” means that the use should not be permitted under any normal circumstances. Limited exceptions are possible for site-specific special circumstances. See Policy 3.2.3(b).
  - (b) Land uses not specifically listed in the *Basic Compatibility Criteria* tables shall be evaluated using the criteria for similar listed uses.
  - (c) Multiple land use categories and the compatibility criteria associated with them may apply to a project.
  - (d) Mixed-use developments shall individually comply with the criteria in the *Basic Compatibility Criteria* table for each airport. Mixed-use developments shall be evaluated in accordance with Policies 3.3.4 and 3.4.8.
  - (e) For details regarding usage *Intensity* and open land criteria indicated in the *Basic Compatibility Criteria* table for each airport see the safety compatibility criteria in Section 3.4.

- 3.2.3. *Compatibility Policy Map:* The *Compatibility Zones* depicted in the *Compatibility Policy Map* for each airport takes into account all four compatibility concerns in a composite manner—noise, safety, airspace protection, and overflight.
- (a) Chapters 4 through 6 identify the relative contributions of noise, safety, airspace protection, and overflight factors to the delineation of each of the *Compatibility Zones*.
  - (b) The individual compatibility factors can be used to help assess how heavily each compatibility factor should be weighed when evaluating proposed projects in a particular zone. It also can serve to suggest what types of modifications to the project might make the proposal acceptable given the project's degree of sensitivity to a particular compatibility factor (for example, knowing that a *Noise-Sensitive Land Use* is in a high-noise area may indicate a need for sound attenuation in the structure, whereas a safety-sensitive land use in a high-risk area may need to be altered to reduce the number of people present). Chapters 7 through 9 depict the individual compatibility factors for each *Airport*.
- 3.2.4. *Special Conditions Exception:* The policies and criteria set forth in this *ALUCP* are intended to be applicable to all locations within an *Airport Influence Area*. However, there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site. After due consideration of all the factors involved in such situations and consultation with *Airport* management, the *ALUC* may find a normally incompatible use to be acceptable.
- (a) In considering any such exceptions, the *ALUC* shall take into account the potential for the use of a building to change over time (see Policy 3.4.5). A building could have planned low-intensity use initially, but later be converted to a higher-intensity use. *Local Agency* permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria must be put in place.
  - (b) In considering any such exceptions, the *ALUC* shall also take into account the need for special measures to reduce the risks to building occupants in the event that the building is struck by an aircraft. Building design features 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.
  - (c) In reaching a decision, the *ALUC* shall make specific findings as to why the exception is being made and that the land use will neither create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
  - (d) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or referring *Local Agency*, not with the *ALUC*.

- (e) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.
  - (f) Approval of a special site conditions exception shall require a majority approval of the *ALUC* members present and voting on the matter.
  - (g) Airport-Specific Special Conditions Policies:
    - (1) Special conditions are acknowledged by the *ALUC* in the adoption of this *ALUCP* for the following airports in Placer County:
      - ▶ Auburn Municipal Airport (see Policy 4.2.3)
      - ▶ Lincoln Regional Airport (see Policy 6.2.3)
    - (2) These special conditions result in establishment of *Compatibility Zone* boundaries and/or compatibility criteria different in character from the zones and criteria applicable to other airports in the county. These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of other *Airports* addressed by this *ALUCP*.
- 3.2.5. *Rare Special Events Exception:* Local agencies may make exceptions for “Conditional” or “Incompatible” land uses associated with rare special events (e.g., an air show at the airport, street fair, golf tournament) for which a facility is not designed and normally not used and for which extra precautions can be taken as appropriate.

## NOISE COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Noise Compatibility Policies Background Information has been considered in formulating the noise compatibility criteria in this section, but is provided for informational purposes only and does not itself constitute *ALUCP* policy. For additional discussion of noise compatibility concepts, see Appendix C.

### **Policy Objective**

The purpose of noise compatibility policies is to avoid establishment of *Noise-Sensitive Land Uses* in the portions of the airport environs that are exposed to significant levels of aircraft noise.

### **Measures of Noise Exposure**

As is standard practice in California, this *ALUCP* uses the *Community Noise Equivalent Level (CNEL)* metric as the primary basis for evaluating the degree to which lands around the airport are exposed to airport-related noise. *CNEL* is a cumulative noise metric in that it takes into account not just the loudness of individual noise events, but also the number of events over time. Cumulative exposure to aircraft noise is depicted by a set of contours, each of which represents points having the same *CNEL* value.

The noise contours for each airport covered by this *ALUCP* are presented in Chapters 7 through 9 and reflect the airport activity levels documented in these chapters. The noise contours represent the greatest annualized noise impact, measured in terms of *CNEL*, which is anticipated to be generated by the aircraft operating at the airport over the planning time frame.

### **Factors Considered in Setting Noise Compatibility Policies**

Factors considered in setting the policies in this section include the following:

- Established state regulations and guidelines, including noise compatibility recommendations in the *California Airport Land Use Planning Handbook (2011)*.
- Ambient noise levels in the community, as well as noise from other transportation noise sources. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.
- The extent to which noise would intrude upon and interrupt the activity associated with a particular use. Susceptibility to speech interference or sleep disturbance as a result of single-event noise levels is a factor in this regard. Noise levels above approximately 65 dBA are sufficient to cause speech interference. Highly *Noise-Sensitive Land Uses* include residences, schools, libraries, and outdoor theaters.
- The extent to which the land use activity itself generates noise.
- The extent of outdoor activity, particularly noise-sensitive activities, associated with a particular land use.
- The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation. (Typical new building construction provides sufficient insulation to attenuate outdoor-to-indoor noise by at least 20 dB.)

## 3.3. Noise Compatibility Policies

3.3.1. *Maximum Acceptable Exterior Noise Exposure:* To minimize *Noise-Sensitive* development in noisy areas around an *Airport*, new land use development shall be restricted in accordance with the following.

- (a) The maximum *CNEL* considered normally acceptable for residential uses in the vicinity of an *Airport* is 60 dB. The *CNEL* 60 dB contour is one of the factors considered

in establishing the *Compatibility Zone* boundaries and residential *Density* criteria. For the purposes of implementing this policy:

- (1) No new dwelling shall be permitted within *Compatibility Zone A*.
  - (2) Except as allowed by right in accordance with Policy 2.7.4, the maximum *Density* of residential uses in *Compatibility Zones B1, B2* and *C1* shall be as indicated in Policy 3.4.1(b).
  - (3) Within *Compatibility Zones C2* and *D*, the *Density* of new residential development is not limited.
  - (4) A parcel on which residential uses are permitted by right in accordance with Policy 2.7.4 and by local land use regulations within *Compatibility Zones B1, B2* or *C1* shall locate the dwelling outside of the zones when feasible or locate the dwelling a maximum distance from the extended runway centerline.
- (b) New nonresidential development shall be deemed incompatible in locations where the airport-related noise exposure would be highly disruptive to the specific land use.
- (1) Highly *Noise-Sensitive Land Uses* are flagged with a symbol (→) in the *Basic Compatibility Criteria* table for each airport.
  - (2) Caution must be exercised with regard to approval of outdoor uses—the potential for aircraft noise to disrupt the activity shall be taken into account.
  - (3) Uses that are primarily indoor are acceptable if sound attenuation is provided in accordance with Policy 3.3.2 and as noted in the *Basic Compatibility Criteria* table for each airport.

3.3.2. *Maximum Acceptable Interior Noise Levels:* To minimize disruption of indoor activities by aircraft noise, new structures within *Compatibility Zones B1, B2* and *C1* shall incorporate sound attenuation design features sufficient to meet the interior noise level criteria specified by this policy. All future structures outside of these *Compatibility Zones* are presumed to meet the interior noise level requirement with no special added construction techniques.<sup>37</sup>

- (a) For the following land uses, the aircraft-related interior noise level shall be no greater than *CNEL* 45 dB by ensuring a noise level reduction (NLR) of 25 dB in *Compatibility Zones B1* and *B2* and a NLR of 20 dB in *Compatibility Zone C1*.
  - (1) Any habitable room of single or multi-family residences (including family day care homes with 14 or fewer children);
  - (2) Hotels, motels, and other long-term and short-term lodging;
  - (3) Hospitals, nursing homes and other congregate care facilities;
  - (4) Places of worship, meeting halls, theaters, and mortuaries; and
  - (5) Schools, libraries, and museums.
- (b) When structures are part of a proposed *Land Use Action*, evidence that proposed structures will be designed to comply with the criteria in Paragraph (a) of this policy shall be submitted to the involved *Local Agency* as part of the building permit process. The

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<sup>37</sup> A typical mobile home has an exterior-to-interior noise level reduction (NLR) of at least 15 dB with windows closed. Wood frame buildings constructed to meet current standards for energy efficiency typically have an NLR of at least 20 dB with windows closed.

calculations should assume that windows are closed. The *Local Agency* shall be responsible for assuring compliance.

- (c) Exceptions to the interior noise level criteria in Paragraphs (a) and (b) of this Policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

3.3.3. *Noise-Sensitive Land Uses*: Single-event noise levels should be considered when evaluating the compatibility of highly *Noise-Sensitive Land Uses* such as residences, schools, libraries, and outdoor theaters (see Policy 2.1.24). Susceptibility to speech interference and sleep disturbance are among the factors that make certain land uses noise sensitive. The compatibility evaluations in the *Basic Compatibility Criteria* table for each airport take into account single-event noise concerns.

- (a) The *ALUC* may require acoustical studies or on-site noise measurements to assist in determining the compatibility of *Land Use Actions* involving *Noise-Sensitive Land Uses*.
- (b) Single-event noise levels are especially important in areas that are regularly overflown by aircraft, but that do not produce significant *CNEL* contours (helicopter overflight areas are a particular example). Flight patterns for the *Airport* should be considered in the review process including in locations beyond the mapped noise contours. The flight patterns for each *Airport* covered by this *ALUCP* are provided in Chapters 7 through 9.

3.3.4. *Noise Criteria for Mixed-Use Development*: The residential and nonresidential components of a mixed-use development shall individually satisfy the noise criteria set forth in Policies 3.3.1, 3.3.2., and 3.3.3. if the development contains *Noise-Sensitive Land Uses*. See Policy 3.4.8 for applicable safety criteria.

## SAFETY COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Safety Compatibility Policies Background Information has been considered in formulating the safety compatibility criteria in this section, but is provided for informational purposes only and does not itself constitute *ALUC* policy. For additional discussion of safety compatibility concepts, see Appendix C.

### **Policy Objective**

The intent of land use safety compatibility policies is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events should they occur. Risks both to people and property in the vicinity of an *Airport* and to people on board the aircraft are considered (land use features that can be the *cause* of an aircraft accident are addressed under Airspace Protection, Section 3.5).

### **Measures of Risk Exposure**

This *ALUCP* evaluates the risk that potential aircraft accidents pose to lands and people around the *Airport* in terms of two parameters: where aircraft accidents are most likely to occur near the *Airport*; and the potential consequences if an accident occurs in one of those locations.

- The accident likelihood is measured in terms of the geographic distribution of where accidents have historically occurred around other *Airports* having similar types of activity. Because aircraft accidents are infrequent occurrences, the pattern of accidents at any one *Airport* cannot be used to predict where future accidents are most likely to happen around that *Airport*. Reliance must be placed on data about aircraft accident locations at comparable *Airports* nationally, refined with respect to information about the characteristics of aircraft use at the individual *Airport*.
- The consequences component of the risk considers the number of people in harm's way and their ability to escape harm. For most nonresidential development, potential consequences are measured in terms of the usage *Intensity*—the number of people per acre on the site. Local development standards (e.g., floor area ratios, parking requirements) and building code occupancies can be used to calculate nonresidential usage *Intensities*. For residential development, *Density*—the number of dwelling units per acre—is substituted for *Intensity*. Additional criteria are applicable to specific types of uses.

### **Factors Considered in Setting Safety Compatibility Policies**

Factors considered in setting the policies in this section include the following:

- The runway length, approach categories, normal flight patterns, and aircraft fleet mix at the *Airport*. These factors are reflected in the *Compatibility Zones* shapes and sizes.
- The locations, delineated with respect to the *Airport* runway, where aircraft accidents typically occur near *Airports* and the relative concentration of accidents within these locations. The most stringent land use controls are applied to the areas with the greatest potential accident exposure. The risk information utilized is the general aviation accident data and analyses contained in the *California Airport Land Use Planning Handbook*. The *Handbook* guidance regarding safety compatibility forms the basis for the safety component of the composite *Compatibility Zones* established for the *Airport* and the maximum usage intensities (people per acre) criteria indicated in Policy 3.4.2 and in the *Basic Compatibility Criteria* table for each *Airport*.
- *Handbook* guidance regarding residential densities in rural and suburban areas. Residential *Density* limitations cannot be equated to the usage *Intensity* limitations for nonresidential uses. Consistent with pervasive societal views and as suggested by the *Handbook* guidelines, a greater degree of protection is warranted for residential uses.
- The presence of certain land use characteristics that represent safety concerns regardless of the number of people present; specifically: vulnerable occupants (children, elderly, disabled), hazardous materials, and critical community infrastructure.
- The extent to which development covers the ground and thus limits the options of where an aircraft in distress can attempt an emergency landing.
- The extent to which the occupied parts of a project site are concentrated in a small area. Concentrated high intensities heighten the risk to occupants if an aircraft should strike the location where the development is concentrated. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large project site are appropriate.

### 3.4. Safety Compatibility Policies

3.4.1. *Residential Development Density Criteria:* Proposed residential development shall be evaluated in accordance with the following criteria:

- (a) Residential *Density* shall be measured in terms of dwelling units per acre (du/ac).
- (b) The maximum allowable residential *Density* within each *Compatibility Zone* shall be as indicated in:
  - (1) **Table AUB-4A**, *Basic Compatibility Criteria*, Auburn Municipal Airport (See Chapter 4);
  - (2) **Table BLU-5A**, *Basic Compatibility Criteria*, Blue Canyon Airport (See Chapter 5);
  - (3) **Table LIN-6A**, *Basic Compatibility Criteria*, Lincoln Regional Airport (See Chapter 6).
- (c) All residential uses must comply with both the “sitewide average” and “single-acre” usage *Density* limits indicated for each *Compatibility Zone*.
  - (1) The “sitewide average” *Density* equals the total number of dwelling units divided by the site size in acres (i.e., the gross acreage of the project site) which may include multiple parcels.
  - (2) The “single-acre” *Density* equals the number of dwelling units in any single acre.
- (d) Within *Compatibility Zones B1, B2 or C1*, dwellings shall be located outside of the zones where feasible or locate the dwelling a maximum distance from the extended runway centerline.
- (e) See Policy 3.4.8 with regard to calculating the *Density* of mixed-use development.
- (f) *Density* bonuses and other bonuses or allowances that local agencies may provide for affordable housing developed in accordance with the provisions of state and/or local law or regulation shall be included when calculating residential densities. The overall *Density* of a development project, including any bonuses or allowances, must comply with the allowable *Density* criteria of this *ALUCP*.
- (g) The *Density* limits shall not prevent construction of a single-family home on a legal lot of record as of the date of adoption of this *ALUCP* provided that the home is not within *Compatibility Zone A* and the use is permitted by local land use regulations (see Policy 2.7.4 in Chapter 2).
- (h) Secondary units, as defined by state law and local regulations, shall be excluded from *Density* calculations.
- (i) In accordance with state law, a family day care home serving 14 or fewer children may be established in any existing dwelling or in any new dwelling permitted by the policies of this *ALUCP*.

3.4.2. *Nonresidential Development Intensity Criteria:* Nonresidential development shall be evaluated in accordance with the following criteria:

- (a) The usage *Intensity* (people per acre) limit indicated in the *Basic Compatibility Criteria* table for each *Compatibility Zone* is the fundamental criterion against which the safety compatibility of most nonresidential land uses shall be measured. Other criteria may be applicable to *Risk-Sensitive Land Uses* (see Policy 3.4.9).

- (b) The maximum allowable nonresidential *Intensity* within each *Compatibility Zone* shall be as indicated in:
- (1) **Table AUB-4A**, *Basic Compatibility Criteria*, Auburn Municipal Airport (See Chapter 4);
  - (2) **Table BLU-5A**, *Basic Compatibility Criteria*, Blue Canyon Airport (See Chapter 5);
  - (3) **Table LIN-6A**, *Basic Compatibility Criteria*, Lincoln Regional Airport (See Chapter 6).
- (c) All nonresidential uses must comply with both the “sitewide average” and “single-acre” usage *Intensity* limits indicated for each *Compatibility Zone* in:
- (1) The “sitewide average” *Intensity* equals the total number of people expected to be on the entire site divided by the site size in acres (i.e., the gross acreage of the project site) which may include multiple parcels.
  - (2) The “single-acre” *Intensity* equals the number of people expected to occupy the most intensively used 1.0-acre area(s) of the site.
- (d) Determination of compliance with the sitewide average *Intensity* criteria requires calculating the total occupancy of the site at any given time under normal busy use (see Policy 3.4.2(e)), then dividing by the total (gross) acreage of the project site.
- (e) Usage *Intensity* calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors. For the purposes of these calculations, the total number of occupants during normal busiest periods shall be used. The usage intensity criteria of this *ALUCP* are based upon a normal busy-period occupancy, not on the highest attainable occupancy.<sup>38</sup>
- (f) Each component use within a nonresidential development that has multiple types of uses shall comply with the usage *Intensity* criteria in the *Basic Compatibility Criteria* tables for each airport.
- (g) For *Intensity* criteria pertaining to mixed-use projects having both residential and non-residential components, see Policy 3.4.8.
- (h) No new structures intended to be regularly occupied are allowed in *Compatibility Zone A*.
- (i) The need to calculate the usage *Intensity* of a particular project proposal for compliance with the *Intensity* criteria is to be governed by the following:
- (1) Land use categories indicated as “Normally Compatible” for a particular *Compatibility Zone* are presumed to meet the *Intensity* criteria indicated for the *Compatibility Zone*. Calculation of the usage *Intensity* is not required unless the particular project proposal represents an atypical example of the usage type.
  - (2) Calculation of the usage *Intensity* must be done for all proposed projects where the land use category for the particular *Compatibility Zone* is indicated as “Conditional” and the additional criteria column says “Ensure *Intensity* criteria met.”

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<sup>38</sup> This number will typically be lower than the absolute maximum number of occupants the facility can accommodate (such as would be used in determining compliance with building and fire codes).

- (3) Land use categories indicated as “Conditional” for the particular *Compatibility Zone*, but the criteria are other than “Ensure *Intensity* criteria met,” calculation of the usage *Intensity* is not necessary for typical examples of the use. However, the project proposal must comply with the other criteria listed for the applicable land use category.

3.4.3. *Methodology for Calculation of Sitenwide Average Intensity*: Various methods are available by which usage intensities may be calculated (additional guidance is found in Appendix D).

- (a) Calculation Using Floor Area Ratio.<sup>39</sup> The floor area ratio methodology is intended as an aid in calculating the usage intensity of nonresidential uses. The indicated floor area ratios do not take precedence over the requirement for all projects to comply with the intensity limit stated for the respective *Compatibility Zones*.

(1) Basis of floor area ratio criteria.

- ▶ The maximum acceptable floor area ratio for most nonresidential land use categories is listed for *Compatibility Zones* where the acceptability of the use is “Conditional.”
- ▶ The floor area ratio limit listed for each use category directly corresponds with the maximum acceptable usage *Intensity* for the zone and the indicated typical Occupancy Load Factor (floor area square footage per person) for the use during a typical busy period. The allowable floor area ratio in a particular *Compatibility Zone* thus varies from one land use category to another.
- ▶ If a higher or lower Occupancy Load Factor can be documented for a particular project, then the allowable floor area ratio would be correspondingly lower or higher.

(2) Application of FAR criteria:

- ▶ For single-use projects (e.g., industrial facility), a project may be tested for compliance by directly comparing the proposed floor area ratio of the project with the maximum floor area ratio limit indicated for the land use category and *Compatibility Zone*. If the proposed floor area ratio exceeds the floor area ratio limit, the project shall be deemed incompatible unless modified to ensure compliance with the *Intensity* criteria.
- ▶ For projects involving multiple nonresidential land use categories (e.g., office and retail), each component use must be assigned a share of the overall project site. Typically, this share shall be assumed to be the same as the component use’s share of the total project floor area. Then, each component floor area ratio is compared with the maximum floor area ratio limit indicated for the land use category and *Compatibility Zone*.

- (3) Calculation Where Floor Area Ratio Is Not Indicated. Where occupancy load factors are not indicated or if the indicated Occupancy Load Factor is not applicable to a particular proposal or component thereof, then the number of occupants must be estimated in another manner (see Paragraphs (b) through (e)).

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<sup>39</sup> Floor Area Ratio equals the total floor area of a project in square feet divided by the square footage of the site. For multi-floor buildings the square footage of each floor is counted.

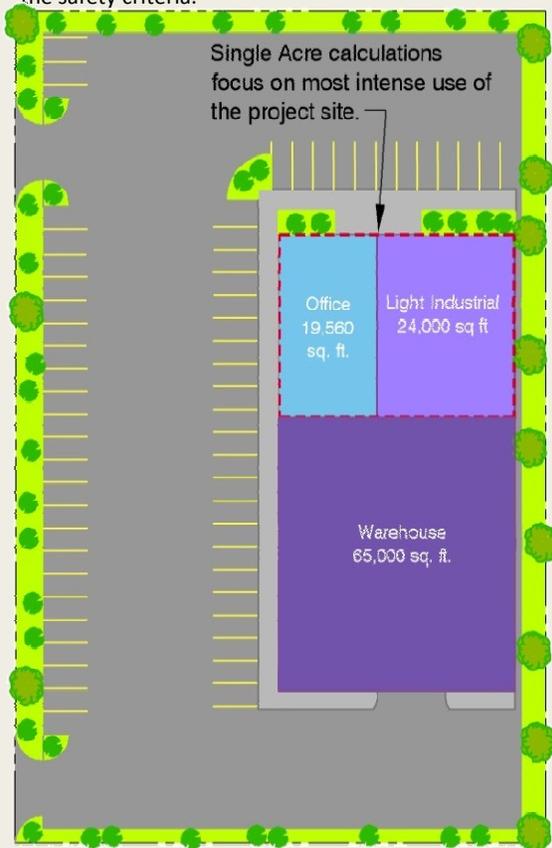
- ▶ Floor area ratios are not listed for uses that are “Incompatible” within a specific zone because these uses either are typically incapable of meeting the usage *Intensity* limits or are incompatible for other reasons.
  - ▶ Floor area ratios are not shown for uses that are “Normally Compatible” within a particular zone as these uses are presumed to be capable of meeting the usage *Intensity* limits.
- (b) Calculation Using Fixed Seating: For uses having fixed seating for customers (for example, restaurants and theaters), occupancy shall equal the total number of seats plus the number of employees on site.
- (c) Calculation Using Vehicle Parking Requirements: For many commercial and industrial uses, the occupancy can be estimated by considering the number of parking spaces required by the *Local Agency* and multiplying by the average occupancy per vehicle. This method is not suitable for land uses where many users arrive on foot, or by bicycle, transit, or other means of transportation (see Appendix D.)
- (d) Calculation Using Occupancy Load Factors: For most other uses, the typical Occupancy Load Factor indicated for the use shall be applied.<sup>40</sup> The Occupancy Load Factor is the assumed approximate number of square feet occupied by each person in that use. Dividing the square footage of the building or component use by the Occupancy Load Factor for that use yields the number of occupants (see **Exhibit 1** for example).
  - (1) For projects involving a mixture of uses in a building, the Occupancy Load Factor for each component use shall be applied to give the occupancy for that use, then the component occupancies are added to determine total occupancy.
  - (2) If the project applicant can document a higher or lower Occupancy Load Factor for a particular use, then the *ALUC* may use that number in lieu of the number in the *Basic Compatibility Criteria* table for each airport. In considering any such exceptions, the *ALUC* shall also take into account the potential for the use of a building to change over time (see Policy 3.4.5).
- (e) Calculation Using Building and Fire Codes: This method is essentially the same as the Occupancy Load Factor method in that the codes provide a square footage per person for various types of building uses. Building and Fire Codes, though, are based on a maximum, never to be exceeded, number of occupants rather than the average busy period that is the basis for airport land use compatibility planning (see Appendix D). As such, the total occupancy calculated using these codes must be reduced by a set factor—50 percent for most uses—to provide a number consistent with the indicated *Intensity* limit for each *Compatibility Zone*.

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<sup>40</sup> Occupancy Load Factors are based on information from various sources and are intended to represent busy-period usage for typical examples of the land use category. They can be used as a factor in determining the appropriate land use category for unlisted uses or atypical examples of a use.

### Exhibit 1: Occupancy Load Calculation Example

In this example, both the sitewide and single-acre *Intensity* of a proposed warehouse facility is calculated using the common Occupancy Load Factors (number of square feet per person) information in **Tables AUB-4A, BLU-5A, and LIN-6A, Compatibility Zone Criteria** together with project specifications. The results are then compared with the maximum sitewide and single-acre *Intensity* limits in the respective table to determine consistency of the project with the safety criteria.



This example is based on criteria and data in **Table AUB-4A**

**Compatibility Zone C1 Intensity Limits**

Max. Sitewide Average: 100 people per acre  
 Max. Single-Acre: 300 people per acre

**Common Occupancy Load Factors**

Office: approx. 215 s.f. per person  
 Light Industrial, Low Intensity: approx. 350 s.f. per person  
 Warehouse: approx. 1,000 s.f. per person

**Project Specific Data**

Site Acreage: 3 acres  
 Office: 19,560 s.f.  
 Light Industrial: 24,000 s.f.  
 Warehouse: 65,000 s.f.

**Occupancy Load Calculation**

Office:  $\frac{19,560 \text{ s.f.}}{215 \text{ s.f. per person}} = 91 \text{ people}$   
 L-industrial:  $\frac{24,000 \text{ s.f.}}{350 \text{ s.f. per person}} = 69 \text{ people}$   
 Warehouse:  $\frac{65,000 \text{ s.f.}}{1,000 \text{ s.f. per person}} = 65 \text{ people}$   
 Total: = 225 people

**Intensity Results**

The results of the *Intensity* calculations indicate that the proposed development satisfies the sitewide and single-acre *Intensity* criteria.

**Sitewide Average Intensity** (number of people per acre average for the site)

$$\frac{\text{Total people} = 225 \text{ people}}{\text{Site Acreage} = 3 \text{ acres}} = 75 \text{ people per acre}$$

**Single-Acre Intensity** (the highest concentration of people anticipated to be in an area approx. 1.0 acre in size)

$$\frac{\text{Total people} = 91 + 69 \text{ people}}{\text{Single-Acre} = 1 \text{ acre}} = 160 \text{ people per acre}$$

3.4.4. *Methodology for Calculation of Single-Acre Intensity:* The single-acre *Intensity* of a proposed development shall be calculated by determining the total number of people expected to be within any 1.0-acre portion of the site, typically the most intensively used building or part of a building. Calculation of the single-acre *Intensity* depends upon the building footprint and site sizes and the distribution of activities on the site.

- (a) For sites less than 1.0 acre, the single-acre *Intensity* equals the total number of people on the site divided by the site size in acres.
  - (b) For sites more than 1.0 acre and a building footprint less than 1.0 acre, the single-acre *Intensity* equals the total number of building occupants unless the project includes substantial outdoor occupancy in which case such usage should be taken into account.
  - (c) For sites having both site size and building footprint of more than 1.0 acre, the single-acre *Intensity* shall normally be calculated as the total number of building occupants divided by the building footprint in acres. This calculation assumes that the occupancy of the building is evenly distributed. However, if the occupancy of the building is concentrated in one area—the office area of a large warehouse, for example—then all occupants of that area shall be included in the single-acre calculation. See **Exhibit 1** for example.
  - (d) The 1.0-acre areas to be evaluated shall normally match the building footprints provided that the buildings are generally rectangular (reasonably close to square) and not elongated in shape and, for buildings larger than 1.0 acre, may represent a portion of the building.
  - (e) If a building has multiple floors, then the total number of occupants on all floors falling within the 1.0-acre footprint shall be counted.
- 3.4.5. *Long-Term Changes in Occupancy*: In evaluating compliance of a proposed nonresidential development with the usage *Intensity* criteria in Policy 3.4.2(b), the *ALUC* shall take into account the potential for the use of a building to change over time. A building could have planned low-intensity use initially, but later be converted to a higher-intensity use. Local agencies must provide permit language or other mechanisms to ensure continued compliance with the usage *Intensity* criteria. (Note that this provision applies only to new development and *Redevelopment*—projects for which discretionary *Local Agency* action is required—not to tenant improvements or other changes to existing buildings for which local approval is ministerial.)
- 3.4.6. *Sites Split by Two or More Compatibility Zones*: For the purposes of evaluating consistency with the compatibility criteria in the *Basic Compatibility Criteria* table for each airport, a project shall be evaluated as follows:
- (a) Any parcel that is split by *Compatibility Zone* boundaries shall be considered as if it were multiple parcels divided at the *Compatibility Zone* boundary line. See **Exhibit 2** for example.
  - (b) The criteria for the *Compatibility Zone* where the proposed building(s) or areas of outdoor congregation of people are located shall apply.

**Exhibit 2: Split by Compatibility Zones**

In this example, the restaurant and office uses are split between Compatibility Zones B2 and C1. When determining compliance with the Zone B2 *Intensity* limits, only the portions of the uses in Zone B2, together with the retail use that is fully in Zone B2 are considered and the site size is the 3.5 acres in Zone B2.

**Compatibility Zone B2**

**Retail:**  $\frac{50,000 \text{ s.f.}}{170 \text{ s.f. per person}} = 294 \text{ people}$

**Restaurant:**  $\frac{50\% \text{ of } 18,000 \text{ s.f.}}{60 \text{ s.f. per person}} = 150 \text{ people}$

**Office:**  $\frac{50\% \text{ of } 24,000 \text{ s.f.}}{215 \text{ s.f. per person}} = 56 \text{ people}$

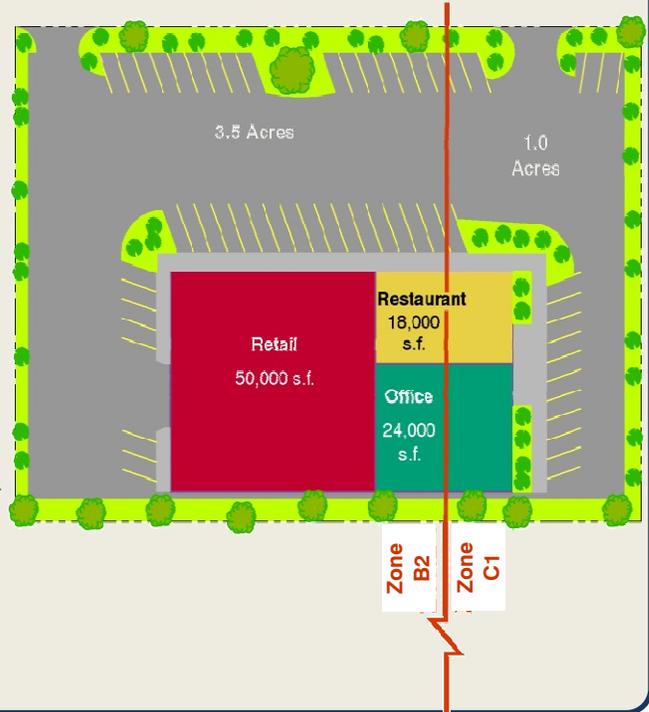
**Total Occupancy** = 500 people

**Intensity:**  $\frac{500 \text{ people}}{3.5 \text{ acres}} = 143 \text{ people/acre}^*$

\* Would exceed Zone B2 sitewide average limit of 75 people/acre

**Compatibility Zone C1**

A similar analysis is required for the uses in Zone C1.



3.4.7. *Transferring Usage Intensity:* When a project site is split by a *Compatibility Zone*, modification of the project site plan so as to transfer the allowed *Density* of residential development or *Intensity* of nonresidential development from the more restricted portion to the less restricted portion is encouraged. The purpose of this policy is to move people outside of the higher-risk zones.

- (a) This full or partial reallocation of *Density* or *Intensity* is permitted even if the resulting *Intensity* in the less restricted area would then exceed the sitewide average *Density* or *Intensity* limits that apply within that *Compatibility Zone* (see **Exhibit 3**). However, transferring of *Density* or *Intensity* to a zone in which the proposed use is listed as incompatible is not allowed.
- (b) The single-acre *Intensity* criterion for the zone to which the use is transferred must still be satisfied.

3.4.8. *Safety Criteria for Mixed-Use Development:* Projects involving a mixture of residential and non-residential uses shall be evaluated as follows:

**Exhibit 3: Transferring Usage Intensity**

An example of transferring usage *Intensity* to the less restrictive compatibility zone is provided below.

**Project Site**

Zone B1: 1.0 acres  
 Zone B2: 2.0 acres

**Allowable Total Occupancy**

Zone B1: 50 people/acre = 50 people  
 Zone B2: 75 people/acre = 150 people  
 Total Allowed on Site: 200 people  
 Total Allowed on Single Acre in B2: 225 people

**Transfer People from Zone B1 to Zone B2**

Zone B1: 0 people  
 Zone B2: 200 people

\* 200 people in 2.0 acres exceeds 80 people/acre limit for Zone B2, but is allowable under usage *Intensity* transfer policy as it does not exceed the single-acre *Intensity* limit

- (a) Where the residential and nonresidential uses are proposed to be situated on separate parts of the project site, the project shall be evaluated as separate developments. Each component of the project must meet the criteria for the respective land use category in the *Basic Compatibility Criteria* table for each airport. Specifically, the residential *Density* shall be calculated with respect to the area(s) to be devoted to residential development and the nonresidential *Intensity* calculated with respect to the area(s) proposed for nonresidential uses. This provision means that the residential *Density* cannot be averaged over the entire project site when nonresidential uses will occupy some of the area. The same limitation applies in reverse—that is, the nonresidential *Intensity* cannot be averaged over an area that includes residential uses.
- (b) Development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or nearby buildings on the same site must meet both residential *Density* and nonresidential *Intensity* criteria. The number of dwelling units shall not exceed the *Density* limits indicated in the *Basic Compatibility Criteria* table for each airport. Additionally, the normal occupancy of the residential component shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage *Intensity* criteria. The *ALUC* may make exceptions to this provision if the residential and nonresidential components of the development would clearly not be simultaneously occupied to their maximum intensities.
- (c) Mixed-use development shall not be allowed where the residential component would be situated in a *Compatibility Zone* where residential development is indicated as “Incompatible” in the *Basic Compatibility Criteria* table for each airport.

3.4.9. *Risk-Sensitive Land Uses*: Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern and the nature of the concern are listed below along with the criteria applicable to these uses. In some cases, these uses are not allowed in portions of the airport environs regardless of the number of occupants associated with the use. In other instances these uses should be avoided—that is, allowed only if an alternative site outside the zone would not serve the intended function. When the use is allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

- (a) *Uses Having Vulnerable Occupants*: These uses are ones in which the majority of occupants are children, elderly, and/or disabled—people who have reduced effective mobility or may be unable to respond to emergency situations.
  - (1) The primary uses in this category include, but are not limited to the following:
    - › Children’s schools (grades K–12).
    - › Day care centers (facilities with more than 14 children, as defined in the California Health and Safety Code).
    - › In-patient hospitals, mental hospitals, nursing homes, and similar medical facilities where patients remain overnight.
    - › Congregate care facilities including retirement homes, assisted living, and intermediate care facilities.
    - › Penal institutions.
  - (2) Criteria for new or expanded facilities of these types are as follows:

- ▶ Uses having vulnerable occupants are incompatible within *Compatibility Zones A, B1, B2, C1* and *C2*. New sites or facilities or expansion of existing sites or facilities shall be prohibited.
    - ▶ All of the above uses shall be allowed within *Compatibility Zone D*.
- (b) Hazardous Materials Storage: Materials that are flammable, explosive, corrosive, or toxic constitute special safety compatibility concerns to the extent that an aircraft accident could cause release of the materials and thereby pose dangers to people and property in the vicinity.
  - (1) Facilities in this category include, but are not limited to the following:
    - ▶ First Group Facilities: Facilities such as oil refineries and chemical plants that manufacture, process, and/or store bulk quantities of hazardous materials generally for shipment elsewhere.
    - ▶ Second Group Facilities: Facilities associated with otherwise compatible land uses where hazardous materials are stored in smaller quantities primarily for on-site use.
  - (2) Criteria for new facilities in the first group are as follows:
    - ▶ Facilities in the first group are incompatible in *Compatibility Zones A, B1, B2, C1,* and *C2*. New sites, new facilities, or expansion of existing sites or facilities shall be prohibited.
    - ▶ In *Compatibility Zone D*, facilities are allowed only if alternative sites outside *Zone D* would not serve the intended function.
  - (3) Criteria for new facilities in the second group are as follows:
    - ▶ Bulk storage of hazardous materials for on-site use shall be prohibited in *Compatibility Zones A, B1, B2, C1* and *C2*.
    - ▶ In *Compatibility Zones B1* and *B2*, only the following is allowed: 1) On-Airport storage of aviation fuel and other aviation-related flammable materials; 2) storage of nonaviation fuel or other flammable materials in underground tanks (e.g., gas stations); and 3) storage of up to 6,000 gallons of nonaviation flammable materials in aboveground tanks.
    - ▶ In *Compatibility Zones C1* and *C2*, bulk storage of hazardous materials should be avoided, but storage of smaller amounts for near-term on-site use is acceptable. Permitting agencies should evaluate the need for special measures to minimize hazards if the facility should be struck by an aircraft.
    - ▶ All facilities must comply with the *Intensity* limits set forth in Policy 3.4.2(b) and other criteria noted in the *Basic Compatibility Criteria Table* for each airport.
    - ▶ All of the above uses shall be allowed within *Compatibility Zone D*.
- (c) Critical Community Infrastructure: This category pertains to facilities the damage or destruction of which would cause significant adverse effects to public health and welfare well beyond the immediate vicinity of the facility.
  - (1) These facilities include, but are not limited to the following:
    - ▶ Public safety facilities such as police and fire stations.
    - ▶ Communications facilities including emergency communications, broadcast, and cell phone towers.

- ▶ Primary, peaker, and renewable energy power plants, electrical substations, and other utilities.
- (2) Criteria for new or expanded facilities of these types are as follows:
- ▶ Public safety facilities are incompatible in *Compatibility Zones A* and *B1*. No new sites or facilities or expansion of existing sites or facilities shall be allowed. In *Compatibility Zone B2*, public safety facilities shall be allowed only if the facility serves or has an airport-related function. In *Compatibility Zones C1* and *C2*, creation or expansion of these types of facilities shall be allowed only if an alternative site outside of these zones would not serve the intended function of the facility. Public safety facilities shall be allowed within *Compatibility Zone D*.
  - ▶ Communications facilities are incompatible in *Compatibility Zones A, B1, and B2*. No new sites or facilities or expansion of existing sites or facilities shall be allowed. In *Compatibility Zones C1* and *C2*, creation or expansion of these types of facilities shall be allowed only if an alternative site outside of these zones would not serve the intended function of the facility. Structures shall be located a maximum distance from the extended runway centerline and comply with airspace protection criteria (e.g., height, thermal plumes) set forth in Section 3.5 of this *ALUCP*. Communication facilities shall be allowed within *Compatibility Zone D*.
  - ▶ Primary power plants are incompatible in the entire *Airport Influence Area* except that they may be allowed in *Compatibility Zone D* if an alternative site outside of these zones would not serve the intended function of the facility. Peaker plants, renewable energy power plants, electrical substations and other utilities are incompatible in *Compatibility Zones A, B1 and B2*. No new sites or facilities or expansion of existing sites or facilities shall be allowed in *Compatibility Zones C1* and *C2* provided that the structures are located a maximum distance from the extended runway centerline and comply with the height limit, electrical interference, glare, visible and thermal plume, and other criteria contained in the airspace protection section, Section 3.5 of this *ALUCP*.

3.4.10. *Open Land*: 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.

- (a) To qualify as open land, 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.
  - (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 mini-

mum-size open area requirement. Consequently, the identification of open land areas must 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 and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas. Clustering of development should be located a maximum distance from the extended runway centerline. See Policies 3.4.1(b) and (b) for limitations on clustering development on any single acre.
- (e) Building envelopes and the airport *Compatibility Zones* should be indicated on all development plans and tentative maps for projects located within an *Airport Influence Area*. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

## AIRSPACE PROTECTION COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Airspace Protection Compatibility Policies Background Information has been considered in formulating the Airspace Protection Compatibility policies in this section, but is provided for informational purposes only and does not itself constitute *ALUCP* policy. For additional discussion of airspace protection concepts, see Appendix C.

### **Policy Objective**

Airspace protection compatibility policies seek to prevent creation of land use features that can pose hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident.

### **Measures of Hazards to Airspace**

Three categories of hazards to airspace are a concern: physical, visual, and electronic.

- *Physical hazards* include tall structures that have the potential to intrude upon protected airspace as well as land use features that have the potential to attract birds or other potentially hazardous wildlife to the airport area.
- *Visual hazards* include certain types of lights, sources of glare, and sources of dust, steam, or smoke.
- *Electronic hazards* are ones that may cause interference with aircraft communications or navigation.

### **Factors Considered in Setting Airspace Protection / Object Height Compatibility Policies**

The *ALUCP* airspace protection policies rely upon the regulations and standards enacted by the Federal Aviation Administration (FAA) and the State of California. The FAA has well defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. The following FAA regulations and documents, and any later versions of these documents, are specifically relevant.

- Federal Aviation Regulations (FAR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace* (provides standards regarding FAA notification of proposed objects and height limits of objects near airports).
- FAA Advisory Circular 150/5300-13, *Airport Design* (provides standards regarding safety-related areas in the immediate vicinity of runways).
- Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting* (sets standards for how essential marking and lighting should be designed).

These regulations and standards do not give the FAA authority to prevent the creation of hazards to flight. That authority rests with state and *Local Agency*. The State of California has enacted regulations enabling state and *Local Agencies* to enforce the FAA standards. The *ALUCP* policies are intended to help implement the federal and state regulations.

### **Factors Considered in Setting Airspace Protection / Wildlife Hazard Compatibility Policies**

Natural features and agricultural practices may include open water and food sources that are attractive to wildlife, especially waterfowl and other bird species. The *ALUCP* relies upon the wildlife hazard guidelines established by the FAA in the following Advisory Circulars:

- FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or near Airports* (provides guidance on types of attractants to be avoided).
- FAA Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports* (sets guidelines on proximity of these facilities to airports).

## 3.5. Airspace Protection Compatibility Policies

- 3.5.1. *Evaluating Airspace Protection / Object Height Compatibility for New Development*: The object height compatibility of proposed land uses within the *Airport Influence Area* shall be evaluated in accordance with the policies in this section, including the *Airspace Protection Surfaces*

Map provided in Chapters 4 through 6 for Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport, respectively.

- (a) The airspace protection / height limit surfaces depicted in the *Airspace Protection Surfaces Map* are drawn in accordance with FAR Part 77, Subpart C, and reflect the runway length, runway end locations, and approach type for each end of the runway.
  - (b) The *Critical Airspace Protection Zone* consists of the FAR Part 77 primary surface and the area beneath portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface together with the Height Review Overlay Zone.
  - (c) The *Height Review Overlay Zone* encompasses locations where the ground elevation exceeds or is within 35 feet beneath an *Airspace Protection Surface* as defined by FAR Part 77 for the airport. This zone applies only to the Auburn Municipal Airport, as the terrain around Blue Canyon and Lincoln Regional Airports does not meet these qualifications.
- 3.5.2. *Object Height Criteria:* The criteria for determining the acceptability of a project with respect to height shall be based upon the standards set forth in FAR Part 77, Subpart C, *Safe, Efficient Use and Preservation of the Navigable Airspace*, and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required as described in Policy 3.5.4, the results of that study shall be taken into account by the *ALUC*.
- (a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of an *Airspace Protection Surface*. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.<sup>41</sup>
  - (b) Objects not situated within a *Critical Airspace Protection Zone* (see Policy 3.5.1(b)) may be allowed to have heights that penetrate the *Airspace Protection Surfaces* defined by FAR Part 77 criteria under the following conditions:
    - (1) The maximum allowable height for these objects is 35 feet above ground level.
    - (2) The height of all objects is subject to *Local Agency* zoning limits.
  - (c) Unless exempted under Paragraph (b) of this policy, a proposed object having a height that exceeds any of the airport's *Airspace Protection Surfaces* shall be allowed only if *all* of the following apply:
    - (1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation.
    - (2) FAA or other expert analysis conducted under the auspices of the *ALUC* or the airport operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object that would not cause any of the following:

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<sup>41</sup> An obstruction may or may not be a hazard. The purpose of FAA aeronautical studies is to determine whether an obstruction is a hazard and, if so, what remedy is recommended. The FAA's remedies are limited to making changes to the airspace and an airport's approach procedures, but it also can indicate an objection to proposed structures that it deems to be a hazard.

- ▶ An increase in the ceiling or visibility minimums of the *Airport* for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA);
  - ▶ A reduction of the established operational efficiency and capacity of the *Airport*, such as by causing the usable length of the runway to be reduced; or
  - ▶ Conflict with the visual flight rules (VFR), airspace used for the airport traffic pattern or en route navigation to and from the *Airport*.
- (3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the California Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed.<sup>42</sup>
  - (4) An *Avigation Easement* is dedicated to the jurisdiction owning the *Airport* in accordance with Policy 3.7.1.
  - (5) The proposed project/plan complies with all other policies of this *ALUCP*.

3.5.3. *Criteria Addressing Other Flight Hazards:* Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the airport shall not be allowed within the *Airport Influence Area* unless the uses are consistent with FAA rules and regulations.

(a) Specific characteristics to be avoided include:

- (1) Sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays);
- (2) Distracting lights that could be mistaken for airport lights;
- (3) Sources of dust, steam, or smoke that may impair pilots' vision;
- (4) Sources of steam or other emissions that cause thermal plumes or other forms of unstable air;
- (5) Sources of electrical interference with aircraft communications or navigation; and
- (6) Any proposed use that creates an increased attraction for wildlife and that is inconsistent with FAA rules and regulations.<sup>43</sup> Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.

(b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, local agencies should consult with FAA officials, the California Division of Aeronautics, and Airport management.

<sup>42</sup> Advisory Circular 70/7460-1J, *Obstruction Marking and Lighting*, or any later FAA guidance.

<sup>43</sup> The FAA rules and regulations include, but are not limited to: Public Law 106-181 (Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, known as AIR 21), Section 503; 40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, Section 258.10, Airport Safety; Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*; Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports*; and any subsequent applicable FAA guidance.

- 3.5.4. *Requirements for FAA Notification of Proposed Construction:* Project proponents are responsible for notifying the FAA about proposed construction that may affect navigable airspace.<sup>44</sup> The following is *ALUCP* policy on this topic.
- (a) Reference to FAA notification requirements is included here for informational purposes only, not as an *ALUCP* policy.
  - (b) The *Local Agency* having jurisdiction over the project site should inform the project proponent of the requirements for notification to the FAA.
  - (c) Any proposed development project that includes construction of a structure or other object and that is required to be submitted to the *ALUC* for a consistency review in accordance with Policies 2.5.1 or 2.5.2 shall include a copy of the completed FAR Part 77 notification form (Form 7460-1) submitted to the FAA, if applicable, and of the resulting FAA findings from its aeronautical study (i.e., notice of determination letter). A proposed project may be referred to the *ALUC* in advance of the completion of the FAA aeronautical study. However, the completed aeronautical study must be forwarded to the *ALUC* when available and the *ALUC* may reconsider its previous consistency determination if the FAA study provides new information and airspace protection was a factor in the *ALUC*'s determination.
- 3.5.5. *ALUC Review:* The requirement for notification to the FAA shall not by itself trigger an airport compatibility review of an individual *Project* by the *ALUC*. If the general plan of the *Local Agency* in which the *Project* is to be located has been determined by the *ALUC* to be consistent with this *ALUCP*, then no *ALUC* review is required. If the general plan has not been made consistent, then the proposed *Project* must be referred to the *ALUC* for review if it qualifies as a *Major Land Use Action* (see Policy 2.5.2).

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<sup>44</sup> FAR Part 77 requires that a project proponent submit notification of a proposal to the FAA where required by the provisions of FAR Part 77, Subpart B. *Public Utilities Code Sections 21658 and 21659* likewise include this requirement. FAA notification requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects such as construction cranes. The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. (See Appendix B of this *Compatibility Plan* for a copy of FAR Part 77 and online procedures for filing Form 7460-1.) FAA notification is required under the following circumstances:

- (a) The project contains proposed structures or other objects that exceed the height standards defined in FAR Part 77, Subpart B. Objects shielded by nearby taller objects are exempted in accordance with FAR Part 77, Paragraph 77.15. Note that 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 regulations. As presented in Chapters 5 through 7, the FAA notification area extends beyond the *Airport Influence Area*. The Subpart B notification airspace surface extends outward and upward at a slope of 50 to 1 for a horizontal distance of 10,000 feet or 100 to 1 for a horizontal distance of 20,000 feet from the nearest point on any runway.
- (b) Any proposal for construction or alteration of a structure, including antennas, taller than 200 feet above the ground level at the site regardless of proximity to any airport.

## OVERFLIGHT COMPATIBILITY POLICIES BACKGROUND INFORMATION

The following Overflight Compatibility Policies Background Information has been considered in formulating the Overflight Compatibility policies in this section, but is provided for informational purposes only and does not itself constitute *ALUCP* policy. For additional discussion of overflight compatibility concepts, see Appendix C.

### **Policy Objective**

Noise from individual aircraft operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the noise exposure areas addressed by the policies in Section 3.3. Sensitivity to aircraft overflight varies from one person to another.

The policies in this section serve primarily to establish the form and requirements for notification about airport proximity and aircraft overflight to be given in conjunction with *Local Agency* approval of new *Residential Development* and with certain real estate transactions involving existing *Residential Development*. Overflight policies do not apply to *Nonresidential Development*.

### **Measures of Overflight Exposure**

The loudness and frequency of occurrence of individual aircraft noise events are key determinants of where airport proximity and aircraft overflight notification is warranted. Single-event noise levels are especially important in areas that are overflown regularly by aircraft, but that do not produce significant *CNEL* contours.

Locations where aircraft regularly fly at approximately the traffic pattern altitude—1,000 feet above ground level—or lower are considered to be within the *Airports* overflight impact area. Note that the flight altitude above ground level will be more or less than this amount depending upon the terrain below. Areas of high terrain beneath the traffic patterns are exposed to comparatively greater noise levels, a factor that is considered in the overflight policies.

### **Factors Considered in Setting Overflight Compatibility Policies**

Factors considered in establishing overflight compatibility policies include the following:

- Unlike the function of the noise, safety, and airspace protection compatibility policies in this *ALUCP*, overflight compatibility policies do not restrict the manner in which land can be developed or used. The policies serve only to establish the form and requirements for notification about airport proximity and aircraft overflights to be given in conjunction with *Local Agency* approval of new development and with certain real estate transactions involving existing development.
- To be most effective, overflight policies should establish notification requirements for transactions involving existing residential land uses, not just future residential development. However, the only function of the *ALUCP* with regard to *Existing Land Uses* is to define the boundaries within which *Airport Proximity Disclosure* in conjunction with real estate transactions should be provided as specified under state law. Other than setting the disclosure boundary, the policies in this section apply only to new residential development.
- State *Airport Proximity Disclosure* law applies to existing development, but not to all transactions. [California state statutes (*Business and Professional Code Section 11010* and *Civil Code Sections 1102.6, 1103.4, and 1353*) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an *Airport Influence Area*. These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. In general, *Airport Proximity Disclosure* is required with existing residential property transfer only when certain natural conditions (earthquake, fire, or flood hazards) warrant disclosure.]
- Need for continuity of notification to future property owners and tenants. To the extent that this *ALUCP* sets notification requirements for new development, notifications should be in a form that runs with the land and is provided to prospective future owners and tenants.
- To avoid inappropriateness of *Avigation Easement* dedication solely for buyer awareness purposes. *Avigation Easements* involve conveyance of property rights from the property owner to the party owning the easement and are thus best suited to locations where land use restrictions for noise, safety, or airspace protection purposes are necessary. Property rights conveyance is not needed for buyer awareness purposes.

### 3.6. Overflight Compatibility Policies

3.6.1. *Recorded Overflight Notification*: As a condition for *ALUC* approval of residential land use development within *Compatibility Zones C1* or *C2*, an overflight notification shall be recorded in the chain of title of the property.

- (a) The notification shall be of a format similar to that indicated in Appendix F and shall contain the following language dictated by state law with regard to *Airport Proximity Disclosure* in conjunction with real estate transfer:

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.

- (b) The notification shall be evident to prospective purchasers of the property and shall appear on the property deed.
- (c) A *Recorded Overflight Notification* is not required where an *Avigation Easement* dedication is required as the *Avigation Easement* accomplishes the notification function (see Policy 3.7.1).
- (d) Recording of an overflight notification is not required for nonresidential development.

3.6.2. *Airport Proximity Disclosure*: State law requires that notice disclosing information about the presence of a nearby airport be given to prospective buyers of certain residential real estate within an *Airport Influence Area*. 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 commission.”<sup>45</sup> *ALUCP* criteria with regard to *Airport Proximity Disclosure* is as follows:

- (a) For existing residences:
- (1) *Airport Proximity Disclosure* as part of real estate transactions involving existing residences is a matter between private parties. Neither this *ALUCP* nor *Local Agencies* have authority to mandate that *Airport Proximity Disclosure* be provided and neither the *ALUCP* nor *Local Agencies* have enforcement responsibilities with regard to this disclosure.
  - (2) The sole responsibility of *Local Agencies* with regard to *Airport Proximity Disclosure* for existing residences is to recommend the boundary of the area within which the disclosure is deemed appropriate and to provide this information to local title companies and real estate agents. The *Airport Influence Area* defined herein for each of the three *Airports* covered by this *ALUCP* establishes the area in which *Airport Proximity Disclosure* is recommended.

<sup>45</sup> See *California Business and Professions Code Section 11010(b)* and *Civil Code Section 1353(a)*.

- (3) *Airport Proximity Disclosure* should be provided as part of *all* real estate transactions (sale, lease, or rental) involving residential property anywhere within the *Airport Influence Area*.
- (b) For proposed residential development:
  - (1) The disclosure provisions of state law are deemed mandatory for new residential development anywhere within the *Airport Influence Area* and shall continue in effect as *ALUCP* criteria even if the state law is made less stringent or rescinded. The disclosure shall be of a format similar to that indicated in Appendix F and shall contain the language dictated by state law (see Policy 3.6.1(a)).
  - (2) Signs providing the notice included in Policy 3.6.1(a) and a map of the *Airport Influence Area* shall be prominently posted in the real estate sales office and/or other key locations at any new residential development within the *Airport Influence Area*.

### 3.7. Criteria for Special Circumstances

3.7.1. *Avigation Easement Dedication*: As a condition for approval of projects that are subject to the review provisions of this *ALUCP* and that meet the conditions in Paragraphs (a) and (b) of this policy, the property owner shall be required to dedicate an *Avigation Easement* to the jurisdiction owning the *Airport*.

- (a) *Avigation Easement* dedication is required for all off-airport projects situated on a site that lies completely or partially within any of the following portions of the *Airport Influence Area*:
  - (1) Within *Compatibility Zones A, B1, or B2*.
  - (2) Within the *Critical Airspace Protection Zone* as defined in Policy 3.5.1(b).
  - (3) Within the *Height Review Overlay Zone* as defined by Policy 3.5.1(c).
- (b) *Avigation Easement* dedication shall be required for any proposed development, including *Infill* development, for which discretionary local approval is required. *Avigation Easement* dedication is not required for ministerial approvals such as building permits or *Actions* associated with modification of existing single-family residences.
- (c) The *Avigation Easement* shall:
  - (1) Provide the right of flight in the airspace above the property;
  - (2) Allow the generation of noise and other impacts associated with aircraft overflight;
  - (3) Restrict the height of structures, trees and other objects in accordance with the policies in Section 3.5 and the *Airspace Protection Surfaces Map* provided in Chapters 4 through 6 for Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport, respectively;
  - (4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
  - (5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.
- (d) An example of an *Avigation Easement* is provided in Appendix F.

3.7.2. *Infill*: Where land uses not in conformance with the criteria set forth in this *ALUCP* exist at the time of the plan's adoption, *Infill* development (see Policy 2.1.20) of similar land us-

es may be allowed to occur in that area even if the proposed land use is otherwise incompatible with respect to the compatibility criteria for that location.

- (a) *Infill* development is only permitted in *Compatibility Zones C1, C2 and D*.
- (b) To qualify as *Infill* development, a project site must either:
  - (1) Be part of a cohesive area, defined by the local land use agency and approved by the *ALUC*, within which at least 65% of the uses were developed prior to the *ALUCP* adoption with uses not in conformance with the plan; or
  - (2) Meet *all* of the following conditions:
    - ▶ Already be served with streets, water, sewer, and other infrastructure;
    - ▶ Have at least 65% of the site’s perimeter bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed;
    - ▶ Be no larger than 20 acres;
    - ▶ Not extend the perimeter of the *Infill* area defined by the surrounding, already developed, incompatible uses;
    - ▶ Cannot previously have been set aside as open land in accordance with Policy 3.4.10 unless replacement open land is provided within the same *Compatibility Zone*; and
    - ▶ Must be consistent with the *Local Agency’s* zoning regulations governing the existing, already developed, surrounding area.
- (c) In locations that qualify as *Infill* under paragraph (b) above:
  - (1) For *Infill* residential development in *Compatibility Zone C1*, the average development *Density* (dwelling units per acre) of the site shall not exceed the median *Density* represented by all existing residential lots that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area or site.
  - (2) For *Infill* nonresidential development, the average usage *Intensity* (the number of people per acre) of the site’s proposed use shall not exceed the lesser of:
    - ▶ The median *Intensity* of all existing nonresidential uses that lie fully or partially within a distance of 300 feet from the boundary of the defined *Infill* area; or
    - ▶ Double the average sitewide *Intensity* permitted in accordance with the criteria for that location as indicated in **Tables AUB-4A, BLU-5A, and LIN-6A**.
- (d) The single-acre *Intensity* limits for nonresidential development described listed in **Tables AUB-4A, BLU-5A, and LIN-6A** are applicable to *Infill* development. Also, the sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply to *Infill* development.
- (e) The intent of this policy is that all parcels eligible for *Infill* shall be identified at one time by the *Local Agency*.
  - (1) The *Local Agency* is responsible for identifying, in its general plan or other adopted planning document approved by the *ALUC*, the qualifying locations that lie within that agency’s boundaries. This action may take place in conjunction with the

**Example:** If the zone allows an average sitewide Intensity of 100 people per acre and the median average of nearby existing uses is 150 people per acre, the *Infill* development would be limited to 150 people per acre rather than 200.

process of amending a general plan for consistency with the *ALUC* plan or may be submitted by the *Local Agency* for consideration by the *ALUC* at the time of initial adoption of this *ALUCP*.

- (2) If a map identifying locations suitable for *Infill* has not been submitted by the *Local Agency* and approved by the *ALUC* or the site of an individual project proposal does not fall within the identified *Infill* area, the *ALUC* may evaluate the project to determine whether it would meet the qualifying conditions listed in Paragraph (b) plus the applicable provisions in Paragraphs (c) and (d) of this policy.
- (3) In either case, the burden for demonstrating that an area or an individual site qualifies as *Infill* rests with the affected *Local Agency* and/or project proponent and is not the responsibility of the *ALUC*.

3.7.3. *Existing Nonconforming Uses*: Proposed changes to *Existing Nonconforming Uses* (including a parcel or building) that are not in conformance with the criteria in this *ALUCP* shall be limited as follows:

(a) Residential uses.

- (1) A *Nonconforming* residential land use may be continued, sold, leased, or rented without restriction and is not subject to this *ALUCP* or *ALUC* review.
- (2) A *Nonconforming* single-family dwelling may be maintained, remodeled, reconstructed (see Policy 3.7.4), or expanded in size. The lot line of an existing single-family residential parcel may be adjusted. Also, a new single-family residence may be constructed on an existing lot in accordance with Policy 2.7.4 (Development by Right). However:
  - ▶ Any remodeling, *Reconstruction*, or expansion must not increase the number of dwelling units. For example, a bedroom could be added to an existing residence, but an additional dwelling unit could not be built on the parcel unless that unit is a secondary dwelling unit as defined by state and local laws.
  - ▶ Any increase in height must comply with the policies in Section 3.5 (Airspace Protection Compatibility Policies).
  - ▶ A single-family residential parcel may not be divided for the purpose of allowing additional dwellings to be constructed.
- (3) *Nonconforming* multi-family residential dwellings may be maintained, remodeled, or reconstructed (see Policy 3.7.4(a)). The size of individual dwelling units may be increased, but additional dwelling units may not be added.
- (4) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.

(b) Nonresidential uses (other than children's schools):

- (1) A *Nonconforming* nonresidential use may be continued, sold, leased, or rented without restriction or airport land use compatibility review provided that no discretionary local agency approval (such as a conditional use permit) is required.
- (2) *Nonconforming* nonresidential facilities may be maintained, altered, or, if required by state law, reconstructed (see Policy 3.7.4). However, any such work:
  - ▶ Must not result in expansion of either the portion of the site devoted to the *Nonconforming Use* or the floor area of the buildings; and

- ▶ Must not result in an increase in the usage *Intensity* (people per acre) above the levels existing at the time of adoption of this *ALUCP*.
  - ▶ Must not increase the storage or use of hazardous materials.
- (3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.
- (c) Children’s schools (including grades K-12, day care centers with more than 14 children, and school libraries):
  - (1) Land acquisition for new schools or expansion of existing school sites is not permitted in *Compatibility Zones A, B1, B2, C1, or C2*.
  - (2) Replacement or expansion of buildings at existing schools is allowed in *Compatibility Zones C1 and C2*, except that one-time expansion accommodating no more than 50 students is permitted. This limitation does not preclude work required for normal maintenance or repair.
  - (3) The sound attenuation and *Avigation Easement* dedication requirements set by Policies 3.3.2 and 3.7.1 shall apply.

3.7.4. *Reconstruction*: An *Existing Nonconforming* development that has been fully or partially destroyed as the result of a calamity or natural catastrophe, and would not otherwise be reconstructed but for such event, may be rebuilt only under the following conditions:<sup>46</sup>

- (a) Single-family or multi-family residential *Nonconforming Uses* may be rebuilt provided that the *Reconstruction* does not result in more dwelling units than existed on the parcel at the time of the damage. Addition of a secondary dwelling unit to a single-family residence is permitted if in accordance with state law and local regulations.
- (b) A nonresidential *Nonconforming Use* may be rebuilt provided that the *Reconstruction* does not increase the floor area of the previous structure or result in an increased usage *Intensity* (people per acre).
- (c) *Reconstruction* under Paragraphs (a) or (b) above:
  - (1) Must have a permit deemed complete by the *Local Agency* within the time frame established by that agency.
  - (2) Shall incorporate sound attenuation features to the extent required by Policy 3.3.2.
  - (3) Shall require dedication of an *Avigation Easement* to the jurisdiction owning the *Airport* if required under Policy 3.7.1.
  - (4) Shall record an overflight notification in the chain of title of the property if required by Policy 3.6.1.
  - (5) Shall comply with Federal Aviation Regulations Part 77 requirements (see Section 3.5).
- (d) *Reconstruction* in accordance with Paragraphs (a), (b), and (c) above shall not be permitted in *Compatibility Zone A* or where it would be in conflict (not in conformance) with the general plan or zoning ordinance of the *Local Agency*.

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<sup>46</sup> *Reconstruction* differs from *Redevelopment* (see Policy 2.1.29 for definition) that is subject to the provisions of this *ALUCP*.

- (e) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.

### 3.8. Review Criteria for Airport Plans of Existing Airports

- 3.8.1. *Substance of Review:* In accordance with state law, any new or amended airport master plan or development plan for the airports addressed in this *ALUCP* is subject to *ALUC* review for consistency with the *ALUCP* (see Policy 2.4.1(b)). In conducting any such review, the *ALUC* shall evaluate whether the airport plan would result in greater noise, safety, air-space protection, or overflight impacts than indicated in this *ALUCP*. Attention should specifically focus on:
- (a) Proposals for facilities or procedures not assumed herein, specifically:
    - (1) Construction of a new runway or helicopter takeoff and landing area.
    - (2) Change in the length, width, or landing threshold location of an existing runway.
    - (3) Establishment of an instrument approach procedure that changes the approach capabilities at a particular runway end.
    - (4) Modification of the flight tracks associated with existing visual or instrument operations procedures.
  - (b) Proposed changes in the role or character of use of the airport.
  - (c) New activity forecasts that are: (1) significantly higher than those used in developing the respective *Airport* noise contours presented in Chapters 7 through 9; or (2) assume a higher proportion of larger or noisier aircraft.
- 3.8.2. *Noise Impacts of Airport Expansion:* Any proposed expansion of *Airport* facilities that would result in a significant increase in cumulative noise exposure (measured in terms of *CNEL*) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this *ALUCP*, a noise increase shall be considered significant by the *ALUC* if:
- (a) In locations having an existing ambient noise level of *CNEL* 60 dB or less, the project would increase the noise level by 3.0 dB or more.
  - (b) In locations having an existing ambient noise level of more than *CNEL* 60 dB, the project would increase the noise level by 1.5 dB or more.
- 3.8.3. *Consistency Determination:* The *ALUC* shall determine whether the proposed airport plan or development plan is consistent with this *ALUCP*. The *ALUC* shall base its determination of consistency on:
- (a) Findings that the development and forecasts identified in the *Airport* plan would not result in greater noise, safety, airspace protection, or overflight impacts on surrounding land uses than are assumed in this *ALUCP*.
  - (b) Consideration of:
    - (1) Mitigation measures incorporated into the plan or project to reduce any increases in the noise, safety, airspace protection, and overflight impacts to a less-than-significant level in accordance with provisions of the California Environmental Quality Act (CEQA); or
    - (2) In instances where the impacts cannot be reduced to a less-than-significant level, a statement of overriding considerations approved by the project proponent in accordance with provisions of CEQA.

- (c) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal, tribal or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *ALUCP* with respect to that *Airport* (see Policy 2.1.10 for definition of aviation-related use).

### **3.9. Review Criteria for Proposed New Airports and Heliports**

- 3.9.1. *Substance of Review*: In reviewing proposals for new airports and heliports, the *ALUC* shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.
  - (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of *ALUC* review.
  - (b) The *ALUC* shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
  - (c) The *ALUC* must base its review on the proposed airfield design. The *ALUC* does not have the authority to require alterations to the airfield design.
- 3.9.2. *Airport/Land Use Relationship*: The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses. Questions to be considered should include:
  - (a) Would the existing or planned land uses be considered incompatible with the airport or heliport if the later were already in existence?
  - (b) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include: (1) location of flight tracks so as to minimize the impacts; (2) other operational procedures to minimize impacts; (3) installation of noise barriers or structural noise insulation; (4) acquisition of property interests (fee title or easements) on the impacted land.

# Auburn Municipal Airport Compatibility Policies and Maps



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# Auburn Municipal Airport Compatibility Policies and Maps

## 4.1. Evaluating Land Use Consistency

- 4.1.1. *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Auburn Municipal *Airport Influence Area* shall be evaluated in accordance with:
- The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in Chapter 3;
  - The criteria listed in **Table AUB-4A**, *Basic Compatibility Criteria*, and
  - The *Compatibility Zones* depicted on the *Compatibility Policy Map (Map AUB-4A)* in this chapter.
- 4.1.2. *Compatibility Policy Table:* **Table AUB-4A**, *Basic Compatibility Criteria*, lists general land use categories and indicates each use as being “normally compatible,” “conditional,” or “incompatible” depending upon the compatibility zone in which it is located.
- 4.1.3. *Compatibility Policy Map:* The *Compatibility Zones* for Auburn Municipal Airport are presented in **Map AUB-4A** and the map is to be used in conjunction with the criteria set forth in **Table AUB-4A**, *Basic Compatibility Criteria* and the additional policies listed in Section 4.2.3 of this Chapter.
- 4.1.4. *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Auburn Municipal Airport is presented in **Map AUB-4B** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of Chapter 3.

## 4.2. Map Determinants

- 4.2.1. *Airport Runway Configuration Assumptions:* **Map AUB-4A** and **Map AUB-4B** are based upon the Auburn Municipal Airport runway configuration indicated in the Airport Master Plan report adopted by the City of Auburn in 2007 and the Airport Layout Plan drawing dated 2007 submitted by the city and approved by the Federal Aviation Administration. The runway configuration and types of approaches shown in these plans are the same as the existing conditions and do not include future extension of the runway.
- 4.2.2. *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Auburn Municipal Airport represent a composite of four compatibility factors: noise, safety, air-

space protection and overflight concerns.<sup>47</sup> The *Airport's* runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.<sup>48</sup> The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* is described below. The outer limits of the *Compatibility Zone* boundaries define the *Airport Influence Area*.<sup>49</sup>

- (a) *Compatibility Zone A* includes the *Airport* runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration (FAA) standards and state guidance provided in the 2011 *California Airport Land Use Planning Handbook (Handbook)*. The lateral limits of *Compatibility Zone A* is defined by the Federal Aviation Regulations (FAR) Part 77 primary surface boundaries as indicated on the 2007 *Airspace Protection Surfaces Map (AUB-4B)*. The length of *Compatibility Zone A* is set to encompass the runway protection zone (RPZ) located at each end of the runway as depicted on the 2012 Airport Layout Plan (see Chapter 7). RPZ dimensions are defined by FAA airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. In terms of risk, *Compatibility Zone A* encompasses the areas covered by the generic Safety Zone 1 provided in the 2011 *Handbook*. *Compatibility Zone A* is characterized as an area exposed to high risk of an aircraft accident as well as subject to high aircraft noise levels. The *Community Noise Equivalent Level (CNEL)* exceeds 65 dB within much of *Compatibility Zone A*. *Compatibility Zone A* lies entirely on *Airport* property.
- (b) *Compatibility Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the RPZ (*Compatibility Zone A*). The length of the zone is primarily determined by the type of approach procedure existing or planned at each runway end. Noise levels and risks are both high in these areas. Cumulative noise levels are generally at least *CNEL* 55 dB. Also, noise produced by individual aircraft operations is often high enough to disrupt many land use activities. In terms of risk, *Compatibility Zone B1* encompasses the majority of the areas covered by *Handbook* Safety Zone 2 and portions of Zones 3 and 4. Risk levels are high because of the proximity of *Compatibility Zone B1* to the runway ends and because these areas are overflowed by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. At the west end of the runway, the zone bends southward to reflect the 20° left turn which aircraft are encouraged to make when taking off from Runway 25. The length at the west end takes into account the fact that ground elevations are well below the runway elevation. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes. *Zone B1* encompasses most of the future *CNEL* 60 dB contour.
- (c) *Compatibility Zone B2* extends laterally from and along the length of the runway. Side-line aircraft noise is the key factor in this area, both cumulative and single-event. Run-up noise may also be a concern in some locations. The zone width is generally set so as to encompass the *CNEL* 60 dB contour. Risk is also a factor, but less so than in *Compatibility Zone B1*. The zone width encompasses *Handbook* Safety Zone 5. Height restrictions may be required as well.

<sup>47</sup> Appendix C provides the basic concepts and rationale for addressing the four compatibility concerns.

<sup>48</sup> Chapter 7 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

<sup>49</sup> Chapter 2, Policy 2.1.4 defines the term "*Airport Influence Area*."

- (d) *Compatibility Zone C1* covers the extended approach/departure corridor and also includes land beneath the primary traffic pattern. This zone is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed *CNEL* 55 dB in portions of *Compatibility Zone C1* and noise from individual aircraft operations is disruptive to *Noise-Sensitive Land Uses*. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the airport elevation. According to the data presented in the *Caltrans Handbook*, 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. *Compatibility Zone C1* also encompasses the remaining portions of *Handbook* Safety Zones 3 and 4 and the inner portions of Zone 6. Portions of *Compatibility Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high). *Zone C1* includes the majority of the *CNEL* 55 dB contour plus locations beneath the airport's only straight-in instrument approach procedure (Runway 7) and the predominantly used (south-side) traffic pattern for visual procedures. The edges of these areas fall close to well-defined roads and property lines, thus for convenience the zone boundaries are shown on these geographic features.
- (e) *Compatibility Zone C2* encompasses areas routinely overflowed by aircraft approaching and departing the *Airport*, but less frequently or at higher altitudes than the areas within *Compatibility Zone C1*. *Zone C2* contains the north-side traffic pattern plus additional areas on the south-side of the *Airport* where aircraft fly wide traffic patterns and within the common arrival and departure corridor to the west. *Compatibility Zone C2* also encompasses the outer portions of *Handbook* Safety Zone 6 and remaining portions of the *CNEL* 55 dB contour. Annoyance associated with aircraft overflights is the major concern within *Compatibility Zone C2* as aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches or as low as 601 feet above the airport elevation under when utilizing the circle to land procedure. Noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and particularly risk-sensitive uses such as schools and hospitals.
- (f) *Compatibility Zone D* includes areas sometimes overflowed by aircraft arriving and departing the *Airport*. Hazards to flight are the only compatibility concern. The outer limits of the zone coincide with the outer edge of the conical surface defined by FAR Part 77 for the *Airport*. Except on high terrain, height limits are no less than 150 feet within this area.
- (g) *Height Review Overlay Zone* includes areas of land in the vicinity of an *Airport* where the ground lies above the FAR 77 surfaces or less than 35 feet beneath such surface.
- 4.2.3. *Special Conditions Policy*: In accordance with Policy 3.2.3(b) of Chapter 3, the *ALUC* acknowledges a special conditions policy for Auburn Municipal Airport in the adoption of this *ALUCP*. The special conditions result in establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of other *Airports* addressed by this *ALUCP*.
- (a) Sutter Auburn Faith Hospital — The criteria set forth in **Table AUB-4A** notwithstanding, hospitals and nursing homes shall not be prohibited within that portion of *Compatibility Zones C1* and *C2* which includes the existing hospital property and adja-

cent parcels designated with a # symbol on the Auburn Municipal Airport Compatibility Policy Map (**AUB-4A**).

- (1) Any new structures to be used as a hospital or nursing home shall be limited to no more than two aboveground habitable floors and, to the extent feasible, shall incorporate other design features which would help protect the building occupants in the event of an aircraft crash (for example, minimizing extensive glass areas in exterior walls).
- (2) This special policy shall apply only to the area indicated and not to any other locations within the Auburn Municipal Airport environs or the environs of other *Airports* addressed by this *ALUCP*.

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible		Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
<i>General Characteristics</i>							
Any use having more than 1 habitable floor <sup>4</sup>	Incompatible	Conditional	Conditional	Conditional	Normally Compatible	Normally Compatible	B1, B2: Limited to no more than 2 habitable floors C1: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height	Incompatible	Conditional	Conditional	Conditional	Normally Compatible	Normally Compatible	B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, Height Review Overlay Zone: Airspace review required for objects >35 feet C1: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Conditional	C2, D: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Conditional	C1, C2, D: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>5</sup>
Any use creating visual or electronic hazards to flight <sup>6</sup>	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	
<i>Outdoor Uses (no or limited indoor activities)</i>							
Natural Land Areas: woods, brush lands, desert	Conditional	Conditional	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	A: Objects above runway elevation not allowed in OFA <sup>7</sup> A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds ●	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional	A: Objects above runway elevation not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land ●	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional	A: Not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →●	Incompatible	Conditional	Conditional	Conditional	Conditional	Conditional	B1, B2, C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup> ; exercise caution with uses involving noise-sensitive animals

**Table AUB-4A**

**Basic Compatibility Criteria**  
Auburn Municipal Airport

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
▶ Multiple land use categories may apply to a project ▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses ▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone ▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, race tracks, water parks, zoos →							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters →							C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →							C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges →							B1, B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds →							B1, B2: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/motor home parks →							C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Cemeteries (except chapels)							B1, B2, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
<b>Residential and Lodging Uses</b>							
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed and breakfast inns →							B1, B2: 1 du/10 acres (average density); 4 du/single acre <sup>8</sup> ; CNEL 45 dB max. interior noise level C1: 1 du/2 acres (average density); 4 du/single acre <sup>8</sup> B1: B2, C1: Locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →							
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories →							
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.46	0.92		C1, C2: Ensure intensity criteria met

Table AUB-4A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible		Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →							
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) <sup>9</sup> →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →							
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.06	0.09	0.18		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.03	0.07		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.16	0.23	0.46		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.10	0.14	0.28		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C1, C2: See Policy 4.2.1 for special criteria related to Sutter Auburn Faith Hospital
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.39	0.55	1.10		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1, C2: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met

**Table AUB-4A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
<i>Commercial, Office, and Service Uses</i>							
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]				0.23	0.46		C1, C2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.27	0.39			B2, C1: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.06	0.10	0.14	0.28		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 110 s.f./person]		0.23	0.40	0.57	1.15		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]		0.20	0.35	0.49	0.99		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]		0.18	0.32	0.46	0.92		B1, B2, C1, C2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities							B1, B2, C1: Ensure intensity criteria met B1, B2: Store fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons B1: Locate structure max. distance from extended runway centerline where feasible
<i>Industrial, Manufacturing, and Storage Uses</i>							
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants *							D: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial *							C2, D: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed

Table AUB-4A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible		Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]			0.32	0.46	0.92		B2, C1, C2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]		0.32	0.56	0.80			B1, B2, C1: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [approx. 300 s.f./person]		0.28	0.48	0.69	1.38		B1, B2, C1, C2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft B1: Locate structure max. distance from extended runway centerline where feasible
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		0.92	1.61				B1, B2: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling							B1: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Mining and Extraction *							B1, B2, C1, C2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
<i>Transportation, Communication, and Utilities</i>							
Airport Terminals: airline, general aviation							
Transportation Stations: Rail/bus stations; taxi, trucking and other transportation terminals							B1, B2, C1: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops							B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur

**Table AUB-4A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	40	70	100	200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	30%	no req.	20%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Auto Parking: surface lots, structures							B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications ●							C1, C2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaker, renewable energy, bio-energy ●							C1, C2: Peaker and renewable energy plants allowed if structures located max. distance from extended runway centerline D: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations ●							C1, C2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal ●							C1, C2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Disposal Facilities: landfill, incineration ●							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Transfer Facilities, Recycle Centers ●							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>

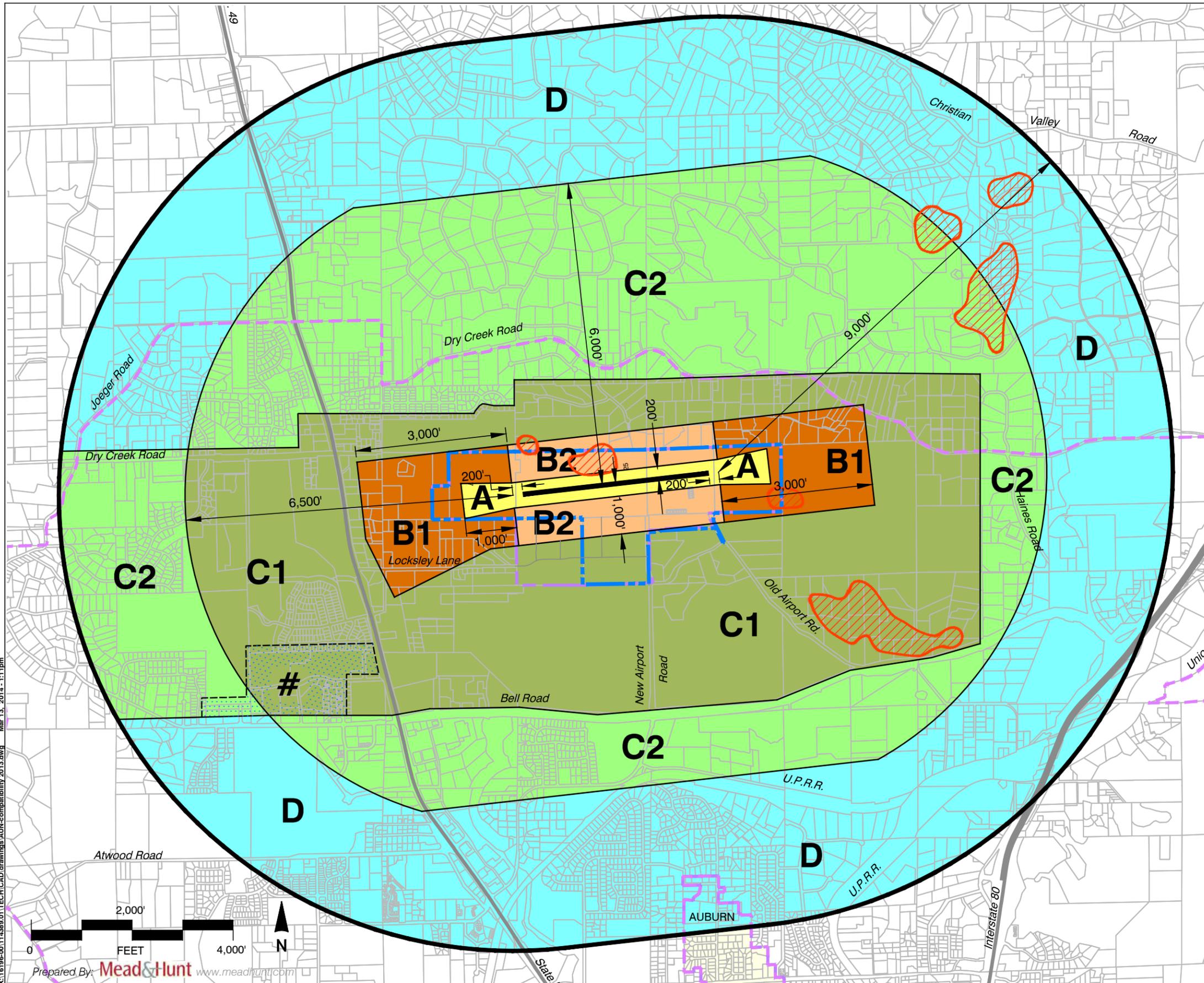
Table AUB-4A, continued

Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</i>	Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
	<i>Generally Incompatible</i>	Use should not be permitted under any circumstances.
Notes		
<p>➔ Indicates land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>● Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See <i>Policy 3.5.3(a)</i> for criteria.</p> <p><sup>1</sup> Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see <i>Policy 3.4.2(e)</i>). Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see <i>Policy 3.2.5</i>). The usage intensities shall be calculated in accordance with the methodologies cited in <i>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p><sup>2</sup> Open land requirements are intended to be applied with respect to an entire zone (see <i>Policy 3.4.10</i>). This is typically accomplished as part of a local general plan or specific plan, but may also apply to large (10 acres or more) development projects.</p> <p><sup>3</sup> Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See <i>Policy 3.4.3(a)(2)</i>.</p> <p><sup>4</sup> The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p><sup>5</sup> No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See <i>Policy 3.5.3(a)(6)</i>.</p> <p><sup>6</sup> Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots’ vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See <i>Policy 3.5.3(a)</i>.</p> <p><sup>7</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapters 7 through 9.</p> <p><sup>8</sup> Clustering of residential development is permitted. However, no single acre of a project site shall exceed the indicated number of dwelling units per acre. See <i>Policy 3.4.10(d)</i>.</p> <p><sup>9</sup> Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1596.78).</p>		

**Table AUB-4A, continued**

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**Table AUB-4A, continued**



**Legend**

**Boundary Lines**

- Placer County Limits (outside map view)
- - - Auburn City Limits
- · - · Auburn Sphere of Influence
- - - Airport Property Line
- Existing Runway 7-25 (3,700 ft.)

**Compatibility Zones (Adopted 2014)<sup>1</sup>**

**Airport Influence Area**

- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone<sup>2</sup>

# See Special Conditions Policy 4.2.3.

**Notes:**

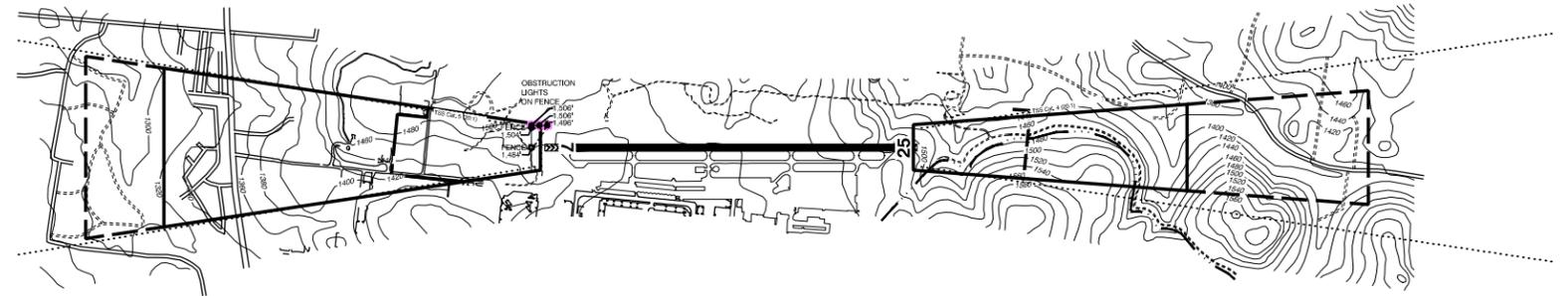
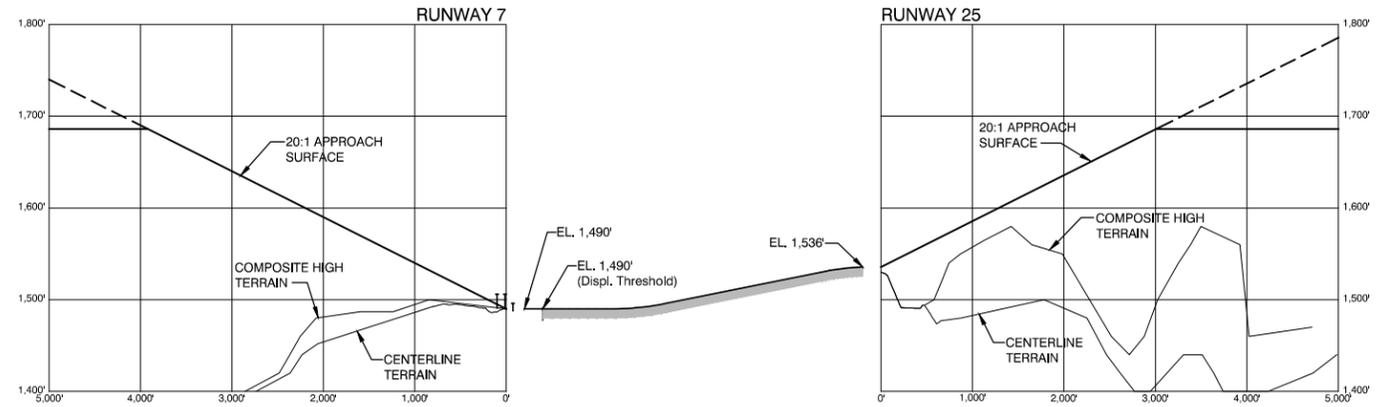
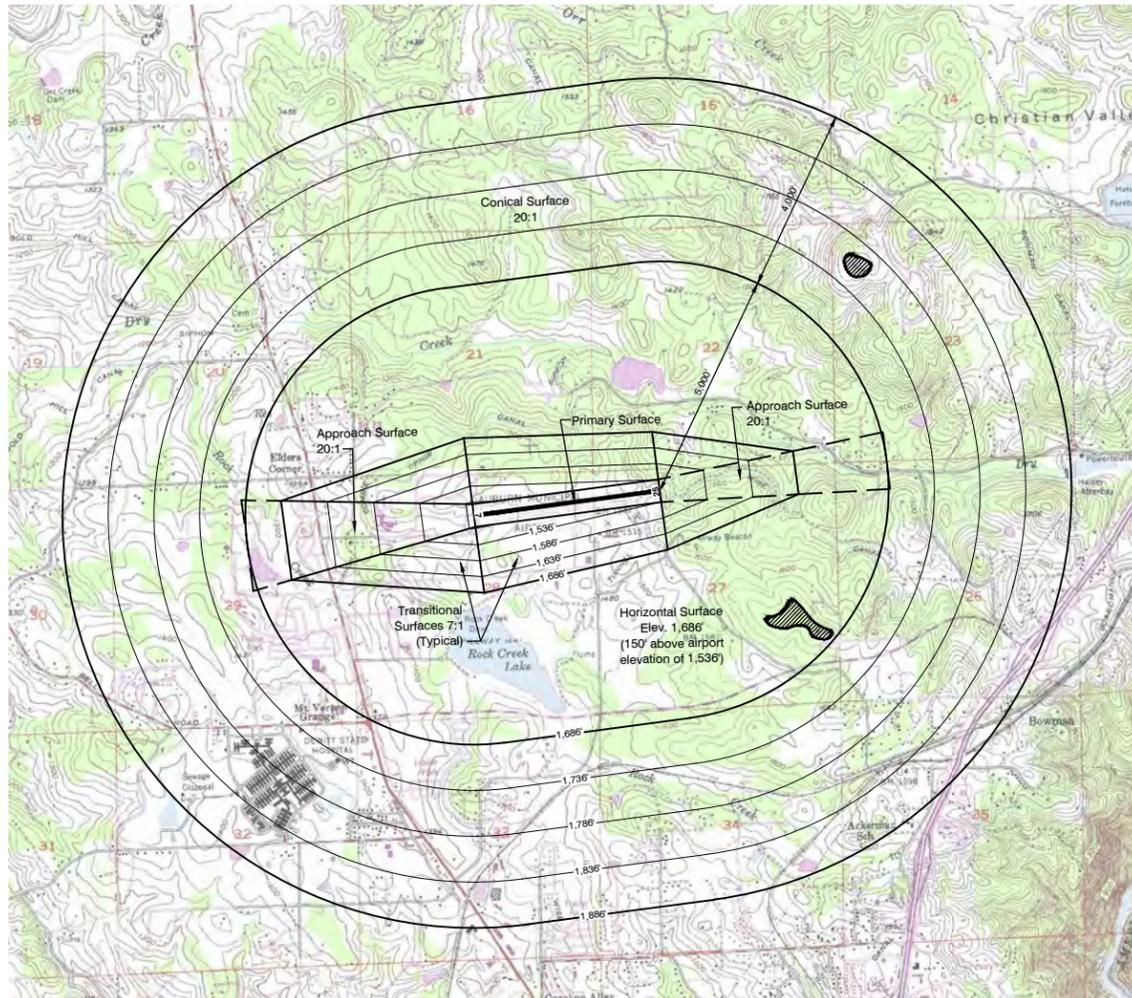
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport  
Land Use Compatibility Plan  
(Adopted February 26, 2014)**

Map AUB-4A

**Compatibility Policy Map  
Auburn Municipal Airport**

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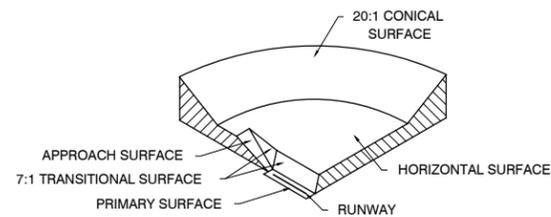
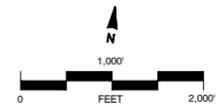


**LEGEND**

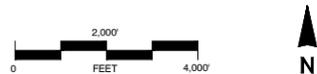
- Penetrating Object
- Non-penetrating Object
- Part 77 Surface Penetration
- Part 77 Surfaces
- ~ Terrain Contours
- ▲ Penetrating Terrain

**MAP SOURCE:**

USGS Topographic Survey Map  
 coordinates: NAD27. Terrain  
 contours: NGVD29



**TYPICAL FAR PART 77 SURFACES**



**Auburn Municipal Airport  
 Land Use Compatibility Plan  
 (Adopted February 26, 2014)**

Map AUB-4B

**Airspace Protection Surfaces Map  
 Auburn Municipal Airport**

# Blue Canyon Airport Compatibility Policies and Maps



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# Blue Canyon Airport Compatibility Policies and Maps

## 5.1. Evaluating Land Use Consistency

- 5.1.1. *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Blue Canyon *Airport Influence Area* shall be evaluated in accordance with:
- The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in Chapter 3;
  - The criteria listed in **Table BLU-5A**, *Basic Compatibility Criteria*, and
  - The *Compatibility Zones* depicted on the *Compatibility Policy Map (Map BLU-5A)* in this chapter.
- 5.1.2. *Compatibility Policy Table:* **Table BLU-5A**, *Basic Compatibility Criteria*, lists general land use categories and indicates each use as being “normally compatible,” “conditional,” or “incompatible” depending upon the compatibility zone in which it is located.
- 5.1.3. *Compatibility Policy Map:* The *Compatibility Zones* for Blue Canyon Airport are presented in **BLU-5A** and are to be used in conjunction with the criteria set forth in **Table BLU-5A** and the additional policies listed in Section 5.2.3 of this Chapter.
- 5.1.4. *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Blue Canyon Airport is presented in **Map BLU-5B** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of Chapter 3.

## 5.2. Map Determinants

- 5.2.1. *Airport Runway Configuration Assumptions:* **Map BLU-5A** and **Map BLU-5B** are based upon the Blue Canyon Airport runway configuration indicated in the Airport Layout Plan drawing dated June 2003 submitted by the County and approved by the Caltrans Division of Aeronautics for State permitting purposes. The runway configuration and visual approaches shown in the Airport Layout Plan are the same as the existing conditions.
- 5.2.2. *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Blue Canyon represent a composite of four compatibility factors: noise, safety, airspace protection and overflight concerns.<sup>50</sup> The *Airport’s* runway length, approach categories, normal

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<sup>50</sup> Appendix C provides the basic concepts and rationale for addressing the four compatibility concerns.

flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.<sup>51</sup> The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* is described below. The outer limits of the *Compatibility Zone* boundaries define the *Airport Influence Area*.<sup>52</sup>

- (a) *Compatibility Zone A* includes the *Airport* runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration (FAA) standards and state guidance provided in the 2011 *California Airport Land Use Planning Handbook (Handbook)*. The lateral limits of *Compatibility Zone A* are defined by the runway *Object Free Area (OFA)* which is 125 feet from the runway centerline. *Compatibility Zone A* extends 1,200 feet beyond each runway end to encompass the runway protection zone (RPZ). RPZ dimensions are defined by FAA airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. In terms of risk, *Compatibility Zone A* encompasses the areas covered by the generic Safety Zone 1 provided in the 2011 *Handbook* and is characterized as an area exposed to high risk of an aircraft accident. Given the low level of aircraft activity at Blue Canyon Airport, the area within *Compatibility Zone A* is not subject to high aircraft noise levels. The *Community Noise Equivalent Level (CNEL)* exceeds 45 dB within much of *Compatibility Zone A*. Portions of *Compatibility Zone A* extend off-airport.
- (b) *Compatibility Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the RPZ (*Compatibility Zone A*). In terms of risk, *Compatibility Zone B1* encompasses the majority of the areas covered by *Handbook* Safety Zone 2 and portions of Zones 3 and 4. Risk levels are high because of the proximity of *Compatibility Zone B1* to the runway ends and because these areas are overflowed by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes. *Compatibility Zone B1* is narrower than at other *Airports* in the county in recognition of the low aircraft activity volume at Blue Canyon Airport. Included are locations underlying the inner approach/departure surface defined by FAR Part 77 where aircraft may be less than 200 feet above the runway elevation when on approach to landings.
- (c) *Compatibility Zone B2* extends laterally from and along the length of the nearest runway. Sideline aircraft noise is the key factor in this area, both cumulative and single-event. Run-up noise may also be a concern in some locations. The zone width is generally set so as to encompass the *CNEL* 60 dB contour. Risk is also a factor, but less so than in *Compatibility Zone B1*. The zone width encompasses *Handbook* Safety Zone 5. Height restrictions may be required as well. *Compatibility Zone B2* provides a buffer zone laterally from the runway in recognition of the fact that a small degree of risk is present in this area.
- (d) *Compatibility Zone C1* covers the extended approach/departure corridor and also includes land beneath the primary traffic patterns. This zone is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed *CNEL* 55 dB in portions of *Compatibility Zone C1* and noise from individual aircraft operations is disrupt-

<sup>51</sup> Chapter 8 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

<sup>52</sup> Chapter 2, Policy 2.1.4 defines the term “*Airport Influence Area*.”

tive to *Noise-Sensitive Land Uses*. Aircraft overfly in this area is at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the Caltrans *Handbook*, 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. *Compatibility Zone C1* also encompasses the remaining portions of *Handbook* Safety Zones 3 and 4 and the inner portions of Zone 6. Portions of *Compatibility Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high). *Compatibility Zone C1* includes additional locations beneath the approach surface defined by FAR Part 77. The *Airport* has insufficient activity to warrant extending the zone to include the airport traffic pattern.

- (e) *Compatibility Zone C2* is not established for this airport because of the low activity level.
  - (f) *Compatibility Zone D* includes areas sometimes overflown by aircraft arriving and departing the *Airport*. Hazards to flight are the only compatibility concern. The outer limits of the zone coincide with the outer edge of the conical surface defined by FAR Part 77. Height limits are no less than 150 feet within this area.
- 5.2.3. *Inter-Agency Coordination for Blue Canyon Airport*: This *ALUCP* acknowledges that airport impacts from Blue Canyon Airport extend into Nevada County and federal lands of the U.S. Forest Service. Specifically:
- (a) The Blue Canyon *Airport Influence Area* extends into portions of Nevada County located north of the *Airport*. See Chapter 2, Policy 2.2.9 regarding inter-county coordination.
  - (b) The *Compatibility Zones* encompass lands owned by the U.S. Forest Service. The authority of the *ALUC* does not extend to federal lands (see Chapter 2, Policy 2.7.2).
  - (c) Although the *ALUC's* authority does not extend into Nevada County or federal lands of the U.S. Forest Service, the compatibility criteria of this *ALUCP* are intended as recommendations to these agencies.

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Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	25 50	50 100	75 150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement</b> <sup>3</sup>	all remain'g	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible	Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
<i>General Characteristics</i>						
Any use having more than 1 habitable floor <sup>5</sup>						B1, B2: Limited to no more than 2 habitable floors C1: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height						B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, C1: Airspace review required for objects > 35 feet D (inner portions): Airspace review required for objects > 70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height						D (outer portions): Ensure airspace obstruction does not occur; airspace review required for objects > 150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife						C1, D: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>6</sup>
Any use creating visual or electronic hazards to flight <sup>7</sup>						
<i>Outdoor Uses (no or limited indoor activities)</i>						
Natural Land Areas: woods, brush lands, desert						A: Objects above runway elevation not allowed in OFA <sup>8</sup> A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds ✱						A: Objects above runway elevation not allowed in OFA <sup>8</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land ✱						A: Not allowed in OFA <sup>8</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →✱						B1, B2, C1, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup> ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, race tracks, water parks, zoos →						D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

**Table BLU-5A**

## Basic Compatibility Criteria

### Blue Canyon Airport

Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	25	50	75	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>3</sup></b>	all remain'g	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible	Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters →						
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →						C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges →*						B1, B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds →						B1, B2: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/motor home parks →						C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Cemeteries (except chapels)						B1, B2, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
<i>Residential and Lodging Uses</i>						
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed and breakfast inns →						B1, B2: 1 du/10 acres (average density); 4 du/single acre <sup>5</sup> ; CNEL 45 dB max. interior noise level C1: 1 du/2 acres (average density); 4 du/single acre <sup>6</sup> B1: B2, C1: Locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →						
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories →						
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.34		C1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →						

Table BLU-5A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	25	50	75	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>3</sup></b>	all remain'g	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible	Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
<b>Educational and Institutional Uses</b>						
Family day care homes (≤14 children) <sup>10</sup> →						B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →						
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.05	0.07		B2, C1: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas						D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.03		C1: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.11	0.17		B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.07	0.10		B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →						
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.28	0.41		B2, C1: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories						
Public Safety Facilities: police, fire stations						B2: Allowed only if airport serving C1: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met
<b>Commercial, Office, and Service Uses</b>						
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]				0.19		C1: Ensure intensity criteria met

**Table BLU-5A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	25	50	75	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>3</sup></b>	all remain'g	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible	Conditional	Incompatible			› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.20	0.29		B2, C1: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.03	0.07	0.10		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries[approx. 250 s.f./person]		0.14	0.29	0.43		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]		0.12	0.25	0.37		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]		0.11	0.23	0.34		B1, B2, C1: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities						B1, B2, C1: Ensure intensity criteria met B1, B2: Store fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons
<i>Industrial, Manufacturing, and Storage Uses</i>						
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants						D: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial						D: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]		0.11	0.23	0.34		B1, B2, C1: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft

Table BLU-5A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	25 50	50 100	75 150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>3</sup></b>	all remain'g	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible		Conditional	Incompatible		› Conditions listed below apply to uses listed as “Conditional” (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]		0.20	0.40	0.60		B1, B2, C1: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [approx. 300 s.f./person]		0.17	0.34	0.52		B1, B2, C1: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		0.57	1.15			B1, B2: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling						B1: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Mining and Extraction *						B1, B2, C1: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
<i>Transportation, Communication, and Utilities</i>						
Airport Terminals: airline, general aviation						
Transportation Stations: Rail/bus stations; taxi, trucking and other transportation terminals						B1, B2, C1: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops						B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures						B1: Ensure airspace obstruction does not occur

**Table BLU-5A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones <sup>2</sup>					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	25	50	75	no limit	> All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>3</sup></b>	all remain'g	30%	no req.	20%	no req.	> See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
> Multiple land use categories may apply to a project > Land uses not specifically listed shall be evaluated using the criteria for similar uses > Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>4</sup>	Normally Compatible	Conditional	Incompatible			> Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone > Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Communications Facilities: broadcast and cell towers, emergency communications *						C1: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaker, renewable energy, bio-energy *						C1: Peaker and renewable energy plants allowed if structures located max. distance from extended runway centerline D: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations *						C1: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Wastewater Facilities: treatment, disposal *						C1: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup>
Solid Waste Disposal Facilities: landfill, incineration *						D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup>
Solid Waste Transfer Facilities, Recycle Centers *						D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>6</sup>

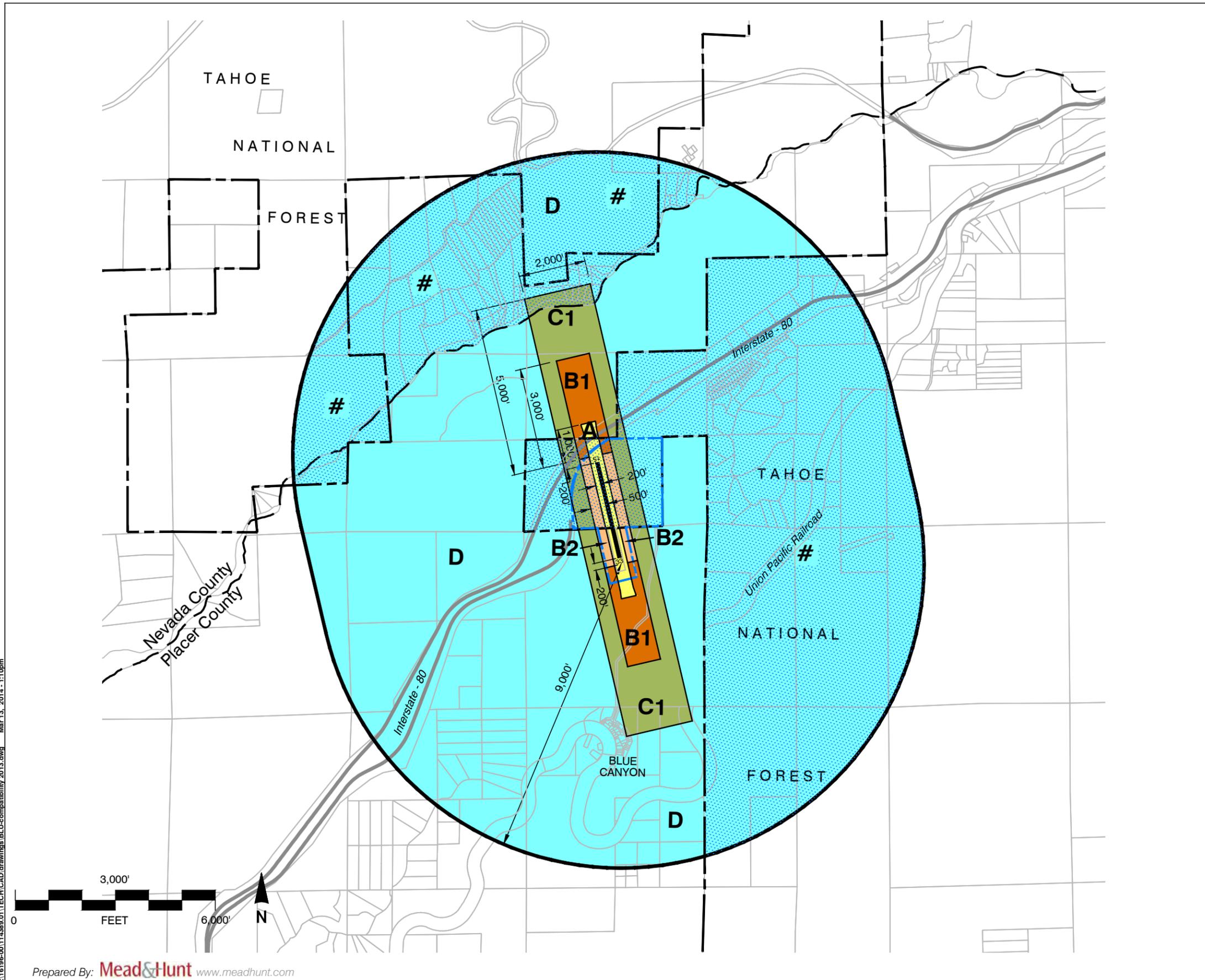
Table BLU-5A, continued

Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</i>	Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
	<i>Generally Incompatible</i>	Use should not be permitted under any circumstances.
Notes		
<p>➔ Indicates land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>☛ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See <i>Policy 3.5.3(a)</i> for criteria.</p> <p><sup>1</sup> Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see <i>Policy 3.4.2(e)</i>). Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see <i>Policy 3.2.5</i>). The usage intensities shall be calculated in accordance with the methodologies cited in <i>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p><sup>2</sup> <i>Compatibility Zone C2</i> is not established for Blue Canyon Airport given the low level of aircraft activity.</p> <p><sup>3</sup> Open land requirements are intended to be applied with respect to an entire zone (see <i>Policy 3.4.10</i>). This is typically accomplished as part of a local general plan or specific plan, but may also apply to large (10 acres or more) development projects.</p> <p><sup>4</sup> Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See <i>Policy 3.4.3(a)(2)</i>.</p> <p><sup>5</sup> The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p><sup>6</sup> No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See <i>Policy 3.5.3(a)(6)</i>.</p> <p><sup>7</sup> Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots’ vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See <i>Policy 3.5.3(a)</i>.</p> <p><sup>8</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapters 7 through 9.</p> <p><sup>9</sup> Clustering of residential development is permitted. However, no single acre of a project site shall exceed the indicated number of dwelling units per acre. See <i>Policy 3.4.10(d)</i>.</p> <p><sup>10</sup> Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1596.78).</p>		

**Table BLU-5A, continued**

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**Table BLU-5A, continued**



**Legend**

**Boundary Lines**

- Placer County Limits
- Tahoe National Forest
- Existing Airport Property Line
- Future Airport Property Line
- Existing Runway 15-33 (2,900 ft.)

**Compatibility Zones (Adopted 2014)<sup>1</sup>**

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone D
- # See Inter-Agency Coordination Policy 5.2.3.

**Notes:**

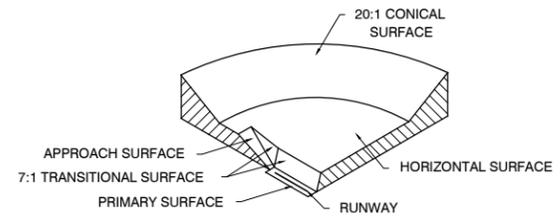
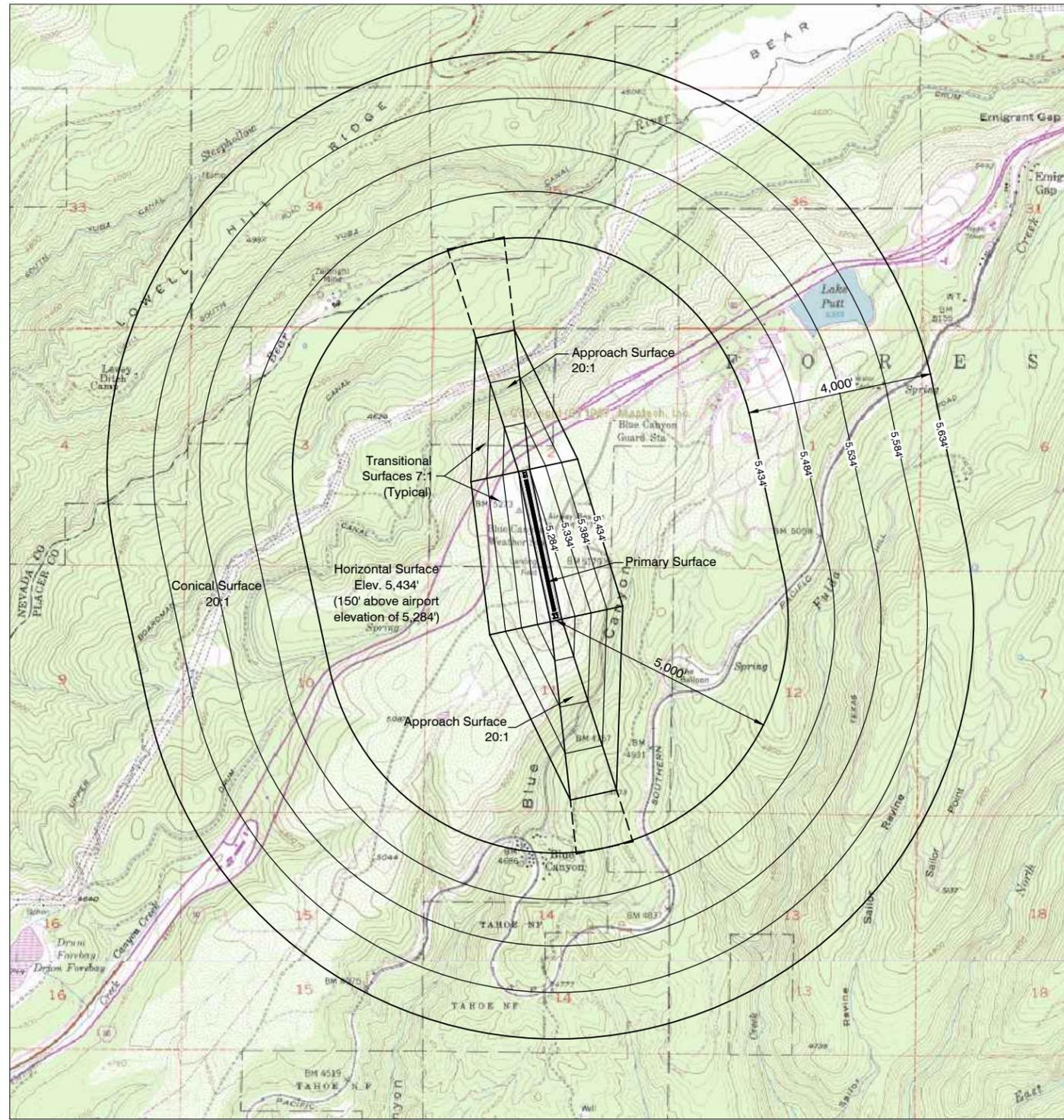
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Blue Canyon Airport**  
**Land Use Compatibility Plan**  
 (Adopted February 26, 2014)

Map BLU-5A

**Compatibility Policy Map**  
 Blue Canyon Airport

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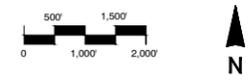


TYPICAL FAR PART 77 SURFACES

**Blue Canyon Airport**  
**Land Use Compatibility Plan**  
 (Adopted February 26, 2014)

Map BLU-5B

**Airspace Protection Surfaces Map**  
 Blue Canyon airport



# Lincoln Regional Airport Compatibility Policies and Maps



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# Lincoln Regional Airport Compatibility Policies and Maps

## 6.1. Evaluating Land Use Consistency

- 6.1.1. *Evaluating Compatibility of New Development*: The compatibility of proposed land uses within the Lincoln Regional *Airport Influence Area* shall be evaluated in accordance with:
- The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in Chapter 3;
  - The criteria listed in **Table LIN-6A**, *Basic Compatibility Criteria*, and
  - The *Compatibility Zones* depicted on the *Compatibility Policy Map (Map LIN-6A)* in this chapter.
- 6.1.2. *Compatibility Policy Table*: **Table LIN-6A**, *Basic Compatibility Criteria*, lists general land use categories and indicates each use as being “normally compatible,” “conditional,” or “incompatible” depending upon the compatibility zone in which it is located.
- 6.1.3. *Compatibility Policy Map*: The *Compatibility Zones* for Lincoln Regional Airport are presented in **Map LIN-6A** and are to be used in conjunction with the criteria set forth in **Table LIN-6A** and the additional policies listed in Policy 6.2.3 of this Chapter.
- 6.1.4. *Airspace Protection Surfaces Map*: The *Airspace Protection Surfaces Map* for Lincoln Regional Airport is presented in **Map LIN-6B** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of Chapter 3.

## 6.2. Map Determinants

- 6.2.1. *Airport Runway Configuration Assumptions*: **Map LIN-6A** and **Map LIN-6B** are based upon the Lincoln Regional Airport runway configuration indicated in the Airport Master Plan report adopted by the City of Lincoln in 2007 and the Airport Layout Plan drawing dated 2008 submitted by the city and approved by the Federal Aviation Administration. These plans propose a 1,000-foot northerly extension of the existing runway together with construction of a 3,350-foot parallel secondary runway on the east side of the existing primary runway.

6.2.2. *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Lincoln Regional Airport represent a composite of four compatibility factors: noise, safety, air-space protection and overflight concerns.<sup>53</sup> The *Airport's* runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.<sup>54</sup> The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* is described below. The outer limits of the *Compatibility Zone* boundaries define the *Airport Influence Area*.<sup>55</sup>

- (a) *Compatibility Zone A* includes the *Airport* runways and immediately adjacent areas wherein uses are restricted to aeronautical functions in accordance with Federal Aviation Administration (FAA) standards and state guidance provided in the 2011 *California Airport Land Use Planning Handbook (Handbook)*. *Compatibility Zone A* encompasses the area adjacent to and at the ends of the future runway system, which includes the proposed northerly extension of the primary runway and future parallel runway. The width is based upon FAR Part 77 primary surface requirements as shown on the current Lincoln Regional Airport Airspace Protection Surfaces Map (**LIN-6B**). The length contains the existing and future runway protection zone (RPZ) of each runway as depicted in the 2008 Airport Layout Plan. RPZ dimensions are defined by FAA airport design standards and take into account the runway approach type and the type of aircraft the runway is intended to accommodate. In terms of risk, *Compatibility Zone A* encompasses the areas covered by the generic Safety Zone 1 provided in the 2011 *Handbook*. *Compatibility Zone A* is characterized as an area exposed to high risk of an aircraft accident as well as subject to high aircraft noise levels. The *Community Noise Equivalent Level (CNEL)* exceeds 65 dB within much of *Compatibility Zone A*.
- (b) *Compatibility Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the RPZ (*Compatibility Zone A*). The length of the zone is primarily determined by the type of approach procedure existing or planned at each runway end. Noise levels and risks are both high in these areas. Cumulative noise levels are generally at least *CNEL* 55 dB. Also, noise produced by individual aircraft operations is often high enough to disrupt many land use activities. In terms of risk, *Compatibility Zone B1* encompasses the majority of the areas covered by *Handbook* Safety Zone 2 and portions of Zone 3. At the south end of the airport, *Compatibility Zone B1* includes all of *Handbook* Safety Zone 2 for a medium general aviation runway and 80% of Safety Zone 2 for a long general aviation runway. *Compatibility Zone B1* excludes 20% of Safety Zone 2 for the following reasons:
  - ▶ Safety Zone 2 assumes approach visibility minimums of less than  $\frac{3}{4}$  mile. The airport's nonprecision instrument approach is anticipated to remain at visibility minimums of no less than 1 mile.
  - ▶ Landings on Runway 33 are anticipated to comprise less than 15% of total annual airport operations.
  - ▶ Majority of operations (85%) are conducted from north to south. Aircraft are anticipated to reach sufficient altitude before reaching Highway 65 thus minimizing safety hazards and overflight annoyance. The proposed runway extension will also

<sup>53</sup> Appendix C provides the basic concepts and rationale for addressing the four compatibility concerns.

<sup>54</sup> Chapter 9 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

<sup>55</sup> Chapter 2, Policy 2.1.4 defines the term "*Airport Influence Area*."

enable departing aircraft to be at a higher altitude over the communities south of Highway 65.

- ▶ A significant amount of light general aviation traffic is anticipated to shift to the parallel runway if/when it is constructed.
- ▶ The portion of Safety Zone 2 beyond *Compatibility Zone B1* primarily encompasses Highway 65, the future highway interchange and anticipated highway commercial uses.

Risk levels are high because of the proximity of *Compatibility Zone B1* to the runway ends and because these areas are overflowed by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. The length of the zone is primarily set with respect to the point at which aircraft pass *below* 300 feet above the ground when approaching the runway on a straight-in instrument approach. This distance also encompasses the *CNEL* 60 dB contour. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes. *Compatibility Zone B1* reflect both noise and safety concerns consistent with the types of instrument approach procedures established at the *Airport*, the types of aircraft which operate there, and the projected volume of aircraft activity.

- (c) *Compatibility Zone B2* consists of two areas adjacent to *Compatibility Zone A*, one on each side of the runways. The length of the zone is based on the length of the future runways. The width of the zone takes into account the future runway and is set so as to generally contain the future *CNEL* 60 dB contour. Sideline aircraft noise is the key factor in this area, both cumulative and single-event. Run-up noise may also be a concern in some locations. Risk is also a factor, but less so than in *Compatibility Zone B1*. The zone also encompasses *Handbook* Safety Zone 5. Height restrictions may be required for airspace protection purposes.
- (d) *Compatibility Zone C1* covers the extended approach/departure corridor and lands adjacent to *Compatibility Zone B2* lateral of the runway. This zone is affected by moderate degrees of both noise and risk. Cumulative noise levels exceed *CNEL* 55 dB in portions of *Compatibility Zone C1* and noise from individual aircraft operations is disruptive to *Noise-Sensitive Land Uses*. Aircraft overfly this area at or below the traffic pattern altitude of 1,000 feet above the runway elevation. According to the data presented in the *Caltrans Handbook*, 40% to 50% of off-runway, airport-related, general aviation aircraft accidents occur within *Compatibility Zones B1* and *C1* for comparable airports. *Compatibility Zone C1* also encompasses the remaining portions of *Handbook* Safety Zones 3 and 4 and the inner portions of Zone 6. Extensions of the zone are established to the north and south because aircraft on instrument approaches may overfly these areas at altitudes under 600 feet above the ground. Portions of *Compatibility Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high). Noise from individual aircraft operations is a factor in these locations.
- (e) *Compatibility Zone C2* encompasses east and west traffic patterns for the primary runway, as well as the pattern for the potential future parallel runway. The zone includes locations along the pattern entry routes and beneath wide patterns flown by large aircraft. *Compatibility Zone C2* encompasses the outer portions of *Handbook* Safety Zone 6. Aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches. Annoyance associated with aircraft overflights is the major

concern within *Compatibility Zone C2*. Although the zone lies outside the *CNEL* 55 dB contour, noise from individual aircraft overflights may adversely affect certain land uses. Safety is a concern only with regard to uses involving high concentrations of people and particularly risk-sensitive uses such as schools and hospitals.

- (f) *Compatibility Zone D* areas are sometimes overflowed by aircraft arriving and departing the *Airport*. Hazards to flight are the only compatibility concern. The outer limits of the zone coincide with the outer edge of the conical surface defined by FAR Part 77 for each airport. Height limits are no less than 150 feet within this area.

6.2.3. *Special Conditions Policy*: In accordance with Policy 3.2.3(b) of Chapter 3, the *ALUC* acknowledges a special conditions policy for Lincoln Regional Airport in the adoption of this *ALUCP*. The special conditions result in establishment of compatibility criteria different in character from the criteria applicable to other portions of the *Compatibility Zones*. These special policies are not to be generalized or considered as precedent applicable to other locations near the same *Airport* or to the environs of other *Airports* addressed by this *ALUCP*.

- (a) The new municipal wastewater treatment facility located south of Moore Road within the outer end of *Compatibility Zone D* (some 2.3 miles south of the *Airport*) is deemed to be consistent with the Policy 3.5.3(a)(6) in Chapter 3 of this *ALUCP* regarding avoidance of land uses which increase the attraction of birds. This finding is based upon the city's intent to maintain the facility so as to minimize its attraction of birds to the extent feasible.

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	60 120	100 300	150 450	300 1,200	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
<i>General Characteristics</i>							
Any use having more than 1 habitable floor <sup>4</sup>							B1, B2: Limited to no more than 2 habitable floors C1: Limited to no more than 3 habitable floors
Any use having structures (including poles or antennas) or trees 35 to 150 feet in height							B1, B2, C1: Ensure airspace obstruction does not occur B1, B2: Airspace review required for objects >35 feet C1: Airspace review required for objects >70 feet
Any use having structures (including poles, antennas, or cranes) or trees more than 150 feet in height							C2, D: Ensure airspace obstruction does not occur; airspace review required for objects >150 feet
Any use having the potential to cause an increase in the attraction of birds or other wildlife							C1, C2, D: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>5</sup>
Any use creating visual or electronic hazards to flight <sup>6</sup>							
<i>Outdoor Uses (no or limited indoor activities)</i>							
Natural Land Areas: woods, brush lands, desert							A: Objects above runway elevation not allowed in OFA <sup>7</sup> A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds *							A: Objects above runway elevation not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land *							A: Not allowed in OFA <sup>7</sup> All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>

Table LIN-6A

## Basic Compatibility Criteria

### Lincoln Regional Airport

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	60	100	150	300	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →*							B1, B2, C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup> ; exercise caution with uses involving noise-sensitive animals
Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, race tracks, water parks, zoos →							C2, D: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters →							C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →							C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Outdoor Non-Group Recreation (small/low-intensity): golf courses (except clubhouse), tennis courts, shooting ranges →*							B1, B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children; exercise caution if clear audibility by users is essential
Local Parks: neighborhood parks, playgrounds →							B1, B2: Must have little or no permanent recreational facilities (ball fields, etc.); exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/motor home parks →							C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Cemeteries (except chapels)							B1, B2, C1: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
<b>Residential and Lodging Uses</b>							
Single-Family Residential: individual dwellings, townhouses, mobile homes, bed and breakfast inns →							B1, B2: 1 du/10 acres (average density); 4 du/single acre <sup>8</sup> ; CNEL 45 dB max. interior noise level C1: 1 du/2 acres (average density); 4 du/single acre <sup>8</sup> B1: B2, C1: Locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →							
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories →							C1: Ensure intensity criteria met

Table LIN-6A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	60 120	100 300	150 450	300 1,200	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.69	1.38		C1, C2: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →							C2: Ensure intensity criteria met
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) <sup>9</sup> →							B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →							C2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.09	0.14	0.28		B2, C1, C2: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas							C2, D: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential
Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]				0.05	0.10		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers, emergency/homeless shelters → [approx. 100 s.f./person]			0.23	0.34	0.69		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children; avoid outdoor spaces intended for noise-sensitive activities
Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios, sports complexes (indoor soccer), health clubs, spas [approx. 60 s.f./person]			0.14	0.21	0.41		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C2: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met; exercise caution if clear audibility by users is essential

**Table LIN-6A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	60	100	150	300	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.55	0.83	1.65		B2, C1, C2: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
Penal Institutions: prisons, reformatories							
Public Safety Facilities: police, fire stations							B2: Allowed only if airport serving C1: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met
<i>Commercial, Office, and Service Uses</i>							
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, supermarket [approx. 110 s.f./person]				0.38	0.76		C1, C2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.39	0.59			B2, C1: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.08	0.14	0.21	0.41		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]		0.34	0.57	0.86	1.72		B1, B2, C1, C2: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Offices: professional services, doctors, finance, banks, civic; radio, television and recording studios, office space associated with other listed uses [approx. 215 s.f./person]		0.30	0.49	0.74	1.48		B1, B2, C1: Ensure intensity criteria met B1: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]		0.28	0.46	0.69	1.38		B1, B2, C1, C2: Ensure intensity criteria met
Fueling Facilities: gas stations, trucking and other transportation fueling facilities							B1, B2, C1: Ensure intensity criteria met B1, B2: Store fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons B1: Locate structure max. distance from extended runway centerline where feasible

Table LIN-6A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0	60	100	150	300	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> <li>▶ Multiple land use categories may apply to a project</li> <li>▶ Land uses not specifically listed shall be evaluated using the criteria for similar uses</li> <li>▶ Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses<sup>3</sup></li> </ul>	Normally Compatible	Conditional	Incompatible				<ul style="list-style-type: none"> <li>▶ Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>▶ Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone</li> </ul>
<b>Industrial, Manufacturing, and Storage Uses</b>							
Hazardous Materials Production and Storage (flammable, explosive, corrosive, or toxic): oil refineries, chemical plants							D: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial							C2, D: Bulk storage of hazardous materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft; generation of steam or thermal plumes not allowed
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]			0.46	0.69	1.38		B2, C1, C2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]		0.48	0.80	1.21			B1, B2, C1: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft
Research and Development Laboratories [approx. 300 s.f./person]		0.41	0.59	0.76	1.72		B1, B2, C1, C2: Ensure intensity criteria are met; bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft B1: Locate structure max. distance from extended runway centerline where feasible
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		1.38	2.30				B1, B2: Ensure intensity criteria are met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling							B1: Ensure intensity criteria are met; ensure airspace obstruction does not occur

**Table LIN-6A, continued**

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	60 120	100 300	150 450	300 1,200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Mining and Extraction *							B1, B2, C1, C2: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
<i>Transportation, Communication, and Utilities</i>							
Airport Terminals: airline, general aviation							
Transportation Stations: Rail/bus stations; taxi, trucking and other transportation terminals							B1, B2, C1: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops							B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures							B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications *							C1, C2: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Power Plants: primary, peaker, renewable energy, bio-energy *							C1, C2: Peaker and renewable energy plants allowed if structures located max. distance from extended runway centerline D: Primary plants allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline All: Ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)
Electrical Substations *							C1, C2: Locate structure max. distance from extended runway centerline; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)

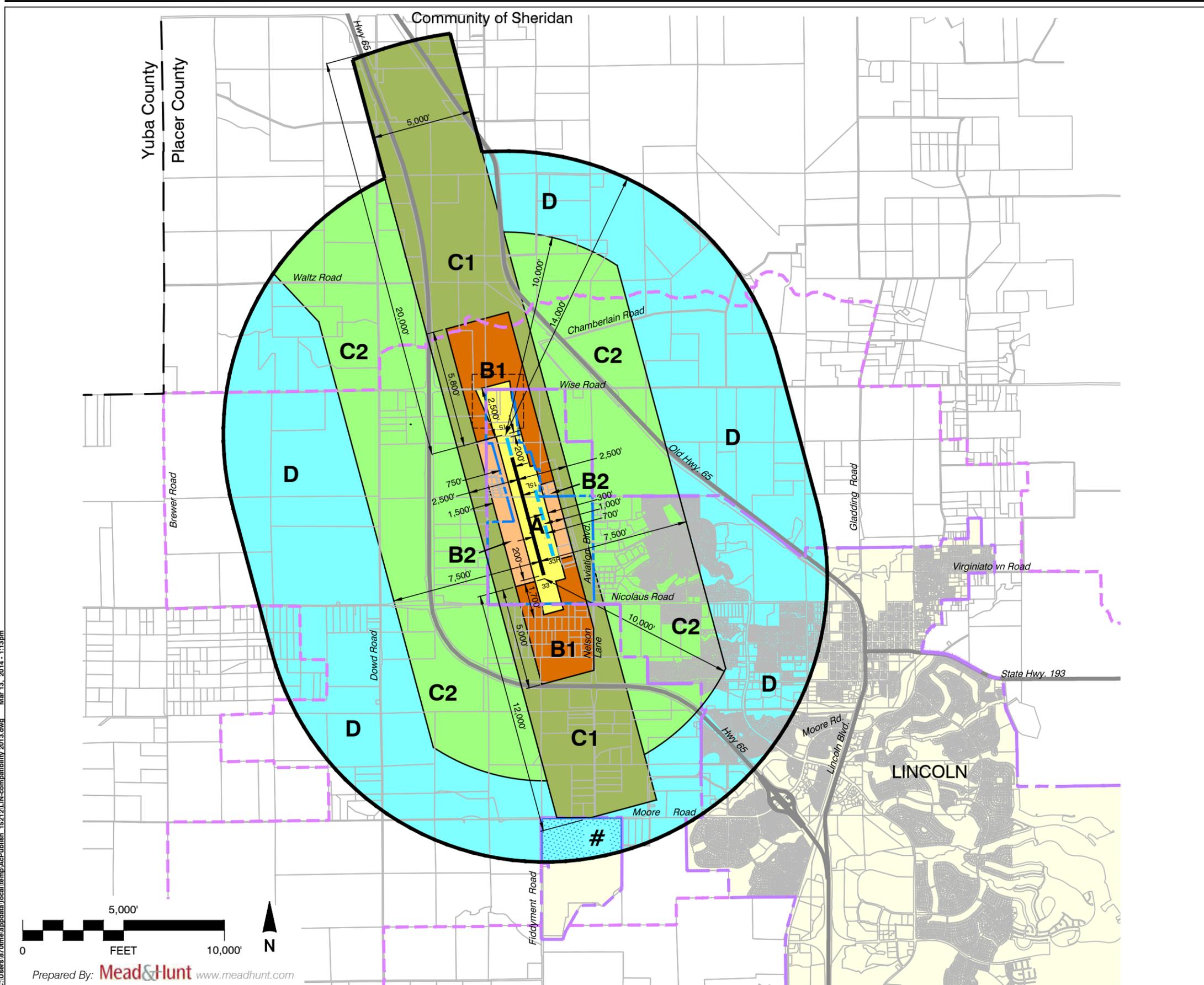
Table LIN-6A, continued

Intensity Criteria <sup>1</sup>	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
<b>Max. Sitewide Average Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	0 0	60 120	100 300	150 450	300 1,200	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
<b>Open Land Requirement <sup>2</sup></b>	all remain'g	25%	no req.	15%	10%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
› Multiple land use categories may apply to a project › Land uses not specifically listed shall be evaluated using the criteria for similar uses › Typical occupancy Load Factor [approx. # s.f./person] indicated for certain uses <sup>3</sup>	Normally Compatible	Conditional	Incompatible				› Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone › Numbers in yellow cells are Floor Area Ratios (FARs) based on typical occupancy load factor indicated for that use and average intensity limit indicated for zone
Wastewater Facilities: treatment, disposal *							C1, C2: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Disposal Facilities: landfill, incineration *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>
Solid Waste Transfer Facilities, Recycle Centers *							D: Allowed only if site outside zone would not serve intended public function; avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>5</sup>

**Table LIN-6A, continued**

Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</i>	Use is compatible if indicated usage intensity, lot coverage, and other listed conditions are met. For the purposes of these criteria, “avoid” is intended as cautionary guidance, not a prohibition of the use.
	<i>Generally Incompatible</i>	Use should not be permitted under any circumstances.
Notes		
<p>➔ Indicates land use that is or may be highly noise sensitive. Exercise caution with regard to approval of outdoor uses—evaluate potential for aircraft noise to disrupt the activity. Indoor uses may require addition of sound attenuation to structure. See Section 3.1 for criteria.</p> <p>☛ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See <i>Policy 3.5.3(a)</i> for criteria.</p> <p><sup>1</sup> Intensity criteria apply to all nonresidential uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time, whether indoors or outdoors (see <i>Policy 3.4.2(e)</i>). Exceptions can be made for rare special events (e.g., an air show at the airport, street fair) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate (see <i>Policy 3.2.5</i>). The usage intensities shall be calculated in accordance with the methodologies cited in <i>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p><sup>2</sup> Open land requirements are intended to be applied with respect to an entire zone (see <i>Policy 3.4.10</i>). This is typically accomplished as part of a local general plan or specific plan, but may also apply to large (10 acres or more) development projects.</p> <p><sup>3</sup> Occupancy Load Factors [approx. number of square feet per person] cited for many listed land use categories are based on information from various sources and are intended to represent “typical busy-period” usage (or “peak” usage) for typical examples of the land use category. These Occupancy Load Factors differ from those provided in the California Building Code (CBC), as the CBC considers the absolute maximum number of people that can be safely accommodated in a building. See <i>Policy 3.4.3(a)(2)</i>.</p> <p><sup>4</sup> The intent of this criterion is to facilitate evacuation of a building if it were to be hit by an aircraft. It is separate from the height limits set for airspace protection purposes.</p> <p><sup>5</sup> No proposed use shall be allowed that would create an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to, FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> and Advisory Circular 150/5200-34A, <i>Construction or Establishment of Landfills near Public Airports</i>. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight. See <i>Policy 3.5.3(a)(6)</i>.</p> <p><sup>6</sup> Specific characteristics to be avoided include: sources of glare (such as from mirrored or other highly reflective structures or building features) or bright lights (including search lights and laser light displays); distracting lights that could be mistaken for airport lights; sources of dust, steam, or smoke that may impair pilots’ vision; sources of steam or other emissions that cause thermal plumes or other forms of unstable air; and sources of electrical interference with aircraft communications or navigation. See <i>Policy 3.5.3(a)</i>.</p> <p><sup>7</sup> Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapters 5 through 7.</p> <p><sup>8</sup> Clustering of residential development is permitted. However, no single acre of a project site shall exceed the indicated number of dwelling units per acre. See <i>Policy 3.4.10(d)</i>.</p> <p><sup>9</sup> Family day care home means a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider’s own home, for periods of less than 24 hours per day. Small family day care homes provide care for eight or fewer children and large family day care homes provide care for 7 to 14 children (Health and Safety Code Section 1596.78).</p>		

Table LIN-6A, continued



- Legend**
- Boundary Lines**
- Placer County Limits
  - Lincoln City Limits
  - - - Lincoln Sphere of Influence
  - Existing Airport Property Line
  - - - Future Airport Property Line
  - - - Future Avigation Easement
  - Existing Runway 15-33 (6,000 ft.)
  - Future Runway 15R-33L (7,000 ft.)
  - Future Runway 15L-33R (3,350 ft.)

- Compatibility Zones (Adopted 2014)<sup>1</sup>**
- Airport Influence Area
  - Zone A
  - Zone B1
  - Zone B2
  - Zone C1
  - Zone C2
  - Zone D
- # See Special Conditions Policy 6.2.3.

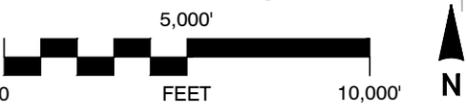
- Notes:**
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
  2. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Lincoln Regional Airport  
Land Use Compatibility Plan  
(Adopted February 26, 2014)**

Map LIN-6A

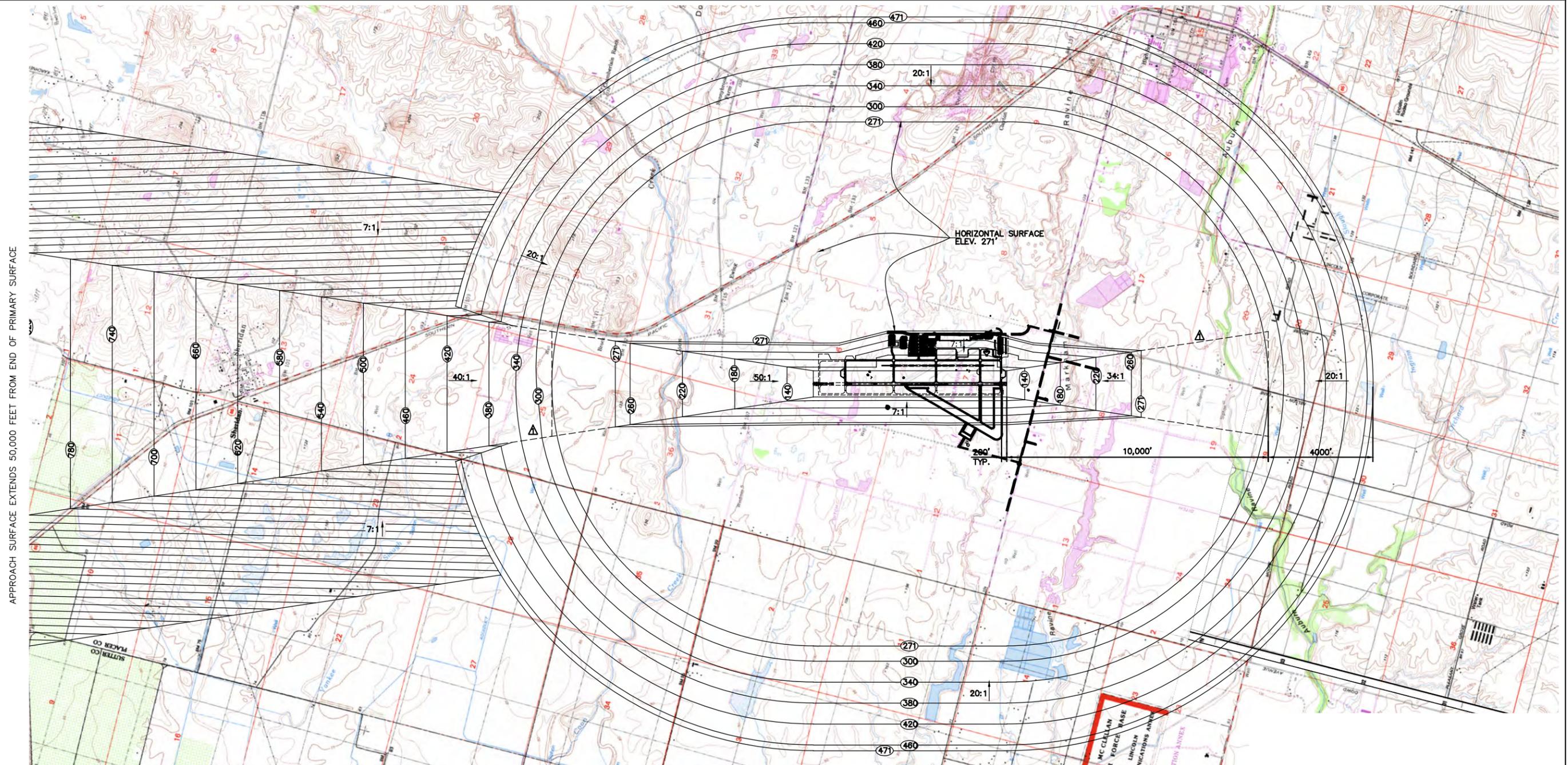
**Compatibility Policy Map**  
Lincoln Regional Airport

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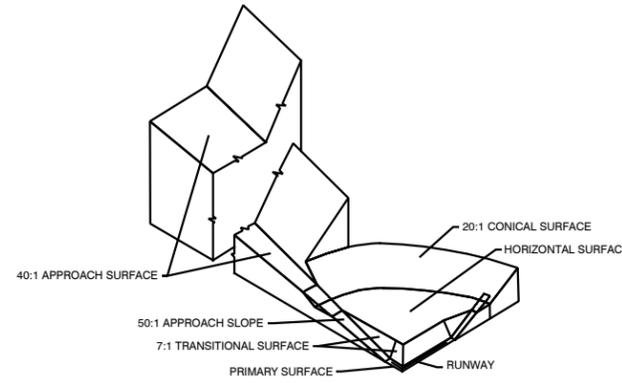


Prepared By: **Mead & Hunt** www.meadhunt.com

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APPROACH SURFACE EXTENDS 50,000 FEET FROM END OF PRIMARY SURFACE



TYPICAL FAR PART 77 SURFACES

**Lincoln Regional Airport  
Land Use Compatibility Plan**  
(Adopted February 26, 2014)

Map LIN-6B

**Airspace Protection Surfaces Map**  
Lincoln Regional Airport