

**ATTACHMENT 6**  
**UKIALUCP ADDENDUM**

# Draft Ukiah Municipal Airport Land Use Compatibility Plan

## Addendum #1

January 14, 2021

This addendum contains the proposed revisions to the *Public Draft Ukiah Municipal Airport Land Use Compatibility Plan* (UKIALUCP) dated July 2020. Additions are shown underlined; deletions in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the UKIALUCP by the Mendocino County Airport Land Use Commission (ALUC), all revisions will be incorporated into the UKIALUCP, references to “Draft” will be changed to “Adopted,” and a final document will be prepared and posted on Mendocino County ALUC website.

### Chapter 1 – Introduction

*Various Pages: Insert actual dates of adoption and other actions associated with review and adoption of the UKIALUCP*

*Page 1–4: Update link to Caltrans Division of Aeronautics website where the Airport Land Use Planning Handbook is now located:*

- <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>.

*Page 1-5: Insert the following new paragraph after the first paragraph in the section labeled “Ukiah Municipal Airport Plans:”*

In November 2020, the Ukiah City Council unanimously approved a recommendation to the ALUC that the UKIALUCP protect for a future 5,000-foot runway to accommodate operations by CalFire Lockheed C-130 fire attack aircraft. Although this runway length is not specifically depicted in the 2016 Airport Layout Plan drawing, features including avigation easement acquisition that are shown on the drawing support this option. At its meeting on November 19, 2020, the Mendocino County ALUC directed ALUC staff and Mead & Hunt to revise the draft UKIALUCP as recommended by the Ukiah City Council. The city’s recommendation and ALUC direction are reflected in the compatibility map and criteria contained in Chapter 2 of this UKIALUCP.

*Page 1-6: For informational purposes, add the following discussion regarding the environmental review process.*

An Initial Study of environmental impacts has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). Issues addressed include those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano Airport Land Use Commission*. These issues include assessment of the potential future displacement of residential and nonresidential land use development as a result of implementation of this UKIALUCP. A copy of the Initial Study and associated Negative Declaration was circulated for public review and comment on July 21, 2020 together with a Public Review draft of this UKIALUCP.

Subsequently, revisions were made to the Public Review Draft in response to the November 2020 ALUC direction regarding accommodation of the CalFire Lockheed C-130 fire attack aircraft. The primary change was to add a Compatibility Zone 1\* beyond Zone 1 at each end of the runway. These text and map revisions, together with various minor wording clarifications, were documented in Addendum #1, dated January 14, 2021. The environmental impacts of the addition of the Zone 1\*s, the potential for displacement in particular, were examined and found to be the same or less than existed under the 1996 MCALUCP and less than significant in terms of CEQA. This supplemental analysis was included in the revised Initial Study and Negative Declaration (January 2021) which were made public but not formally recirculated consistent with Title 14, California Code of Regulation, Section 15073.5(C)(2).

~~The Final Draft Adoption of this Ukiah Municipal Airport Land Use Compatibility Plan (UKIALUCP), including the revisions listed in Addendum #1, was adopted by the ALUC on February ##, 2021. The and associated Negative Declaration was also approved by the ALUC at that time. is anticipated in Spring of 2020. Following ALUC adoption, †This adopted UKIALUCP document contains the Addendum #1 revisions and will replaces the earlier Mendocino County Airport Comprehensive Land Use Plan (MCACLUP) addressing the Ukiah Municipal Airport (adopted 1993, revised 1996).~~

*Page 1–9: For clarity, make the following inserts in the second paragraph under “Plan Contents:”*

The policies and maps in Chapters 2 and 3 constitute the most important components of the plan. The policies in Chapter 2 establish procedures by which the ALUC operates and conducts compatibility reviews of land use and airport development proposals affecting Ukiah Municipal Airport. The policies also define the types of actions to be submitted for ALUC review and the procedures that the ALUC will follow in making compatibility determinations. Chapter 3 specifies the compatibility criteria for future land use development in the Ukiah Municipal Airport environs.

*Page 1–10: For clarity, delete the last paragraph under “Plan Contents:”*

~~An Initial Study of environmental impacts has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). Issues addressed include those identified in the 2007 California Supreme Court decision in *Muzzy Ranch Company v. Solano Airport Land Use Commission*. These issues include assessment of the potential future displacement of residential and nonresidential land use development as a result of implementation of this *UKIALUCP*. A copy of the Initial Study and associated Negative Declaration was circulated for public review and comment on [date to be inserted].~~

## Chapter 2 – Procedural Policies

*Page 2-8, Policy 1.4.5(b): Clarify by revising as follows.*

Any of the following types of Land Use Actions affecting land ~~uses~~ within *Compatibility Zones* 2 through 6:

*Page 2-15, Policy 2.2.3, Identification of Infill Areas: Clarify first sentence with the following revision.*

If a *Local Agency* wishes to have its general plan show locations to take advantage of compatibility provisions for *Infill* development as indicated in Policy ~~3.3.4~~ 3.3.5, the *Local Agency* ...

## Chapter 3 – Compatibility Policies

*Page 3–3, Policy 3.2.3, Compatibility Policy Map: Insert the following new Paragraph (c) and relabel current (c) as (d).*

The *Compatibility Policy Map* also includes a *Compatibility Zone 1\** that extends the length of *Compatibility Zone 1* at each end of the runway. The intent of *Zone 1\** is to help preserve the option for ultimate extension of the runway to 5,000 feet to accommodate CalFire Lockheed C-130 fire attack aircraft. The compatibility criteria for *Zone 1\** match those of *Zone A\** in the 1996 ACLUP for Ukiah Municipal Airport and are listed in **Table 3A**.

*Page 3-10, Policy 3.3.5(f)(2): Add the following clarifying language.*

...the ALUC may evaluate the Project when referred for review under Policy 1.4.2 to determine ...

*Table 3A, Basic Compatibility Criteria: Revise as follows and as shown in attached version.*

- In the header row listing maximum intensities, under Compatibility Zone 1, insert a footnote number 3 adjacent to the both the maximum sitewide average intensity and the maximum single-acre intensity zeroes. Increase numbers of all subsequent footnotes by one.
- In Notes section at end of table, insert the following text for new footnote 3:

Within Compatibility Zone 1\*, sitewide average and single-acre intensities of up to 10 people per acre shall be allowed. See Policy XXX.

- In the Industrial, Manufacturing, and Storage Uses section of the table, change the land use acceptability for Outdoor Storage from incompatible (red) to conditionally compatible (yellow). In the Additional Criteria column for this use, revise text as follows:

1: Not allowed in Zone 1, only in 1\*

1\*, 2: Ensure intensity criteria are met<sup>3</sup>; ensure airspace obstruction does not occur

- In the Transportation, Communication, and Utilities section of the table, change the land use acceptability for Auto Parking from incompatible (red) to conditionally compatible (yellow). In the Additional Criteria column for this use, revise text as follows:

1: Not allowed in Zone 1, only in 1\*

1\*, 2: Ensure intensity criteria are met<sup>3</sup>; ensure airspace obstruction does not occur

Table 3B, Compatibility Zone Delineation: In Zone 1 row, change zone name to “1 and 1\*” and add following as second bullet in Safety and Airspace Protection Factors column.

- UKIALUCP Zone 1\* encompasses RPZs for 5,000-foot runway

Map 3A: Replace with the attached revised version showing the addition of a Compatibility Zone 1\* beyond Compatibility Zone 1 at each end of the runway.

## Chapter 4 – Background Data

*Page 4–1: Revise second to last sentence in fourth paragraph under “Introduction” as follows.*

The 2016 approved ALP depicts an ~~ultimate~~ ultimate a future runway length of 4,888 feet ~~after the future extension~~ and a runway width reduced from 150 feet to 75 feet in accordance with current FAA standards.

*Page 4–2: Insert the following new text after the first paragraph on the page and make other revisions as noted.*

...the “existing” RPZ, the present RPZ can be eliminated from the *UKIALUCP*.

In November 2020, the Ukiah City Council approved a recommendation to the ALUC that the *UKIALUCP* protect for an ultimate 5,000-foot runway to accommodate operations by CalFire Lockheed C-130 fire attack aircraft. The City’s recommendation is reflected in the compatibility map and criteria contained in Chapter 3 of this *UKIALUCP* by addition of a Compatibility Zone 1\* beyond Zone 1 at each end of the runway. Inclusion of a Compatibility Zone 1\* at both runway ends rather than just one preserves the option for the additional runway length to be provided on either the north or the south. Each of the 1\* zones encompasses the outer 112 feet of the RPZ associated with a 5,000-foot runway length extended in one direction or the other.

Although this runway length is not specifically depicted in the 2016 ALP, the drawing indicates that the City either owns outright or controls avigation easements on the lands that would be within an ultimate RPZ at either end of the runway. Also, land uses within these areas have been restricted under the 1996 ACLUP for the airport where they are shown as lying within Zone A\*. The 2021 *UKIALUCP* brings forward the 1996 criteria only to the areas that would be within the shifted RPZs, not the remainder of the former Zone A\* areas.

Beyond Besides the RPZ, the proposed extension also impacts other aeronautical factors, specifically airspace protection and noise, that directly affects this *UKIALUCP*. The shifted runway end will change the ~~ultimate~~ future location of Code of Federal Regulation (CFR) Part 77 Airspace Protection Surfaces. This change is reflected in the 2016 ALP drawing set and is brought forward into this *UKIALUCP* along with the surfaces associated with the existing runway configuration. The outermost boundary of the Part 77 surfaces

for the 4,888-foot runway length comprises the Airport Influence Area shown in Chapter 3 and in this chapter's maps. Use of the surfaces associated with a 5,000-foot runway would have insignificant effect on allowable heights of objects near the airport other than potentially within Compatibility Zones 1 and 1\*.

Noise contours also differ slightly between the ~~two~~ current and 4,888-foot runway configurations. With the future runway end shift, aircraft will begin their takeoff roll on Runway 15 farther north. This slightly increases noise impacts behind the aircraft to the north and reduces the impact beyond the departure end of the runway to the south. Because the Runway 15 landing threshold will remain in the same place as it now is, noise impacts of aircraft landing from the north on Runway 15 will not change. The impacts of aircraft taking off toward the north on Runway 33 will also not be affected. Given that the slight increase in noise impacts is to the north where land use development is greater than to the south, the noise contours utilized in this UKIALUCP and shown in Exhibit 4-4 reflect the ~~ultimate~~ 4,888-foot runway configuration. The noise impacts associated with a 5,000-foot runway would differ very little from those of the 4,888-foot length if the same mix of aircraft is assumed. Use of the C-130 may somewhat expand the noise contours, but this could be counterbalanced if fewer operations are needed because of the greater fire retardant capacity of these aircraft compared to the current S-2T fleet.

Additional changes... [original text continues]

*Page 4–3: Revise text in Noise bullet point as follows.*

- Noise – Future noise contours reflecting an ~~ultimate~~ aircraft activity forecast level of 30,916 annual operations. The *Compatibility Zones* also consider the CalFire noise contours representing a typical fire event day with 44 departures and 44 arrivals split evenly between Runways 15 and 33. The Aircraft type modeled is the Grumman S-2 Tracker (S-2T).

*Page 4–4: Revise text in Airspace Protection bullet point as follows.*

- Airspace Protection – Outer boundary of the Obstruction Surfaces as defined by Code of Federal Regulation (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*. Surfaces associated with both the existing and future 4,888-foot runway configurations are depicted. The surfaces for an ultimate 5,000-foot runway are not shown.

*Exhibit 4-1, Airport Features Summary: Add two bullet points under Airfield in Planned Facilities Improvement section.*

- Extend runway 465 feet to north to 4,888 feet
- Preserve option of extending runway to 5,000 feet

*All Maps: Revise to depict Compatibility Zones 1\*.*

## Appendices

*Appendix F, General Plan Consistency Checklist: In Table F2, replace the discussion of Secondary Dwellings with the following.*

**Accessory Dwellings.** State law limits restrictions on accessory residential dwellings. As such, these dwellings, if in conformance with state law, should not be included in residential density calculations.

*Appendix H, Glossary: Remove definition of Secondary Dwellings and alphabetically replace with the following.*

**Accessory Dwelling:** An attached or a detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family or multifamily dwelling is or will be situated. (Government code, Section 65852.2(j)(1)).

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
<b>Max. Sitewide Avg. Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	$\frac{0}{0.3}$ $\frac{0}{0.3}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
<b>Max. Sitewide Average Density (dwelling units/acre)</b> <b>Urban Overlay Zone (dwelling units/acre) <sup>34</sup></b>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
<b>Open Land Requirement <sup>45</sup></b>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible		Conditionally Compatible		Normally Compatible		<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
<i>General Characteristics</i>								
Any use having structures (including poles or antennas) or trees 35 feet or higher	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	All (except Zone 1): Ensure airspace obstruction does not occur (see Policy 3.6.1 and <b>Map 3B</b> ) <sup>47</sup>
Any use having the potential to cause an increase in the attraction of birds or other wildlife <sup>48</sup>	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Incompatible	Incompatible	Incompatible	4, 5, OAE: Avoid use or provide mitigation consistent with FAA rules and regulations <sup>48</sup>
Any use creating visual or electronic hazards to flight <sup>49</sup>	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	OAE: Avoid use or provide mitigation consistent with FAA rules and regs <sup>49</sup>
<i>Outdoor Uses (no or limited indoor activities)</i>								
Natural Land Areas: woods, brush lands, desert	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	1-3: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds <sup>50</sup>	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>50</sup>
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land <sup>51</sup>	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>51</sup>
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms <sup>52</sup>	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	All (except Zone 1): Avoid new features that attract birds or provide mitigation consistent with FAA regulations <sup>52</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 <sup>53</sup>	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Normally Compatible	6: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

Table 3A

## Basic Compatibility Criteria

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$ <sup>3</sup>	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible	Conditionally Compatible	Normally Compatible					<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>
Outdoor Large Assembly Facilities (capacity 300 to 999 people): spectator-oriented outdoor stadiums, amphitheaters →								4: Ensure intensity criteria met; exercise caution if clear audibility by users is essential
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →								3-5: 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 →*								3, 4: 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 →								2, 3: Must have little or no permanent facilities where people congregate; exercise caution if clear audibility by users is essential
Camping: campgrounds, recreational vehicle/ motor home parks →								4: Ensure intensity criteria met; avoid if disruption by aircraft noise unacceptable
Cemeteries (except chapels)								2-4: 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 →								2-5: Ensure density criteria met; limit clustering <sup>49,10</sup> 2, 4 Locate dwelling max. distance from extended runway centerline where feasible
Multi-Family Residential: townhouses, apartments condominiums →								3, 4: Allowed only in Urban Overlay Zone; ensure density criteria met
Long-Term Lodging (>30 nights): extended-stay hotels, dormitories →								3, 4: Ensure intensity criteria met

Table 3A, continued

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
<b>Max. Sitewide Avg. Intensity (people/acre)</b> <b>Max. Single-Acre Intensity (people/acre)</b>	$\frac{0}{0.3}$ $\frac{0}{0.3}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
<b>Max. Sitewide Average Density (dwelling units/acre)</b> <b>Urban Overlay Zone (dwelling units/acre) <sup>34</sup></b>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
<b>Open Land Requirement <sup>45</sup></b>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible		Conditionally Compatible		Normally Compatible		<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities, emergency/homeless shelters, group homes (youth/adult) →	Incompatible	Incompatible	Conditionally Compatible	Incompatible	Incompatible	Normally Compatible	Normally Compatible	3, 4: Ensure intensity criteria met
<i>Educational and Institutional Uses</i>								
Family day care homes (≤14 children) <sup>10</sup> →	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-4: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (>14 children), libraries →	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Normally Compatible	6: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Normally Compatible	6: 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]	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Incompatible	Normally Compatible	Normally Compatible	4: Ensure intensity criteria met

Table 3A, continued



Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible	Conditionally Compatible		Normally Compatible			<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers → [approx. 60 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: 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]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Incompatible	Normally Compatible	Normally Compatible	3, 4: Ensure intensity criteria met
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met
Penal Institutions: prisons, reformatories	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Normally Compatible	6: Allowed only if alternative site outside zone would not serve intended function; ensure intensity criteria met
Public Safety Facilities: police, fire stations	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met
<i>Commercial, Office, and Service Uses</i>								
Major Retail (capacity >300 people per building): regional shopping centers, 'big box' retail, super-market [approx. 110 s.f./person]	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Incompatible	Normally Compatible	Normally Compatible	4: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria met

Table 3A, continued

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$ $\frac{0}{0}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible	Conditionally Compatible		Normally Compatible			<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, building materials, hardware, lumber yards, nurseries [approx. 250 s.f./person]	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-5: Ensure intensity criteria met 2: 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]	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-5: Ensure intensity criteria met 2: Locate structure max. distance from extended runway centerline where feasible
Personal and Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person]	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-5: Ensure intensity criteria met 2: Locate structure max. distance from extended runway centerline where feasible
Fueling Facilities: gas stations, trucking and other transportation fueling facilities	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-4: Ensure intensity criteria met 2: Store fuel underground or in above-ground storage tanks with combined max. capacity of 6,000 gallons; 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 *	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	6, OAE: Allowed only if alternative site outside zone would not serve intended function; generation of steam or thermal plumes not allowed
Heavy Industrial *	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	6, OAE: 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 3A, continued

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$ $\frac{0}{0}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible	Conditionally Compatible		Normally Compatible			<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	3-5: Ensure intensity criteria 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]	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-5: Ensure intensity criteria 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 2: Locate structure max. distance from extended runway centerline where feasible
Research and Development Laboratories [approx. 300 s.f./person]	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2-5: Ensure intensity criteria 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 2: 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]	Incompatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2, 3, 5: Ensure intensity criteria met; ensure airspace obstruction does not occur
Outdoor Storage: public works yards, automobile dismantling	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	1: Not allowed in Zone 1, only in 1* 1*, 2: Ensure intensity criteria are met <sup>3</sup> ; ensure airspace obstruction does not occur

Table 3A, continued

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$ $\frac{0}{0}$	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible		Conditionally Compatible		Normally Compatible		<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>	
Mining and Extraction *	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	2-6: Generation of dust clouds, smoke, steam plumes not allowed; ensure airspace obstruction does not occur
Transportation, Communication, and Utilities	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	
Airport Terminals: airline, general aviation	Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	
Transportation Stations: rail/bus stations; taxi, trucking and other transportation terminals	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	2-5: Ensure intensity criteria met; ensure airspace obstruction does not occur
Transportation Routes: road and rail transit lines, rights-of-way, bus stops	Incompatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	2: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	1: Not allowed in Zone 1, only in 1* 1*, 2: Ensure intensity criteria are met <sup>3</sup> ; Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications *	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	2- 6: Allowed only if site outside zone would not serve intended public function; locate structures max. distance from extended runway centerline where feasible; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)

Table 3A, continued

Intensity/Density Criteria <sup>1</sup>	Airport Influence Area (See Map 3A) <sup>2</sup>							Intensity Criteria Interpretation
	Compatibility Zones						Other Airport Environs	
	1	2	3	4	5	6		
Max. Sitewide Avg. Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	$\frac{0}{0}$ <sup>3</sup>	60 120	100 300	150 450	100 300	300 1,200	no limit	<ul style="list-style-type: none"> <li>All nonresidential development must satisfy both sitewide and single-acre intensity limits</li> </ul>
Max. Sitewide Average Density (dwelling units/acre) Urban Overlay Zone (dwelling units/acre) <sup>34</sup>	0	0.1 (10-ac. lot)	0.5 (2-ac. lot)	0.5 (2-ac. lot)	1.0	no limit	no limit	<ul style="list-style-type: none"> <li>See Policy 3.5.1(b) for single-acre density limits</li> <li>See Policy 3.2.3(b) for application</li> </ul>
Open Land Requirement <sup>45</sup>	all remain'g	25%	15%	15%	25%	15%	no req.	<ul style="list-style-type: none"> <li>See Policy 3.5.6 for application</li> <li>Not applicable in Urban Overlay Zone</li> </ul>
Land Use Category	Legend (see last page 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 criteria for similar uses</li> <li>Typical occupancy Load Factor [approx. s.f./person] indicated for certain uses <sup>46</sup></li> </ul>	Incompatible		Conditionally Compatible		Normally Compatible			<ul style="list-style-type: none"> <li>Conditions listed below apply to uses listed as "Conditional" (yellow) for a particular zone</li> <li>See Policy 3.3.6 for aviation easement dedication requirements</li> <li>See Policy 3.7.1 for Recorded Overflight Notification requirements</li> <li>See Policy 3.7.2 for Airport Proximity Disclosure requirement</li> </ul>
Power Plants: primary, peaker, renewable energy, bio-energy *	Incompatible	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	<ul style="list-style-type: none"> <li>4, 5: Primary plants not allowed; peaker and renewable energy plants allowed only if site outside zone would not serve intended public function; ensure all facilities and associated power lines meet airspace protection criteria (height, thermal plumes, glare, etc.)</li> <li>4: Locate structures max. distance from extended runway centerline</li> <li>6: Primary plants allowed only if site outside zone would not serve intended public function</li> </ul>
Electrical Substations *	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Conditionally Compatible	Normally Compatible	Normally Compatible	<ul style="list-style-type: none"> <li>3-5: Allowed only if site outside zone would not serve intended public function</li> <li>4: Locate structures max. distance from extended runway centerline where feasible</li> </ul>
Wastewater Facilities: treatment, disposal *	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Incompatible	Conditionally Compatible	Conditionally Compatible	<ul style="list-style-type: none"> <li>3, 4, 6, OAE: 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>78</sup></li> </ul>
Solid Waste Disposal Facilities: landfill, incineration *	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Incompatible	Conditionally Compatible	Conditionally Compatible	<ul style="list-style-type: none"> <li>3, 4, 6, OAE: 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>78</sup></li> </ul>
Solid Waste Transfer Facilities, Recycle Centers *	Incompatible	Incompatible	Conditionally Compatible	Conditionally Compatible	Incompatible	Conditionally Compatible	Normally Compatible	<ul style="list-style-type: none"> <li>3, 4, 6: 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>78</sup></li> </ul>

Table 3A, continued

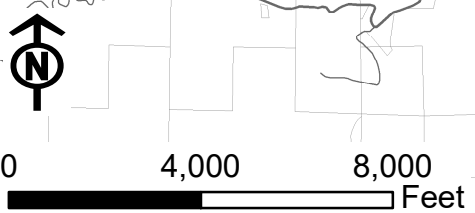
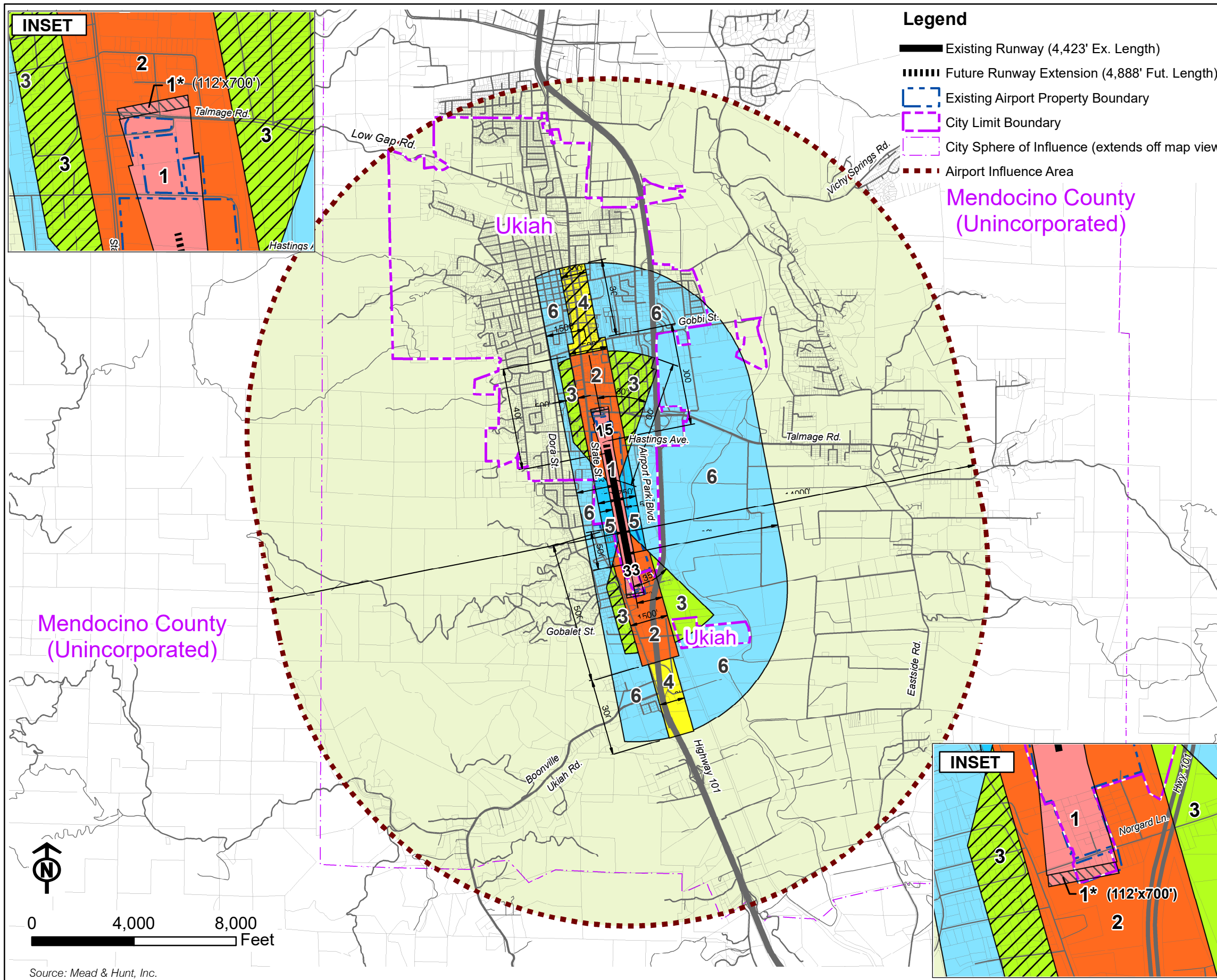
Land Use Acceptability		Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible with noise, safety, and airspace protection criteria. Atypical examples may require review to ensure compliance with usage intensity, lot coverage, and height limit criteria.
	<i>Conditional</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.

Table 3A, continued

Notes

- ➔ 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 3.3 for criteria.
  - ✱ Indicates land use that may attract birds, generate dust, produce smoke or steam plumes, create electronic interference, or otherwise pose hazards to flight. See Section 3.5 for criteria.
- <sup>1</sup> Residential and nonresidential uses must comply with both the “sitewide average” and “single-acre” *Density* and *Intensity* limits indicated for the *Compatibility Zone(s)* in which the *Project* is located (see Section 3.5). *Density* and *Intensity* criteria apply to all uses including ones shown as “Normally Compatible” (green) and “Conditional” (yellow). *Density* is measured in terms of number of dwelling units per acre. Usage *Intensity* calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at any single point in time during typical busy periods, whether indoors or outdoors (see Policy 3.2.6). 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 Policy 3.8.1). The usage *Intensities* shall be calculated in accordance with the methodologies cited in Policy 3.5.3.
- <sup>2</sup> *Airport Influence Area* (also referred to as the *Referral Area*) includes the area shown in **Map 3A**, 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* includes *Compatibility Zones 1* through *6* plus the *Other Airport Environs* areas underlying the *Airspace Protection Surfaces* shown in **Map 3B**.
- <sup>3</sup> Within Compatibility Zone 1\*, sitewide average and single-acre intensities of up to 10 people per acre shall be allowed. See Policy XXX.
- <sup>34</sup> Urban Overlay Zone covering portions of Compatibility Zones 3 and 4 provides exceptions to the indicated basic density criteria to reflect existing land use patterns and allow multifamily residential uses (see Policy 3.2.3(b)).
- <sup>45</sup> Open land requirements are intended to be applied with respect to an entire zone (see Policy 3.5.6). 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*. Providing open land is not required in the *Urban Overlay Zone*.
- <sup>66</sup> Occupancy Load Factors [approximate 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 Policy 3.5.3.
- <sup>67</sup> The 35-foot height criterion is an evaluation threshold. Objects shorter than 35 feet do not pose airspace protection issues in these zones. Objects 35 feet high or taller should be evaluated to ensure compliance with airspace protection criteria.
- <sup>78</sup> No proposed Project 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, *Hazardous Wildlife Attractants On or Near Airports* and Advisory Circular 150/5200-34A, *Construction or Establishment of Landfills near Public Airports*. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds that pose bird strike hazards to aircraft in flight. See Policy 3.6.4.
- <sup>89</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 Policy 3.6.4.
- <sup>910</sup> Clustering of residential development is permitted. However, no single acre of a project site shall exceed 1.5 times the average allowed Density for the respective zone, including the Urban Overlay Zone. See Policy 3.5.1.
- <sup>4011</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).

Table 3A, continued

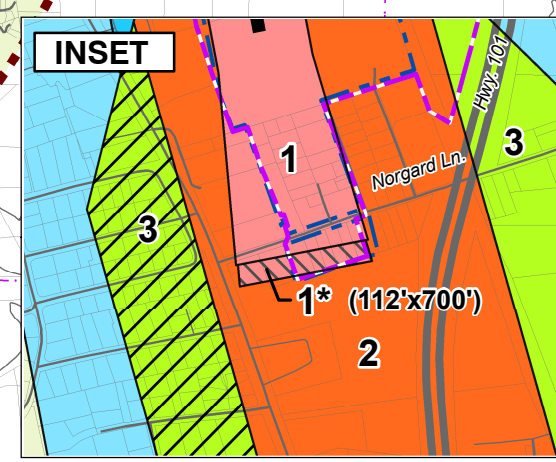


Source: Mead & Hunt, Inc.

- Legend**
- Existing Runway (4,423' Ex. Length)
  - ▬▬▬▬ Future Runway Extension (4,888' Fut. Length)
  - ▭ Existing Airport Property Boundary
  - ▭ City Limit Boundary
  - ▭ City Sphere of Influence (extends off map view)
  - ▭ Airport Influence Area

- Compatibility Zones**
- ▭ Zone 1: Runway Protection Zone (RPZ)
  - ▭ Zone 1\*: Ultimate Runway Protection Zone (RPZ)
  - ▭ Zone 2: Inner Approach/Departure Zone
  - ▭ Zone 3: Inner Turning Zone
  - ▭ Zone 4: Outer Approach/Departure Zone
  - ▭ Zone 5: Sideline Zone
  - ▭ Zone 6: Traffic Pattern Zone
  - ▭ Urban Overlay Zone
  - ▭ Other Airport Environs

- Notes**
1. All Compatibility Zones: Reflect safety zones for a General Aviation Runway with Single-Sided Traffic Pattern provided in the 2011 California Airport Land Use Planning Handbook (Handbook).
  - Zone 1: Based on the Runway Protection Zones (RPZs) provided in City and FAA approved Airport Layout Plan (2016). Zone 1\* reflects an ultimate Runway Protection Zone (RPZ) for an ultimate runway length of 5,000 feet to serve future operations by CalFire Lockheed C-130 aircraft.
  - Zones 2 and 4 (north): Zone 2 reflects Handbook Safety Zone 2 for existing Runway 15 end. Zone 4 includes outer portions of Handbook Safety Zone 2 for future Runway 15 end. Future northerly runway extension is intended to provide additional runway length for departures to south; landing threshold at Runway 15 end will remain in its current position.
  - Zones 2 – 4 (south): Offset by 5-degrees to reflect southern flight route where aircraft use Highway 101 as a landmark
  - Urban Overlay Zone: Provides a density increase within Zones 3 and 4 to North and Zone 3 to Southwest to reflect existing land use patterns.



**Mendocino County  
Airport Land Use Commission  
Ukiah Municipal Airport  
Land Use Compatibility Plan  
(Addendum #1, January 2021)**

Map 3A

**Compatibility Policy Map  
Ukiah Municipal Airport**