



LAND USE COMPATIBILITY GUIDELINES

Land Use Category	ZONE D Airport Influence (AIZ)	ZONE C Traffic Pattern (TPZ)	ZONE B Approach (AZ)	ZONE A Runway Protection (RPZ)
Residential single-family, nursing homes, mobile homes, multi-family, apartments, condominiums transient lodging, hotel, motel	+	-(1,3)	-(1,3)	--
	+	o (1,3)	-(1,3)	--
Public schools, libraries, hospitals churches, auditoriums, concert halls transportation, parking, cemeteries	+	o (3)	-(3)	--
	++	++	++	-(2,5)
Commercial and Industrial offices, retail trade, service commercial, wholesale trade, warehousing, light industrial, general manufacturing, utilities, extractive industry	++	+	o (3)	--
Agricultural and Recreational cropland livestock breeding parks, playgrounds, zoos, golf courses, riding stables, water recreation outdoor spectator sports amphitheaters open space	++	++	++	++
	++	++	++	-(2)
	++	++	++	-(2)
	++	+	-(3)	--
	o	-(4)	--	--
	++	++	++	++

NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANT, INCLUDING SEWERAGE PONDS AND LANDFILLS, WITHIN 10,000 FEET OF THE AIRPORT ARE UNACCEPTABLE. (REF.: FAA AC 150/5200-33)

(1) If allowed, aviation easements and disclosure must be required as a condition of development.

(2) Any structures associated with uses allowed in the RPZ must be located outside the RPZ.

(3) If no reasonable alternative exists, use should be located as far from extended centerline as possible.

(4) If no reasonable alternative exists, use should be located as far from extended runway centerline and traffic patterns as possible.

(5) Transportation facilities in the RPZ (i.e. roads, railroads, waterways) must be configured to comply with Part 77 requirements.

CRITERIA

Land Use Availability	Interpretation/Comments
++ Clearly Acceptable	The activities associated with the specified land use will experience little or no impact due to airport operations. Disclosure of airport proximity should be required as a condition of development.
+ Normally Acceptable	The specified land use is acceptable in this zone or area. Impact may be perceived by some residents. Disclosure of airport proximity should be required as a condition of development. Dedication of aviation easements may also be advisable.
o Conditionally Acceptable	If appropriate disclosure is made and aviation easements put in place, residential uses and uses involving indoor public assemblies are acceptable.
- Normally Unacceptable	Specified use should be allowed only if no reasonable alternative exists. Disclosure of airport proximity and aviation easements must be required as a condition of development.
-- Clearly Unacceptable	Specified use must not be allowed. Potential safety or overflight nuisance impacts are likely in this area.

EXISTING ZONING ORDINANCES

Compatible land use and height restriction zoning is currently existing.

NOTICE OF PROPOSED CONSTRUCTION

An FAA Form 7460-1, "Notice of Proposed Construction or Alteration" must be submitted for any construction or alteration (including hangars and other on-airport and off-airport structures, towers, etc.) within 20,000 horizontal feet of the airport greater in height than an imaginary surface extending outward and upward from the runway at a slope of 100 to 1 or greater in height than 200 feet above ground level.

LEGEND

- CHURCH
- SCHOOL
- HOSPITAL
- PARK



No.	Revision	Date	By