

Notes for compatibility Criteria Table (Revised November 14, 2019)

1. The residential development should not contain more than the indicated number of *dwelling* units per gross acre. Units can be clustered to meet open land criteria. Maximum net density in any area should not exceed three times the acceptable gross density.
2. The use should generally not attract more than the indicated number of persons per net acre. These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses. Jurisdictions may satisfy density standards through adoption of an implementing plan or ordinance which is determined by the Airport Land Use Commission to meet the standards. An example of such a proposal is shown in Appendix D.
3. The indicated percentage of gross area (total area in zone, including airport property except in zone A) should remain free of structures and other major obstacles. To be considered open land the area must be sufficiently large and unobstructed to enable an aircraft to make an emergency landing with a high probability of no serious injuries to the occupants of the aircraft or major damage to structures on the ground. Substantial damage to the aircraft may occur. Spaces as small as approximately 100 feet by 300 feet or 75 feet by 400 feet are considered adequate, although larger areas are desirable. Roads and adjacent landscaping qualify if they are wide enough and not obstructed by large trees, signs, or poles. These areas should be oriented as closely as practical to the common direction of aircraft flight over the area. Jurisdictions may satisfy open space requirements through adoption of an open space plan, which is determined by the Airport Land Use commission to meet the standards. Such plans must include a statement that no median trees will be planted within 150 feet of intersections on streets qualifying as open space and that trees between 150 and 200 feet of the intersections will be shorter varieties.
4. Dedication of an overflight easement is required as a condition for all new development within all zones. See Overflight policies for details. Also, height limit restrictions from FAR Part 77 Airspace Plans in Chapter 3 are applicable to structures and trees *in* all zones around each airport, except that in transitional zones the sloping height restriction shall be 4:1 instead of 7:1. Structures planned to exceed the 7:1 limitation, however, must be reviewed by the FAA. Refer to Appendix C for excerpts of FAR Part 77 height regulations.
5. These uses typically can be designed to meet the density requirements and other development conditions listed.
6. These uses typically do not meet the density requirements and other development conditions listed. They should be allowed only if a major community objective is served by their location in this zone and no feasible alternative location exists.
7. See supporting Policies on Airspace Protection for details.
8. NLR = Noise Level Reduction; i.e. the attenuation of sound level from outside to inside provided by the structure.
9. Under flight tracks captive groups should not exceed 100 persons/structure large assemblages should not exceed 300 persons where grouped in close proximity, i.e., theaters, auditoriums, conference facilities, etc.
10. **In multi-story buildings (including but not limited to offices and hotels), all interior functions having a concentration of people (restaurants, dining rooms, conference rooms, etc.) shall be located on the ground floor or a floor with direct exterior access. Upper floors shall be for lower intensity uses only (hotel guest rooms, office space, etc.). The Zone D requirement that buildings be occupied by no more than 100 people per acre of the site continues to apply.**

