

Table 16A
PRIMARY COMPATIBILITY CRITERIA
 Kings County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land ³
			Residential (du/ac) ¹	Other Uses (people/ac) ²	
A	Runway Protection Zone or within Building Restriction Line	<ul style="list-style-type: none"> • High risk • High noise levels 	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	<ul style="list-style-type: none"> • Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway • Substantial noise 	0.1 (10-acre parcel)	60	30%
B2	Extended Approach/Departure Zone	<ul style="list-style-type: none"> • Moderate risk – aircraft commonly below 800 ft. AGL • Significant noise 	0.5 (2-acre parcel)	60	30%
C	Common Traffic Pattern	<ul style="list-style-type: none"> • Limited risk – aircraft at or below 1,000 ft. AGL • Frequent noise intrusion 	8	150	15%
D	Other Airport Environs	<ul style="list-style-type: none"> • Negligible risk • Potential for annoyance from overflights 	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses ⁴	Uses Not Normally Acceptable ⁵
A	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Aboveground bulk storage of hazardous materials • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of aviation easement 	<ul style="list-style-type: none"> • Aircraft tie-down apron • Pastures, field crops, vineyards • Automobile parking 	<ul style="list-style-type: none"> • Heavy poles, signs, etc. • Orchards, large trees
B1 and B2	<ul style="list-style-type: none"> • Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses (e.g., outdoor theaters) • Aboveground bulk storage of hazardous materials⁷ • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR⁸ of 25 dBA in residential and office buildings • Dedication of aviation easement 	<ul style="list-style-type: none"> • Uses in Zone A • Agricultural uses except ones attracting birds • Single-family residences on existing lots • Warehousing, truck terminals, low-intensity manufacturing • Single-story offices • Low-intensity retail (e.g., auto, furniture sales) 	<ul style="list-style-type: none"> • Residential subdivisions • Multi-family residential • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels
C	<ul style="list-style-type: none"> • Children's schools • Hospitals, nursing homes • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Dedication of overflight easement for residential uses 	<ul style="list-style-type: none"> • Uses in Zone B • Parks, playgrounds • General retail, offices, etc. (2-story maximum) • Low-intensity manufacturing, food processing • Two-story motels 	<ul style="list-style-type: none"> • Major shopping malls • Theaters, auditoriums • Large sports stadiums • Hi-rise office buildings
D	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Deed notice required for residential development 	<ul style="list-style-type: none"> • All except ones hazardous to flight 	

Source: Hodges & Shuff (December 1993)

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NOTES

- 1 Residential development should not contain more than the indicated number of dwelling units per gross acre. Clustering of units is encouraged as a means of meeting the Required Open Land requirements.
- 2 The land use should not attract more than the indicated number of people per acre at any time. This figure should include all individuals who may be on the property (e.g., employees, customers/visitors, etc.). These densities are intended as general planning guidelines to aid in determining the acceptability of proposed land uses.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan. See supporting compatibility policies on safety for definition of open land.
- 4 These uses typically can be designed to meet the density requirements and other development conditions listed.
- 5 These uses typically do not meet the density 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.
- 6 Hazards to flight include physical, visual, and electronic forms of interference with the safety of aircraft operations. See supporting compatibility policies on air-space protection for details.
- 7 Storage of aviation fuel, other aviation-related flammable materials, and up to 2,000 gallons of nonaviation flammable materials are exempted from this criterion in Zones B1 and B2.
- 8 NLR = Noise Level Reduction; i.e., the attenuation of sound level from outside to inside provided by the structure.