

PLACER COUNTY

Airport Land Use Compatibility Plans

Containing Individual Plans for:

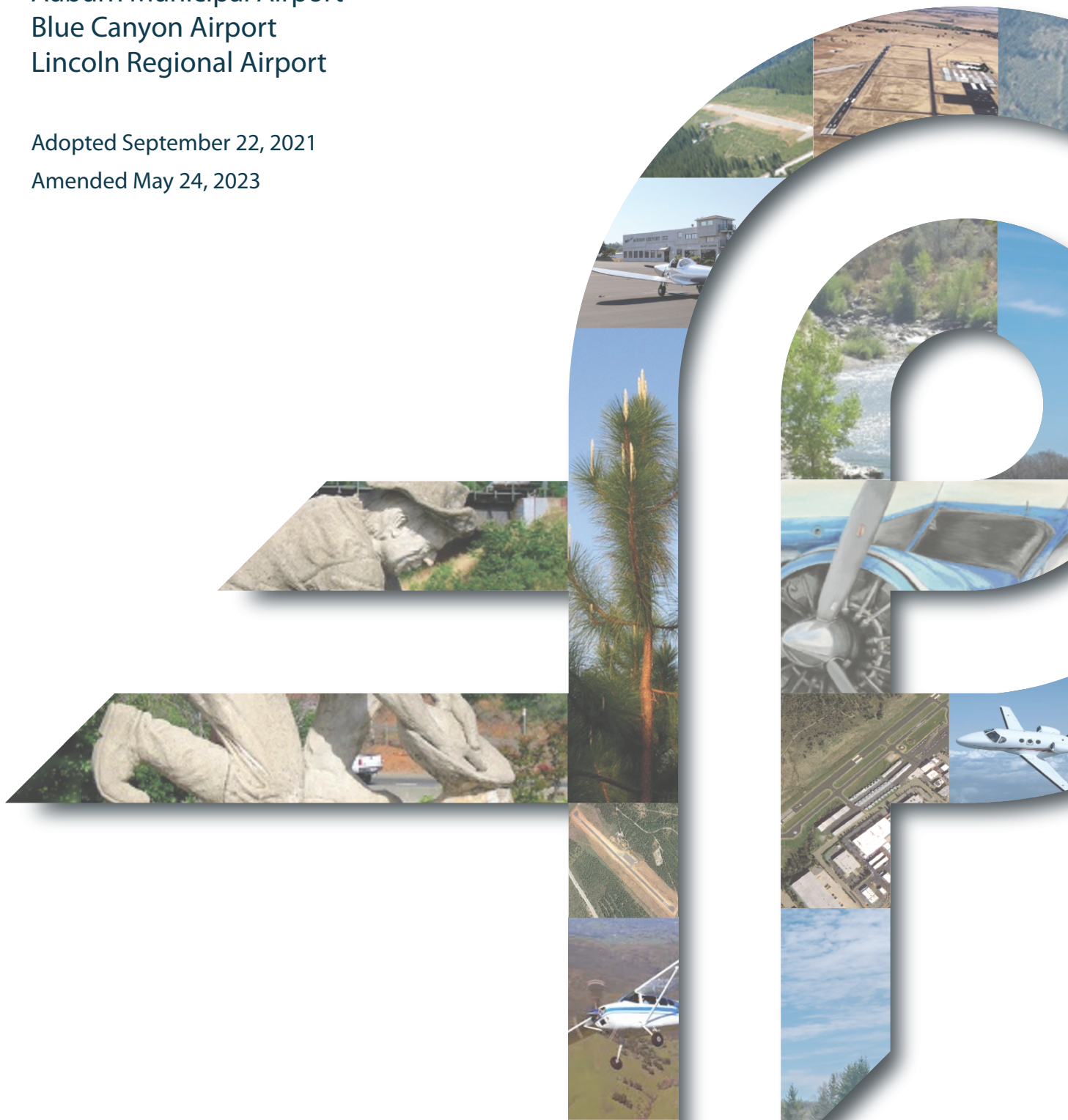
Auburn Municipal Airport

Blue Canyon Airport

Lincoln Regional Airport

Adopted September 22, 2021

Amended May 24, 2023



Lincoln Regional Airport Compatibility Policies and Maps

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:
- (a) The specific noise, safety, airspace protection, overflight, and other compatibility policies set forth in Chapter 3;
 - (b) The criteria listed in **Table LIN-6A**, *Basic Compatibility Criteria*, and
 - (c) 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. See Policy 3.2.2(a) for the meaning of these terms.
- 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 6.3 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 June 2020 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. Also shown on the 2020 Airport Layout Plan is a future increase in the width of the Runway 15 (south) RPZ (see discussion in Chapter 9) reflecting a proposed change in the instrument approach minimums.

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, airspace protection and overflight concerns.¹ The *Airport's* runway length, approach categories, normal flight patterns, and aircraft fleet mix influence the shape and size of the *Compatibility Zones*.² The magnitude of the *Airport* impacts occurring within each *Compatibility Zone* is described below.

- (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 *CFR Part 77* primary surface requirements as shown on the current Lincoln Regional Airport Airspace Protection Surfaces Map (**Map LIN-6B**). The length contains the existing and future runway protection zone (RPZ) of each runway as depicted in the 2020 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.

¹ Appendix C provides the basic concepts and rationale for addressing the four compatibility concerns.

² Chapter 9 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

- The 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 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 *CFR 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 *CFR Part 77* for the airport. Height limits are no less than 150 feet within this area.

(g) *Airport Influence Area* encompasses all of the above zones. The outer boundary coincides with the outer edge of the *CFR Part 77* conical surface boundary.³

6.2.3. *Airspace Protection Policy Map Boundary Determinants*: The area associated with wildlife attractants and policies developed to address wildlife attractants in the *ALUCP* considers FAA guidance which recommends a separation of 10,000 feet between an air operations area and the nearest hazardous wildlife attractant. The Lincoln Regional Airport horizontal surface, as defined by *14 CFR Part 77*, encompasses nearly all of the area identified by the FAA's separation criteria. For ease in implementation of the *ALUCP*, the horizontal surface boundary is used to designate the *Wildlife Hazard Critical Zone* and the area within which wildlife hazard management policies set forth in Chapter 3 apply to Lincoln Regional Airport.

6.3. SPECIAL CONDITIONS POLICIES

6.3.1. *Applicability*: In accordance with Policy 3.2.3(b) of Chapter 3, the *PCALUC* acknowledges special conditions regarding particular land uses in the Lincoln Regional *Airport Influence Area*. These special conditions warrant 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*.

6.3.2. *Lincoln Wastewater Treatment Facility*: The 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 3.5.4(a)(5) 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.

6.3.3. *Designated Conservation Areas on Airport Property*: The Placer County Conservation Plan (PCCP) designates portions of the northern and southern ends of airport property for potential acquisition and creation of wildlife habitat. In accordance with FAA guidance, the establishment of conservation easements for listed species or species of concern on airport property, including areas not used for aeronautical purposes, shall be considered an incompatible land use.

³ Chapter 2, Policy 2.1.4 defines the term "*Airport Influence Area*."

- 6.3.4. *Application of Wildlife Hazard Policy:* Policy 3.5.3 regarding *Wildlife Attractants*, is not applicable within the portions of the Lincoln Regional Airport *Influence Area* beyond the *Wildlife Hazard Critical Zone*. Nevertheless, when preparing plans for land uses and land use features that could attract hazardous wildlife to this outer portion of the *Airport Influence Area*, *Project* proponents should consider current Federal Aviation Administration and other federal regulations and guidelines regarding potential attractants.

This page left intentionally blank





Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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 ⁴	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), temporary objects (e.g., construction cranes), 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: Airspace review likely required for objects >35 feet ⁵ C1: Airspace review likely required for objects >70 feet ⁵
Any use having structures (including poles or antennas), temporary objects (e.g., construction cranes), or trees more than 150 feet in height ⁵	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Conditional	C2, D: Ensure airspace obstruction does not occur; airspace review likely required for objects >150 feet ⁵
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 ⁶
Any use creating visual or electronic hazards to flight ⁷	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	
<i>Outdoor Uses (no or limited indoor activities)</i>							
Constructed/Enhanced Land/Water Features: woods, brush lands, wetlands, reservoirs, detention/retention ponds 	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Conditional	C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶
Agriculture (except residences and confined livestock): field crops, orchards/tree farms, vineyards, open pasture or range land 	Conditional	Conditional	Conditional	Conditional	Conditional	Conditional	A: Not allowed in OFA ⁸ A, B1, B2, C1, C2, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁶ ; exercise caution with uses involving noise-sensitive animals
Confined 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 ⁶ ; 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 	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Conditional	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

Table LIN-6A

Basic Compatibility Criteria

Lincoln Regional Airport

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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 →							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, bocci courts, trails, passive regional/community parks with minimal recreational facilities →*							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/Community Parks: neighborhood parks, community 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 ⁹ ; CNEL 45 dB max. interior noise level C1: 1 du/2 acres (average density); 4 du/single acre ⁹ 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
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.69	1.38		C1, C2: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]			0.23	0.34	0.69		B2, C1, C2: Ensure intensity criteria met

Table LIN-6A, continued

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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, group homes (youth/adult) →							C2: Ensure intensity criteria met
<i>Educational and Institutional Uses</i>							
Family day care homes (≤14 children) ¹⁰ →							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
Out-Patient Medical: health care centers, clinics, adult day care centers [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

Table LIN-6A, continued

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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
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 ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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>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
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

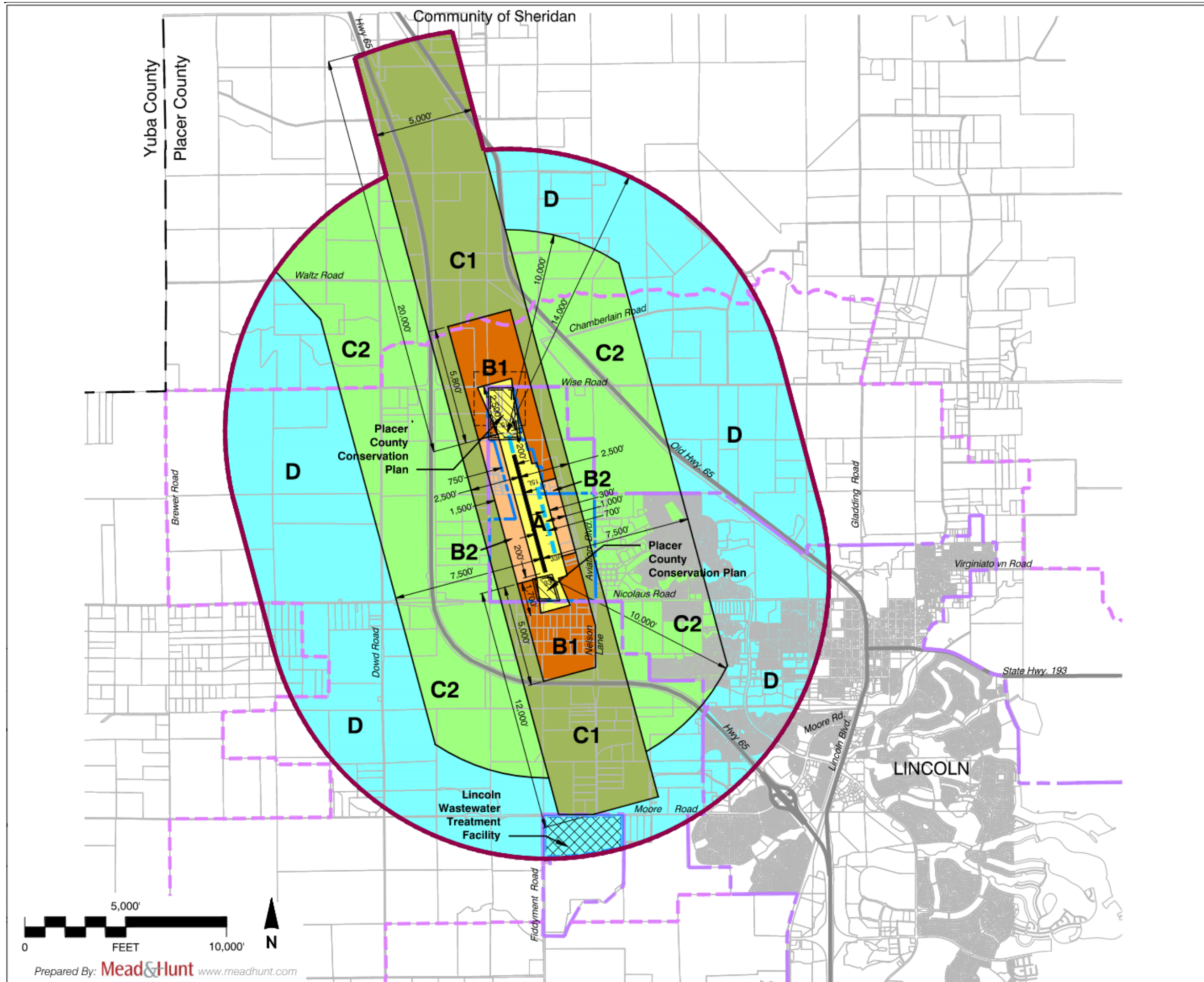
Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	60 120	100 300	150 450	300 1,200	no limit	> All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	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 ³	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 *	Incompatible	Conditional	Conditional	Conditional	Conditional	Normally Compatible	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	Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	
Transportation Stations: Rail/bus stations; taxi, trucking and other transportation terminals	Incompatible	Conditional	Conditional	Conditional	Conditional	Normally Compatible	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	Incompatible	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures	Incompatible	Conditional	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications *	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Normally Compatible	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 *	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Normally Compatible	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 *	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Normally Compatible	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 *	Incompatible	Incompatible	Incompatible	Conditional	Conditional	Normally Compatible	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 ⁶

Table LIN-6A, continued

Intensity Criteria ¹	Compatibility Zones						Intensity Criteria Interpretation
	A	B1	B2	C1	C2	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	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
Open Land Requirement ²	all rem.	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 ³	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
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 ⁶
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 ⁶

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>Incompatible</i>	Use should not be permitted under any normal 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 3.3 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>Policies 3.5.3</i> and <i>3.5.4</i> for criteria.</p> <p>¹ 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</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>Policies 3.4.3</i> and <i>3.4.4</i>.</p> <p>² 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>³ 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>⁴ 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>⁵ The height referenced in this criterion is a general guideline for when objects may have heights which dictate notification to the FAA in accordance with CFR Part 77. Shorter objects are not likely to require notification to the FAA unless located on ground levels above that of the airport. See <i>Policy 3.5.5</i> and Appendix B for details regarding notification requirements. Responsibility for submitting notification rests with the project applicant.</p> <p>⁶ Proposed land uses or site features, as listed in <i>Policy 3.5.3(d)</i>, that have the potential to attract potentially hazardous wildlife shall be prohibited within <i>Compatibility Zone A</i> and shall be avoided within the remainder of the <i>Wildlife Hazard Critical Zone</i> shown on the Airspace Protection Maps for Auburn Municipal Airport (Map AUB-4B) and Lincoln Regional Airport (Map LIN-6B). ALUC criteria addressing wildlife hazards is established in accordance with federal regulations and guidance set forth in 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</i>.</p> <p>⁷ 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 3.5.4</i>.</p> <p>⁸ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapter 9.</p> <p>⁹ 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>¹⁰ 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>		



- 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 Zones¹**
- Airport Influence Area
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D

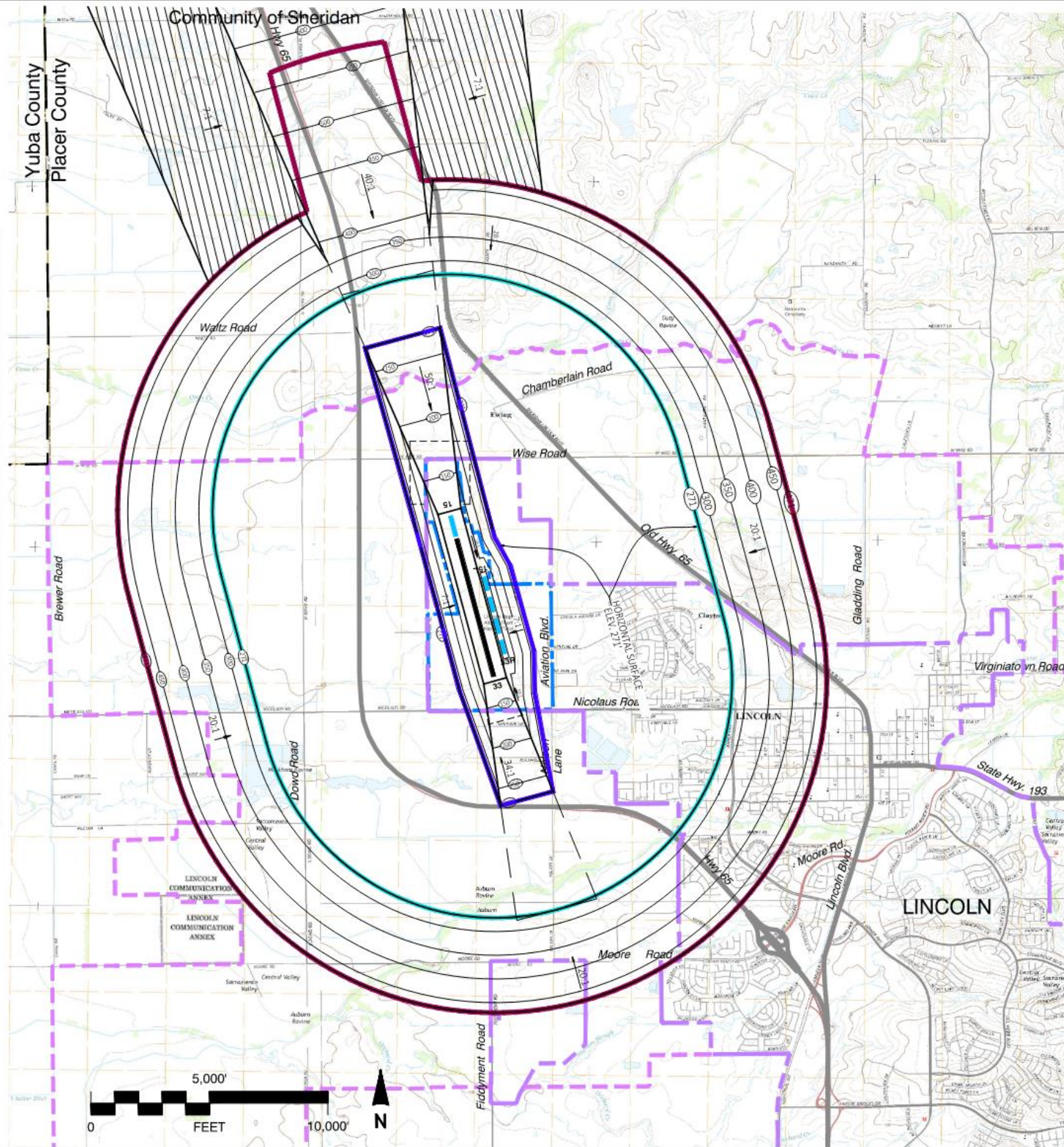
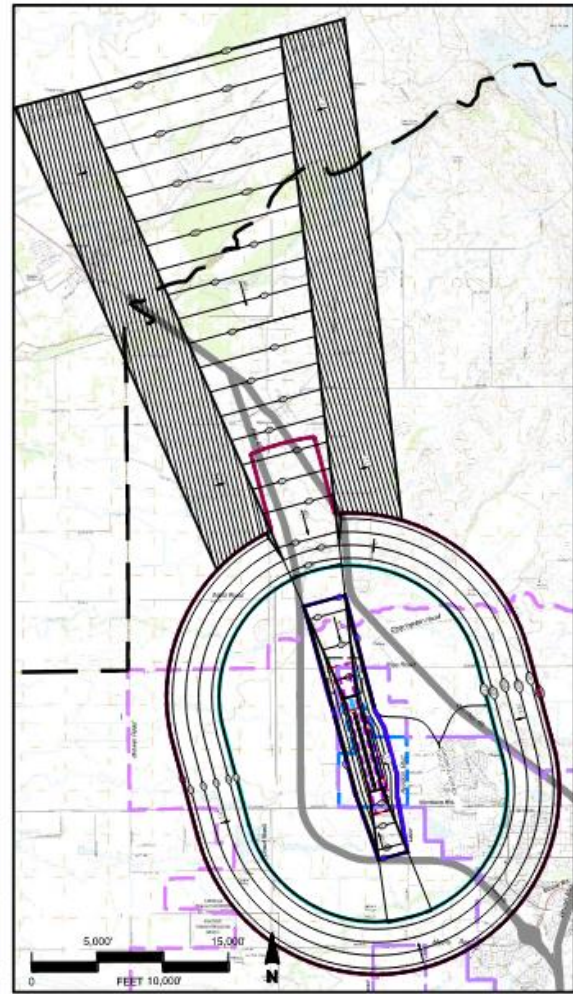
See Special Conditions Policy Section 6.3

- ▨ Placer County Conservation Plan
- ▨ Lincoln Wastewater Treatment Facility

- 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 September 22, 2021)





Legend

Boundary Lines

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

Compatibility Zones

- Airport Influence Area
- Airspace Critical Protection Zone
- Wildlife Hazard Critical Zone

**Lincoln Regional Airport
Land Use Compatibility Plan**
(Adopted September 22, 2021)

