

PLACER COUNTY

Airport Land Use Compatibility Plans

Containing Individual Plans for:

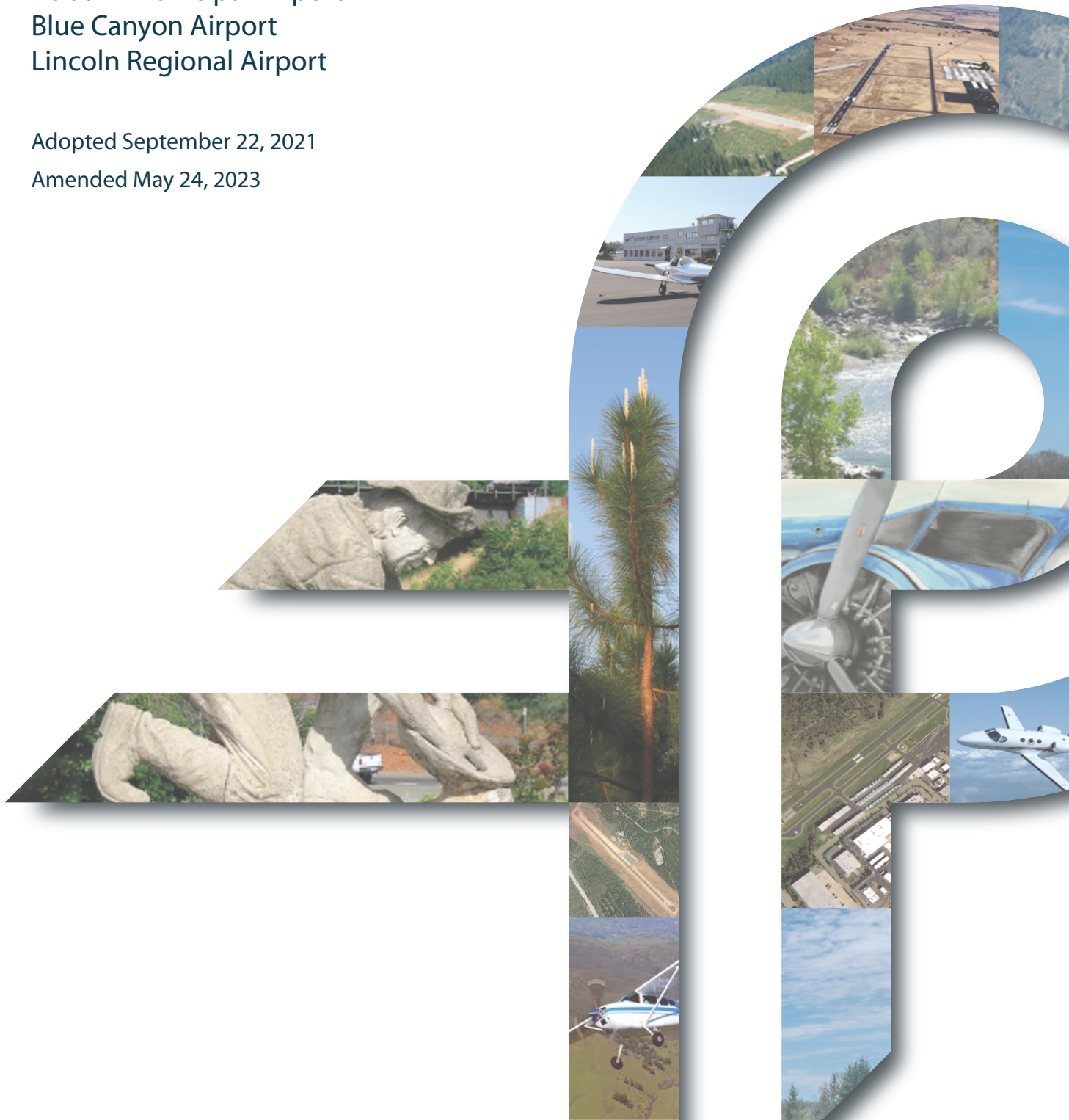
Auburn Municipal Airport

Blue Canyon Airport

Lincoln Regional Airport

Adopted September 22, 2021

Amended May 24, 2023



Blue Canyon Airport Compatibility Policies and Maps

5.1. EVALUATING LAND USE CONSISTENCY

- 5.1.1. *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Blue Canyon *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 BLU-5A**, *Basic Compatibility Criteria*, and
 - (c) The *Compatibility Zones* depicted on the *Compatibility Policy Map* (**Map BLU-5A**) in this chapter.
- 5.1.2. *Compatibility Policy Table:* **Table BLU-5A**, *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.
- 5.1.3. *Compatibility Policy Map:* The *Compatibility Zones* for Blue Canyon Airport are presented in **BLU-5A** and are to be used in conjunction with the criteria set forth in **Table BLU-5A** and the additional policies listed in Section 5.2.3 of this Chapter.
- 5.1.4. *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Blue Canyon Airport is presented in **Map BLU-5B** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of Chapter 3.

5.2. MAP DETERMINANTS

- 5.2.1. *Airport Runway Configuration Assumptions:* **Map BLU-5A** and **Map BLU-5B** are based upon the Blue Canyon Airport runway configuration indicated in the Airport Layout Plan drawing dated June 2003 submitted by the County and approved by the Caltrans Division of Aeronautics for State permitting purposes. The runway configuration and visual approaches shown in the Airport Layout Plan are the same as the existing conditions.
- 5.2.2. *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Blue Canyon 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)*. The lateral limits of *Compatibility Zone A* are defined by the runway *Object Free Area (OFA)* which is 125 feet from the runway centerline. *Compatibility Zone A* extends 1,200 feet beyond each runway end to encompass the runway protection zone (RPZ). 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* and is characterized as an area exposed to high risk of an aircraft accident. Given the low level of aircraft activity at Blue Canyon Airport, the area within *Compatibility Zone A* is not subject to high aircraft noise levels. The *Community Noise Equivalent Level (CNEL)* exceeds 45 dB within much of *Compatibility Zone A*. Portions of *Compatibility Zone A* extend off-airport.
- (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*). In terms of risk, *Compatibility Zone B1* encompasses the majority of the areas covered by *Handbook* Safety Zone 2 and portions of Zones 3 and 4. 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. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes. *Compatibility Zone B1* is narrower than at other *Airports* in the county in recognition of the low aircraft activity volume at Blue Canyon Airport. Included are locations underlying the inner approach/departure surface defined by *CFR Part 77* where aircraft may be less than 200 feet above the runway elevation when on approach to landings.
- (c) *Compatibility Zone B2* extends laterally from and along the length of the nearest runway. 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. The zone width is generally set so as to encompass the *CNEL* 60 dB contour. Risk is also a factor, but less so than in *Compatibility Zone B1*. The zone width encompasses *Handbook* Safety Zone 5. Height restrictions may be required as well. *Compatibility Zone B2* provides a buffer zone laterally from the runway in recognition of the fact that a small degree of risk is present in this area.

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

² Chapter 8 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

- (d) *Compatibility Zone C1* covers the extended approach/departure corridor and also includes land beneath the primary traffic patterns. 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 in this area is 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*. Portions of *Compatibility Zone C1* lie beneath the Federal Aviation Regulations Part 77 transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high). *Compatibility Zone C1* includes additional locations beneath the approach surface defined by *CFR Part 77*. The *Airport* has insufficient activity to warrant extending the zone to include the airport traffic pattern.
- (e) *Compatibility Zone C2* is not established for this airport because of the low activity level.
- (f) *Compatibility Zone D* includes areas 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*. 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

5.2.3. *Inter-Agency Coordination for Blue Canyon Airport:* This *ALUCP* acknowledges that airport impacts from Blue Canyon Airport extend into Nevada County and federal lands of the U.S. Forest Service. Specifically:

- (a) The Blue Canyon *Airport Influence Area* extends into portions of Nevada County located north of the *Airport*. See Chapter 2, Policy 2.2.9 regarding inter-county coordination.
- (b) The *Compatibility Zones* encompass lands owned by the U.S. Forest Service. The authority of the *PCALUC* does not extend to federal lands (see Chapter 2, Policy 2.7.2).
- (c) Although the *PCALUC*'s authority does not extend into Nevada County or federal lands of the U.S. Forest Service, the compatibility criteria of this *ALUCP* are intended as recommendations to these agencies.

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

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Intensity Criteria ¹	Compatibility Zones ²					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	25 50	50 100	75 150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ³	all rem.	30%	no req.	20%	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 ⁴	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 ⁶						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						B1, B2, C1: Ensure airspace obstruction does not occur B1, B2, C1: Airspace review likely required for objects >35 feet ⁵ D (inner portions): 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						D (outer portions): 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						C1, D: Avoid use or provide mitigation consistent with FAA rules and regulations ⁷
Any use creating visual or electronic hazards to flight ⁸						
<i>Outdoor Uses (no or limited indoor activities)</i>						
Natural Land Areas: woods, brush lands, desert						A: Objects above runway elevation not allowed in OFA ⁹ A, B1, B2: Vegetation must be clear of airspace surfaces
Water: flood plains, wetlands, lakes, reservoirs, rivers, detention/retention ponds ✱						A: Objects above runway elevation not allowed in OFA ⁹ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁷
Agriculture (except residences and livestock): field crops, orchards, vineyards, pasture, range land ✱						A: Not allowed in OFA ⁹ All: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁷
Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse/riding stables, poultry and dairy farms →✱						B1, B2, C1, D: Avoid new features that attract birds or provide mitigation consistent with FAA regulations ⁷ ; 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 →						D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

Table BLU-5A

Basic Compatibility Criteria

Blue Canyon Airport

Intensity Criteria ¹	Compatibility Zones ²					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	25 50	50 100	75 150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ³	all rem.	30%	no req.	20%	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 ⁴	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 →						
Outdoor Group Recreation (limited spectator stands): athletic fields, water recreation facilities (community pools), picnic areas →						C1: 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 →*						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 Parks: neighborhood 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 →						
Short-Term Lodging (≤30 nights, except conference/assembly facilities): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.34		C1: Ensure intensity criteria met
Congregate Care: retirement homes, assisted living/residential care facilities, intermediate care facilities →						

Table BLU-5A, continued

Intensity Criteria ¹	Compatibility Zones ²					Intensity Criteria Interpretation
	A	B1	B2	C1	D	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	0 0	25 50	50 100	75 150	no limit	› All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ³	all rem.	30%	no req.	20%	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 ⁴	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>Educational and Institutional Uses</i>						
Family day care homes (≤14 children) ¹¹ →						B1, B2: CNEL 45 dB max. interior noise level
Children's Schools: K-12, day care centers (> 14 children), libraries →						
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.05	0.07		B2, C1: Ensure intensity criteria met
Indoor Major Assembly Facilities (capacity ≥ 1,000 people): auditoriums, conference centers, resorts, concert halls, indoor arenas						D: 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]				0.03		C1: 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]			0.11	0.17		B2, C1: 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]			0.07	0.10		B2, C1: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →						
Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]			0.28	0.41		B2, C1: Ensure intensity criteria met B2: CNEL 45 dB max. interior noise level
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]				0.19		C1: Ensure intensity criteria met
Local Retail (≤ 300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.20	0.29		B2, C1: Ensure intensity criteria met

Table BLU-5A, continued



Intensity Criteria ¹	Compatibility Zones ²					Intensity Criteria Interpretation
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Open Land Requirement ³	all rem.	30%	no req.	20%	no req.	› See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
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Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.03	0.07	0.10		B1, B2, C1: 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]		0.14	0.29	0.43		B1, B2, C1: 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]		0.12	0.25	0.37		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]		0.11	0.23	0.34		B1, B2, C1: 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
<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 						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]		0.11	0.23	0.34		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
Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person]		0.20	0.40	0.60		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

Table BLU-5A, continued

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Land Use Category	Legend (see last page of table for interpretation)					Additional Criteria
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Research and Development Laboratories [approx. 300 s.f./person]		0.17	0.34	0.52		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
Indoor Storage: wholesale sales, distribution centers, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person]		0.57	1.15			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
Mining and Extraction *						B1, B2, C1: 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						
Transportation Stations: Rail/bus stations; taxi, trucking and other transportation terminals						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						B1: Avoid road intersections if traffic congestion occurs; ensure airspace obstruction does not occur
Auto Parking: surface lots, structures						B1: Ensure airspace obstruction does not occur
Communications Facilities: broadcast and cell towers, emergency communications *						C1: 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.)

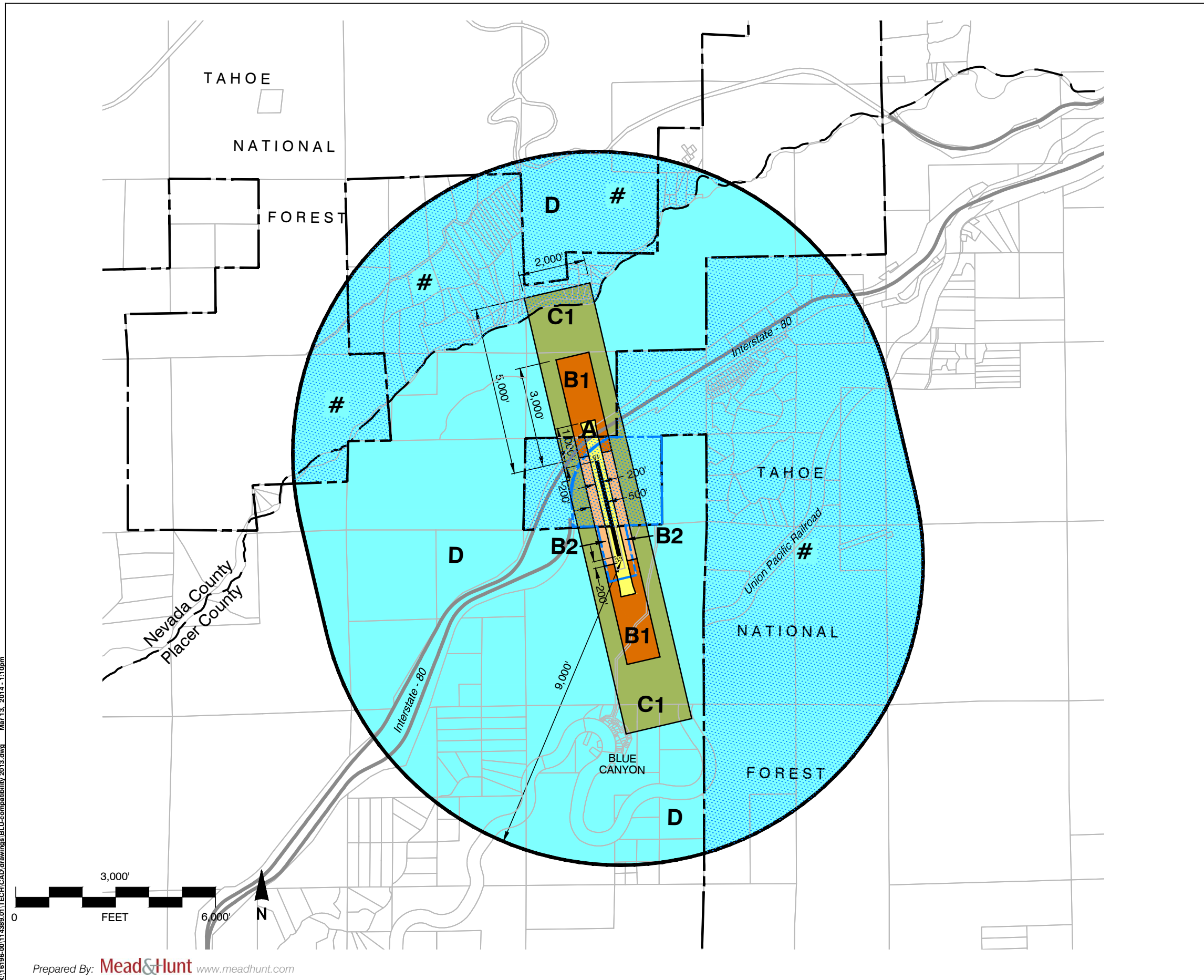
Table BLU-5A, continued

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Power Plants: primary, peaker, renewable energy, bio-energy *						C1: 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 *						C1: 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 *						C1: 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 ⁷
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 ⁷
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 ⁷

Table BLU-5A, 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.
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 3.1 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>Policy 3.5.3(a)</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(e)</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>Policy 3.4.3</i> and <i>3.4.4</i>.</p> <p>² <i>Compatibility Zone C2</i> is not established for Blue Canyon Airport given the low level of aircraft activity.</p> <p>³ 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>⁴ 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>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 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>⁷ No proposed use 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 150/5200-33C, <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>⁸ 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 3.5.3(a)</i>.</p> <p>⁹ Object Free Area (OFA): Dimensions are established by FAA airport design standards for the runway. See <i>Airport</i> maps in Chapter 8.</p> <p>¹⁰ 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>¹¹ 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>		

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Legend

Boundary Lines

- Placer County Limits
- Tahoe National Forest
- Existing Airport Property Line
- Future Airport Property Line
- Existing Runway 15-33 (2,900 ft.)

Compatibility Zones (Adopted 2014)¹

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone D
- See Inter-Agency Coordination Policy 5.2.3.

Notes:

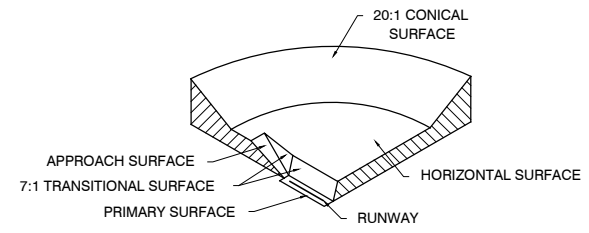
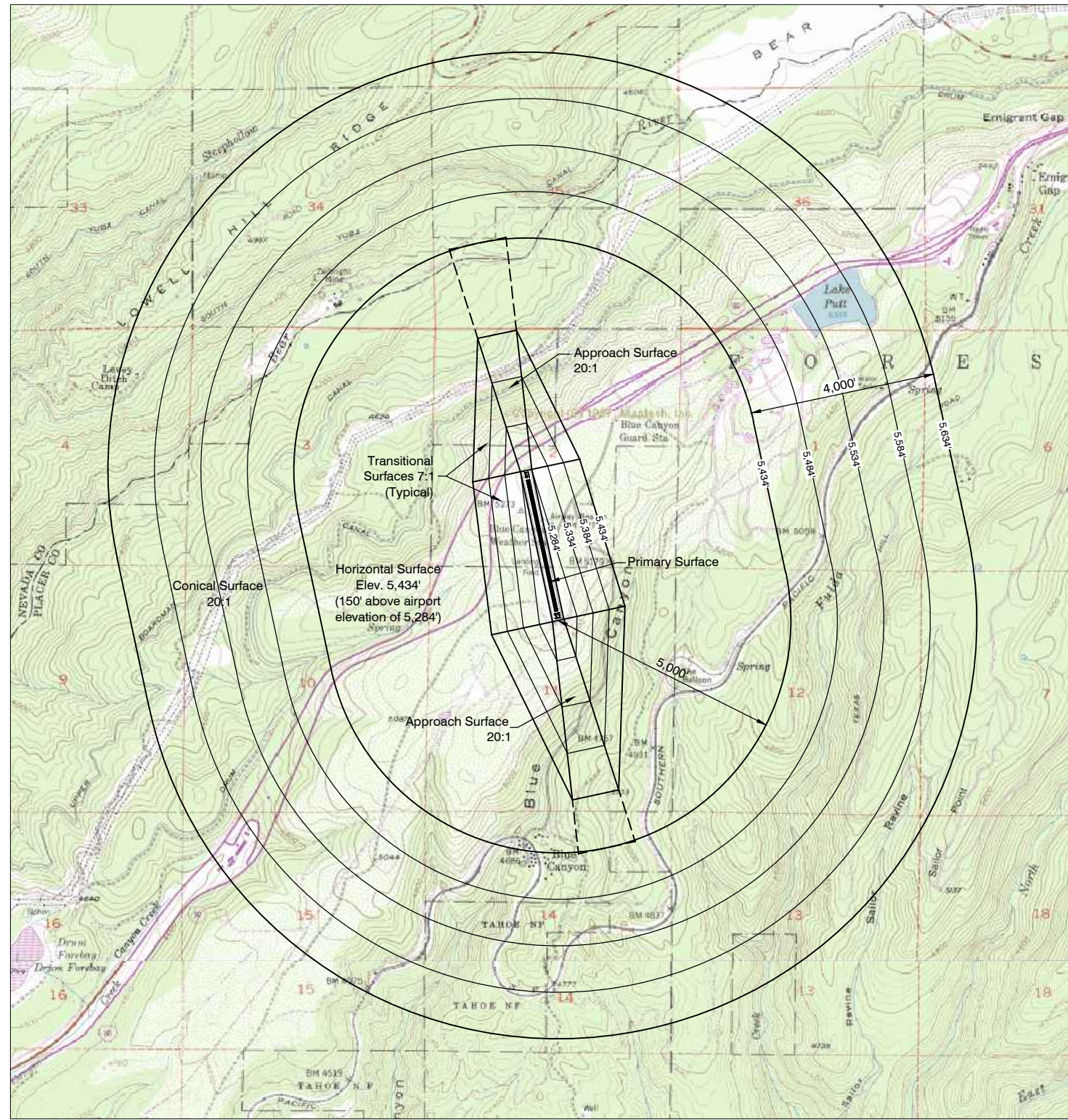
1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

Blue Canyon Airport
Land Use Compatibility Plan
 (Adopted February 26, 2014)

Map BLU-5A

Compatibility Policy Map
 Blue Canyon Airport

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TYPICAL FAR PART 77 SURFACES

Blue Canyon Airport
Land Use Compatibility Plan
 (Adopted February 26, 2014)

Map BLU-5B

Airspace Protection Surfaces Map
 Blue Canyon airport



