

PLACER COUNTY

Airport Land Use Compatibility Plans

Containing Individual Plans for:

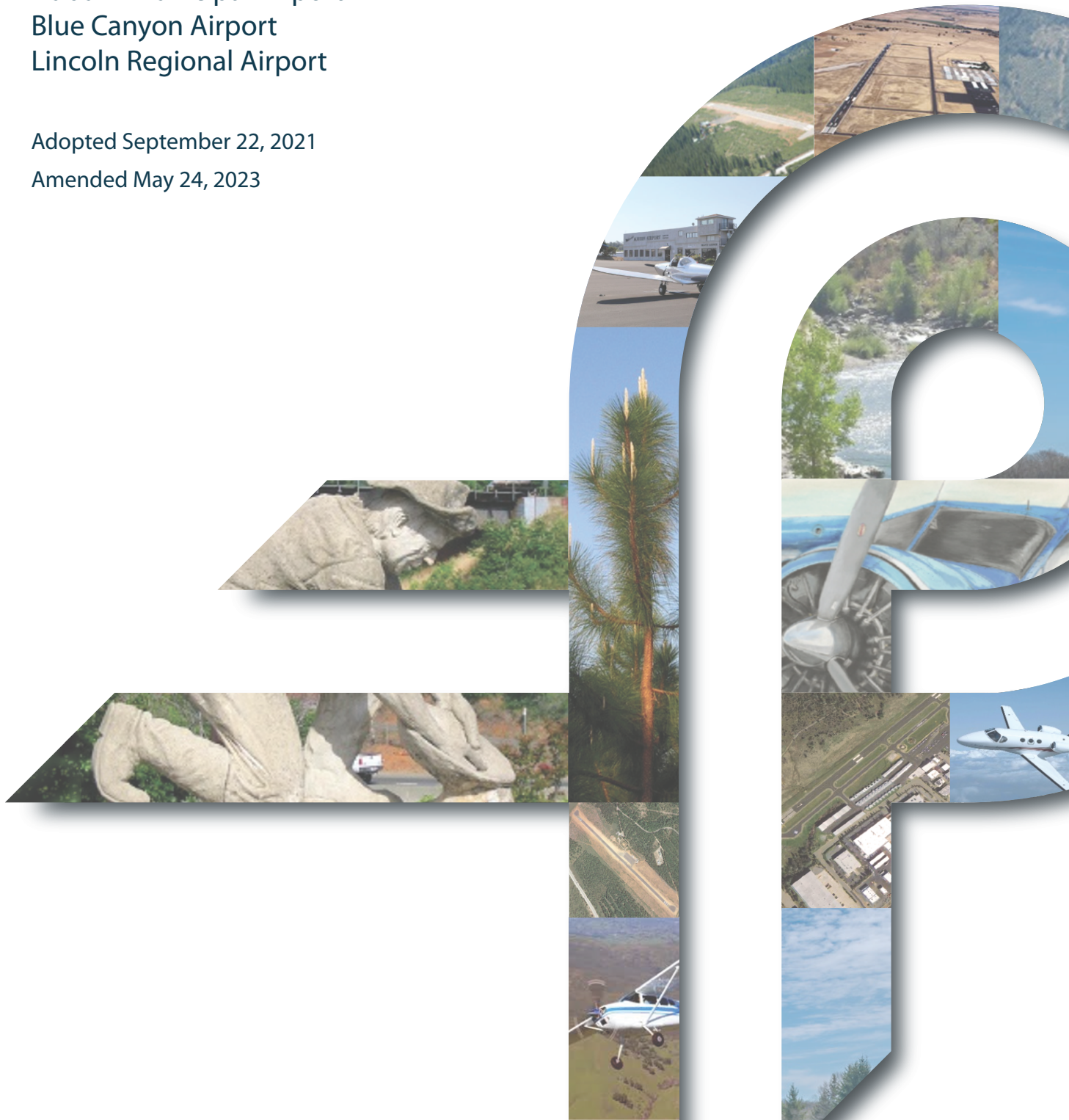
Auburn Municipal Airport

Blue Canyon Airport

Lincoln Regional Airport

Adopted September 22, 2021

Amended May 24, 2023



Auburn Municipal Airport Compatibility Policies and Maps

Auburn Municipal Airport Compatibility Policies and Maps

4.1. EVALUATING LAND USE CONSISTENCY

- 4.1.1. *Evaluating Compatibility of New Development:* The compatibility of proposed land uses within the Auburn Municipal *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 AUB-4A**, *Basic Compatibility Criteria*, and
 - (c) The *Compatibility Zones* depicted on the *Compatibility Policy Map (Map AUB-4A)* in this chapter.
- 4.1.2. *Compatibility Policy Table:* **Table AUB-4A**, *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.
- 4.1.3. *Compatibility Policy Map:* The *Compatibility Zones* for Auburn Municipal Airport are presented in **Map AUB-4A** and the map is to be used in conjunction with the criteria set forth in **Table AUB-4A**, *Basic Compatibility Criteria* and the additional policies listed in Section 4.3 of this Chapter.
- 4.1.4. *Airspace Protection Surfaces Map:* The *Airspace Protection Surfaces Map* for Auburn Municipal Airport is presented in **Map AUB-4B** and is to be used in conjunction with the airspace protection policies set forth in Section 3.5 of Chapter 3.

4.2. MAP DETERMINANTS

- 4.2.1. *Airport Runway Configuration Assumptions:* **Map AUB-4A** and **Map AUB-4B** are based upon the Auburn Municipal Airport runway configuration indicated on the Airport Layout Plan approved by the City of Auburn in 2018 and submitted by the city and approved by the Federal Aviation Administration in 2019. The runway configuration includes a proposed extension of the runway as described in Chapter 7.

4.2.2. *Compatibility Policy Map Boundary Determinants:* The *Compatibility Zone* boundaries for Auburn Municipal 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)*. The lateral limits of *Compatibility Zone A* is defined by CFR Part 77 primary surface boundaries as indicated on the 2007 *Airspace Protection Surfaces Map (AUB-4B)*. The length of *Compatibility Zone A* is set to encompass both the existing and proposed runway protection zone (RPZ) located at each end of the runway as depicted on the 2018 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*. *Compatibility Zone A* lies entirely on *Airport* property.
- (b) *Compatibility Zone B1* encompasses the portions of the runway approach/departure areas adjacent to and beyond the ends of the RPZs (*Compatibility Zone A*). The length of the zone is primarily determined by the type of approach procedure existing or planned at each runway end. The potential for larger aircraft to operate at the *Airport* once the runway is extended is also considered. 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 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. At the west end of the runway, the zone bends southward to reflect the 20° left turn which aircraft are encouraged to make when taking off from Runway 25. The length at the west end recognizes that ground elevations are well below the runway elevation, thus if an aircraft were forced to make an emergency landing after takeoff, the landing spot would likely be farther from the runway than would be the case if the ground did not slope down from the runway end. Additionally, restrictions on the height of objects (generally not less than 50 feet) may be required for airspace protection purposes. *Zone B1* encompasses most of the future *CNEL* 60 dB contour.

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

² Chapter 7 summarizes the aeronautical data influencing the geographic extents of the four compatibility factors.

- (c) *Compatibility Zone B2* extends laterally from and along the length of the 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.
- (d) *Compatibility Zone C1* covers the extended approach/departure corridor and also includes land beneath the primary traffic pattern. 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 airport 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 *CFR Part 77* transitional surface airspace — restrictions may be required on tall objects (ones greater than 100 feet high). *Zone C1* includes the majority of the *CNEL* 55 dB contour plus locations beneath the *Airport's* only straight-in instrument approach procedure (Runway 7) and the predominantly used (south-side) traffic pattern for visual procedures. The edges of these areas fall close to well-defined roads and property lines, thus for convenience the zone boundaries are shown on these geographic features.
- (e) *Compatibility Zone C2* encompasses areas routinely overflowed by aircraft approaching and departing the *Airport*, but less frequently or at higher altitudes than the areas within *Compatibility Zone C1*. *Zone C2* contains the north-side traffic pattern plus additional areas on the south-side of the *Airport* where aircraft fly wide traffic patterns and within the common arrival and departure corridor to the west. *Compatibility Zone C2* also encompasses the outer portions of *Handbook* Safety Zone 6 and remaining portions of the *CNEL* 55 dB contour. Annoyance associated with aircraft overflights is the major concern within *Compatibility Zone C2* as aircraft typically overfly these areas at an altitude of 1,000 to 1,500 feet above ground level on visual approaches or as low as 601 feet above the airport elevation under when utilizing the circle to land procedure. 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* 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* for the *Airport*. Except on high terrain, height limits are no less than 150 feet within this area.
- (g) *Airspace Height Review Overlay Zone* includes areas of land in the vicinity of the *Airport* where the ground lies above the *CFR Part 77* surfaces or less than 35 feet beneath such surface.

(h) *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

4.2.3. *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 outer boundary of the conical surface associated with Auburn Municipal Airport, as defined by *14 CFR Part 77*, constitutes the *Airport Influence Area* and nearly coincides with the FAA separation criteria. Therefore, the *Airport Influence Area* is used to designate the *Wildlife Hazard Critical Area* and the wildlife hazard policies set forth in Chapter 3 apply throughout the *Airport Influence Area*.

4.3. SPECIAL CONDITIONS POLICIES

4.3.1. *Applicability*: In accordance with Policy 3.2.4(g) of Chapter 3, the *PCALUC* acknowledges special conditions regarding particular land uses in the Auburn Municipal *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 Auburn Municipal Airport or to the environs of other *Airports* addressed by this *ALUCP*.

4.3.2. *Sutter Auburn Faith Hospital (SAFH)*: The criteria set forth in **Table AUB-4A** notwithstanding, hospitals and nursing homes shall not be prohibited within that portion of *Compatibility Zones C1* and *C2* which includes the existing hospital property and adjacent parcels designated as Sutter Auburn Faith Hospital on the Auburn Municipal Airport Compatibility Policy Map (**AUB-4A**).⁴

(a) Any new structures to be used as a hospital or nursing home shall be limited to no more than two aboveground habitable floors and, to the extent feasible, shall incorporate other design features which would help protect the building occupants in the event of an aircraft crash (for example, minimizing extensive glass areas in exterior walls).

(b) This special policy shall apply only to the area indicated and not to any other locations within the Auburn Municipal Airport environs or the environs of other *Airports* addressed by this *ALUCP*.

4.3.3. *Placer County Government Center (PCGC)*: On March 27, 2019, the *PCALUC* reviewed the *Placer County Government Center Master Plan*, including the Illustrated Master Plan drawing dated November 16, 2019, and accompanying documentation, and found the plan to be consistent with the 2014 *ALUCP* for Auburn Municipal Airport.

(a) The approval included the following two conditions which shall remain in effect as part of this 2021 updated *ALUCP*:

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

⁴ **Table AUB-4A** lists In-Patient Medical, including hospitals, mental hospitals, and nursing homes, as incompatible land uses in *Compatibility Zones A, B1, B2, C1, and C2*. Out-Patient Medical land uses, including health care centers, clinic, doctors’ offices, and other medical-related uses not involving overnight stays are incompatible only in *Compatibility Zones A and B1*. In *Compatibility Zones B2, C1, and C2* these uses are conditionally compatible; that is, they are acceptable if they meet the intensity criteria for the *Compatibility Zone* in which they are located.

- (1) For the proposed Multi-family Residential in Compatibility Zone C2, an overflight notification shall be recorded in the chain of title of the property. Notification shall also be evident to all prospective tenants of the proposed Multi-family Residential.
 - (2) For proposed development in Compatibility Zone D, an airport proximity disclosure notice shall be posted and disclosed to prospective tenants.
- (b) The PCGC Master Plan includes a set of Development Standards intended to implement the Master Plan. The Development Standards set forth permitted uses as well as site and building standards such as height, density, coverage, setbacks, circulation and parking, signage, etc. The goal of the Development Standards is to establish prescriptive site and building regulations intended to ensure consistent implementation of the PCGC Master Plan, County standards, and consistency with the *ALUCP*. The Development Standards would allow for streamlining only when a project is found to be consistent.
- (1) To that end, the County will allow some uses with the approval of Design Review if the County deems the project to be consistent with the Development Standards.
 - (2) *ALUCP* consistency review is also triggered for all projects that are proposed within portions of the PGCG campus that contain the AO [Airport Overflight] Zone District.
- (c) As required under Policy 2.10.6 herein, any changes to the PCGC site plan, to the density or intensity of individual development projects, or to other features that could result in inconsistencies with *ALUCP* criteria shall be referred for PCALUC *Executive Director* and/or PCALUC review.
- 4.3.4. *Placer County Infill Green Zone (IGZ)*: On November 3, 2020, the Placer County Board of Supervisors adopted a Resolution to nominate and adopt Infill Green Zones as part of the Sacramento Area Council of Governments (SACOG) Green Means Go Program. The program’s objectives are to accelerate infill development, reduce vehicle trips, increase electric vehicle trips, and incentivize local development and housing production. Placer County intends to prioritize development of infill housing, such as multi-family housing and income-qualified housing, in the Infill Green Zones. Portions of the North Auburn Infill Green Zone fall within the western portion of the Auburn Municipal *Airport Influence Area* and inside *Compatibility Zones B1* and *C1* where multi-family residential is prohibited under the criteria set forth in **Table AUB-4A**, *Basic Compatibility Criteria*.
- (a) The criteria set forth in **Table AUB-4A** notwithstanding, multi-family residential uses shall be conditionally compatible within that portion of *Compatibility Zone C1* which is designated as an Infill Green Zone (IGZ) in the Auburn Municipal Airport Compatibility Policy Map (**Map AUB-4A**). Alternatively, new development in the IGZ can be solely non-residential, subject to the criteria for the specific use proposed. Two IGZ subzones are provided:
- (1) Within the Infill Green Zone—Multi-Family Residential (IGZ-MFR) subzone, which is located west of Highway 49, multi-family residential uses shall be considered conditionally compatible provided that such *Projects* achieve densities of at least 10 dwelling units per acre, but not greater than 20 dwelling units per acre. Any infill proposal of greater than 20 dwelling units per acre must seek a Special Conditions Exception from the PCALUC in accordance with Policy 3.2.4.
 - (2) Note that this zone overlaps the Sutter Auburn Faith Hospital special exception zone (see Policy 4.3.2) and that the policies for both zones apply.

- (3) Within the Infill Green Zone—Mixed-Use Residential (IGZ/MUR) subzone, which is located east of Highway 49 and south of Rock Creek Road, multi-family residential uses shall be considered conditionally compatible if integrated in a single building or site of a mixed-use development including non-residential uses such as office, commercial and institutional. Mixed-use residential *Projects* must satisfy the intensity limits set forth in **Table AUB-4A** and safety criteria for mixed-use developments set forth in Policy 3.4.8. Additionally, mixed-use residential *Projects* must achieve densities in the range of 10 to 20 dwelling units per acre. Any infill proposal of greater than 20 dwelling units per acre must seek a Special Conditions Exception from the PCALUC in accordance with Policy 3.2.4.
- (b) As a condition of approval, all multi-family residential and mixed-use residential *Projects* must incorporate the following conditions:
 - (1) To enhance rapid egress capabilities in the event of an aircraft accident affecting the building, new structures to be used as standalone multi-family developments or as part of mixed-use residential developments shall be limited to no more than three aboveground floors (e.g., three-story building with residential uses on all three floors or commercial on the first floor and residences on the top two floors).
 - (2) To the extent feasible, and at the discretion of the local Fire Marshall, new multi-family structures shall incorporate other design features that would help protect the building occupants in the event of an aircraft striking the building. Examples of such building design features are described in Policy 3.2.4.
 - (3) A *Recorded Overflight Notification* shall be recorded in the chain of title of the property. Notification shall also be evident to all prospective tenants (lessees or renters) of the proposed multi-family dwelling.
 - (4) All proposed multi-family residential *Projects* must, as determined by Placer County, also satisfy the County’s land use criteria for its Infill Green Zones (e.g., located within ½-mile of a public transit stop, children’s school, hospital, or shopping center).
- (c) This special policy shall apply only to the area indicated and not to any other locations within the Auburn Municipal Airport environs or the environs of other *Airports* addressed by this *ALUCP*. *Infill Projects* proposed under Policy 3.7.2 on properties adjacent to the Infill Green Zones (IGZs) may not consider the multi-family residential densities permitted in these special exception areas as qualifications for increased densities.





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	40 80	70 210	100 300	200 800	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	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
General Characteristics							
Any use having more than 1 habitable floor ⁴							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, Height Review Overlay Zone: 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							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							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							
Outdoor Uses (no or limited indoor activities)							
Constructed/Enhanced Land/Water Features: woods, brush lands, wetlands, reservoirs, detention/retention ponds 							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 							A: Not allowed in OFA ⁸ All: 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 							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 							D: Allowed only if alternative site outside zone would not serve intended function; exercise caution if clear audibility by users is essential

Table AUB-4A

Basic Compatibility Criteria

Auburn Municipal 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	40 80	70 210	100 300	200 800	no limit	<ul style="list-style-type: none"> ▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	10%	no req.	<ul style="list-style-type: none"> ▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> ▶ 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 uses³ 	Normally Compatible		Conditional	Incompatible		<ul style="list-style-type: none"> ▶ 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 →							
Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging [approx. 200 s.f./person]				0.46	0.92		C1, C2: Ensure intensity criteria met
Short-Term Group Lodging: hostels, emergency/homeless shelters, farmworker housing [approx. 100 s.f./person]			0.16	0.23	0.46		B2, C1, C2: Ensure intensity criteria met

Table AUB-4A, 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	40 80	70 210	100 300	200 800	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	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) →							
<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 →							
Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]			0.06	0.09	0.18		B2, C1, C2: 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	0.07		C1, C2: Ensure intensity criteria met
Indoor Small Assembly Facilities (capacity <300 people): community libraries; art galleries; museums; exhibition space, community/senior centers → [approx. 100 s.f./person]			0.16	0.23	0.46		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]			0.10	0.14	0.28		B2, C1, C2: Ensure intensity criteria met; not allowed if intended primarily for use by children
In-Patient Medical: hospitals, mental hospitals, nursing homes →							C1, C2: See Policy 4.3.2 for special criteria related to Sutter Auburn Faith Hospital
Out-Patient Medical: health care centers, clinics, adult day care centers [approx. 240 s.f./person]			0.39	0.55	1.10		B2, C1, C2: 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, C2: Allowed only if site outside zone would not serve intended function; ensure intensity criteria met

Table AUB-4A, 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	40 80	70 210	100 300	200 800	no limit	<ul style="list-style-type: none"> ▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	10%	no req.	<ul style="list-style-type: none"> ▶ See <i>Policy 3.4.10</i> for application
Land Use Category	Legend (see last page of table for interpretation)						Additional Criteria
<ul style="list-style-type: none"> ▶ 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 uses³ 	Normally Compatible		Conditional	Incompatible		<ul style="list-style-type: none"> ▶ 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>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]				0.23	0.46		C1, C2: Ensure intensity criteria met
Local Retail (≤300 people per building): community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]			0.27	0.39			B2, C1: Ensure intensity criteria met
Eating/Drinking Establishments: restaurants, bars, fast-food dining [approx. 60 s.f./person]		0.06	0.10	0.14	0.28		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]		0.23	0.40	0.57	1.15		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]		0.20	0.35	0.49	0.99		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]		0.18	0.32	0.46	0.92		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
<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

Table AUB-4A, 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	40 80	70 210	100 300	200 800	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	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
Light Industrial, High Intensity: food products preparation, electronic equipment, bottling plant [approx. 200 s.f./person]			0.32	0.46	0.92		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]		0.32	0.56	0.80			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]		0.28	0.48	0.69	1.38		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]		0.92	1.61				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, 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							
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

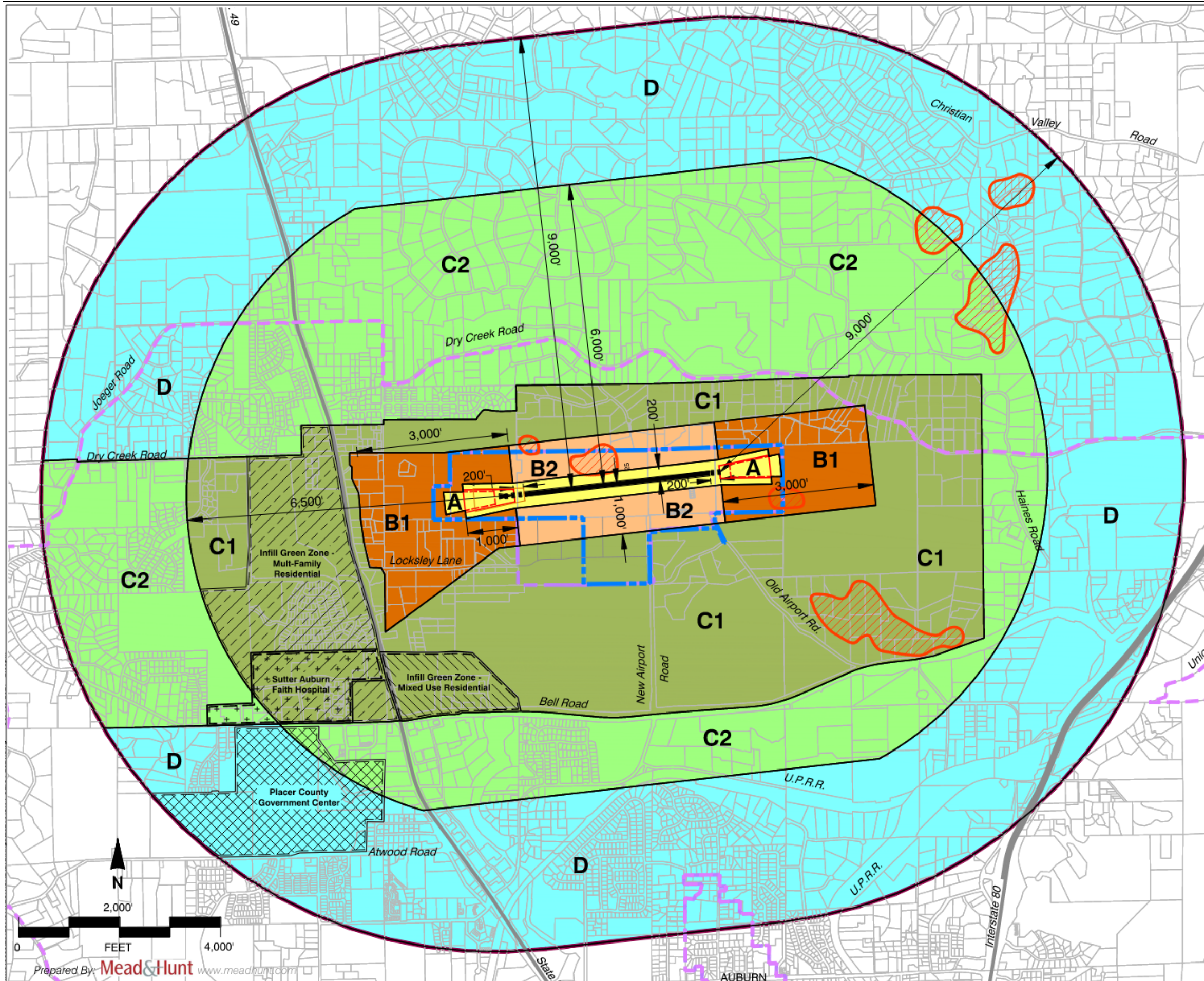
Table AUB-4A, continued

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	40 80	70 210	100 300	200 800	no limit	▶ All nonresidential development shall satisfy both sitewide and single-acre intensity limits
Open Land Requirement ²	all rem.	30%	no req.	20%	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
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	Conditional	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
Solid Waste Disposal Facilities: landfill, incineration *	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	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 *	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	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 AUB-4A, 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 150/5200-33C, <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>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 7.</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>		

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Legend

Boundary Lines

- Placer County Limits (outside map view)
- - - Auburn City Limits
- - - Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)

Compatibility Zones¹

- Airport Influence Area
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Height Review Overlay Zone²

See Special Conditions Policy Section 4.3

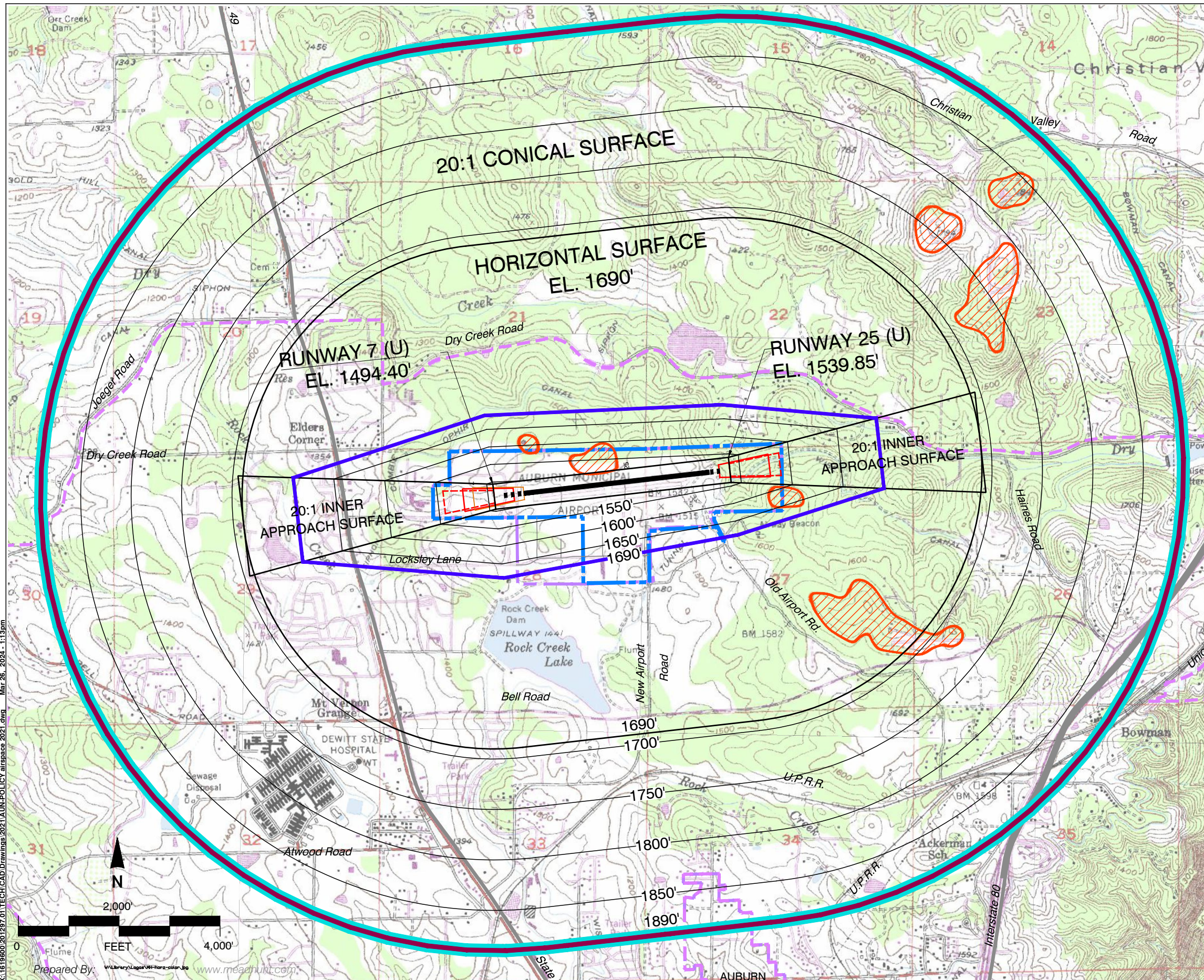
- ☒ Sutter Auburn Faith Hospital
- ☒ Placer County Government Center
- ☒ Infill Green Zone - Mixed Use Residential
- ☒ Infill Green Zone - Multi-Family Residential

Notes:

1. This ALUCP utilizes composite compatibility zones addressing four compatibility concerns: noise, safety, overflight and airspace protection.
2. Height Review Overlay Zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by FAR Part 77.
3. Longitudinal dimensions measure from end of primary surface, 200' from ends of runway.

**Auburn Municipal Airport
Land Use Compatibility Plan**

(Adopted September 22, 2021)



Legend

Boundary Lines

- Placer County Limits (outside map view)
- - - Auburn City Limits
- - - Auburn Sphere of Influence
- Airport Property Line
- Existing Runway (3,700 ft.)
- Future Runway (4,300 ft.)

Compatibility Zones

- Airport Influence Area
- Airspace Critical Protection Zone
- Wildlife Hazard Critical Zone
- Airspace Height Review Overlay Zone¹

Notes:

1. Airspace Height Review Overlay Zone is a component of the Airspace Critical Protection Zone. This zone encompasses locations where the ground elevation exceeds or is within 35 feet beneath the Airspace Protection Surfaces defined by CFR Part 77.

**Auburn Municipal Airport
Land Use Compatibility Plan
(Adopted September 22, 2021)**

Map AUB-4B

**Airspace Protection Map
Auburn Municipal Airport**

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