

SECTION 3

LAND USE COMPATIBILITY MATRIX

The Tulare County Airport Land Use Compatibility Matrix consists of two tables. Table 3-1 addresses land use compatibility in the safety and height restriction zones by land use type. Table 3-2 addresses the maximum residential densities in the safety and height restriction zones. Table 3-2 also addresses the maximum non-residential intensity in the safety and height restriction zones. Footnotes document the application of ALUC policy for specific categories of land use. It should be noted that land uses are subject to jurisdictional requirements and restrictions found in General and Specific Plans and zoning ordinances adopted by the various cities and Tulare County, some of which may be more restrictive than those presented in Table 3-1.

Table 3-1 is not intended to be the last word with regard to land use compatibility. Rather it provides a guide for the different land use categories and the types of compatibility issues likely associated with that land use.

Policy matters that are unique to a specific airport are documented with the airport in Section 5. For example, at Sequoia Field a portion of the airport area is a registered, and thus protected, historical site. Policy decisions that may pertain to a specific project that is unique to a particular airport are documented in the same way.

Table 3-1

TULARE COUNTY AIRPORT LAND USE COMPATIBILITY¹

Land Use Category ²	Safety Zone 1 ³	Safety Zone 2 ³	Safety Zone 3 ³	Safety Zone 4 ³	Safety Zone 5 ³	Safety Zone 6 ⁴	Remainder Areas within Airport Influence Area ^{5,6}
Agriculture & Animal Keeping							
Crop production including dry and irrigated farming	C ⁸	C ⁸	C	C	C ⁸	C	C
Truck Farming, Specialty Crops, Orchards, Vineyards, Landscape Nurseries, Greenhouses	P	C	C	C	P	C	C
Crop Processing and Packaging, Wineries	P	C	C	C	P	C	C
Pasture and Rangeland Grazing	P	C	C	C	C ⁸	C	C
Hogs, Dairies, Bee Keeping	P	C	C	C	P	C	C
Commercial Poultry	P	P	P	P	P	P	C
Fish Farms, Game Preserves	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Feed Lots, Stockyards, Sales Yards	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Animal Hospital, Veterinary Clinic, Kennels, Pet Boarding, Equestrian Facilities, Exotic Animals	P	C ^{8,9}	C ^{8,9}	C ^{8,9}	P	C	C
Roadside Stands, Farmers Markets	P	C	C	C	P	C	C
Residential¹⁰							
Single Family Residential	P	P	P	P	P	C ¹¹	C ¹¹
Multi-Family Residential, Mobile Home Parks	P	P	P	P	P	P	C ¹¹
Group Homes, Convalescent Facilities, Nursing Homes	P	P	P	P	P	P	C ¹¹
Granny Flat (1,200 s.f. or less)	P	P	P	P	P	P	C ¹¹
Caretaker Residence (1,200 s.f. or less)	P	C ¹¹	C ¹¹	C ¹¹	C ¹¹	C ¹¹	C ¹¹

C¹ = CompatibleP¹ = Prohibited

Table 3-1 (continued)

TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area ³
Institutional, Public and Quasi-Public							
Schools and Hospitals	P ¹⁸	P ¹⁸	P ¹⁸	P ¹⁸	P ¹⁸	P ¹⁸	C ¹⁸
Libraries, Day Care Centers, Social Clubs/Lodges, Churches	P	P	P	P	P	P	C
Parks, Playgrounds, Picnic Areas	P	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷
Athletic Fields	P	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷	C ¹⁷
Cemeteries - People or Pets	P	C	C	C	C	C	C
Public Utility Facilities (except Electric Plants)	P	C ⁸	C ⁸	C ⁸	P	C	C
Electric Power Plants (including wind turbines and solar) and overhead transmission lines	P	P	P	P	P	C	C
Correctional Facilities	P	P	P	P	P	C	C
Communications							
Broadcast Studios	P	C	C	C	P	C	C
Transmission Stations, Towers, Antennas	P	P	P	P	P	C ¹⁶	C
Resource Extraction							
Mining – Sand, Gravel, Fill Dirt	P	P	P	P	P	C	C
Commercial Recreational							
Arcades, Bowling Alleys, Skating Rinks, Dance and Pool Halls, Card Rooms, Gaming Facilities, Gyms, Health Spas, Indoor Theaters and Auditoriums, Go-cart track, Dirt track	P	P	C ¹⁷	C ¹⁷	P	C ¹⁷	C

Table 3-1(continued)

TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area 3
Commercial Recreational (continued)							
Outdoor Theaters, Amusement Parks, Carnivals, Fairs	P	P	C ¹⁷	C ¹⁷	P	C ¹⁷	C
Golf Courses, Tennis Courts	P	C	C	C	C	C	C
Multi-Use Stadium/Motor Speedway	P	P	P	P	P	C ¹⁷	C
Swimming Pools, Water Slides	P	P	C ¹⁷	P	P	C	C
Retail Commercial							
Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools	P	P	P	P	C	P ¹⁹	C
Vehicles and Parts Sales, Building Materials, Food and Beverage Sales	P	C ¹¹	C ¹¹	C ¹¹	P	C ¹¹	C
Shopping Centers	P	P	P	P	P	C ¹¹	C
Banks	P	P	P	P	P	C ¹¹	C
Small Retail Commercial Center	P	P	C ¹¹	C ¹¹	P	C ¹¹	C
Gasoline Service Stations	P	P	C	C	P	C	C
Restaurant and Food Take-Out, General Retail Stores, Tasting Rooms	P	P	C ¹¹	C ¹¹	P	C ¹¹	C
Convention and Conference Centers	P	P	C ¹¹	P	P	C ¹¹	C
Fuel Dealers, Fuel Storage	P	C ¹³	C ¹³	C ¹³	P	C ¹³	C
Service Commercial							
Office Buildings, Public Buildings, Research Laboratories	P	C ¹¹	C ¹¹	C ¹¹	C ¹¹	C	C
Appliance and Equipment Repair, Car Wash	P	C	C	C	P	C	C

Table 3-1 (continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Land Use Category	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area ³
Service Commercial (continued)							
Personal Services, Health Clinics	P	C ¹¹	C ¹¹	C ¹¹	P	C ¹¹	C
Recycling	P	C ^{8,13}	C ^{8,13}	C ^{8,13}	P	C	C
Transient Lodgings							
Hotels and Motels, Bed and Breakfast	P	P	C ¹⁰	C ¹⁰	C ¹⁰	C ¹⁰	C
RV Parks	P	P	C ¹⁰	C ¹⁰	C ¹⁰	C ¹⁰	C
Wholesale & Storage							
Mini-Storage	P	P	P	P	C	C	C
Ammonium Nitrates	P	P	P	P	P	P	P
Warehouse, Wholesale and Distributing	P	C ⁷	C	C ⁷	C ¹⁵	C	C
Landfills	P	P	P	P	P	P	P
Petroleum and Chemical Products – Bulk Storage	P	P	C ¹³	C ¹³	C	C	C
Manufacturing & Processing							
Indoor Processes	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Industrial Manufacturing	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Warehousing & Distribution	P	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C ¹⁴	C
Transportation							
Vehicle Storage and Parking	C ⁷	C	C ⁷	C	C	C	C
Taxi Stands, Bus Stations/Terminals	P	C ¹²	C ¹²	C ¹²	C ¹²	C	C
Truck Terminals	P	C	C	C	C ¹⁵	C	C

Table 3-1 (continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Notes:

- 1 Land uses are identified as being “C” – compatible, or “P” – prohibited based upon the following interpretations:
Compatible - Compatible land uses are designated by the symbol “C”. This designation means associated land use groups are at a level of intensity or density, or location, which does not present a significant risk to the safety of persons on the ground or to persons in aircraft over-flying the proposed use, nor is the land use type sensitive to anticipated aircraft noise or frequent aircraft over-flights.
- 2 *Prohibited* - Prohibited land uses are designated by the symbol “P”. The associated land use groups are at a level of intensity or density, or location, which presents a significant risk to the safety of persons on the ground or to persons in aircraft over-flying the proposed use, or the land use groups are sensitive to anticipated aircraft noise or frequent aircraft over-flights.
- 3 The land use categories illustrated provide a representative sample of land uses found in Tulare County for the purpose of identifying any associated noise, safety, height, or overflight issues within the various zones of the Airport Influence Area. Other land use types that exhibit functional characteristics similar to the uses listed are likely to receive a similar compatibility rating. When it is not clear how a particular land use type might be rated for compatibility the referring agency, landowner or developer should contact ALUC Staff.
- 4 Safety Zones 1 through 5 represent areas of greatest risk with respect to aircraft accidents. All uses that constitute a hazard to flight, including physical objects in the navigable airspace, activities that create a glare or visual interference to a pilot, or electronic interference with aircraft operations are specifically excluded from these zones regardless of whether they meet other qualifying criteria, unless such prohibition is precluded by applicable state statutes. Land use development that may cause the attraction of birds is also prohibited. In locations under portions of established instrument approach or departure routes, object heights may be restricted to less than that indicated by FAR Part 77 imaginary surfaces. An FAA aeronautical study may be required. All new development within Safety Zones 1 through 6 must dedicate an aviation easement to the airport sponsor.
- 5 Safety Zone 6 includes considerable overflight activity and although safety concerns are diminished, aircraft noise and objects within the navigable airspace are of primary concern.
- 6 The Airport Influence Area is defined by the outer edge of the conical surface as described in FAR Part 77, plus aircraft noise areas outside the conical surface that exceed 60 dB CNEL.
- 7 The Remainder areas include portions of the FAR Part 77 horizontal surface not included within the safety zones, together with the conical surface and any 60 dB CNEL noise zones that project beyond the conical surface.
- 8 Allowed as a temporary use of Airport lands provided the activity does not attract birds or interfere with Airport operations.
- 9 No structures, congregations of equipment or vehicles, or public venues shall be located within 500 feet of runway centerline.
- 10 Land uses that incorporate the use of any weapons or implements that would launch a projectile into the air other than animal tranquilizers are prohibited.
- 11 As a general policy, new residential development is an undesirable land use within Safety Zones 1 to 5. It is the intent of the ALUC to prohibit further residential subdivision of land within these Safety Zones, or to allow changes to land use or zoning in a manner that would accommodate additional dwelling units. Dwelling units already approved in accordance with current General Plans or Zoning and property owners allowed development of a single family house by right are not affected.

Table 3-1 (continued)
TULARE COUNTY AIRPORT LAND USE COMPATIBILITY

Notes (continued):

- 11 In areas where aircraft noise is expected to exceed 60dB CNEL; inhabited residential structures must meet California Noise Standards and be designed to achieve an interior noise level of 45 dB CNEL or less. Non-residential structures such as offices, restaurants and retail stores must meet an interior noise level of 50 dB CNEL or less.
- 12 Allowed only to the extent that such uses support the flow of passengers to and from the Airport.
- 13 For otherwise acceptable land uses, the limit for aboveground storage of hazardous materials is 2,000 gallons.
- 14 Allowed if dust, fumes, and other aspects of the process are carried out in a controlled environment.
- 15 A compatible use only when the activity is an integral part of an acceptable on-Airport use.
- 16 Subject to location and height limits.
- 17 Any activities located in Safety Zones 1 through 6 must meet nonresidential intensity standards – See Table 3-2 of this matrix.
- 18 No local schools (K-12) or hospitals are permitted in Safety Zones 1 to 6. School locations must meet California Education Code standards.
- 19 Retail Commercial (Aircraft Fuel, Aircraft Sales, Aircraft Repairs and Aircraft Flying Schools) are a compatible use on airport property within Safety Zone 6.

Table 3-2**MAXIMUM ALLOWED DENSITIES**

Current Setting	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Remainder Areas within Airport Influence Area
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Maximum Residential Densities (average number of dwelling units per gross acre)

Rural	0	Note A	Note A	Note A	Note A	No Limit Note B	No Limit Note B
Suburban	0	1 per 10-20 ac	1 per 2-5 ac	1 per 2-5 ac	1 per 1-2 ac	No Limit Note B	No Limit Note B
Urban	0	0	Note C	Note C	Note C	No Limit Note B	No Limit Note B
Dense Urban	0	0	Note C	Note C	Note C	No Limit Note B	No Limit Note B

Maximum Nonresidential Intensities (average number of people per gross acre)

Rural	0 Note D	10-40	50-70	70-100	50-70	150-200	No Limit
Suburban	0 Note D	40-60	70-100	100-150	70-100	200-300	No Limit
Urban	0 Note D	60-80	100-150	150-200	100-150	No Limit Note E	No Limit
Dense Urban	0 Note D	Note F	Note F	Note F	Note F	No Limit Note E	No Limit

Maximum Single Gross Acre Intensity (numbers of people)

Rural	0	50-80 Note G	150-210 Note H	210-300 Note H	150-210 Note H	600-800 Note I	No Limit
Suburban	0	80-120 Note G	210-300 Note H	300-450 Note H	210-300 Note H	800-1200 Note I	No Limit
Urban	0	120-160 Note G	300-450 Note H	450-600 Note H	300-450 Note H	No Limit Note E	No Limit
Dense Urban	0	Note F	Note F	Note F	Note F	No Limit Note E	No Limit

- Notes:**
- A Maintain current zoning if less than density criteria for suburban setting.
 - B Noise and overflight should be considered. Affected jurisdictions may impose greater density restrictions through their general plan and/or zoning.
 - C Allow infill at up to the average density of surrounding residential area.
 - D Exceptions can be permitted for agricultural activities, roads and automobile parking provided that FAA criteria are satisfied.
 - E Large stadiums and similar uses should be prohibited.
 - F Allow infill at up to the average intensity of comparable surrounding uses.
 - G Based on 2x the Maximum Nonresidential Density.
 - H Based on 3x the Maximum Nonresidential Density.
 - I Based on 4x the Maximum Nonresidential Density.

Source: Derived from Figures 4B through 4G, *California Airport Land Use Planning Handbook*, State of California, Department of Transportation, Division of Aeronautics, October 2011.