

Building Zone Examples

Building Located Partially Within a Single Safety Zone

When 50 percent or more of the building, as determined by gross floor area, is located within a safety zone, the requirements of that safety zone apply. When more than 50 percent of the building is located outside a safety zone, no safety restrictions apply. However, no building or portion of a building is compatible within Safety Zone 1.



Building Located Within Two or More Safety Zones

When a building is located within two or more safety zones, the standards of the safety zone where the greatest portion of the building (as determined by gross floor area) is located apply. However, no building or portion of a building is compatible within Safety Zone 1.



Building Located Equally Within Two or More Safety Zones

When a building is located equally within two or more safety zones, the standards of the most restrictive safety zone where the building is located apply. However, no building or portion of a building is compatible within Safety Zone 1.





Compatibility Criteria Matrix

| Dwelling Units per Acre ¹ | Max. Non-residential Intensity ² | Allow | Allow with Conditions | Prohibit ³ | Other Development Conditions |
|---|---|--|---|--|--|
| Zone 1: Runway Protection | | | | | |
| •None | •None | •None | •None | <ul style="list-style-type: none"> •All new structures and residential land uses. •Land use development that causes the increase of birds or other aviation wildlife hazards. •Roads and parking lots. | <ul style="list-style-type: none"> •Avigation easement dedication.⁴ •Uses on airport subject to FAA standards. •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports |
| Zone 2: Inner Approach/Departure | | | | | |
| •1 d.u. per 10 acres | •40 persons per acre | <ul style="list-style-type: none"> •Agriculture; non-group recreational uses. •Low-hazard materials storage, warehouses, mini-storage. •Low-intensity light industrial uses; auto, aircraft, marine repair services | <ul style="list-style-type: none"> •Nonresidential uses to activities that attract few people. •All residential uses except as infill in developed areas. | <ul style="list-style-type: none"> •Theaters, meeting halls and other assembly uses. •Office buildings greater than three stories. •Labor-intensive industrial uses. •Children's schools, large daycare centers, hospitals, nursing homes. •Stadiums, group recreational uses. •Hazardous uses (e.g., aboveground bulk fuel storage) •Shopping centers; eating establishments. •Land use development that causes the increase of birds or other aviation wildlife hazards. | <ul style="list-style-type: none"> •Avigation easement dedication⁴. •Locate structures maximum distance from extended runway centerline. •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Minimum NLR of 45 dB residences (including mobile homes) and office buildings.⁶ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports |

| Dwelling Units per Acre ¹ | Max. Non-residential Intensity ² | Allow | Allow with Conditions | Prohibit ³ | Other Development Conditions |
|---|---|---|--|---|---|
| Zone 3: Inner Turning | | | | | |
| •1 d.u. per 5 acres | •70 persons per acre | <ul style="list-style-type: none"> •Uses allowed in Zone 2. •Greenhouses, •Light industrial, vehicle repair services | <ul style="list-style-type: none"> •Residential uses to very low densities. •Industrial, office and other commercial uses to low intensities | <ul style="list-style-type: none"> •Major shopping centers, theaters, meeting halls and other assembly facilities. •Office buildings greater than three stories. •Children's schools, large daycare centers, hospitals, nursing homes. •Stadiums, group recreational uses. •Hazardous uses (e.g., aboveground bulk fuel storage). •Land use development that causes the increase of birds or other aviation wildlife hazards. | <ul style="list-style-type: none"> •Avigation easement dedication.⁴ •Locate structures maximum distance from extended runway centerline. •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Minimum NLR of 45 dB residences (including mobile homes) and office buildings.⁶ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports. |
| Zone 4: Outer Approach/Departure | | | | | |
| •1 d.u. per 5 acres | •100 persons per acre | <ul style="list-style-type: none"> •Uses allowed in Zone 3. •Restaurants, retail, industrial | <ul style="list-style-type: none"> •Residential uses to low density. •Industrial, office, and other commercial uses to low intensities | <ul style="list-style-type: none"> •Theaters, meeting halls and other assembly facilities. •Children's schools, large daycare centers, hospitals, nursing homes. •Stadiums, group recreational uses. •Land use development that causes the increase of birds or other aviation wildlife hazards. | <ul style="list-style-type: none"> •Avigation easement dedication.⁴ •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Minimum NLR of 25 dB in residences (including mobile homes) and office buildings.⁶ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports |

| Dwelling Units per Acre ¹ | Max. Non-residential Intensity ² | Allow | Allow with Conditions | Prohibit ³ | Other Development Conditions |
|---|---|--|---|---|--|
| Zone 5: Sidelane | | | | | |
| •1 d.u. per 2 acres | •70 persons per acre | <ul style="list-style-type: none"> •Uses allowed in Zone 4 (subject to height limitations for airspace protection). •All common aviation-related activities provided that FAA height-limit criteria are met. | <ul style="list-style-type: none"> •Nonresidential uses similarly to Zone 3. •Residential uses unless airport related (noise usually also a factor). •Buildings with more than three aboveground floors. | <ul style="list-style-type: none"> •Stadiums, group recreational uses. •Children's schools, large daycare centers, hospitals, nursing homes. •Land use development that causes the increase of birds or other aviation wildlife hazards. | <ul style="list-style-type: none"> •Same as Zone 3. •Uses on airport subject to FAA standards. •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Minimum NLR of 25 dB in residences (including mobile homes) and office buildings.⁶ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports |
| Zone 6: Area Within One Mile of Airport Property⁷ | | | | | |
| •No Limit | •200 persons per acre | <ul style="list-style-type: none"> •Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low). | <ul style="list-style-type: none"> •Children's schools, large daycare centers, hospitals, and nursing homes. •Processing and storage of bulk quantities of highly hazardous materials. | <ul style="list-style-type: none"> •Outdoor stadiums and similar uses with very high intensities. •Land use development that causes the increase of birds or other aviation wildlife hazards. | <ul style="list-style-type: none"> •Airspace review required in accordance with 14 CFR Part 77.9⁵ •Mitigation options for wildlife hazards are discussed in FAA Advisory Circular 150/5200-33C Hazardous Wildlife Attractants on or Near Airports |

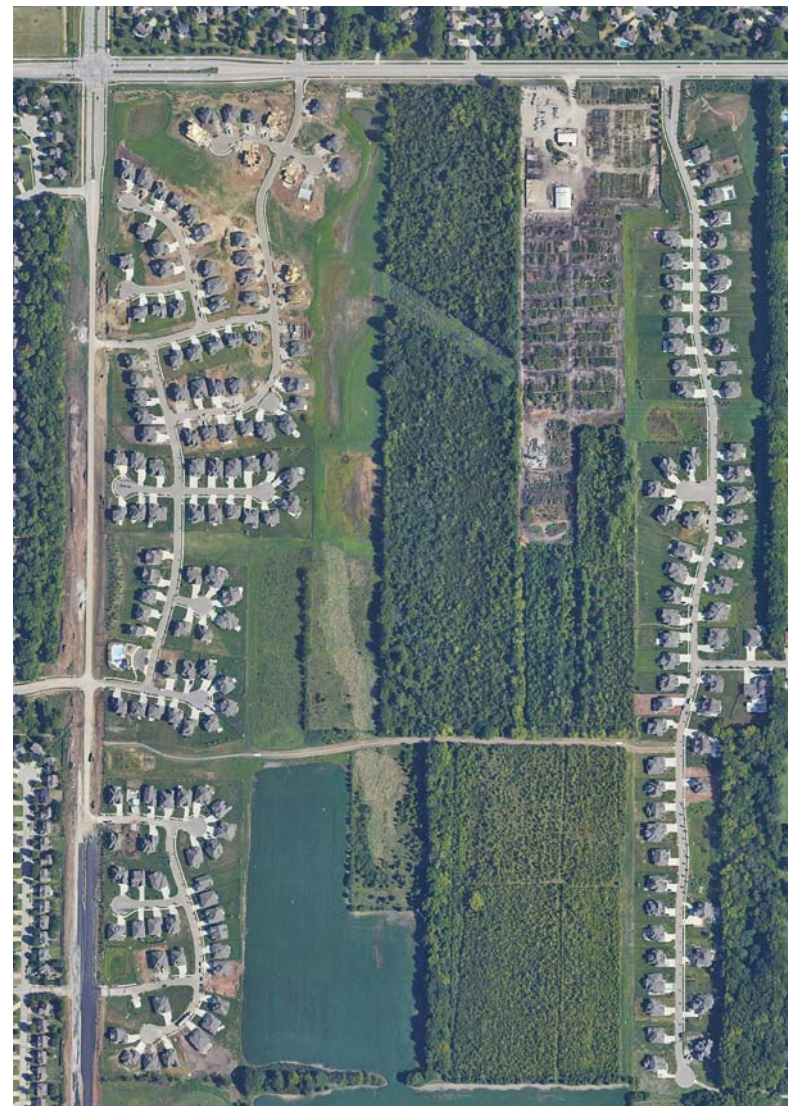
- Notes:**
- 1 Residential development must not contain more than the indicated number of dwelling units per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
 - 2 Usage intensity calculations shall include the peak number of people per gross acre (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
 - 3 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria, subject to applicable state or federal law. In addition to these explicitly prohibited uses, other uses normally permitted may not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
 - 4 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within one mile of the airport property line), information regarding airport proximity and the existence of aircraft overflights must be disclosed. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
 - 5 Information regarding FAA airspace review filing requirements may be found on FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) portal: <https://www.faa.gov/oa/oeaa/portal.jsp>
 - 6 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides.
 - 7 Established pursuant to Kansas Statutes Annotated 3-307e.



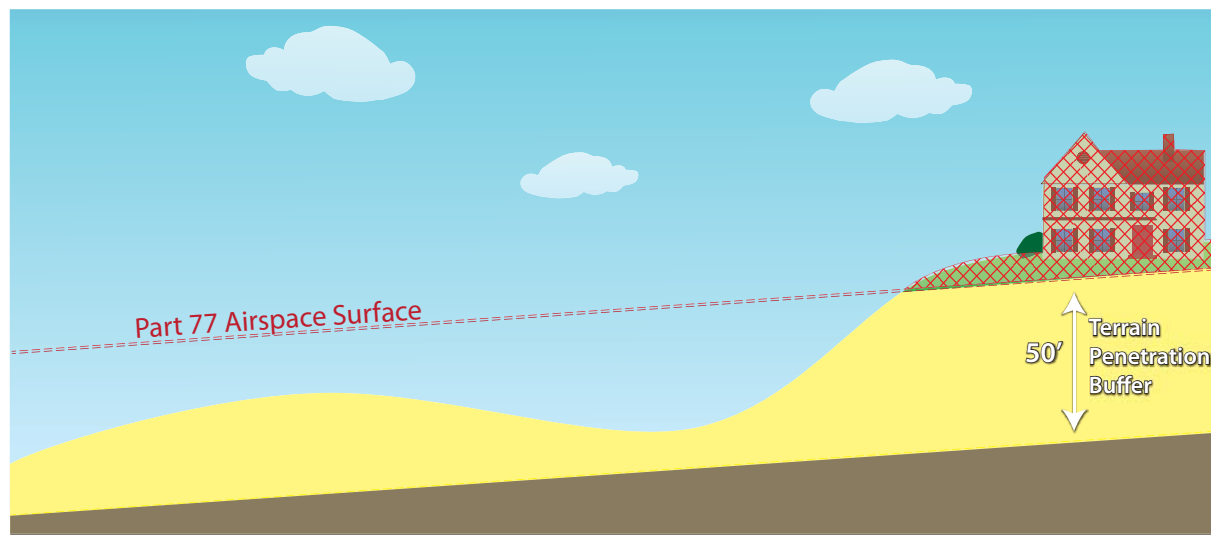
Emergency Landing Areas

The Emergency Landing Areas should be at least 75 feet wide, at least $\frac{1}{2}$ acre in size, and should be located at not more than $\frac{1}{4}$ -mile intervals in the Primary Flight Corridor along the runway centerline extended. The Emergency Landing Areas should be free of abrupt elevation changes and objects such as structures, overhead lines, and large trees and poles that might send a plane out of control at the last moment of an emergency landing, and should be free of uses or facilities that would be gathering spots for children, people with limited mobility, or large groups of people.

The Airport-Related Open Spaces may include Emergency Landing Areas, natural open space areas such as woodland, floodplain, streamway corridors, parkland (natural or passive recreational areas only) and other open areas free of facilities or locations where large groups of people may congregate.



Height and Hazard - 14 CFR Part 77

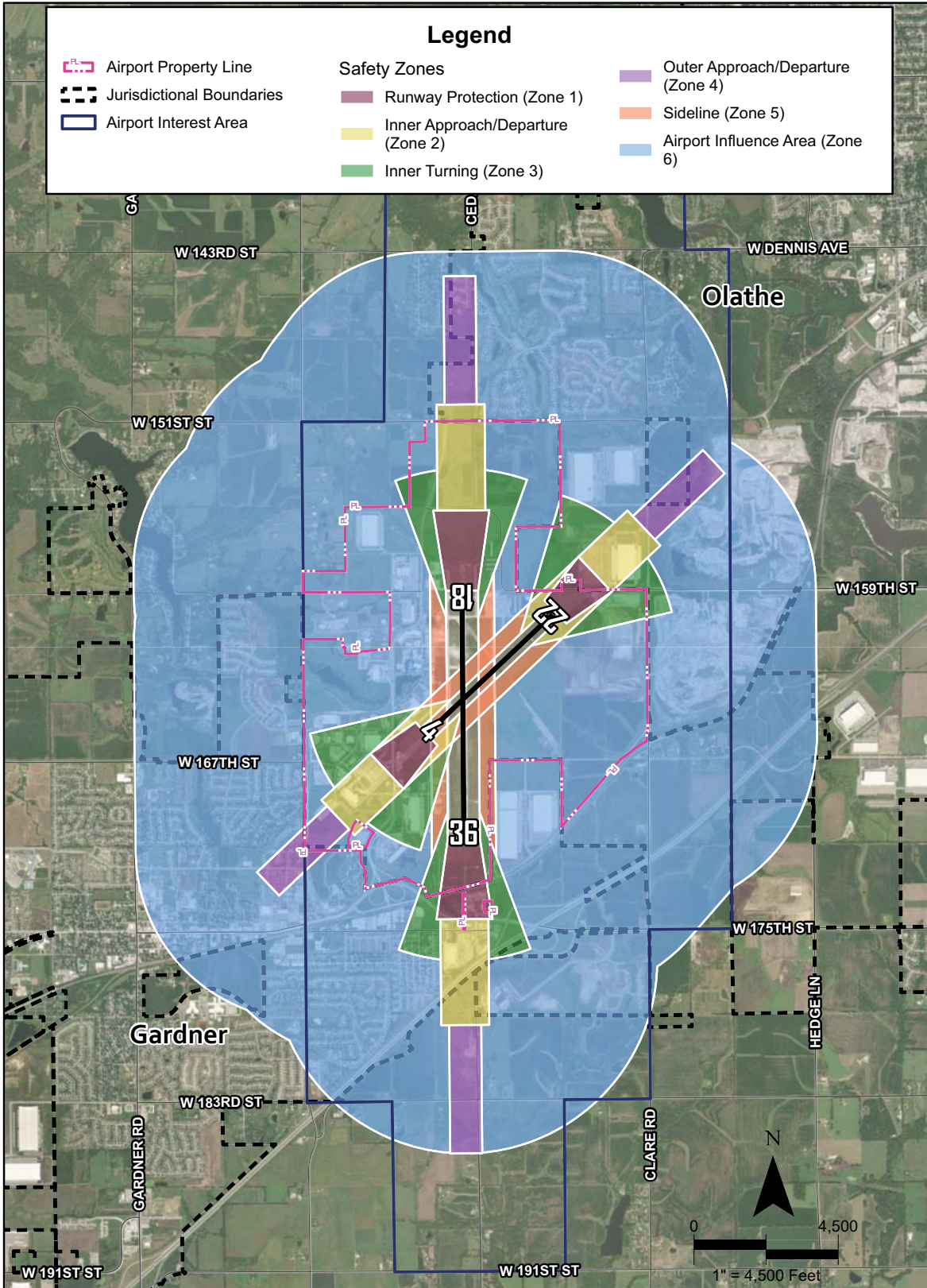


After receiving a FAA Form 7460-1, the FAA undertakes an obstruction evaluation and aeronautical study to determine the effect of the proposed structure/object on the use of airspace. Through its study, the FAA determines if the proposed structure/object would be an obstruction to air navigation, a hazard to air navigation, or neither.

An **obstruction** is an object that, upon evaluation, is determined by the FAA to require proper marking, lighting and identification in aeronautical publications so that it may be easily recognized by pilots of aircraft navigating through the airspace.

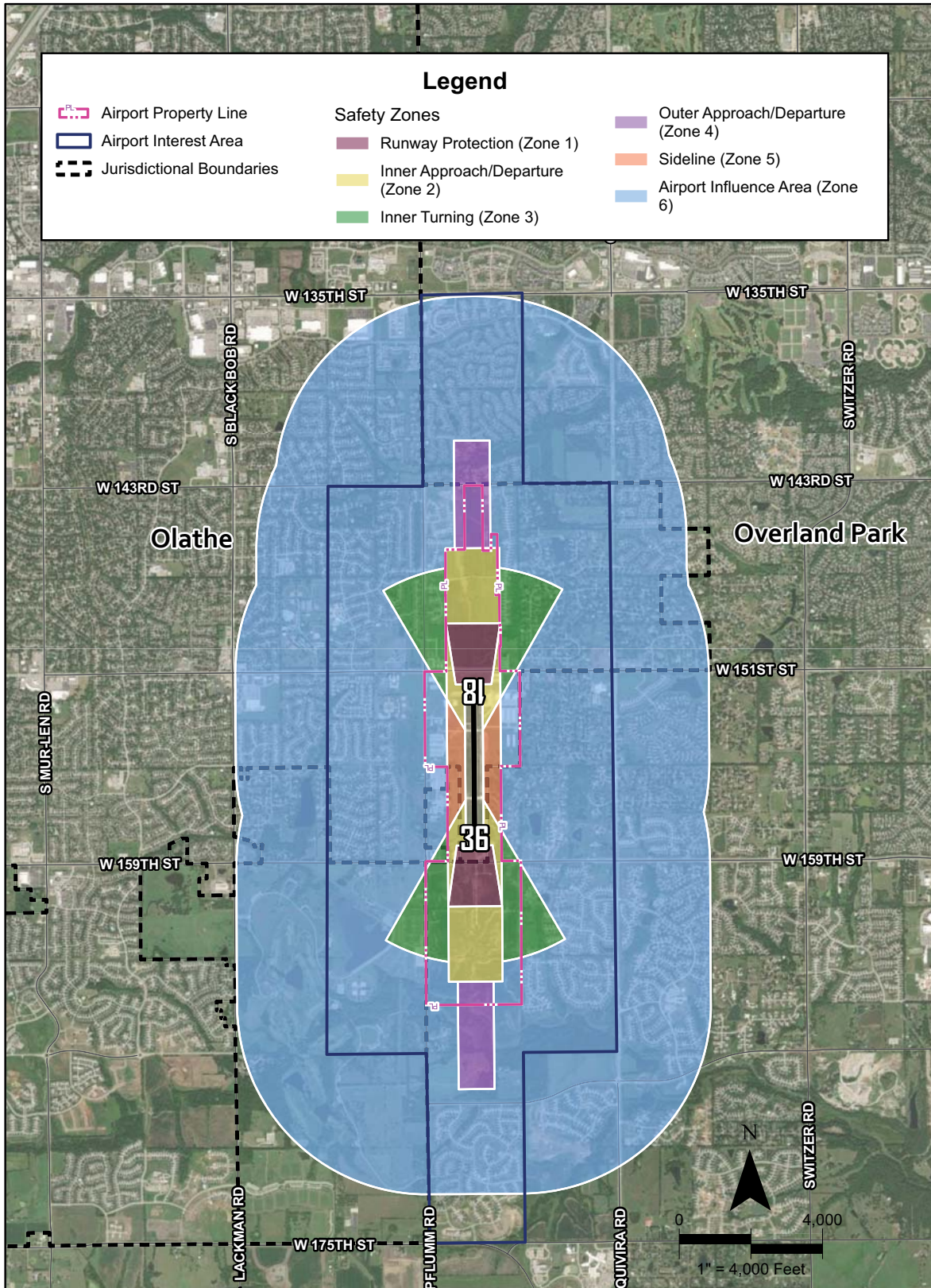
A **hazard** is an obstruction or other adverse object that FAA aeronautical study concludes would have a “substantial adverse effect” to a “significant volume of aeronautical operations” as defined in FAA Order JO 7400.2M, Procedures for Handling Airspace Matters.* Objects that are hazards to navigation have been so determined because they are not sufficiently clear from the normal pathways of aircraft, would affect the useable length of an existing or planned runway, or because they result in certain other adverse effects, such as electromagnetic interference, control tower visibility hindrances, or pilot distraction.

Safety Zones



Source:
ACLUP Safety Zones, CALTRANS Airport Land Use Planning Handbook
ESRI Basemap Imagery, 2022

Safety Zones



Source:
ACLUP Safety Zones, CALTRANS Airport Land Use Planning Handbook
ESRI Basemap Imagery, 2022

Pursuant to K.S.A. 3-307e, changes in existing city zoning within one mile of the airport must be approved by the Board of County Commissioners of Johnson County, Kansas (BOCC), to be valid and effective.

Types of Projects Reviewed

- Preliminary Development Plans
- Final Development Plans
- Plats
- Zoning Changes
- Conditional Use Permits
- Special Use Permits