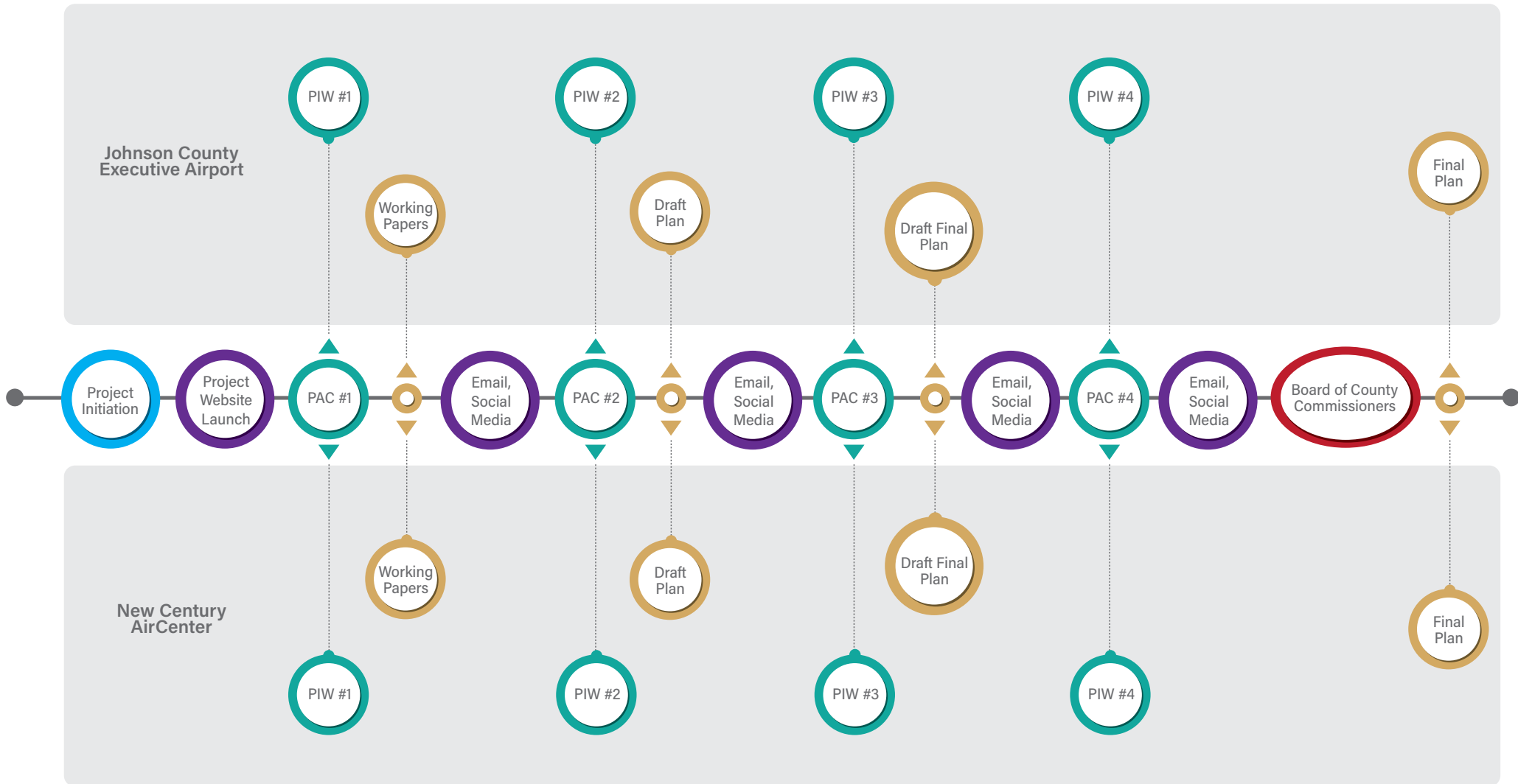


Study Process



What it is/What it isn't

The Comprehensive Compatibility Plan Can be Used to:

- Protect the public from airport noise
- Ensure land use development is not concentrated in areas of high aircraft accident risk
- Ensure no structures or activities adversely affect navigable airspace

The Comprehensive Compatibility Cannot be Used to:

- Control aircraft operations
- Specify land uses on parcels near an airport
- Remove existing incompatible land uses
- Authorize the airport to expand





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

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

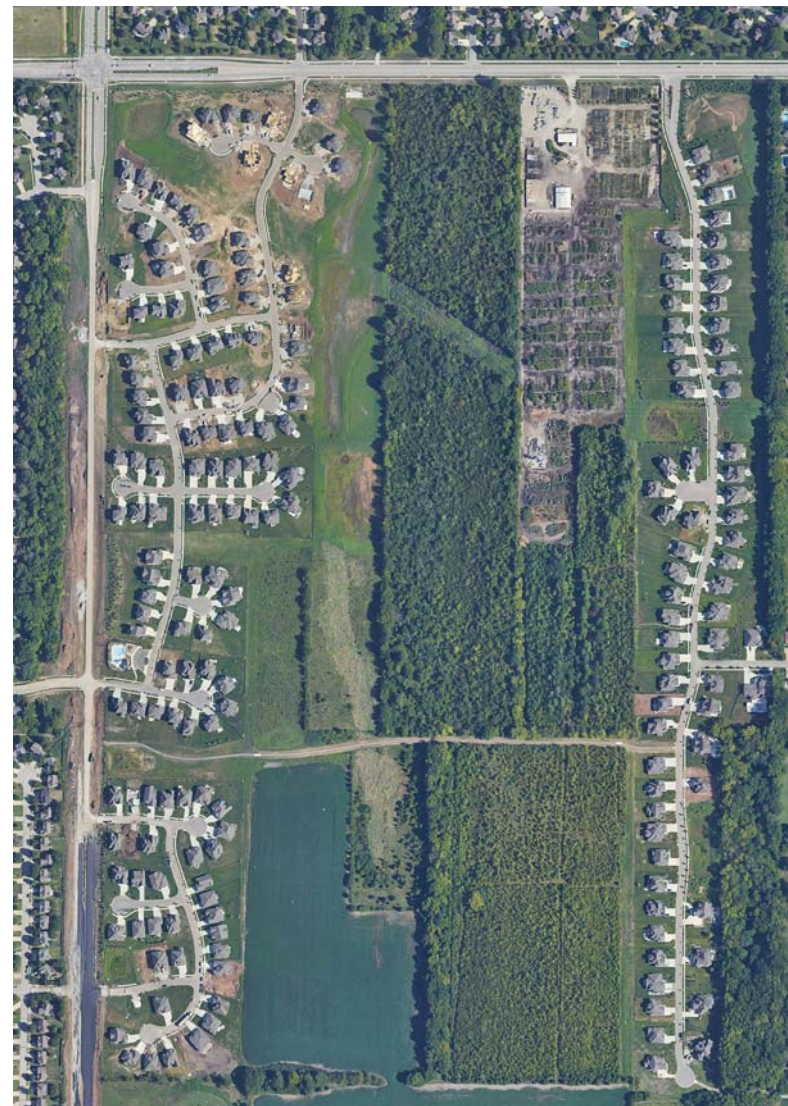
When a building is located equally within two or more safety zones, the standards of the most restrictive safety zone where the building is located apply. However, no building or portion of a building is compatible within Safety Zone 1.



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.



Compatibility Criteria Matrix

Dwelling Units per Acre ¹	Max. Non-residential Intensity ²	Allow	Allow with Conditions	Not Recommended ³	Other Development Conditions ⁴	Dwelling Units per Acre ¹	Max. Non-residential Intensity ²	Allow	Allow with Conditions	Not Recommended ³	Other Development Conditions ⁴
Zone 1: Runway Protection						Zone 4: Outer Approach/Departure					
•None	•None	•None	<ul style="list-style-type: none"> • Nonresidential uses except if very low intensity in character and confined to the outer sides • Parking lots, streets, roads 	<ul style="list-style-type: none"> • All new structures and residential land uses 	<ul style="list-style-type: none"> • Affidavit of interest and plat notation⁴ • Uses on airport subject to FAA standards • Airspace review required in accordance with 14 CFR Part 77.9⁵ 	•1 d.u. per 2 acres	•100 persons per acre	<ul style="list-style-type: none"> • Uses allowed in Zone 2-3 (subject to height limitations for airspace protection) • Restaurants, retail, industrial 	<ul style="list-style-type: none"> • Residential uses to low density • High-intensity retail or office buildings 	<ul style="list-style-type: none"> • Theaters, meeting halls, and other assembly facilities • Schools, day-care centers, hospitals, nursing homes • Stadiums, group recreational uses 	<ul style="list-style-type: none"> • Affidavit of interest and plat notation⁴ • Minimum NLR of 45 dB in residences (including mobile homes) and office buildings⁵ • Airspace review required in accordance with 14 CFR Part 77.9⁵ • Emergency Landing Areas in accordance with Section 4.2.5.
Zone 2: Inner Approach/Departure						Zone 5: Sideline					
•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"> • Single-story office buildings • Nonresidential uses to activities that attract few people • All residential uses except as infill in developed areas • Multi-story uses, uses with high density or intensity • Shopping centers, most eating establishments 	<ul style="list-style-type: none"> • Theaters, meeting halls, and other assembly facilities • Office buildings greater than three stories • Labor-intensive industrial uses • Schools, daycare centers, hospitals, nursing homes • Stadiums, group recreational uses • Hazardous uses (e.g., above-ground bulk fuel storage) 	<ul style="list-style-type: none"> • Affidavit of interest and plat notation⁴ • Locate structures maximum distance from extended runway centerline • Minimum NLR of 45 dB residences (including mobile homes) and office buildings⁵ • Airspace review required in accordance with 14 CFR Part 77.9⁵ • Emergency Landing Areas in accordance with Section 4.2.5. 	•1 d.u. per acre	•70 persons per acre	<ul style="list-style-type: none"> • Uses allowed in Zone 2-3 (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, similar to Zone 3 • Residential uses, unless airport related (noise usually also a factor) • High-intensity nonresidential uses • Buildings with more than three aboveground floors 	<ul style="list-style-type: none"> • Stadiums, group recreational uses • Children's schools, daycare centers, hospitals, nursing homes 	<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
Zone 3: Inner Turning						Zone 6: Area Within One Mile of Airport Property⁷					
•1 d.u. per 2 acres	•70 persons per acre	<ul style="list-style-type: none"> • Uses allowed in Zone 2 (subject to height limitations for airspace protection) • 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 • Commercial and other nonresidential uses having higher usage intensities • Buildings with more than three aboveground floors • Hazardous uses (e.g., aboveground bulk fuel storage) 	<ul style="list-style-type: none"> • Major shopping centers, theaters, meeting halls, and other assembly facilities • Children's schools, day-care centers, hospitals, nursing homes • Stadiums, group recreational uses 	<ul style="list-style-type: none"> • Affidavit of interest and plat notation⁴ • Locate structures maximum distance from extended runway centerline • Minimum NLR of 45 dB residences (including mobile homes) and office buildings⁵ • Airspace review required in accordance with 14 CFR Part 77.9⁵ 	•No Limit	•200 persons per acre	<ul style="list-style-type: none"> • Uses allowed in Zone 2-5 (subject to height limitations for airspace protection) • 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 day care centers, hospitals, and nursing homes • Processing and storage of bulk quantities of highly hazardous materials • Outdoor stadiums and similar uses with very high intensities 	•None	<ul style="list-style-type: none"> • Airspace review required in accordance with 14 CFR Part 77.9⁵

Notes:

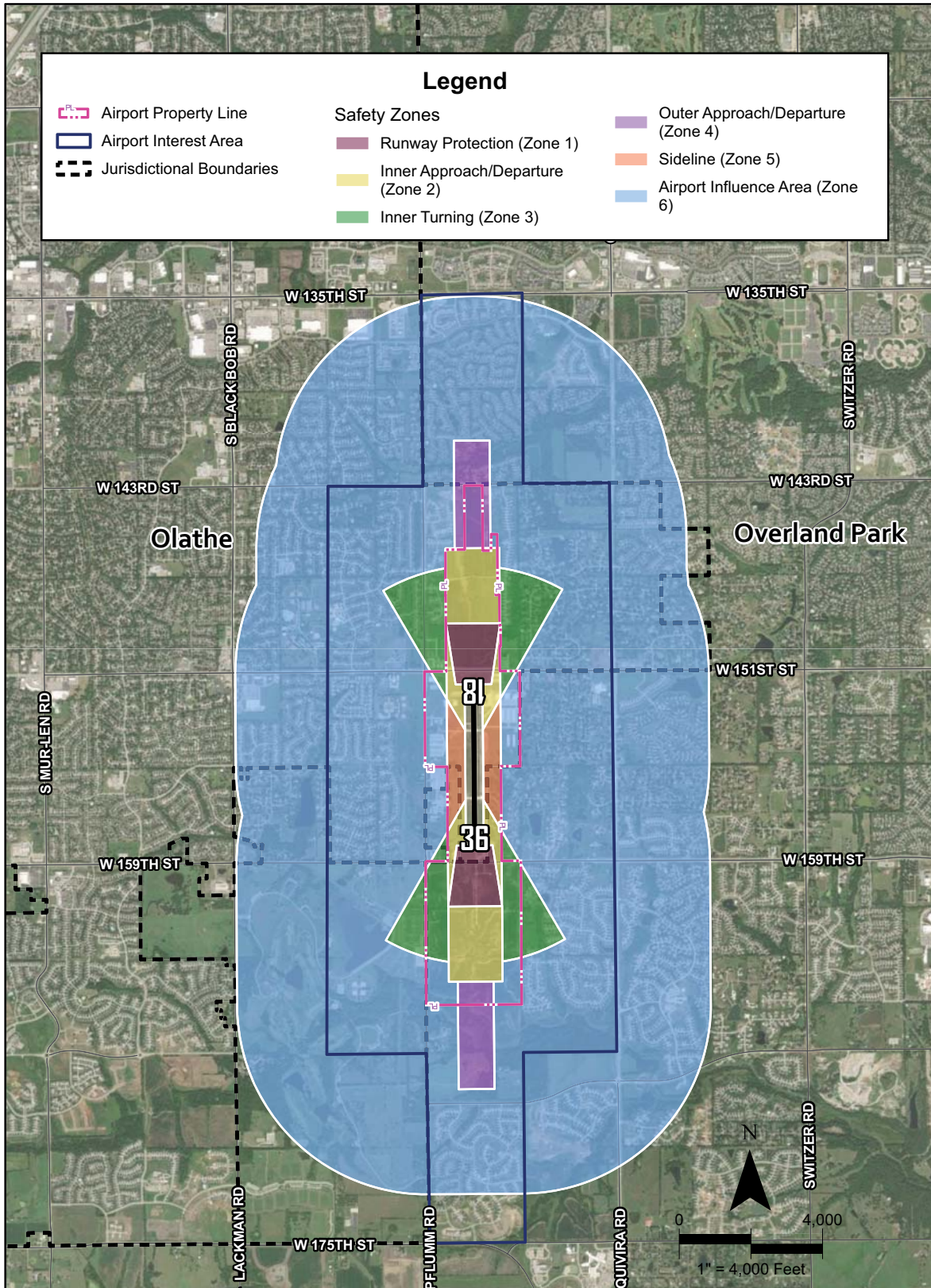
- 1 Residential development containing more than the indicated number of dwelling units per gross acre (d.u./ac) is not recommended. Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- 2 Usage intensity calculations 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. See Appendix C for more detailed information on calculating usage intensity.
- 3 The uses listed here are ones that are not recommended regardless of whether they meet the intensity criteria, subject to applicable state or federal law. In addition to these uses, other uses normally permitted may not be recommended in the respective compatibility zones because they do not meet the usage intensity criteria.
- 4 Additional resources may be found on Johnson County Planning Department's website: <https://www.jocogov.org/departments/planning>.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (i.e., anywhere within one mile of the airport property line), disclosure of information regarding airport proximity and the existence of aircraft overflights is encouraged. Affidavit of interest and plat notation requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- 6 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides.
- 7 Information regarding FAA airspace review filing requirements may be found on FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) portal: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
- 8 Established pursuant to Kansas Statutes Annotated 3-307e.

Legend:

RPZ	Runway Protection Zone	SZ	Sideline Safety Zone
IADZ	Inner Approach/Departure Zone	ITZ	Inner Turning Zone
TPZ	Traffic Pattern Zone	OADZ	Outer Approach/Departure Zone



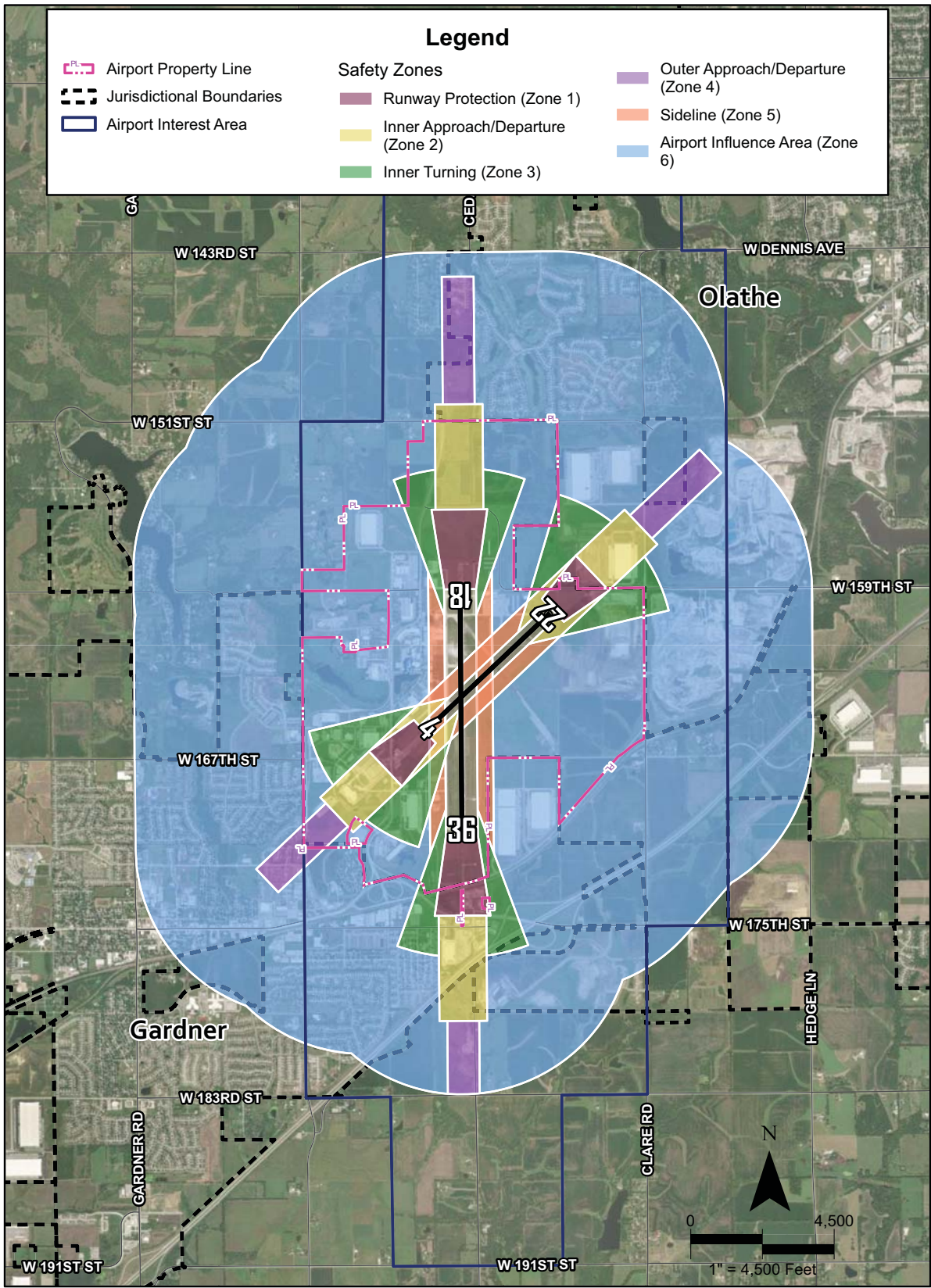
Safety Zones



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



Policy Implementation

Potential Changes to the Process

Airport Interest Area vs. 1-Mile Review Area	
Safety Zones	Section 4.2.1
Compatibility Criteria Matrix	Section 4.2.2
Intensity Calculations	Appendix C
Definitions	Section 3.7
Findings as to Similar Uses	Section 3.5.6
Properties Divided by Zones	Section 3.5.7
Infill Development	Section 4.2.3.
Notification Regarding Potential Hazard	Section 3.5.8.3

3.5.6 Findings as to Similar Uses

Cases may arise where a proposed development project involves a land use that is not explicitly provided for by the land use criteria addressed in Chapter Four of the document. In such cases, conventional rules of reason shall be applied in determining whether the subject land use is substantially similar to any land use specified in the plan criteria. In making these determinations, the reviewing officials shall consult the land use classification systems available through the American Planning Association and other authoritative sources. The BOCC shall make the final determination with respect to appropriate land use classification.

4.2.3 Infill Development

Where existing development is not in conformance with the criteria for the zone set forth in this compatibility plan, additional infill development of similar land uses may be allowed to occur, even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within Zone 1 (RPZ) and is subject to criteria 1-4 and sub-policy (b) and (c).

3.5.8.3 Notification Regarding Potential Hazard

Local governments should inform Airport Management when a proposed project:

- Has received a determination form the FAA that it will constitute a hazard or obstruction to air navigation; or
- Has characteristics that may result in the creation of a hazard to air navigation, as discussed in Chapter Four, Section 4.4.

Policies Recommended to be Carried Forward

Height Limits	Section 4.3.1 & 4.3.2
Other Flight Hazards	Section 4.3.3
Emergency Landing Areas	Section 4.2.5
Notice of Proximity to Airport	Section 4.5