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5 LAND USE PLANNING

The success and long-term viability of any airport is dependent upon effective land use planning on airport property and in the surrounding communities. With sustainable land use plans in place, airports can ensure safe and efficient operations and are better able to meet future needs, allowing for growth and vitality of the communities they serve. Alternatively, ineffective land use programs can limit economic development, reduce quality of life for airport neighbors and increase safety risks to aircraft and persons on the ground.

Encroachment is continued pressure from inappropriate adjacent land uses. It limits the operational capability of an airport. It is essential that airport sponsors and community leaders maintain healthy relationships and work cooperatively to promote land use compatibility. For this Master Plan Update, an evaluation of *airport on community* and *community on airport* land use concerns at the Akron-Canton Airport (CAK) was performed. This effort identified reasonable actions the Authority could take (such as development buffers or procedural changes) to reduce any adverse effects of Airport activity on the community. Potential community actions were also evaluated – such as zoning changes, redevelopment and comprehensive planning – to prevent encroachment of non-compatible land uses around the Airport.

In addition to off-airport planning, an on-airport land use evaluation determined what steps the Authority could take to maximize use of existing Airport property for aviation and non-aeronautical activities. The evaluation's primary objective was to establish a land use guide for future Airport development. Many of the development concepts in **Chapter 6** will build on the on-airport land use recommendations in this chapter.

5.1 REGIONAL SETTING

What largely began as a farming and coal mining community, the Akron-Canton region has grown and now has a balanced mix of residential and non-residential area. It has a transportation network that provides inter-regional access. The region also boasts a diversity of people, neighborhoods and jobs. Most of CAK's 2,400 acres of land is located in the City of Green (Summit County), except for the southernmost portion of the airfield, which extends into Jackson Township (Stark County). The Airport is within 10 nautical miles (nm) of the cities of Akron, Canton and Massillon, and is approximately 35 nm south of Cleveland. CAK is traversed from north to south by Interstate 77 (I-77), which provides easy access north to Akron and Cleveland; south to Canton; and to the Ohio Turnpike (I-80) network. The Turnpike provides east-west connections.

As described in **Chapter 2**, the Airport draws its customer base from all over the northeast Ohio region, but the primary market area includes Summit, Stark, Carroll and Portage counties. Historically speaking, the population, per capita income and employment growth for the market area has been on par with the state of Ohio and the local Metropolitan Statistical Areas (MSAs) — Akron MSA and Canton-Massillon MSA. While the projected growth is moderate and

below the national average, it is still a good indicator of continued Airport demand. The Airport has seen fairly consistent, record-setting enplanement growth over the past 10 years, including new service by Southwest Airlines in 2012.

5.1.1 Economic Development

Recent development near the Airport has been focused around the State Road 241 corridor. This includes Massillon Road improvements and City Center Development in the City of Green; and the Wales Avenue improvements in Jackson Township. Route 241 borders the western portion of the airfield. The Authority has capitalized on the development of the business corridor by helping establish a Foreign Trade Zone (described below) and the Port Green Industrial Park (currently being developed). They are located on Massillon Road (Route 241). These developments bring revenue to the Airport, are compatible with Airport operations and make excellent use of areas of Airport property that are essentially unusable for aviation development due to terrain constraints.

CAK is a vital transportation asset, supporting the business travel needs of the region. The following are three tax incentive programs established to promote commercial development and economic vitality in the region:

- Foreign Trade Zone (FTZ) #181 is operated by the Northeast Ohio Trade and Economic Consortium (NeoTec). NeoTec (www.neotec.org) is a multicounty regional economic development partnership that works collaboratively to attract capital investment and jobs to Northeast Ohio through the administration of two foreign-trade zones. The FTZ #181 is located on airport property directly adjacent to Massillon Road (State Route 241). This FTZ contains 351 acres of industrially zoned land, where commercial merchandise, both domestic and foreign, receives the same Customs treatment it would if it were outside the commerce of the United States.
- The Community Reinvestment Area (CRA) program is a state-based direct incentive tax exemption program used as an economic development tool administered by municipal or local governments to provide real property tax exemptions for property owners renovating existing properties, expanding facilities or locating new facilities in the qualifying areas. All of CAK's property is included in the CRA.
- The City of Green is established in the Enterprise Zone Tax Incentive Program (EZ Program) to encourage economic growth and development in the city. The program allows qualifying companies that demonstrate sound financial responsibility and business experience to receive certain levels of real property tax abatement when significant, new investments in land, buildings and/or machinery and equipment are made.

5.1.2 Local Land Use and Zoning

Figure 5-1 depicts a generalized view of the land uses surrounding CAK (data obtained Fall 2012). It includes a mix of commercial, industrial, recreational, public and residential uses. In undeveloped areas, the zoning is noted. Although residential uses are not typically considered compatible with airports, the residential areas surrounding CAK are protected by land or roadway buffers and are not in the typical close-in aircraft approach or departure paths.

In the City of Green, the Airport has its own zoning district – *B-5 Airport Commerce*. The city created this district to accommodate Airport-related business activities including – but not limited to – hotels, car rental facilities, restaurants and other compatible uses (commercial, industrial, office, public, institutional, etc.). The zoning districts that surround the Airport include: *I – General Industrial*, *B-1 – General Business*, *B-3 – Neighborhood Business* and *B-4 – Highway Business*. While there are some *R-1 – Single-Family Residential* areas directly outside of Airport property on the west side, these areas are not adjacent to the Airport Operations Area (AOA) and are buffered by the Foreign Trade Zone and future Port Green Industrial Park.

In Jackson Township, most of the Airport property is zoned *I1 – Industrial*, while a few of the undeveloped parcels are zoned *RR – Rural Residential*, *R1 – Single Family Residential* or *B3 – Commercial Business*. The residential areas are undeveloped and buffered by the industrial zones. The zoning districts that surround the Airport include *RR – Rural Residential* and *B3 – Commercial Business*.



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LEGEND

- Residential
- Public Use
- Commercial
- Manufacturing and Production
- Recreation and Open Space
- Airport Property Line
- Avigation Easements

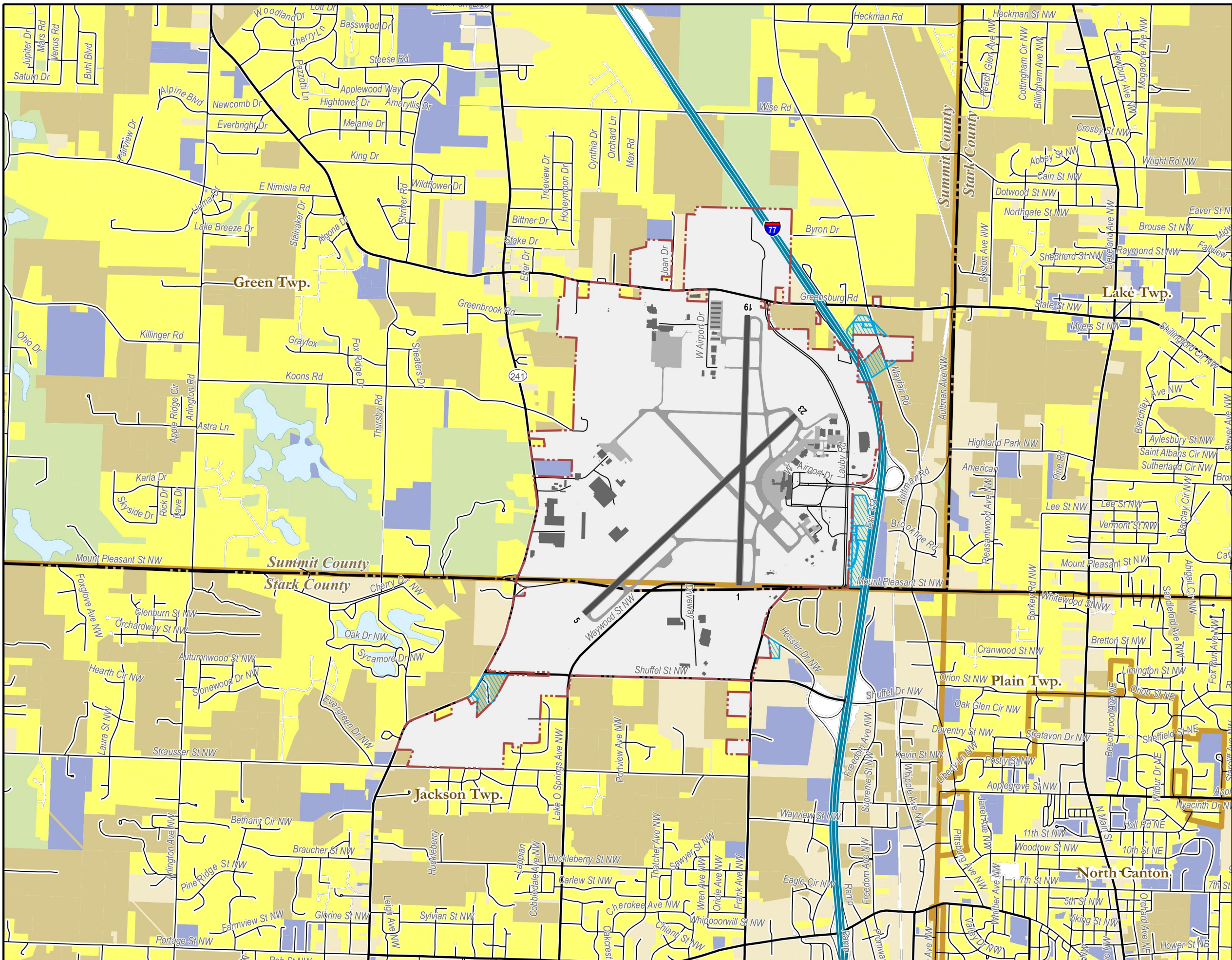


Figure 5-1
Surrounding Land Use

5.2 TYPICAL LAND USE COMPATIBILITY CONCERNS

Off-airport land use compatibility concerns can be classified into two categories: safety and noise. Safety-related concerns include land uses or developments that would interfere with aircraft flight paths; or would add to the severity of an accident. Noise-related concerns include the impact of Airport operations on noise-sensitive land uses such as residences, schools and churches.

5.2.1 Safety-Related Concerns

Avoiding or mitigating certain types of land uses can help maintain a safe operating environment for the Airport. At a minimum, the FAA's primary concerns regarding development near an airport include: preventing obstacles to navigable airspace (i.e., C.F.R. Title 14, Part 77); minimizing and mitigating wildlife hazards (e.g., birds, deer) and their attractants (e.g., food sources, landfills, open water); and avoiding or mitigating uses that could cause visual and electronic interference to aircraft operators. In addition, Runway Protection Zones (RPZ) should be kept free of flammable/explosive material and uses that draw public assembly (e.g., community/religious centers, schools, etc.).

At CAK, there are no cell towers, wind turbines or buildings that are known to be a hazard to air navigation and no land uses that currently cause visual obstructions from the production of smoke, dust, steam or sun glare. There are some vegetative obstructions to the Part 77 Airspace Surfaces outlined in **Section 4.16**. However, the FAA has not determined these to be a hazard. To remedy these concerns, an obstruction removal program has been recommended and is incorporated into the development and financial plans described in the remainder of this document. As discussed in **Section 4.4.3**, the RPZs at CAK are mostly on Airport property. There are no incompatible uses or developments in these areas. Property acquisitions are recommended for areas within the Runway 23 RPZ to prevent future incompatibilities.

5.2.2 Noise-Related Concerns

Aircraft noise is generally one of the largest airport land use concerns – particularly for neighboring residents. To address this issue the FAA has adopted land use compatibility guidelines (summarized in **Table 5-1**) to examine the compatibility of land uses in and around airport boundaries for existing and projected noise levels. It specifies the compatibility parameters (i.e., acceptable noise level) for residential, public, commercial, manufacturing, production and recreational land uses.

The FAA's official metric for community impact analysis is a decibel-based (dB) measure of cumulative noise exposure called the Day-Night Average Sound Level (DNL). In simple terms, DNL is the average noise level over any number of days, with the exception that noises that occur at night. This is defined as 10 p.m. - 7 a.m. These are artificially increased by 10 dB to reflect the added intrusiveness of nighttime noise events, since community background noise levels decrease at night. FAA universally requires airports to consider total annual exposure in planning and environmental studies. Although incompatibility between land uses and airport noise levels may be perceived by the surrounding community at lower levels, FAA guidelines indicate that 65 dB DNL is the minimum recognized level of noise requiring action by the

governmental bodies with authority to take remedial and preventive steps to eliminate or minimize incompatibilities. Consistent with this federal guidance, the Authority and local governmental jurisdictions have adopted the FAA guidelines, in which all land uses are compatible outside of the 65 dB DNL contour.

The most formal way that airport sponsors can identify and address potential noise-related issues is through a comprehensive study under the voluntary FAA Part 150 program (codified under 14 C.F.R. Part 150). The Part 150 program sets forth a process for airport sponsors to develop FAA-approved programs to reduce or eliminate incompatibilities between aircraft noise and surrounding land uses. The Authority performed Part 150 noise studies in 1989 and 1997. Based on those studies, the Authority and local jurisdictions have taken numerous steps to minimize and prevent noise impacts including property acquisitions, rezoning and establishing the Airport Commerce zoning district in the City of Green. Concurrent with this Master Plan Update, a third Part 150 Study was performed, from which the relevant land use findings are summarized in **Section 5.3** of this chapter.

Table 5-1 – Land Use Compatibility Guidelines

Land use	Yearly day-night average sound level (L _{dn}) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
- (5) Land use compatible provided special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.
- (7) Residential buildings require an NLR of 30.
- (8) Residential buildings not permitted.

5.3 SUMMARY OF 2014 PART 150 LAND USE EVALUATION

Airports today are generally quieter than they were in the past due to improved aircraft and engine technologies, and advanced navigation procedures. However, the Authority believes in maintaining strong community relationships and has taken a holistic approach to CAK's long-term planning and operations. With that in mind, the Authority performed its third Part 150 Noise Compatibility Study concurrently with this Master Plan Update. The Noise Compatibility Program (NCP) developed as a result of that Part 150 Study, sets forth the noise abatement measures intended to reduce existing incompatible land uses and prevent any additional incompatible land uses in sensitive noise exposure areas. The studies had substantial community involvement, including holding multiple public workshops and creating diverse advisory committees comprised of Airport stakeholders, tenants, residents, local businesses and surrounding municipalities. Because of these efforts, the land use evaluations and recommendations in this Master Plan Update align with the Part 150 Study.

5.3.1 65 dB DNL Noise Exposure

Using the latest FAA-approved noise modeling software and validating with multi-day community noise measurements, CAK noise exposure contours were developed showing projected 65 and 60 dB DNL noise levels for existing traffic, as well as forecasted five-year and 20-year traffic (i.e., 2014, 2019 and 2034). As expected, the noise footprint of the Airport has shrunk, compared to the previous Part 150 studies. As depicted in **Figure 5-2**, the 65 dB DNL contours are almost entirely on Airport property for projected 2014, 2019 and 2034 operations.

There are three parcels of off-airport property that are either fully or partially encompassed by the 65 dB DNL contours. Parcels 1 and 2 are located in the City of Green (Summit County) and Parcel 3 is located in Jackson Township (Stark County). The current land use and zoning for these parcels are considered compatible with airports. However, each zoning district has its own set of allowed uses (permitted) and allowed-by-approval uses (conditional). After reviewing the City of Green's and Jackson Township's codes, the zoning designations for these parcels could potentially allow incompatible permitted or conditional uses, such as funeral homes, schools, hospitals, day care centers, cemeteries, churches, libraries or museums. The following describes these parcels and provides recommendations on how to address any land use compatibility concerns:

- **General RV, a recreational vehicle dealer that also has a storefront on the north side of Greensburg Road, owns parcel 1.** The property contains a maintenance facility and the remainder of the parcel is used for additional RV storage. While fee-simple acquisition or an avigation easement would provide the Authority positive control over the future use and development of that parcel, neither are recommended at this time. This is because of current zoning regulations and the limited risk of potential permitted and conditional non-compatible uses being developed on that site. Development of an Airport Overlay Zone (AOZ), as described in **Section 5.3.3** would further alleviate any concerns with the future use of this parcel.
- **Parcel 2** is owned by Summit County and contains a utility pump station. It is approximately a half acre in size. Given the owner, size and current use, it is safe to assume that no incompatible development will occur on this site.

- **Parcel 3** is owned by the *Kenmore Construction Company* and contains *American Sand and Gravel*. The Authority owns an aviation easement on this parcel for noise and airspace protection.

5.3.2 60 dB DNL Noise Exposure

Although the FAA recommends protecting out to the 65 dB DNL threshold, select airports across the nation have adopted 60 dB DNL as their limit for implementing land use compatibility strategies. This strategy provides additional buffer against the long-term encroachment of incompatible land uses and is often enacted at constrained airports that already have established noise and land use compatibility issues.

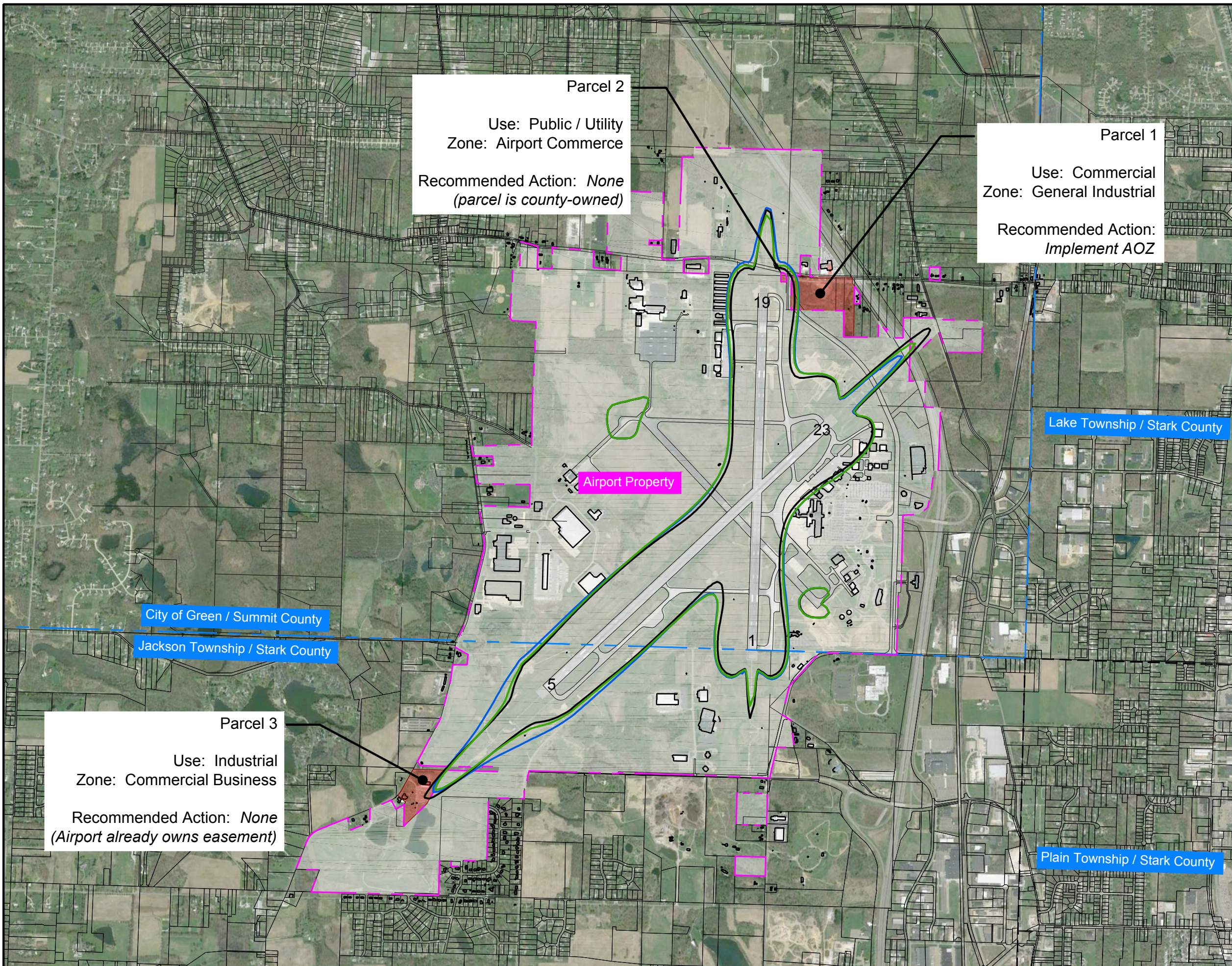
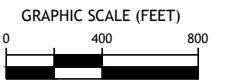
While CAK has not experienced substantial noise-related concerns to date, the applicability of this strategy was evaluated. Based on the 60 dB DNL contours depicted in **Figure 5-3** and detailed in **Table 5-2**, it is estimated that 62 residents are located within the 2014 contour and 38 residents are located within the 2019 contour – mostly located off the Runway 5 Approach/Runway 23 Departure end.

Table 5-2 – Residential Land Uses within 2014 and 2019 60 dB DNL Contour

Year	Metric	North of Airport – off Runway 19 end	Northeast of Airport – off Runway 23 end	South of Airport – off Runway 1 end	Southwest of Airport – off Runway 5 end
2014	Residents	0	2	4	56
	Dwelling Units	0	1	2	24
2019	Residents	0	3	4	31
	Dwelling Units	0	1	2	15

Source: HMMH, CAK Part 150 Noise Compatibility Study, 2014

Officially adopting 60 dB DNL as the compatibility threshold for CAK involves applying the FAA’s 65-70 compatibility criteria (presented in **Table 5-1**) to the 60 dB DNL contours. The Authority and the local governmental jurisdictions would then have to reduce or mitigate residential and other incompatible land uses in the 60 dB DNL contour. This would include addressing the 38-62 residents identified above. It could involve a variety of measures such as: property acquisition and redevelopment, residential relocation, rezoning vacant lands, sound insulation and easement acquisitions. While this would provide a high level of control to further mitigate perceived noise concerns and prevent future incompatibility issues, it would be costly, time consuming and disruptive to the community. Furthermore, FAA funding of eligible noise mitigation efforts is still be limited to areas within the 65 dB DNL. Lowering the compatibility guideline to the 60 dB DNL would not make these changes retroactively eligible for FAA approval and funding. Due to the high level of investment and potential community disruption, adoption of the 60 dB DNL is not recommended at this time.



Parcel 2
Use: Public / Utility
Zone: Airport Commerce
Recommended Action: *None*
(parcel is county-owned)

Parcel 1
Use: Commercial
Zone: General Industrial
Recommended Action:
Implement AOZ

Parcel 3
Use: Industrial
Zone: Commercial Business
Recommended Action: *None*
(Airport already owns easement)







-  Airport Property Line
-  County Border
-  Township Border
-  65 dB DNL (2014)
-  65 dB DNL (2019)
-  65 dB DNL (2034)

Figure 5-2
Off-Airport Parcels within 65 dB DNL

5.3.3 Airport Overlay Zone (AOZ)

A significant recommendation in the Master Plan Update and the 2014 Part 150 Study is the establishing a multi-jurisdictional Airport Overlay Zone (AOZ). The AOZ would supplement local zoning ordinances by defining an area in which the local jurisdictions would notify the Authority of potential changes in land use, subdivision, zoning or other planning and development-related actions. The Authority and local jurisdictions would then work together to review the proposals for potential incompatibility concerns on a case-by-case basis. The review would acknowledge the unique operational, regulatory and land use issues of the Airport, including noise, airspace protection and navigational interference. This will ensure that local land use boards and officials, as well as landowners and developers, make the most well-informed and sustainable development decisions possible.

Multiple options regarding the extent and configuration of the AOZ were evaluated. Consideration was given to current and future 60 and 65 dB DNL contours, the FAR Part 77 airspace protection surfaces, transportation corridors and neighborhood boundaries. The recommended AOZ boundary is depicted in **Figure 5-3**. It includes the airspace area with the highest potential to affect Airport operations. This is defined as the intersection of the transitional and approach surfaces with the horizontal surface, up to 150 feet above the highest Airport elevation. To reduce community disruption, the AOZ boundary also recognizes natural community borders and includes all contiguous residential neighborhoods (i.e., block rounding) and residentially zoned areas.



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LEGEND

- Residential
- Public Use
- Commercial
- Manufacturing and Production
- Recreation and Open Space
- 60 DNL Noise Contour (2014)
- 60 DNL Noise Contour (2019)
- 60 DNL Noise Contour (2034)
- Recommended AOZ
- Airport Property Line
- Avigation Easements

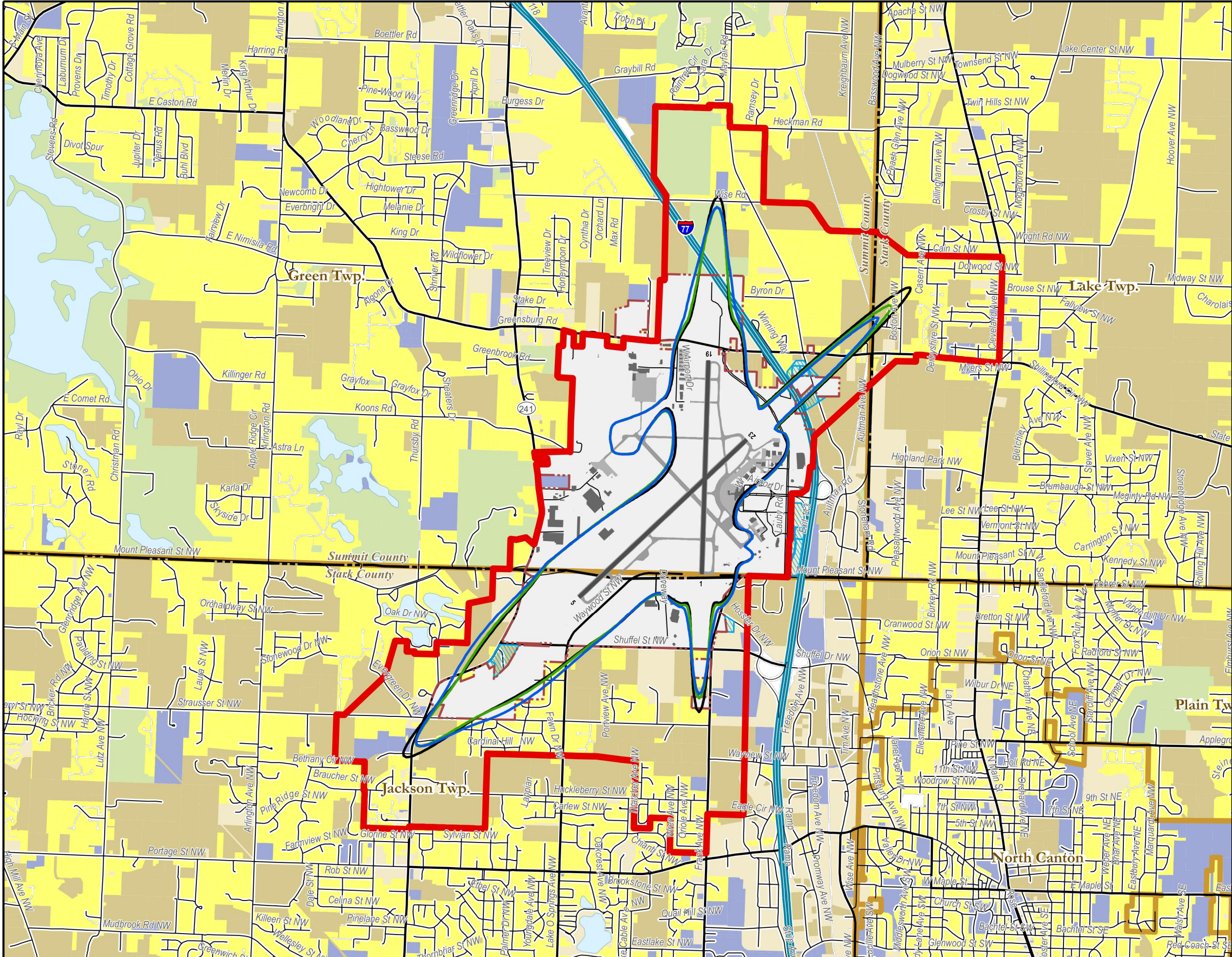


Figure 5-3
Properties within 60 dB DNL /
Recommended Overlay Zone

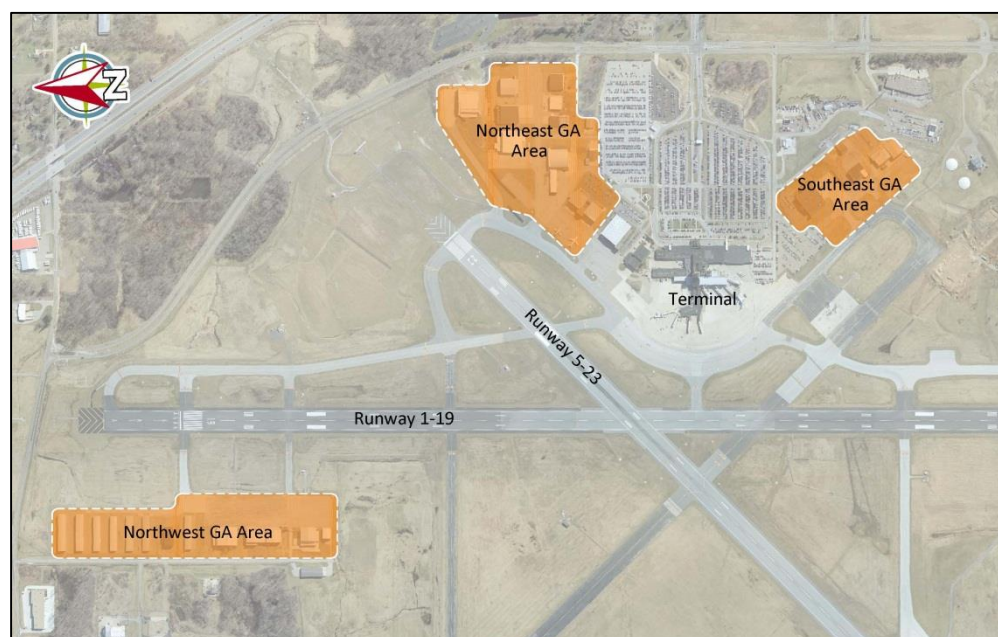
5.4 ON-AIRPORT LAND USE

As presented in the following chapters, the recommended development program is highly dependent on the effective use of Airport land. The on-airport land use objectives identified for CAK include groupings such as: activities, ensuring safe and efficient aircraft flow, providing flexibility for future facility expansion and maximizing revenue generating development space for aviation and non-aeronautical use.

With a history dating back to the 1940s, GA facilities have been developed in three separate areas of the Airport, as shown in **Figure 5-4**. Considering the recent and projected increases in passenger activity, this distribution will eventually restrict the development and expansion of the commercial aviation and public parking facilities. To balance future airline and traveler needs with GA tenants and operators at CAK, the long-term vision for the airfield includes:

- Consolidating small GA (ADG-I and II) to the west side of the airfield
- Converting the southeast GA area to developable space for commercial aviation or support
- Converting the northeast GA area to large corporate and charter use (ADG-III and above)

Figure 5-4 – GA Activity Areas



Source: CHA, 2014

The various activities taking place on Airport property (commercial, general and military aviation, etc.) were generalized into several land use categories. The existing on-airport land uses are identified in **Table 5-3** and graphically depicted in **Figure 5-5**. Recommended shifts in the use of Airport property are also shown in this graphic. While not a specific land use category, NAVAID critical areas are also identified as they influence what type of infrastructure, facilities and uses can occur within them.

Table 5-3 – Existing Land Uses

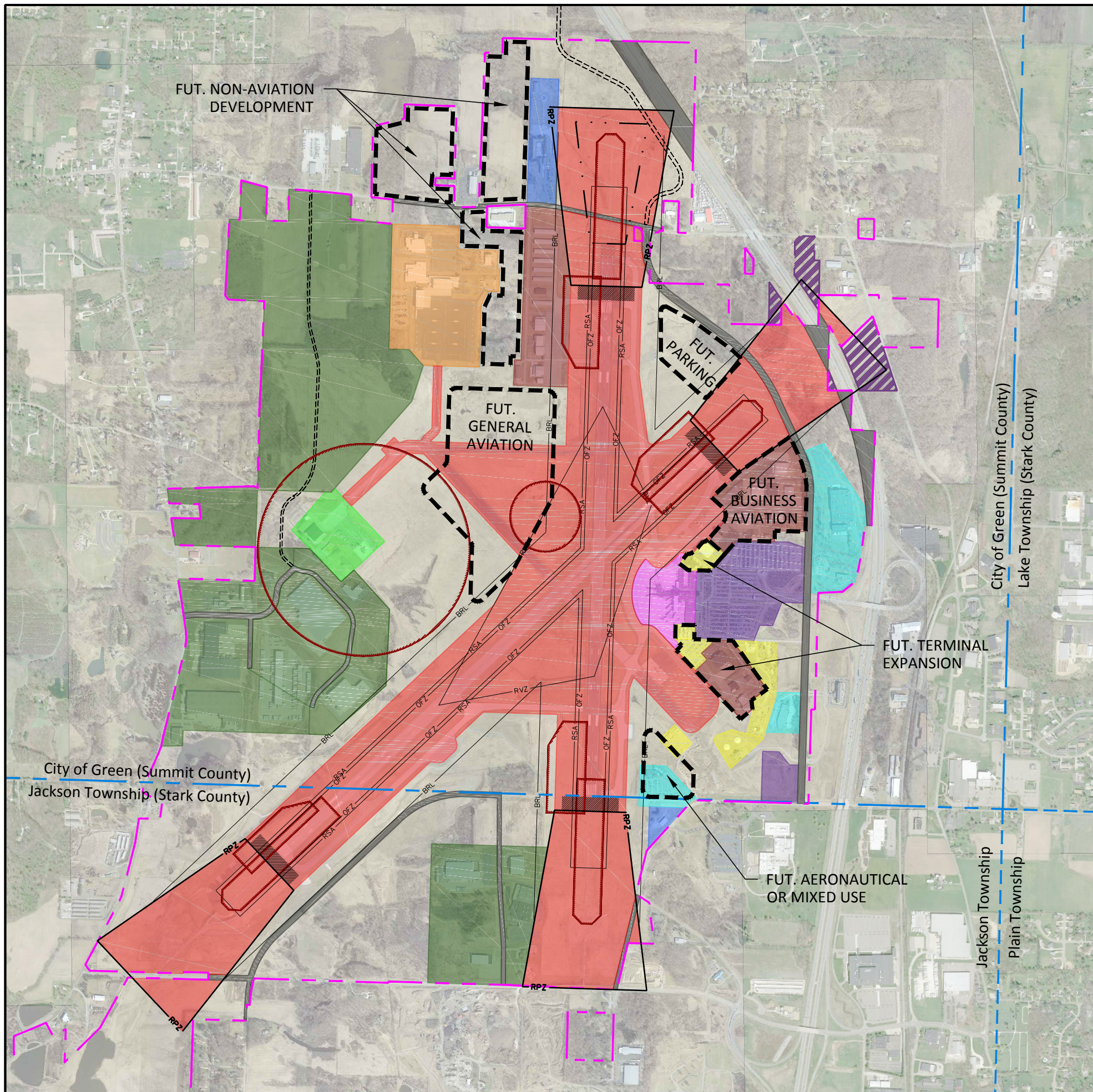
Land Use	Elements
Air Operations	Runways; Taxiways; Safety Areas (RSA/TSA); Object Free Areas (ROFA/TOFA); Runway Protection Zones (RPZ); Building Restriction Line (BRL); De-icing Pads
Commercial Aviation	Passenger Terminal Building and Apron
Public Automobile Parking	Public Parking Lots; Terminal Access Road; Remote Parking Lot
General Aviation (GA)	FBOs; GA Aprons; Corporate Hangars; Group Hangars; T-hangars
Military	Ohio Army National Guard Facilities and Apron; Navy Operational Support Center (NOSC)
Support Facilities	Airport Rescue and Firefighting (ARFF); Maintenance and Storage; Snow Removal Equipment (SRE); Fuel Complex; Glycol Processing Plant; Employee Parking; Rental Car Parking; Rental Car Service Centers
Business – Aviation Related	Military Aviation Preservation Society (MAPS) Museum
Business – Non-Aviation	356 th Fight Group Restaurant (vacant); Karcher Group; H. London Chocolate
Business – Commercial Park	Foreign Trade Zone #181; Port Jackson Business Park; Port Green Industrial Park (<i>future</i>)
Municipal Use	Police Training Facility; Summit County Utility Pump Station
Major Road Right-of-Ways	Interstate 77; Lauby Road; Port Jackson Avenue
NAVAID Critical Areas	Localizer; Glide Slope; ASR; ASOS critical areas <i>(Special facility design and land use considerations apply to protect the integrity of the signal and reception of all NAVAIDs)</i>

Source: CHA, 2014

The on-airport land use plan presented will provide a clear guide for future development and avoid long-term constraints. Since actual development will depend on experienced levels of demand, specific user needs and funding availability, the Authority should remain flexible in its implementation of this plan. For example, land use on the west side of the airfield is targeted for small general aviation activity. However, in the event that large corporate demands increase beyond what is able to be accommodated on the east side, development of those type of facilities could efficiently be accommodated on the west side.



NOT TO SCALE



LEGEND















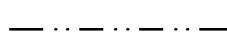









-  AIR OPERATIONS
-  PASSENGER SERVICE / TERMINAL
-  GENERAL AVIATION
-  MILITARY
-  AUTO PARKING
-  SUPPORT FACILITIES
-  BUSINESS - AVIATION RELATED
-  BUSINESS - NON-AVIATION RELATED
-  BUSINESS - COMMERCIAL PARK
-  COUNTY USE
-  ROAD RIGHT-OF-WAY
-  FUTURE LAND USE DESIGNATIONS
-  NAVAID CRITICAL AREA
-  RPZ RUNWAY PROTECTION ZONE (RPZ)
-  DEPARTURE RPZ (19 END)
-  RSA RUNWAY SAFETY AREA (RSA)
-  ROFA RUNWAY OBJECT FREE AREA (ROFA)
-  OFZ RUNWAY OBSTACLE FREE ZONE (ROFZ)
-  PRECISION OBSTACLE FREE ZONE (POFZ)
-  BRL 35' BUILDING RESTRICTION LINE (BRL)
-  RVZ RUNWAY VISIBILITY ZONE (RVZ)
-  EX. AIRPORT PROPERTY LINE
-  FUT. AIRPORT PROPERTY LINE
-  RECOMMENDED ACQUISITIONS

Figure 5-5
On-Airport Land Use Plan

5.5 CONCLUSION

Based on the land use evaluations performed for the Master Plan Update and the 2014 Part 150 Study, it appears that the surrounding land uses are generally compatible with current and projected Airport activity. However, there are a few recommended actions that will help maintain the long-term operational viability of the Airport, while continuing to be a good neighbor to the surrounding communities. With consideration of the facility requirements identified in **Chapter 4**, the land use recommendations include:

- Development of a multi-jurisdictional Airport Overlay Zone (AOZ)
- Property acquisitions within the Runway 23 Runway Protection Zone (RPZ)
- Phased Part 77 obstruction removal program to mitigate airspace protection concerns
- Consolidate GA activities to provide space to expand commercial aviation facilities