

**Driggs Airport**  
Airport Land Use Compatibility Matrix

Land Use	1			2			3			4			5			Comments
	Runway Protection Zone			Lateral Safety Zone			Inner Critical Zone			Outer Critical Zone			Traffic Pattern Area			
	Example	Driggs EXISTING	Driggs * PROPOSED	Example	Driggs EXISTING	Driggs * PROPOSED	Example	Driggs EXISTING	Driggs * PROPOSED	Example	Driggs EXISTING	Driggs * PROPOSED	Example	Driggs EXISTING	Driggs * PROPOSED	
<b>Residential</b>																
Single-family, nursing homes, multi-family, apartments, condominiums, mobile home parks	X	P R-1, R-3, ADR-1	X (Land purchase North end)	X	P R-1, ADR-0.5, ADR-1	X	X	P R-1, R-3, MUR, ADR-1, A-2.5	C (1 - No future detrimental re-zoning) R-1, R-3, MUR, ADR-1, A-2.5	C (1,2,6)	P A-2.5, A-20	C (1,3,6)	C (1,3,6)	P	C (1,3,6 - No future detrimental re-zoning)	Residential uses should not be permitted in the runway protection zone or the lateral safety zone. Additional residential uses should not be permitted in the inner critical zones. Low density residential (1 unit per 2.5 acres) may be considered in outer zones with conditions.
Transient lodging (i.e. hotels and motels)	X	X	X	X	X	X	X	P	C (1,5 - No future detrimental re-zoning)	C (1,6)	X	X	C (1,6)	P	C (1,6)	Hotels and motels may be considered commercial uses and may be compatible in certain airport zoning areas.
<b>Public</b>																
Schools, libraries, churches	X	X	X	X	X	X	X	X	X	X	P	X	C (1,6)	P	C (1,6)	It is assumed that some parking exists in every airport zone.
Parking and cemeteries	X	P	X	P	P	P	P	P	P	P	P	P	P	P	P	
<b>Commercial/Industrial</b>																
Office, retail trades, light industrial, general manufacturing, utilities, extractive industry	X	X	X	C (1)	P MUE	C (1)	C (1,5)	P MUR, MUC, C-2	C (1,5)	C (1,6)	P	C (1,6)	C (1)	P	C (1)	Mixed uses that include residential components should not be permitted in the inner critical zone.
Airport revenue-producing enterprises	X	X	X	P	P	P	P	P	P	P	X	X	P	P	P	Easements and disclosures should be considered
<b>Agricultural and Recreational</b>																
Cropland	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	It is assumed that some livestock activities occur in the traffic pattern area.
Livestock breeding, zoos, golf courses, riding stables, water recreation	X	X	X	X	X	X	C (6,7)	P	C (6,7)	C (6,7)	P	C (6,7)	C (7)	P	C (7)	
Outdoor spectator sports, parks, playgrounds	X	X	X	X	N/A	N/A	X	N/A	N/A	C (1,6)	N/A	N/A	C (1,6)	P	C (1,6)	
Ampitheaters	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	C (1,6)	N/A	N/A	Open space land uses designations were not identified near the airport.
Open Space	P	N/A	N/A	P	N/A	N/A	P	N/A	N/A	P	N/A	N/A	P	N/A	N/A	
<b>Bird and Wildlife Attractants</b>																
Sanitary Landfills	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	Land uses that attract birds (i.e. ponds or water features) are not recommended in the airport influence area. Information on these specific uses in the project area was not available.
Water treatment plants, water impoundments	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	X	N/A	N/A	
Wetland mitigation	X	N/A	N/A	C (7)	N/A	N/A	C (7)	N/A	N/A	C (7)	N/A	N/A	C (7)	N/A	N/A	

Land Use Compatibility Criteria  
X - Not Allowed, P - Permitted, C – Conditional, N/A - Not applicable  
Information on specific land uses is not readily available.

**\* Runway shifted 900 feet to the Northeast**

	Current land use is incompatible or inconsistent with example airport and/or FAA regulations
	Modifications required
	Land use is questionable; could be improved or modified; may require additional easements or agreements
	Land use is compatible to example and/or FAA regulations

**CONDITIONS**

All facilities should be configured to comply with FAR Part 77 requirements.

1. If allowed, aviation easements, noise mitigation and disclosure must be required as a condition of development.
2. Limit residential density to 1 unit per 5 acres.
3. Limit residential density to a maximum of 1 unit per 2.5 acres. It is recommended that the minimum land division size of 20 acres remain intact in the Traffic Pattern Area where reasonable and necessary to protect the Airport and surrounding uses from urbanization.
4. Limit residential density to 1 unit per 1 acre.
5. Avoid High Intensity commercial uses such as large retail box stores (i.e. Wal-Mart, Home Depot). Use should be located as far from extended centerline as possible.
6. If no reasonable alternative exists, use should be located as far from extended centerline as possible.
7. Such uses may present a bird and wildlife attractant. If allowed, consideration of the proximity of the airport and potential negative impacts should be considered. Refer to FAA Advisory Circulars (AC) 150/5200-33B and 150/5200-34A, as amended, for guidance