

Table 5.4 Generalized Zoning within the Tinker AFB Clear Zones and Accident Potential Zones (Off-Installation)

Category	Acreage
Residential	1,486
Commercial	191
Industrial	128
Public/Quasi-public	0
Recreational/Open/Agricultural/Low Density	604
Total	2,409

Source: Association of Central Oklahoma Governments, Midwest City Zoning Maps, Oklahoma City Zoning Maps

5.4 FUTURE LAND USE

Figure 5.3 shows generalized future land use predicted for the Tinker AFB area which reflects local zoning maps, comprehensive plans, and local development proposals. The following paragraphs discuss the anticipated future land use patterns.

The developed areas within Midwest City and Del City will maintain their mixture of residential, commercial, and public uses. Any development in these areas is expected to consist of infill and redevelopment. Consequently, future land use patterns north and northwest of the installation will reflect existing land use patterns. Continued commercial development is anticipated to occur along the major corridors of Interstate 40, 15th Street, 29th Street, Air Depot Boulevard, and Midwest Boulevard. The most noticeable future development in these areas is an 82-acre commercial development along 29th Street, between Air Depot and Midwest boulevards, in Midwest City. This new retail area will offer over 320,000 square feet of building space. Expansion of the Tinker Business and Industrial Park is underway northeast of the intersection of 29th Street and Sooner Road, within the Runway 12 APZ I.

The Oklahoma City Plan 2020 has proposed four distinct land use plans that may affect future development and growth with respect to the Base. The areas south and southwest of Tinker AFB will continue to be industrial. Areas to the west are identified for urban-suburban development. Land south and southeast of Tinker AFB surrounding Lake Stanley Draper is reserved for environmental conservation. The area east of Douglas Avenue falls within an industrial reserve.

Planners at Tinker AFB have developed and nurtured a responsible, proactive and cooperative environment with residents and community planners of Del City, Midwest City, Oklahoma City, and Oklahoma County. These departments are actively involved with and belong to the Association of Central Oklahoma Governments (ACOG). ACOG provides support and facilitates understanding in planning practices and fosters an atmosphere of cooperation in the coordination of sound and responsible regional development.

5.5 INCOMPATIBLE LAND USES

Table 4.3 shows land use compatibility as it is applied to existing land use within the Tinker AFB area of influence. For a land use area to be considered compatible, it must meet criteria for its category for both noise and accident potential as shown in Table 4.3. The compatibility guidelines shown in Table 4.3 were combined with the existing land use data presented on Figure 5.1 to determine land use compatibility associated with aircraft noise and the accident potential zones at Tinker AFB. Results of this analysis are shown numerically in Table 5.5 and graphically on Figure 5.4. There are land uses to the northeast of Tinker AFB that are considered to be incompatible with base operations.

Table 5.5 Incompatible Land Use for Runways 17/35 and 12/30 at Tinker AFB

Category	Acreage Within CZs and APZs			Acreage Within Noise Zones, Not Included in CZs and APZs				Total
	CLEAR ZONE	APZ I	APZ II	65-69	70-74	75-79	80+	
Residential	•	4	409	676	164	8	•	1,261
Commercial	•	41	•	1	•	•	•	42
Industrial	•	•	•	•	•	•	•	0
Public/Quasi-public	•	4	121	5	•	•	•	130
Recreation/Open/ Agricultural/Low Density	•	•	•	•	•	•	•	0
Total	0	49	530	682	164	8	0	1,433
• Represents compatible land use								

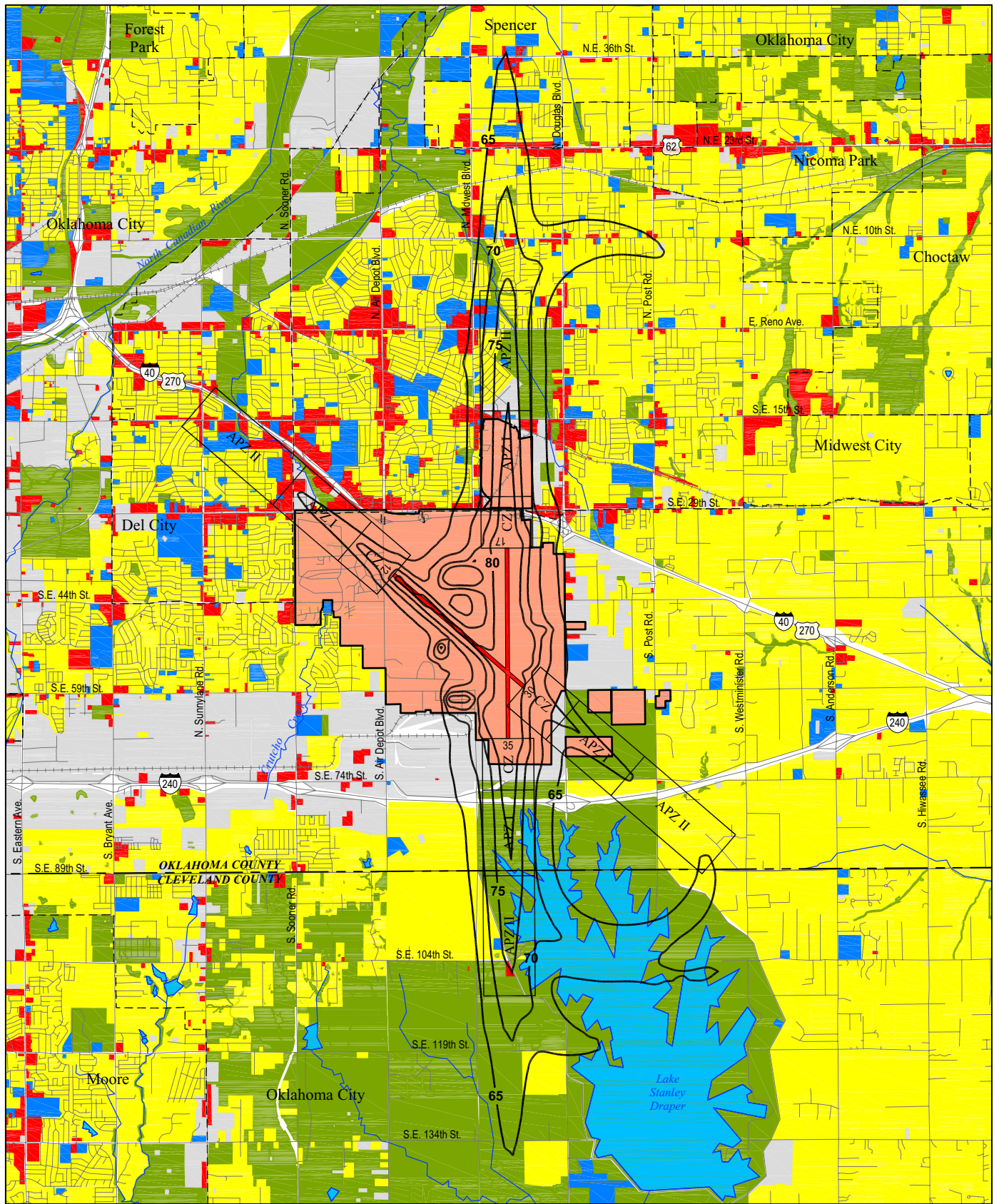
5.5.1 Runways 17 and 35 Clear Zones and Accident Potential Zones

5.5.1.1 Runway 17 Clear Zone (North of the Airfield)

Tinker AFB either owns or holds restrictive easements on all but approximately 12 acres within the Runway 17 CZ. There are no incompatible land uses associated with the Runway 17 CZ.

5.5.1.2 Runway 17 Accident Potential Zone I (North of the Airfield)

In general, industrial, recreational, vacant, and agricultural/open land uses are compatible with the safety criteria established for APZ I. Compatibility of commercial uses within APZ I is dependent on densities and intensity of uses. In 1973, 343 acres of land located in APZ I between the Base and Midwest City were purchased by Oklahoma County and leased back to Tinker AFB. This land is mostly undeveloped and is now compatible with AICUZ guidelines. North of this area, several commercial uses and a public use along 15th Street are incompatible. The incompatible uses include a bank and two bars and a community club, which is classified as public use.

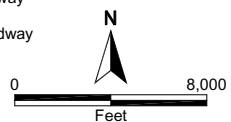


744808 TKAC-FLU.DWG

Tinker Air Force Base 2006 AICUZ

LEGEND

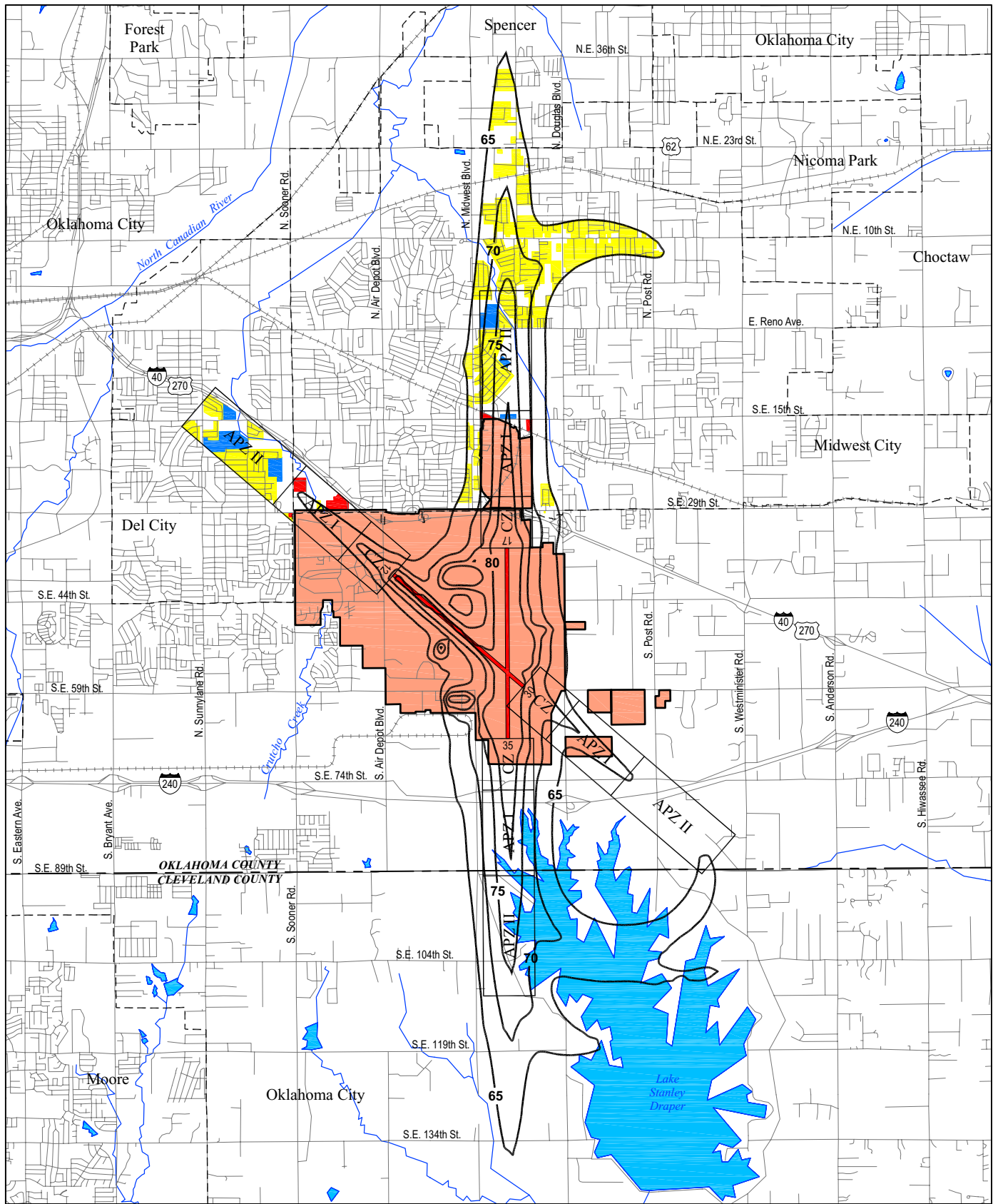
- | | | |
|-------------|------------------------------|-----------------|
| Tinker AFB | Public/Quasi-Public | DNL dB Contours |
| Residential | Open/Agriculture/Low Density | Runway |
| Commercial | City Limits | Roadway |
| Industrial | | |



Generalized Future Land Use with 2006 Noise Contours

Figure 5.3

THIS PAGE INTENTIONALLY LEFT BLANK

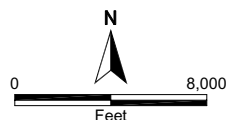


744808 TKAC-ILU.DWG

Tinker Air Force Base 2006 AICUZ

LEGEND

- Tinker AFB
- Residential
- Commercial
- Public/Quasi-Public
- City Limits
- DNL dB Contours
- Runway
- Roadway



Incompatible Land Use

Figure 5.4

THIS PAGE INTENTIONALLY LEFT BLANK

5.5.1.3 Runway 17 Accident Potential Zone II (North of the Airfield)

Most categories of land use are compatible with the safety criteria established for APZ II with the exception of public/quasi-public and some densities of residential. These land uses generally would be incompatible if residential densities are greater than two dwelling units per acre. A significant amount of residential uses exist in APZ II at a density greater than two dwelling units per acre and are considered incompatible. Incompatible public uses include an elementary school, library, post office, nursing home, city hall, and medical center complexes.

5.5.1.4 Runway 35 Clear Zone (South of the Airfield)

Tinker AFB either owns or holds restrictive easements on all the land within the Runway 35 CZ. There are no incompatible land uses associated with the Runway 35 CZ.

5.5.1.5 Runway 35 Accident Potential Zone I (South of the Airfield)

In general, industrial, recreational, vacant, and agricultural/open land uses are compatible with the safety criteria established for APZ I. Compatibility of commercial uses within APZ I is dependent on densities and intensity of uses. There are no incompatible land uses associated with the Runway 35 APZ I.

5.5.1.6 Runway 35 Accident Potential Zone II (South of the Airfield)

Most categories of land use are compatible with the safety criteria established for APZ II with the exception of public/quasi-public and some densities of residential. These land uses generally would be incompatible if residential densities are greater than two dwelling units per acre. There are no incompatible land uses associated with the Runway 35 APZ II.

5.5.2 Runways 12 and 30 Clear Zones and Accident Potential Zones

5.5.2.1 Runway 12 Clear Zone (Northwest of the Airfield)

Tinker AFB either owns or holds restrictive easements on all the land within the Runway 12 CZ. There are no incompatible land uses associated with the Runway 12 CZ.

5.5.2.2 Runway 12 Accident Potential Zone I (Northwest of the Airfield)

Tinker AFB owns approximately 175 acres of the Runway 12 APZ I. In general, industrial, recreational, vacant, and agricultural/open land uses are compatible with the safety criteria established for APZ I. Compatibility of commercial uses within APZ I is dependent on densities and intensity of uses. There are incompatible commercial and residential uses associated with the Runway 12 APZ I. Incompatible commercial uses include the Tinker Business and Industrial Park, a bar, and a Sam's Club retail center. Other commercial uses, including several car dealerships and an auto repair shop, are considered compatible based on their development density and intensity of use. Incompatible residential uses include a small amount of single-family residences and a portion of the Kristie Manor apartment complex.

5.5.2.3 Runway 12 Accident Potential Zone II (Northwest of the Airfield)

Most categories of land use are compatible with the safety criteria established for APZ II with the exception of public/quasi-public and some densities of residential. These land uses generally would be incompatible if residential densities are greater than two dwelling units per acre. A significant amount of residential uses exist in APZ II at a density greater than two dwelling units per acre and are considered incompatible. Incompatible land uses include a middle school, high school, library, community center, and residential areas developed at greater than two dwelling unit per acre.

5.5.2.4 Runway 30 Clear Zone (Southeast of the Airfield)

Tinker AFB either owns or holds restrictive easements on all the land within the Runway 30 CZ. There are no incompatible land uses associated with the Runway 30 CZ.

5.5.2.5 Runway 30 Accident Potential Zone I (Southeast of the Airfield)

Tinker AFB owns approximately 92 acres of the Runway 30 APZ I. There are no incompatible land uses associated with the Runway 30 APZ I.

5.5.2.6 Runway 30 Accident Potential Zone II (Southeast of the Airfield)

Most categories of land use are compatible with the safety criteria established for APZ II with the exception of public/quasi-public and some densities of residential. All of the residential areas within APZ II are rural residential, have densities less than two dwelling units per acre, and are compatible with AICUZ guidelines. There are no incompatible land uses associated with the Runway 30 APZ II.

5.6 NOISE ZONES

At noise levels between DNL 65-69 dB, the only incompatible land use type is residential without NLR materials. Residential uses exist within the DNL 65-69 dB noise exposure zone north of 29th Street in Midwest City. Residential uses also exist within the DNL 70-79 dB noise exposure zone to the north of the Base. The Steed Elementary School, located between 15th Street and Reno Avenue, falls within the DNL 75-79 dB noise exposure zone. Homes that have the recommended NLR measures incorporated into their construction are considered compatible.

5.7 AIR INSTALLATION COMPATIBLE USE ZONE STUDY UPDATES

AICUZ noise contours describe the noise characteristics of a specific operational environment, and as such, will change if a significant operational change is made. An AICUZ Study should be evaluated for an update if the noise exposure map changes by DNL 2 dB or more in noise sensitive areas when compared to the noise contour map in the last publicly released AICUZ Study. With this in mind, this AICUZ Study updates the 1998 AICUZ Study and provides flight track, accident potential zone and noise zone information in this report which reflects the most accurate picture of the installation's aircraft activities as of January 2006.