AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, April 18, 2019
3:00 P.M.

LOCATION: Board of Supervisors Chambers, 481 Fourth Street,
Hollister, CA 95023

COMMISSIONERS: Chair César E. Flores, Vice Chair Jim Gillio
Directors Mark Medina, Marty Richman, and Ignacio Velazquez
Alternates: San Benito County: Anthony Botelho;
City of Hollister: Rolan Resendiz; San Juan Bautista: Mary Vazquez Edge

Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. The opportunity to address the Board of Director’s on items of interest not appearing on the agenda will be provided during Section B. Public Comment.

3:00 P.M. CALL TO ORDER:

A. ACKNOWLEDGE Certificate of Posting

B. PUBLIC COMMENT: (Opportunity to address the Board on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2. Speakers are limited to 3 minutes.)

CONSENT AGENDA
(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. APPROVE Airport Land Use Commission Draft Special Meeting Minutes Dated March 21, 2019 – Gomez

2. FIND Project No. 2018-4, Associated with Assessor Parcel No. 050-010-006, 050-010-007, and 050-010-008, Located on San Felipe Road in the City of Hollister, CONSISTENT with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

REGULAR AGENDA

3. RECEIVE Presentation and COMMENT on Draft Policies and Maps for the Airport Land Use Compatibility Plan for Frazier Lake Airpark – Lezama

Adjourn to ALUC Meeting on Thursday, May 16, 2019. Agenda Deadline is Tuesday, April 30, 2019 at 12:00 P.M.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council’s office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.
MEMBERS PRESENT:
Chair Flores, Director Gillio, Director Richman

MEMBERS ABSENT:
Director Medina, Director Velazquez

STAFF PRESENT:
Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Administrative Services Specialist Kathy Postigo; Transportation Planner, Veronica Lezama; Transportation Planner, Regina Valentine; Secretary, Monica Gomez

CALL TO ORDER:
Chair Flores called the meeting to order at 6:49 P.M.

A. Acknowledge Certificate of Posting

Upon a motion duly made by Director Gillio, and seconded by Director Richman, the Directors unanimously approved the Certificate of Posting. Vote: 3/0 motion passes.

B. PUBLIC COMMENT: None

CONSENT AGENDA:

1. Approve Airport Land Use Commission Draft Special Meeting Minutes dated January 24, 2019 – Gomez

There was no discussion or public comment on Item 1.

Upon a motion duly made by Director Gillio, and seconded by Director Richman, the Directors approved Consent Agenda Item 1. Vote: 3/0 motion passes.

2. Find Project No. 2018-19, Associated with Assessor Parcel Number No. 051-120-019-0, Located at 110 Fallon Road in the City of Hollister, Consistent with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

There was no discussion or public comment on Item 2.

Upon a motion duly made by Director Richman, and seconded by Director Gillio, the Directors approved Consent Agenda Item 2. Vote: 3/0 motion passes.

Upon a motion duly made by Director Richman, and seconded by Director Gillio, the Directors adjourned the ALUC Meeting at 6:50 p.m. Vote: 3/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, APRIL 18, 2019.
Staff Report

To: Airport Land Use Commission
From: Veronica Lezama, Transportation Planner
Date: April 18, 2019
Subject: Land Use Consistency Determination

Recommendation:

FIND Project No. 2018-4, Associated with Assessor Parcel Numbers 050-010-006, 050-010-007, and 050-010-008, Located on San Felipe Road in the City of Hollister, CONSISTENT with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

The ALUC application associated with assessor parcel numbers 050-010-006, 050-010-007, and 050-010-008, was reviewed in accordance with the adopted 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Financial Considerations:

The Airport Land Use Commission (ALUC) has an adopted application fee structure. The fee consists of a minimum $300 non-refundable payment that is submitted at the time the application is provided to ALUC.

Background:

Land use actions proposed within the Hollister Municipal Airport Influence Area (Attachment 1) are subject to ALUC review to determine consistency with the Hollister Municipal Airport Land Use Compatibility Plan. The purpose of the Compatibility Plan is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards.

Staff Analysis:

ALUC staff received an application for a Consistency Determination with the adopted 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Project Description:

The project site is located north of the Hollister Airport, bounded by the airport runway to the southwest, existing agricultural lands to the west and north, and San Felipe Road to the east (Attachment 2). The applicant is proposing to subdivide three lots with combined acreages of
207.65 acres into 60 lots (Attachment 3). Two of the three project sites are currently zoned Airport Support\(^1\) and the third is zoned Industrial\(^2\) (Attachment 4). No specific uses are proposed on the lots at this time. This application was reviewed solely for the proposal to subdivide the three lots into 60 lots, any future development will be reviewed by ALUC for consistency with the Hollister Municipal Airport Land Use Compatibility Plan.

In the course of a project review, the Airport Land Use Commission considers a number of Compatibility Plan policies including: *Noise, Safety, Airspace Protection, and Overflight*. An analysis of each of the four compatibility factors is discussed below.

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**Noise Policy 3.2.**

The Noise Policy objective is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise. The magnitude noise impacts are depicted by four contours, which show the greatest annualized noise impacts anticipated to be generated by the airport over the next 20 years.

The three parcels are located within several of the Noise Contours (Attachment 5). Below is a noise analysis of each parcel.

* 050-010-006 – this parcel is located within two of the five Noise Contours (55 - 60 dB CNEL and 60 - 65 dB CNEL).
* 050-010-007 – this parcel is located within all four Noise Contours.
* 050-010-008 – this parcel is located within all four Noise Contours.

At this time, the applicant is not proposing any specific uses for the 60 parcels; however, any future development proposal will need to be reviewed by ALUC for consistency with the Hollister Municipal Airport Land Use Compatibility Plan’s Noise Policy. The project, as submitted, is consistent with the Plan’s Noise Policy.

For a list of compatible land uses by Noise Contour, see Table 1 Noise Compatibility Criteria (Attachment 6). ALUC staff recommends that the applicant review the Hollister Municipal Airport Land Use Compatibility Plan’s Noise Policy before proposing any future development project in order to ensure consistency.

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\(^1\) The Airport designation is applied to publicly owned lands of the Hollister Municipal Airport. This designation allows industrial or commercial development on those areas that are adjacent to and have direct access to the Hollister Municipal Airport. Development may include industrial, commercial or recreational uses that provide support to the airport and are compatible with both airport operations and adjacent uses.

\(^2\) This designation provides for a range of uses, from business and research parks, large individual corporate establishments, professional and administrative offices and industrial complexes.
Safety Policy 3.3.

The Safety Policy objective is to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policy focuses on reducing the potential consequences of such events by limiting sensitive land uses (i.e. residential) and intensities of non-residential uses (i.e. commercial, industrial, etc.). This policy is defined in terms of the geographic distribution of where accidents are most likely to occur based on the six safety zones.

The three parcels are located within several of the six Safety Zones (Attachment 7). Below is a safety analysis of each parcel.

- **APN 050-010-006** – this parcel is located within the Safety Zones 5 and 6.
- **APN 050-010-007** – this parcel is located within the Safety Zones 1, 2, 5, and 6.
- **APN 050-010-008** – this parcel is located within the Safety Zones 1, 2, 3, and 6.

At this time, the applicant is not proposing any specific uses for the 60 parcels; however, any future development proposal will need to be reviewed by ALUC for consistency with the Hollister Municipal Airport Land Use Compatibility Plan’s Safety Policy. The project, as submitted, is consistent with the Plan’s Safety Policy.

For a list of compatible land uses by Safety Zone, see Table 2 Safety Compatibility Criteria (Attachment 8). Please note that within Safety Zone 1 most land uses are incompatible and should not be permitted under any circumstances.

ALUC staff recommends that the applicant review the Hollister Municipal Airport Land Use Compatibility Plan’s Safety Policy before proposing any future development projects in order to ensure consistency. In addition, all future projects must comply with the indicated usage intensity limits (Attachment 8). The applicant is not proposing any population densities at this time. As such, the project, as presented, is consistent with the Hollister Municipal Airport Land Use Compatibility Plan’s Safety Policy.

Airspace Protection Policy 3.4.

The Airspace Protection Policy seeks to prevent creation of land use features that can be hazards to the airspace required by aircraft in flight and have the potential for causing an aircraft accident to occur. In evaluating the airspace protection compatibility of any proposed development, the following three categories of hazards to airspace shall be taken into account:

1. The height of structures and other objects situated near the airport are a primary determinant of physical hazards to the airport airspace.
2. Land use features that have the potential to attract birds and certain other wildlife to the airport area are also to be evaluated as a form of physical hazards, per FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*.

Council of San Benito County Governments • Measure A Authority
Airport Land Use Commission • Service Authority for Freeways and Expressways
330 Tres Pinos Road, Suite C7 • Hollister, CA 95023 • Phone: 831-637-7665 • Fax: 831-636-4160
www.SanBenitoCOG.org
3. Visual hazards of concern include certain types of lights, sources of glare, and sources of dust, steam, or smoke.

4. Electronic hazards are ones that may cause interference with aircraft communications or navigation.

At this time, the applicant is not proposing any specific uses for the 60 parcels; however, any future development proposal will need to be reviewed by ALUC for consistency with the Hollister Municipal Airport Land Use Compatibility Plan’s Airspace Protection Policy. The project, as submitted, is consistent with the Plan’s Airspace Protection Policy.

ALUC staff recommends that the applicant review the Hollister Municipal Airport Land Use Compatibility Plan’s Airspace Protection Policy before proposing any future development projects in order to ensure consistency.

Overflight Policy 3.5.

The Overflight Compatibility Policy is intended to help notify people, through real estate disclosures, about the presence of aircraft overflight near airports so that they can make informed decisions regarding acquisition or lease of property in the affected areas. Overflight policies do not apply to non-residential development.

The applicant is not proposing any non-residential development; however, any future proposal will need to be reviewed by ALUC for consistency with the Hollister Municipal Airport Land Use Compatibility Plan’s Overflight Policy. The project, as submitted, is consistent with the Plan’s Overflight Policy.

ALUC staff recommends that the applicant review the Hollister Municipal Airport Land Use Compatibility Plan’s Airspace Protection Policy before proposing any future development projects in order to ensure consistency.

Executive Director Review: ________ Counsel Review: N/A

Supporting Attachment(s):

1. Compatibility Policy Map: Airport Influence Area
2. Project Location Map
3. Project Site Plan
4. City of Hollister General Plan Uses
5. Noise Contour Map
6. Table 1: Noise Compatibility Criteria
7. Safety Zones Map
8. Table 2: Safety Compatibility Criteria
Notes
1. ALUC Review Area 1 encompasses locations where all four factors (noise, safety, airspace protections, and overflight) represent compatibility concerns. The boundary is a composite of the outer limits of the CNEL 5 noise contour and safety zone.
2. ALUC Review Area 2 includes locations where airspace protection and/or overflight are compatibility concerns, but not noise or safety. The boundary line matches the outer limits of FAR Part 77 coneal surface.

Hollister Municipal Airport
Land Use Compatibility Plan
Compatibility Policy Map:
Airport Influence Area
APN 050-010-006 is located in the County and not part of this subdivision. However, it will be used for access, and managed to City Industrial Standards.

APN 014-090-049 and APN 014-090-053 are not shown on the plans. They are shown for assessment purposes only.

APN 050-010-001 is possible Roundabouts.

APN 014-120-015 is a possible Roundabout.

The City of Hollister is the Water Source, the City of Hollister is the Sewer, Pacific Gas & Electric is the Gas and Electric, and AT&T is the Telephone.

The improvements are to be in accordance with City of Hollister standards.

This project is not within the Flood Plane according to the Flood Insurance Maps dated April 16, 2009.

This property is not within any Seismic Special Study Zone.


Lot 41 contains an existing well that will be used for irrigation purposes. A separate line (LS) is shown for irrigation.

A gravity sewer line enters the property at Bert Drive, but limited by elevation to just before "A" Court. The remainder of the site will gravity flow to a lift station on Lot 16. A force main will then carry effluent back to the gravity line on Bert Drive.

The property generally slopes north at a rate of 2%±. Lot 16 will be used for storm water detention, in addition to individual lot treatment at the time of lot improvement.

The traffic study for the CEQA document considered both traffic signals and roundabouts for the two main San Felipe intersections. The roundabouts are overlaid on the intersections for reference, but construction of the roundabouts will require additional right of way, on property not owned by the developer. Discussion of timing of improvements, interim measures and pro-rata shares will be determined in discussions with the City.
CITY OF HOLLISTER
SAN BENITO COUNTY, CALIFORNIA
2990 SAN FELIPE RD
CLEARIST PARK
TENTATIVE MAP
SCALE 1" = 100'

10' SS EASEMENT
OVERHEAD LINES TO
BE REMOVED WITH
DEVELOPMENT
The property generally slopes north at a rate of 2% ±. The roads will follow the slope to the northwest. Lot 16 will be used for underground storm water detention. This area will accommodate approximately 50% of the required storm treatment for the site development, and the interior roads. The individual lots will be required to address 50% of their required storm drain treatment on their lot development. No standing ponds or open bodies of water shall be allowed.
City of Hollister General Plan (2009)
- Residential Estate (1 du/5 ac)
- Low Density Residential (1-8 du/ac)
- Medium Density Residential (9-12 du/ac)
- High Density Residential (13-20 du/ac)
- Mixed Use
- Downtown Commercial and Mixed Use (25-45 du/ac)
- Home Office
- West Gateway
- North Gateway Commercial
- General Commercial
- Industrial
- Airport
- Airport Support
- Public
- Crown Space
- Agriculture

Hollister Municipal Airport
Land Use Compatibility Plan

General Plan Land Uses
City of Hollister

Notes
1. General Plan Land Use source:
City of Hollister: Land Use Plan Map, 2009.

Source: Mead & Hunt, Inc.
This map is a user-generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
### Noise Attenuation Criteria

<table>
<thead>
<tr>
<th>Noise Attenuation Criteria</th>
<th>Exterior Noise Exposure (CNEL dB)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise attenuation for new development to comply with interior noise level standards (see Policy 3.2.6)</td>
<td>≤ 55</td>
<td>55-60</td>
</tr>
</tbody>
</table>

#### Land Use Category

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Land Use Acceptability</th>
</tr>
</thead>
</table>

#### Outdoor Uses (limited or no activities in buildings)

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Noise Attenuation Criteria</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Land Areas: woods, brush lands, desert</td>
<td></td>
<td>Compatible at levels indicated, but noise disruption of natural quiet will occur</td>
</tr>
<tr>
<td>Water: flood plains, wetlands, lakes, reservoirs</td>
<td></td>
<td></td>
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<tr>
<td>Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables</td>
<td></td>
<td>Exercise caution with uses involving noise-sensitive animals</td>
</tr>
<tr>
<td>Outdoor Major Assembly Facilities (capacity ≥ 1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos</td>
<td></td>
<td>Exercise caution if clear audibility by users is essential</td>
</tr>
<tr>
<td>Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas</td>
<td></td>
<td>Exercise caution if clear audibility by users is essential</td>
</tr>
<tr>
<td>Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges</td>
<td></td>
<td>Exercise caution if clear audibility by users is essential</td>
</tr>
<tr>
<td>Local Parks: children-oriented neighborhood parks, playgrounds</td>
<td></td>
<td>Exercise caution if clear audibility by users is essential</td>
</tr>
<tr>
<td>Camping: campgrounds, recreational vehicle/motor home parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cemeteries (excluding chapels)</td>
<td></td>
<td>Compatible at levels indicated, but noise disruption of outdoor activities will occur</td>
</tr>
</tbody>
</table>

#### Residential and Lodging Uses

<table>
<thead>
<tr>
<th>Use Type</th>
<th>Noise Attenuation Criteria</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential (&lt;8 d.u./ac)</td>
<td>55-60: See Policy 3.2.5(b)</td>
<td>Noise attenuation applies within the Routine Overflight Zone shown in Map 5 See Policies 3.2.5(b) and 3.5</td>
</tr>
<tr>
<td>Multi-Family Residential (≥8 d.u./ac)</td>
<td>60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24. Noise attenuation applies within the Routine Overflight Zone shown in Map 5 See Policy 3.5</td>
<td></td>
</tr>
<tr>
<td>Long-Term Lodging (&gt; 30 nights): extended-stay hotels, dormitories</td>
<td>60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24.</td>
<td></td>
</tr>
<tr>
<td>Short-Term Lodging (&lt;30 nights): hotels, motels, other transient lodging (except conference/assembly facilities)</td>
<td>60 - ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24.</td>
<td></td>
</tr>
</tbody>
</table>

Table 1

**Noise Compatibility Criteria**

_Hollister Municipal Airport_
### Noise Attenuation Criteria

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Noise Attenuation Criteria</th>
<th>Exterior Noise Exposure ¹ (CNEL dB)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>≤ 55</td>
<td>&gt; 55</td>
</tr>
<tr>
<td></td>
<td></td>
<td>55-60</td>
<td>&gt; 60</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60-65</td>
<td>&gt; 70</td>
</tr>
<tr>
<td></td>
<td></td>
<td>≥ 70</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Conditions below apply to Normally Compatible (green cells) as well as Conditional land uses (yellow cells)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>60 – ≥70: requires an acoustical analysis and sound attenuation to achieve an interior noise level of 45 dB or less in all habitable rooms, per the California Code of Regulations, Title 24.</td>
<td></td>
</tr>
</tbody>
</table>

#### Educational and Institutional Uses

- **Family day care homes (≤ 14 children)**
- **Children’s Schools: K-12, day care centers (> 14 children); school libraries**
- **Adult Education classroom space: adult schools, colleges, universities (excluding aviation-related schools)**
- **Community Libraries**
- **Indoor Major Assembly Facilities (capacity ≥ 1,000 people): auditoriums, conference centers, concert halls, indoor arenas**
- **Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries**
- **Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios**
- **In-Patient Medical: hospitals, mental hospitals**
- **Out-Patient Medical: health care centers, clinics**
- **Penal Institutions: prisons, reformatories**
- **Public Safety Facilities: police, fire stations**

#### Commercial, Office, and Service Uses

- **Major Retail: regional shopping centers, ‘big box’ retail**
- **Local Retail: community/neighborhood shopping centers, grocery stores**
- **Eating/Drinking Establishments: restaurants, fast-food dining, bars**
- **Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries**
- **Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses**

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**Table 1, continued**
### Table 1, continued

<table>
<thead>
<tr>
<th>Noise Attenuation Criteria</th>
<th>Exterior Noise Exposure 1 (CNEL dB)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise attenuation for new development to comply with interior noise level standards (see Policy 3.2.6)</td>
<td>≤ 55</td>
<td>55-60</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use Category 2</th>
<th>Land Use Acceptability (see page 2-44 for legend)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Vehicle Fueling: gas stations, trucking &amp; transportation terminals</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Industrial, Manufacturing, and Storage Uses</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Hazardous Materials Production: oil refineries, chemical plants</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Light Industrial, High Intensity: food products preparation, electronic equipment</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Light Industrial, Low Intensity: machine shops, wood products, auto repair</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Outdoor Storage: public works yards, automobile dismantling</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Mining &amp; Extraction</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Transportation, Communication, and Utilities</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Rail &amp; Bus Stations</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Transportation Routes: road &amp; rail rights-of-way, bus stops</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Auto Parking: surface lots, structures</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Communications Facilities: emergency communications, broadcast &amp; cell towers</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Power Plants</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Electrical Substations</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Wastewater Facilities: treatment, disposal</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Solid Waste Disposal Facilities: landfill, incineration</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
<tr>
<td>Solid Waste Transfer Facilities, Recycle Centers</td>
<td><img src="green.png" alt="Green" /> <img src="red.png" alt="Red" /> <img src="yellow.png" alt="Yellow" /></td>
</tr>
</tbody>
</table>

1. CNEL = Community Noise Exposure Level
2. Conditions below apply to Normally Compatible (green cells) as well as Conditional land uses (yellow cells).
<table>
<thead>
<tr>
<th>Land Use Acceptability</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
</table>
| Normally Compatible    | **Indoor Uses:** Either the activities associated with the land use are inherently noisy or standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL); for land use types that are compatible because of inherent noise levels, sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces in accordance with Policy 3.2.6.  
**Outdoor Uses:** Except as noted in the table, activities associated with the land use may be carried out with minimal interference from aircraft noise |
| Conditional            | **Indoor Uses:** Building structure must be capable of attenuating exterior noise from all noise sources in accordance with Policy 3.2.6.  
**Outdoor Uses:** Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.  
\(^2\) |
| Incompatible           | **Indoor Uses:** Unacceptable noise interference if windows are open; at exposures above CNEL 65 dB, extensive mitigation techniques required to make the indoor environment acceptable for performance of activities associated with the land use  
**Outdoor Uses:** Severe noise interference makes the outdoor environment unacceptable for performance of activities associated with the land use |

**Notes**

1. For the purposes of these criteria, the exterior noise exposure generated by aircraft activity at Hollister Municipal Airport is defined by the projected noise contours illustrated on Map 2 of this Compatibility Plan.
2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.
3. This caution is directed at the project proponent and is not intended to preclude approval of the project.
4. Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. See Policy 1.2.14 for examples of noise-sensitive uses.
5. Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See Policy 1.4.5.
### Table 2

<table>
<thead>
<tr>
<th>Usage Intensity Criteria ¹</th>
<th>Safety Zone</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Sitewide Average Intensity (people/acre)</td>
<td></td>
<td>Numbers below indicate zone in which condition applies</td>
</tr>
<tr>
<td>1: 10</td>
<td>60</td>
<td>100</td>
</tr>
<tr>
<td>2: 20</td>
<td>120</td>
<td>450</td>
</tr>
<tr>
<td>3: 40</td>
<td>200</td>
<td>800</td>
</tr>
<tr>
<td>4: 60</td>
<td>300</td>
<td>1,200</td>
</tr>
<tr>
<td>5: 80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6: 100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Max. Single-Acre Intensity (people/acre)</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: 100</td>
<td>600</td>
<td>1,200</td>
<td>1,200</td>
<td>1,200</td>
<td>1,200</td>
<td>1,200</td>
</tr>
<tr>
<td>2: 200</td>
<td>400</td>
<td>800</td>
<td>800</td>
<td>800</td>
<td>800</td>
<td>800</td>
</tr>
<tr>
<td>3: 300</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4: 400</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5: 500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6: 600</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Safety Compatibility Criteria

#### Hollister Municipal Airport

<table>
<thead>
<tr>
<th>Land Use Category ²</th>
<th>Land Use Acceptability (see page 2-49 for legend)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor Uses (limited or no activities in buildings)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Land Areas: woods, brush lands, desert</td>
<td></td>
<td>1: Objects above runway elevation not allowed in Object Free Area (OFA) ³</td>
</tr>
<tr>
<td>Water: flood plains, wetlands, lakes, reservoirs ³</td>
<td></td>
<td>1: Objects above runway elevation not allowed in Object Free Area (OFA) ³</td>
</tr>
<tr>
<td>Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land</td>
<td></td>
<td>1: Not allowed in Object Free Area (OFA) ³ All: Exercise caution with uses that attract birds and other wildlife</td>
</tr>
<tr>
<td>Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables ³</td>
<td></td>
<td>1: Not allowed in Object Free Area (OFA) ³ All: Exercise caution with uses that attract birds and other wildlife</td>
</tr>
<tr>
<td>Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos ⁴</td>
<td></td>
<td>6: Allowed only if alternative site outside zone would not serve intended function</td>
</tr>
<tr>
<td>Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas</td>
<td></td>
<td>3: Allowed only if alternative site outside zone would not serve intended function</td>
</tr>
<tr>
<td>Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges ³</td>
<td></td>
<td>2: Allowed only if alternative site outside zone would not serve intended function and intensity criteria met</td>
</tr>
<tr>
<td>Local Parks: children-oriented neighborhood parks, playgrounds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camping: campgrounds, recreational vehicle/motor home parks</td>
<td></td>
<td>3, 4: Allowed only if intensity criteria met</td>
</tr>
<tr>
<td>Cemeteries (except chapels)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Residential and Lodging Uses

<table>
<thead>
<tr>
<th>Land Use Category ²</th>
<th>Land Use Acceptability (see page 2-49 for legend)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential (&lt;8 du/ac)⁵: individual dwellings, townhouses, mobile homes, bed &amp; breakfast inns, dormitories</td>
<td></td>
<td>2: Max. density is 0.1 du/ac (≥ 10 acres) 3, 4: Max. density is 0.2 du/ac (≥ 5 acres) 6: Intensity limits as indicated See Policy 3.3.5</td>
</tr>
<tr>
<td>Multi-Family Residential (≥8 du/ac)⁵: condominiums, apartments, agricultural-related housing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long-Term Lodging (&gt;30 nights): extended-stay hotels, dormitories [approx. 200 s.f./person] ⁶</td>
<td></td>
<td>4, 5: Allowed only if intensity criteria met</td>
</tr>
<tr>
<td>Short-Term Lodging(≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities) [approx. 200 s.f./person] ⁶</td>
<td></td>
<td>3, 4, 5: Allowed only if intensity criteria met</td>
</tr>
<tr>
<td>Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Table 2, continued

<table>
<thead>
<tr>
<th>Usage Intensity Criteria</th>
<th>Safety Zone</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Sitewide Average Intensity (people/acre)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Max. Single-Acre Intensity (people/acre)</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>100</td>
<td>150</td>
</tr>
</tbody>
</table>

**Land Use Category: Educational and Institutional Uses**

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Land Use Acceptability (see page 2-49 for legend)</th>
<th>Numbers below indicate zone in which condition applies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family day care homes (≤14 children)</td>
<td></td>
<td>3, 4, 6: Allowed only in existing dwellings or where new single-family residential is allowed See Policy 3.3.5(h)</td>
</tr>
<tr>
<td>Children’s Schools: K-12, day care centers (&gt;14 children); school libraries</td>
<td></td>
<td>3, 4: No new sites or land acquisition 6: No new sites or land acquisition within ½ mile of runway 3, 4, 6: Bldg replacement/expansion allowed for existing school sites; expansion limited to ≤50 students (not school staff)</td>
</tr>
<tr>
<td>Adult Education classroom space: adult schools, colleges, universities [approx. 40 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated; also see individual components of campus facilities (e.g., assembly facilities, offices, gymnasiums)</td>
</tr>
<tr>
<td>Community Libraries [approx. 100 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated</td>
</tr>
<tr>
<td>Indoor Major Assembly Facilities (capacity ≥1,000 people): auditoriums, conference centers, concert halls, indoor arenas</td>
<td></td>
<td>6: Allowed only if beyond ½ mile from runway and alternative site outside zone would not serve intended function; not allowed within ½ mile of runway</td>
</tr>
<tr>
<td>Indoor Large Assembly Facilities (capacity 300 to 999 people): movie theaters, places of worship, cemetery chapels, mortuaries [approx. 15 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated</td>
</tr>
<tr>
<td>Indoor Recreation: gymnasiums, club houses, athletic clubs, dance studios [approx. 60 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated</td>
</tr>
<tr>
<td>In-Patient Medical: hospitals, mental hospitals</td>
<td></td>
<td>3, 4: No new sites or land acquisition; replacement/expansion of existing facilities limited to existing size</td>
</tr>
<tr>
<td>Out-Patient Medical: health care centers, clinics [approx. 240 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated</td>
</tr>
<tr>
<td>Penal Institutions: prisons, reformatories</td>
<td></td>
<td>3, 4: Allowed only if alternative site outside zone would not serve intended public function 5: Allowed only if airport serving</td>
</tr>
<tr>
<td>Commercial, Office, and Service Uses</td>
<td></td>
<td>3, 4: Intensity limits as indicated; capacity &lt;1,000 people per bldg; evaluate eating/drinking areas separately if &gt;10% of total floor area</td>
</tr>
<tr>
<td>Major Retail: regional shopping centers, ‘big box’ retail [approx. 110 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated; evaluate eating/drinking areas separately if &gt;10% of total floor area</td>
</tr>
<tr>
<td>Local Retail: community/neighborhood shopping centers, grocery stores [approx. 170 s.f./person]</td>
<td></td>
<td>3, 4: Intensity limits as indicated; evaluate eating/drinking areas separately if &gt;10% of total floor area</td>
</tr>
<tr>
<td>Usage Intensity Criteria</td>
<td>Safety Zone</td>
<td>Additional Criteria</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Max. Sitewide Average Intensity (people/acre)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Max. Single-Acre Intensity (people/acre)</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Land Use Acceptability (see page 2-49 for legend)</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eating/Drinking Establishments: restaurants, fast-food dining, bars</td>
<td>[approx. 60 s.f./person]</td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries</td>
<td>[approx. 250 s.f./person]</td>
<td>2-5: Intensity limits as indicated; design site to place parking inside and bldgs outside of zone if possible</td>
</tr>
<tr>
<td>Offices: professional services, doctors, finance, civic; radio, television &amp; recording studios, office space associated with other listed uses</td>
<td>[approx. 215 s.f./person]</td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</td>
<td>[approx. 200 s.f./person]</td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>Vehicle Fueling: gas stations and fueling facilities at trucking &amp; transportation terminals</td>
<td></td>
<td>5: Allowed only if airport serving</td>
</tr>
<tr>
<td><strong>Industrial, Manufacturing, and Storage Uses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hazardous Materials Production: oil refineries, chemical plants</td>
<td></td>
<td>3-6: Allowed only if alternative site outside zone would not serve intended function; Fire Marshal to determine if special design features should be incorporated into structure to withstand damage from aircraft collision; exercise caution with uses creating plumes and other airspace hazards</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td></td>
<td>2-5: Avoid bulk production/storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td>Light Industrial, High Intensity: food products preparation, electronic equipment</td>
<td>[approx. 200 s.f./person]</td>
<td>2-5: Intensity limits as indicated; avoid bulk production/storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td>Light Industrial, Low Intensity: machine shops, wood products, auto repair</td>
<td>[approx. 350 s.f./person]</td>
<td>2-4: Intensity limits as indicated; 5: Single story only; max. 10% in mezzanine; 2-5: Avoid bulk production/storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses</td>
<td>[approx. 1,000 s.f./person]</td>
<td>2: Single story only; max. 10% in mezzanine</td>
</tr>
</tbody>
</table>

*Table 2, continued*
<table>
<thead>
<tr>
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</tr>
<tr>
<td>Max. Single-Acre Intensity (people/acre)</td>
<td>10</td>
<td>60</td>
</tr>
<tr>
<td>Land Use Category</td>
<td>Land Use Acceptability (see page 2-49 for legend)</td>
<td></td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>[approx. 300 s.f./person]</td>
<td>3, 5: Intensity limits as indicated; avoid bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials; permitting agencies to evaluate possible need for special measures to minimize hazards if struck by aircraft</td>
</tr>
<tr>
<td>Outdoor Storage: public works yards, automobile dismantling</td>
<td></td>
<td>2: Avoid bulk storage of hazardous materials (flammable, explosive, corrosive, or toxic) or materials that would create airspace hazards (reflective materials, wildlife attractants)</td>
</tr>
<tr>
<td>Mining &amp; Extraction</td>
<td></td>
<td>2: Allowed only if intensity criteria met; exercise caution with activities that would create airspace hazards</td>
</tr>
<tr>
<td>Transportation, Communication, and Utilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport Terminals: airline, general aviation</td>
<td></td>
<td>2: Allowed only if alternative site outside zone would not serve intended public function</td>
</tr>
<tr>
<td>Rail &amp; Bus Stations</td>
<td></td>
<td>5: Allowed only if airport serving</td>
</tr>
<tr>
<td>Transportation Routes: road &amp; rail rights-of-way, bus stops</td>
<td></td>
<td>1: Not allowed in Object Free Area (OFA)</td>
</tr>
<tr>
<td>Auto Parking: surface lots, structures</td>
<td></td>
<td>1: Not allowed in Object Free Area (OFA)</td>
</tr>
<tr>
<td>Communications Facilities: emergency communications, broadcast &amp; cell towers</td>
<td></td>
<td>3-5: Allowed only if alternative site outside zone would not serve intended public function; not allowed within ½ of runway</td>
</tr>
<tr>
<td>Power Plants</td>
<td></td>
<td>6: Not allowed within ½ mile of runway</td>
</tr>
<tr>
<td>Electrical Substations</td>
<td></td>
<td>3, 4: Primary plants not allowed; peaker plants only</td>
</tr>
<tr>
<td>Wastewater Facilities: treatment, disposal</td>
<td></td>
<td>2, 5: Allowed only if alternative site outside zone would not serve intended public function</td>
</tr>
<tr>
<td>Solid Waste Disposal Facilities: landfill, incineration</td>
<td></td>
<td>2: Allowed only if alternative site outside zone would not serve intended public function</td>
</tr>
<tr>
<td>Solid Waste Transfer Facilities, Recycle Centers</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 2, continued
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<table>
<thead>
<tr>
<th>Land Use Acceptability</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normally Compatible</td>
<td>Normal examples of the use are compatible under the presumption that usage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity criteria. Noise, airspace protection, and/or overflight limitations may apply.</td>
</tr>
<tr>
<td>Conditional</td>
<td>Use is compatible if indicated usage intensity limit and/or other listed conditions are met.</td>
</tr>
<tr>
<td>Incompatible</td>
<td>Use should not be permitted under any circumstances.</td>
</tr>
</tbody>
</table>

### Notes

1. Usage intensity criteria applicable to all nonresidential development (i.e., Normally Compatible as well as Conditional land uses). Nonresidential development must satisfy both forms of intensity limits (see Policy 3.3.6). See Note 6 below and Policy 3.3.7 for information on how to calculate nonresidential intensity. Up to 10% of total floor area may be devoted to ancillary use (see Policy 3.3.6(c)).
2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses. These uses may pose hazards to flight as they may attract birds or other wildlife; generate dust or other visual hazards; or create physical hazards (e.g., power lines or other tall objects). See Section 3.4 for applicable airspace protection policies.
3. Capacity of people for Large and Major Assembly Facilities obtained from International Building Code.
4. Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤ 14 children) may be established in any dwelling. See Policies 1.4.5 and 3.3.5(h).
5. Common occupancy load factors (approximate number of square feet per person) source: Mead & Hunt, Inc. based upon information from various sources including building and fire codes, facility management industry sources, and ALUC surveys. The common occupancy load factors represent the maximum occupancy during a normal peak period occupancy, not on the highest attainable occupancy used in building and fire codes. Common occupancy load factors provided in the table for specific land uses may be used as a means of calculating the usage intensity of a proposed development. See Policy 3.3.7 for other methods of calculating usage intensities.
Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner
Date: April 18, 2019
Subject: Draft Policies and Maps for the Airport Land Use Compatibility Plan for Frazier Lake Airpark

Telephone: (831) 637-7665

Recommendation:

RECEIVE Presentation and COMMENT on Draft Policies and Maps for the Airport Land Use Compatibility Plan for Frazier Lake Airpark.

Summary:

The San Benito County Airport Land Use Commission (ALUC) adopted the current Comprehensive Land Use Plan for Frazier Lake Airpark in 2001. Subsequently, Caltrans Division of Aeronautics updated the California Airport Land Use Planning Handbook. The Frazier Lake Airpark's Comprehensive Land Use Plan requires updating to reflect the guidance set forth in the updated Caltrans Airport Land Use Planning Handbook. The name of the existing Comprehensive Land Use Plan for Frazier Lake Airpark will change to Airport Land Use Compatibility Plan for Frazier Lake Airpark.

Financial Impact:

The funding agency, Council of Governments, has budgeted $20,000 for the preparation of the updated Frazier Lake Airport Land Use Compatibility Plan, but only a portion, $12,450, of the budget will be spent on a consultant contract for the update. ALUC is the lead agency for the preparation of the updated Plan.

Background:

Airport Land Use Commissions (ALUC) have been established for all counties with public use airports within the State of California. ALUCs are formed with the specific intent of implementing State law, regarding airports and surrounding land use for compatibility. The purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

As a primary function, ALUC must prepare and update an Airport Land Use Compatibility Plan. The enclosed draft Airport Land Use Compatibility Plan policies and maps were prepared in reference with the 2002 California Airport Land Use Planning Handbook (Attachment 1). The California Airport Land Use Planning Handbook is published by the California Department of Transportation Division of Aeronautics. Its purpose is to support and amplify the article of the State Aeronautics Act (California Public Utilities Code, Section 21670 et seq.) which establishes statewide requirements for the conduct of airport and land use compatibility planning.
Discussion:

A Request for Qualifications was released in late 2018 and aviation consultant Walter D. Windus was selected as the preferred consultant to prepare the Airport Land Use Compatibility Plan for Frazier Lake Airpark.

As part of the project development process, Airport Land Use Commission staff established a Project Development Team composed of County of San Benito Planning Department staff, Frazier Lake Airpark Airport Manager, and Aviation Consultant Walter Windus to formulate the enclosed draft policies and maps (Attachment 1) for the Board’s consideration.

The enclosed draft policies and maps will set the framework for the development of the Draft Airport Land Use Compatibility Plan for Frazier Lake Airpark. After receiving ALUC Board comment, staff will be conducting preliminary public outreach with property owners located within the proposed Frazier Lake Airpark Airport Influence Area (AIA). The goal of this interaction with property owners is to engage them early in the Plan’s development process and to provide an opportunity for one-on-one meetings to answer property owners’ questions and receive feedback. A detailed project schedule is enclosed for more information (Attachment 2).

Executive Director Review: ____________ Counsel Review: N/A

Attachments:

1. Draft Policies and Maps, Airport Land Use Compatibility Plan for Frazier Lake Airpark
2. Project Schedule, Airport Land Use Compatibility Plan for Frazier Lake Airpark
4 LAND USE COMPATIBILITY POLICIES

4.1 LAND USE PLANNING ISSUES

The land use planning criteria for the individual land use planning issues applicable to the Airport are discussed in Section 3.0. Figure 7 presents a composite of the land use planning categories and the criteria that establishes the Airport Influence Area (AIA). The San Benito County Airport Land Use Commission (ALUC) and the Airport Land Use Compatibility Plan (ALUCP) for the Airport address policies based on the following criteria:

- **Noise Restriction Area.** The Noise Restriction Area is defined as the 55 dB CNEL contour (see figure 4), inside which an acoustical analysis is required by the local agency with land use jurisdiction demonstrating how low-density, single-family, multi-family and mobile home dwelling units and schools have been designed to meet an interior noise level of 45 dB CNEL.

- **Height Restriction Area.** The Height Restriction Area is to protect the airspace around the Airport. The Horizontal Surface is 150 feet above the Airport elevation of 153 feet above mean sea level, the perimeter of which is constructed by swinging arcs 5000 feet out from the ends of the Primary Surfaces for Runway 5-23 and for Runway 5W-23W. The Conical Surface extends outward and upward from the periphery of the Horizontal Surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The Height Restriction Area is defined as the lowest of the Approach Surfaces plus the Transitional Surfaces plus the Horizontal Surface plus the Conical Surface at any point and is defined in Section 3.4 and presented on Figures 5a and 5b.

- **Safety Restriction Area.** The Safety Restriction Area is to provide land use safety with respect to people and property on the ground and the occupants of aircraft. The safety zones applicable to the Airport are defined in Section 3.5 and presented on Figure 6.

- **Overflight Restriction Area.** The Overflight Restriction Area is a composite of the areas surrounding the Airport that are areas affected by noise, height, and safety considerations. All areas within the AIA (Figure 7) should be regarded as potentially subject to aircraft overflights as discussed in Section 3.6.

4.2 JURISDICTIONAL RESPONSIBILITIES

The policies set forth in this section contain criteria intended to prevent future conflicts between airport operations and surrounding land uses. Implementation of these criteria requires action by the local jurisdictions that have control over the land uses in the Airport Influence Area (AIA) presented on Figure 7.

The jurisdictional responsibilities for implementation of the ALUCP are described below. In addition, actions that are available to the local jurisdictions are also presented.

Implementation of the ALUCP will be the responsibility of the County of San Benito for those areas within the AIA under their jurisdiction. Note that Policies T-1 and T-2 extend countywide. The San Benito County Airport Land Use Commission (ALUC) will provide policy direction, advice, and technical assistance to the County as needed to facilitate implementation of the ALUCP.

### 4.2.1 San Benito County Airport Land Use Commission Procedures

The San Benito County Airport Land Use Commission shall:

- Adopt the airport land use policies and the AIA boundary maps. The ALUCP and its planning boundary maps shall, upon adoption, be subject to annual review by the ALUC and be updated as required.

Amendments to the ALUCP document are limited to no more than once per calendar year.
• Review the General Plan and applicable Area Plans, Specific Plans, zoning and building regulations for the County of San Benito to determine if such plans and regulations are consistent with the policies of this ALUCP.

• Review all actions, regulations and permits within the AIA for consistency with the adopted Frazier Lake Airpark Airport Land Use Compatibility Plan.

• Review all proposed amendments to the General Plans, Specific Plans, and zoning and building regulations that may affect land use in the AIA.

  The ALUC shall determine if the proposed amendments are consistent or inconsistent with this ALUCP.

• Review proposed changes to the Frazier Lake Airpark Master Plan or Airport Layout Plan or modifications to the aircraft flight tracks, new aircraft noise contours, or any other development that would alter the land use compatibility issues addressed in Section 3.0.

  The ALUC shall determine if the proposed changes are consistent with this ALUCP or if the ALUCP requires an amendment.

• Review the plans, regulations and other actions where there is a conflict with ALUC plans and policies. A review of land use issues within the AIA relating to ALUC policies may be requested by any member of the ALUC, or by the Board of Directors of Frazier Lake Airpark as the owner and operator of the Airport.

• Coordinate off-airport land use planning efforts of the County of San Benito and Federal and State agencies concerned with airport land use.

• Gather and disseminate information relating to airport land use and aircraft noise, height and safety factors that may affect land use.

4.2.1.1 Review of Development Projects

Once the ALUC has determined that a local jurisdiction’s General Plan and applicable Specific Plans are consistent with the ALUCP (or the local jurisdiction has overruled the ALUC and made the required findings of consistency with the purposes stated in Public Utilities Code section 21676(a)), to the extent that these are not mandated referrals, the ALUC requires the local jurisdictions to submit referrals to the ALUC for the following proposed developments:

• Any project that requires use of the Infill policies or Reconstruction policy R-3 in order to be deemed consistent with this ALUCP.

• Proposed residential development, including land divisions, within the AIA.

• Major infrastructure development or improvements (e.g., water, sewer, roads) that would promote urban development within the AIA.

• Proposed land acquisition by any entity for the purpose of developing a school, hospital, nursing home, library, outdoor theater, or other high-density or low-mobility uses within the AIA.

• Any proposal anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level, to verify compliance with FAR 77.13 and ALUC policies.

• Any proposed land use action by a city or County planning agencies involving a question of compatibility with the Airport’s activities. For example, creation of a landfill within the AIA would generally meet all height and density requirements, however the tendency of landfills to attract bird activity may create a safety hazard for airport operations.
Any project within the AIA that is voluntarily referred to the ALUC for review by the local agency.

4.2.1.2 Project Submittals

When review of a land use development proposal is required under this ALUCP, the referring agency shall provide the following information to the ALUC in addition to the information required by the city or County:

- A map or maps, drawn to an appropriate scale, showing the location of the project with respect to the Airport Influence Area boundaries, the airport safety zones, the airport noise contours and the FAA Part 77 Surfaces for the airport.
- A detailed site plan showing ground elevations, location of structures, open spaces and the heights of structures and landscaping.
- A description of permitted or proposed land uses and restrictions on the uses.
- An indication of the potential or proposed number of dwelling units per acre for residential uses.
- The maximum number of people potentially occupying the total site or portions of the site at any one time.
- Any project submitted for airport land use compatibility review for reasons of height-limit issues shall include a copy of the Federal Aviation Administration’s evaluation and reply to proponent’s notification to the FAA using FAA Form 7460-1, Notice of Proposed Construction or Alteration.

4.2.1.3 Review Process

The proposed actions referred to in Section 4.2.1.1 shall be referred to the ALUC at the earliest possible time but no later than the time allowed in the applicable statutes and regulations, in order that the ALUC's findings may be considered by the local agency prior to finalizing the proposed action.

The ALUC must find a proposal either 1) consistent with the ALUCP or 2) inconsistent with the ALUCP. Additionally, the ALUC can provide recommendations for changes that would enhance the project's compatibility with the ALUCP or the ALUC can state under which conditions the proposal would be consistent.

The ALUC must take action on a request for a consistency determination within 60 days of receipt of the complete (as determined by ALUC staff) Project Submittal package (Section 4.2.1.2). If the proponent desires to request a delay in determination, the proponent must withdraw the project from consideration and reapply at a later date. If the determination is not made within 60 days (or as extended by proponent’s request), the proposal shall be considered consistent with the ALUCP.

The ALUC may, at the request of the local jurisdiction or interested party, provide an interpretation of any of the policies found in this ALUCP.

4.2.2 County of San Benito

The County of San Benito shall:

- Adopt the ALUC policies and the AIA boundary maps and any adopted amendments.
- Incorporate the adopted ALUC policies and adopted amendments, boundary maps, and land use recommendations into the local agency’s General and/or Specific Plan and Zoning Ordinances within 180 days of adoption or vote to overrule per PUC 21676 (a).
- Provide ongoing review of land uses within the AIA to ensure that land use changes are compatible with ALUC policies and plans. The affected local agency shall work closely with ALUC staff to establish and carry out review coordination with the ALUC.
- Obtain avigation easements for any development within the AIA under County jurisdiction.
- Incorporate the AIA boundary and associated policy maps into the local agency’s geographic information system (GIS).

**4.2.2.1 Overrule Notification Process**

The affected local agencies, after January 1, 2004, in accordance with PUC 21676 (a), shall:

- Notify the ALUC at least 45 days in advance, of their intent to overrule any ALUC non-consistency determination including a copy of their proposed decision and specific findings..
- Notify the ALUC if and when the local agency overrules any ALUC non-consistency determinations.

**4.2.3 Airport Owner/Operator Responsibilities**

To ensure that the ALUC is able to fulfill its statutory responsibilities, Frazier Lake Airpark should:

- Notify the ALUC of operational or physical changes at the Airport, such as aircraft flight tracks, airfield configuration, structural development, relocation of facilities, and proposed new and/or updates to planning documents.
- Notify the ALUC of any changes that may affect Federal Aviation Regulations (FAR) Part 77 height restriction surfaces or CNEL aircraft noise contours.
- Provide CNEL noise contour data including the most recent actual data as well as forecasts covering at least twenty years in to the future.

**4.3 COMPATIBILITY POLICIES**

The compatibility of land uses (temporary or permanent) in the vicinity of the Airport will be evaluated for each of the potential land use impact categories (noise, height and safety) in terms of the compatibility policies established for each category of concern. The graphic illustrations of each area of concern presented in this ALUCP are to be included in the evaluation. The following compatibility policies will be used for ALUC consistency review.

**4.3.1 General Compatibility**

**4.3.1.1 Policies**

G-1 In the case of conflicts in any policy between this plan, or any County code, ordinance or regulation, the most restrictive provision shall be applied to the project.

G-2 If a project falls into an area within two or more Airport Influence Areas (AIA), the most restrictive conditions from each separate airport shall apply to the project.

G-3 The Airport is exempt from the policies of this ALUCP for the development of projects on airport property.

G-4 Local jurisdictions should encourage the conversion of land uses that are currently incompatible with this ALUCP to uses that are compatible, where feasible.

G-5 Where legally allowed, dedication of an avigation easement to the County of San Benito shall be required to be offered as a condition of approval on all projects located within an Airport Influence Area, other than reconstruction projects as defined in paragraph 4.3.7. All such easements shall be similar to that shown as Exhibit 1 in Appendix A.
Any proposed use or activity that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), hunting clubs, rifle ranges, and activities that may produce smoke, dust, or glare. This policy requires the height at maturity of newly planted trees to be considered to avoid future penetration of the FAA FAR Part 77 Surfaces.

All new exterior lighting or large video displays within the AIA shall be designed so as to create no interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots.

4.3.2 Noise Compatibility

The objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of aircraft noise.

The Noise Compatibility Guidelines presented in Table 4-1 shall be used to determine if a specific land use is consistent with the CLUP. Noise impacts shall be evaluated according to the 2038 Aircraft Noise Contours presented on Figure 4.

4.3.2.1 Policies

N-1 The Community Noise Equivalent Level (CNEL) method of representing noise levels shall be used to determine if a specific land use is consistent with the ALUCP.

N-2 In addition to the other policies herein, the Noise Compatibility Guidelines presented in Table 4-1 shall be used to determine if a specific land use is consistent with this ALUCP.

N-3 Noise impacts shall be evaluated according to the Aircraft Noise Contours presented on Figure 4.

N-4 No residential or transient lodging construction shall be permitted within the 60 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project of a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)

N-5 All property owners within the 60 dB CNEL contour boundary who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 60 dB CNEL in a manner that is consistent with current state law including AB2776 (2002).

N-6 Residential construction will not be permitted in the area between the 60 dB CNEL contour boundary and the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound level will be no greater than 45 dB CNEL.

N-7 Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 4-1 presents acceptable noise levels for other land uses in the vicinity of the Airport.

N-8 Single-event noise levels (SENL) from single aircraft overflights are to be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. Single-event noise levels are especially important in the areas regularly overflown by aircraft, but which may not produce significant CNEL contours, such as the down-wind segment of the traffic pattern, and airport entry and departure flight corridors.
### NOISE COMPATIBILITY POLICIES

**Frazier Lake Airpark**

<table>
<thead>
<tr>
<th>LAND USE CATEGORY</th>
<th>CNEL</th>
<th>55-60</th>
<th>60-65</th>
<th>65-70</th>
<th>70-75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential – low density Single-family, duplex, mobile homes</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Residential – multi-family, condominiums, townhouses</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Transient lodging - motels, hotels</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Schools, libraries, indoor religious assemblies, hospitals, nursing homes</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Auditoriums, concert halls, amphitheaters</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td>****</td>
<td></td>
</tr>
<tr>
<td>Sports arena, outdoor spectator sports, parking</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Playgrounds, neighborhood parks</td>
<td>**</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Golf courses, riding stables, water recreation, cemeteries</td>
<td>*</td>
<td>**</td>
<td>***</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>Office buildings, business commercial and professional, retail</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>**</td>
<td></td>
</tr>
<tr>
<td>Industrial, manufacturing, utilities, agriculture</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td></td>
</tr>
</tbody>
</table>

* **Clearly Acceptable**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Mobile homes may not be acceptable in these areas. Some outdoor activities might be adversely affected.

** ** ** Normally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Outdoor activities may be adversely affected.

Residential: Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

*** ** ** Normally Unacceptable

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.

**** ** ** Fully Unacceptable

New construction or development should not be undertaken.

Source: Based on General Plan Guidelines, Appendix C (2003), Figure 2 and San Benito County 2035 General Plan, Table 9-2
4.3.3 Height Compatibility

The objective of height compatibility criteria is to avoid development of land uses, which, by posing hazards to flight, can increase the risk of an accident occurring.

4.3.3.1 Policies

H-1 Any structure or object that penetrates the Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, (FAR Part 77) surfaces, as presented in Table 3-3 and illustrated on Figures 5a and 5b will be considered an incompatible land use.

H-2 Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, Notice of Proposed Construction or Alteration. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the FARs).

4.3.4 Tall Structure Compatibility

Structures of a height greater than 200 feet above ground level can be a special hazard to aircraft in flight.

4.3.4.1 Policies

T-1 The applicant for any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall submit to the FAA a completed copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration. A copy of the submitted form shall be submitted to the San Benito County ALUC as well as a copy of the FAA’s response to this form.

T-2 Any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.

4.3.5 Safety Compatibility

The objective of safety compatibility criteria is to minimize the risks associated with potential aircraft accidents. These include the safety of people on the ground and the safety of aircraft occupants. Land uses of particular concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations.

4.3.5.1 Policies

S-1 These policies and the Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the ALUCP. Safety impacts shall be evaluated according to the Airport Safety Zones presented on Figure 6.

S-2 Schools, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or disabled shall be prohibited within the Runway Protection Zones (RPZs), Inner Safety Zones (ISZs), Turning Safety Zones (TSZs), Sideline Safety Zones (SSZs), and Outer Safety Zones (OSZs) presented in Table 4-2. These uses should also be discouraged in the Traffic Pattern Zones (TPZs).

S-3 Amphitheaters, sports stadiums and other very high concentrations of people shall be prohibited within the Runway Protection Zones (RPZs), Inner Safety Zones (ISZs), Turning Safety Zones (TSZs), Sideline Safety Zones (SSZs), Outer Safety Zones (OSZs) and Traffic Pattern Zones (TPZs) presented in Figure 6.
## SAFETY ZONE COMPATIBILITY POLICIES

### Frazier Lake Airpark

<table>
<thead>
<tr>
<th>Safety Zone</th>
<th>Maximum Population Density</th>
<th>Open Space Requirements</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runway Protection Zone – RPZ</td>
<td>-0-</td>
<td>100 percent</td>
<td>Agricultural activities, roads, open low-landscaped areas. No structures, trees, telephone poles or similar obstacles. Occasional short-term transient vehicle parking is permitted. No open man-made water retention ponds.</td>
</tr>
<tr>
<td>Also known as Zone 1</td>
<td>(No people allowed)</td>
<td>(No structures allowed)</td>
<td></td>
</tr>
<tr>
<td>Inner Safety Zone – ISZ</td>
<td>Nonresidential, maximum 20 people per acre (includes open area and parking area required for the building’s occupants)</td>
<td>30 percent of gross area open. No structures or concentrations of people within 100 feet of the extended runway centerlines.</td>
<td>Residential – none allowed. Nonresidential – uses should be activities that attract relatively few people. No shopping centers, restaurants, theaters, meeting halls, stadiums, multi-story office buildings, labor-intensive manufacturing plants, educational facilities, day care facilities, hospitals, nursing homes or similar activities. No hazardous material facilities (gasoline stations, etc.). No open man-made water retention ponds.</td>
</tr>
<tr>
<td>Known as Zone 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turning Safety Zone - TSZ</td>
<td>Nonresidential, maximum 60 people per acre (includes open area and parking area required for the building’s occupants)</td>
<td>20 percent of gross area</td>
<td>Residential – if non-residential uses are not feasible, allow residential infill to existing density (1 dwelling unit per 5 acres). Nonresidential – no regional shopping centers, theaters, meeting halls, stadiums, schools, day care centers, hospitals, nursing homes or similar activities. No above ground bulk fuel storage.</td>
</tr>
<tr>
<td>Known as Zone 3</td>
<td></td>
<td>Minimum dimensions: 300 ft long by 75 ft wide parallel to the runways.</td>
<td></td>
</tr>
<tr>
<td>Outer Safety Zone – OSZ</td>
<td>Nonresidential, maximum 85 people per acre (includes open area and parking area required for the building’s occupants)</td>
<td>20 percent of gross area</td>
<td>Residential – if non-residential uses are not feasible, allow residential infill to existing density (1 dwelling unit per 5 acres). Nonresidential – no regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities. No above ground bulk fuel storage.</td>
</tr>
<tr>
<td>Known as Zone 4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sideline Safety Zone - SSZ</td>
<td>Nonresidential, maximum 60 people per acre (includes open area and parking area required for the building’s occupants)</td>
<td>30 percent of gross area</td>
<td>Residential – if non-residential uses are not feasible, allow residential infill to existing density (1 dwelling unit per 5 acres). Nonresidential – no regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes or similar activities. No above ground bulk fuel storage.</td>
</tr>
<tr>
<td>Known as Zone 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Pattern Zone – TPZ</td>
<td>No Limit</td>
<td>10 percent of gross area every one-half mile</td>
<td>Residential – Allowed if consistent with County General Plan. Nonresidential – no large sports stadiums or similar uses with very high concentration of people.</td>
</tr>
<tr>
<td>Known as Zone 6</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Based on 2011 *Airport Land Use Planning Handbook, Ch 4*, prepared by the California Department of Transportation, Division of Aeronautics.
S-4 Storage of fuel or other hazardous materials shall be prohibited in the Runway Protection Zone. Above ground storage of fuel or other hazardous materials shall be prohibited in the Inner Safety Zone and Turning Safety Zone. Beyond these zones, storage of fuel or other hazardous materials not associated with aircraft use should be discouraged.

S-5 In addition to the requirements of Table 4-2, open space requirements, for sites which can accommodate an open space component, shall be established at the general plan level for each safety zone where feasible as determined by the local jurisdiction, as individual parcels may be too small to accommodate the minimum-size open space requirement. To qualify as open space, an area must be free of buildings, and have minimum dimensions of at least 75 feet wide by 300 feet long along the normal direction of flight. The clustering of development and provision of contiguous landscaping and parking areas will be encouraged to increase the size of open space areas.

S-6 The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. A method for determining the concentration of people for various land uses is presented in Section 5.0, Implementation.

S-7 The following uses shall be prohibited in all Airport Safety Zones:

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. Lighting if any, shall be in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting.

- Any use that would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- Any use which would generate smoke or water vapor, or which would attract large concentrations of birds (See AC 150/5200-33B), or which may otherwise negatively affect safe air navigation within the area.

- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation, communication or navigation equipment.

S-8 Buildings that would interfere with an aircraft gliding to an emergency landing in a safety zone open area are not permitted.

S-9 In unique cases an exception can be granted, at the discretion of the ALUC, on the basis of mitigation measures proposed by the applicant which would result in the final project improving the overall safety in the safety zones in comparison to the situation existing prior to the project. An example of such a possible mitigation is the removal of existing incompatible structures in exchange for constructing less incompatible structures. The following conditions must be met for this variance to be granted:

a. There must be a clear, demonstrable net improvement in safety.

b. The mitigation must provide a permanent improvement in safety. For instance, in the example above, the removed structures could not be replaced by other structures at a later date.

4.3.6 Overflight

The objective of the overflight compatibility criteria is to assist those persons who are highly annoyed by overflights or have an above-average sensitivity to aircraft overflights to avoid living in locations where these impacts may occur.
4.3.6.1 Policies

O-1 All new projects within the AIA that are subject to discretionary review and approval shall be required to dedicate an avigation easement to the County of San Benito. The avigation easement shall be similar to that shown as Exhibit 1 in Appendix A.

(In September of 2002 Assembly Bill AB2776 was signed into law and became effective on January 1, 2004. This statute requires that as part of the real estate transfer process, the purchaser be informed if the property is in an Airport Influence Area and if so, the purchaser is to be informed of the potential impacts (noise, in particular) resulting from the associated airport. This information is generally included in the Disclosure Documentation packet provided by the real estate agent to the property buyer.)

4.3.7 Reconstruction

Reconstruction as used in this ALUCP is the rebuilding of a legally established structure in any of the safety zones, in its original location and to its original condition (typically due to a fire, or earthquake damage or destruction). “Original conditions” means the same or lesser footprint, height and intensity of use. Reconstruction projects may be approved under the following policies:

4.3.7.1 Policies

R-1 Reconstruction projects that are not subject to a previous avigation easement shall not be required to provide an avigation easement as a condition for approval.

R-2 Residential reconstruction projects must include noise insulation to assure interior noise levels of less than 45 dB CNEL.

R-3 An application for reconstruction increasing the structure’s internal square footage, footprint square footage, height, and/or intensity of use may be approved if the local agency determines that such increase will have no adverse impact beyond that which existed with the original structure. However, a project approved under this policy shall require the property owner to offer and the local agency shall accept an avigation easement to the County of San Benito, similar to Exhibit 1 in Appendix A.

4.3.8 Infill

Infill as used in this ALUCP is defined as the development of vacant or underutilized residential properties located in a safety zone, of less than 0.25 acres in size, in areas that are already substantially developed with uses not ordinarily permitted by the ALUCP compatibility criteria.

Redevelopment is defined as land that previously contained a building that was removed or demolished with the intent of replacing the building with a new building for a different use. Redevelopment is not considered Infill.

In some circumstances, infill projects may be acceptable if the following criteria are met.

4.3.8.1 Policies

I-1 Infill projects must comply with paragraph 4.3.5 and Table 4-2 of this ALUCP with the exception of the land use density requirements.

I-2 Infill projects may be approved if all of the following conditions are met:

a) The total contiguous undeveloped land area at this location is less than 0.25 acres in size. Note that this means the total contiguous undeveloped land area, not just the land area being proposed for development. Lots larger than 0.25 acres shall not be considered for infill.

b) The site is already surrounded on three sides and a street, or two sides and two streets, by the same land use as that being proposed.
c) The ALUC determines that the project will create no adverse safety impacts beyond those that already exist due to the existing incompatible land uses.

d) The property owner shall offer and the local agency shall accept an avigation easement to the County of San Benito, similar to Exhibit 1 in Appendix A.
General Plan Land Use
Airport Land Use Compatibility Plan
Frazier Lake Airpark, San Benito County
Figure 3

Legend
- Agriculture (1 du/5 acres or Max. Floor Area ratio 0.5)
- FEMA Flood Zone
- Commercial thoroughfare (Max. Floor Area Ratio: 0.8)
- Runway
- Parcel
- FAR Part 77 Surfaces
- Airport Property

Draft 4/10/19

Map prepared January 2019
NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES
FAR Part 77 Surfaces
Airport Land Use Compatibility Plan
Fazier Lake Airpark, San Benito County
Figure 5a
Map prepared January 2019
NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES
NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
Noise Contours
Airport Land Use Compatibility Plan
Frazier Lake Airpark, San Benito County
Figure 4

Map prepared January 2019
NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES

Legend

- Flight Track
- Parcels
- Runways
- Airport Property
Safety Zones
Airport Land Use Compatibility Plan
Frazier Lake Airpark, San Benito County
Figure 6

Legend
- Runway Protection Zone
- Inner Safety Zone
- Turning Zone
- Outer Safety Zone
- Sideline Zone
- Traffic Pattern Zone
- Runways
- Parcel

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES
Safety Zones

Airport Land Use Compatibility Plan
Frazier Lake Airpark, San Benito County

Figure 6 (Aerial version)

Legend
- Runway Protection Zone
- Inner Safety Zone
- Turning Zone
- Outer Safety Zone
- Sideline Zone
- Traffic Pattern Zone
- Runways
- Parcel

Map prepared January 2019

NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
Airport Influence Area
Airport Land Use Compatibility Plan
Frazier Lake Airpark, San Benito County
Figure 7

Map prepared January 2019
NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES

Legend
- Runway Protection Zone
- Inner Safety Zone
- Turning Zone
- Outer Safety Zone
- Sideline Zone

Noise Contours
- CNEL ≤ 55-60 dB
- 60-65 dB
- 65-70 dB
- 70-75 dB
- 75-80 + dB

Runways
Parcel
Flight Track
## Project Schedule 2018/2019 Airport Land Use Compatibility Plan for Frazier Lake Airpark

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X Task completed
✓ Scheduled date