AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, January 21, 2021
6:00 P.M.

LOCATION: Via- Zoom

Attendance at the ALUC meeting is closed to the public per Executive Order N-29-30. The public may join meeting by Zoom: https://zoom.us/join per the instructions provided at the end of the agenda:

Meeting ID: 851-7842-1432

COMMISSIONERS: Chair Ignacio Velazquez, Rolan Resendiz, Mark Medina, Bob Tiffany, and Mary Vazquez Edge
Alternates: San Benito County: Bea Gonzales;
City of San Juan Bautista: César E. Flores

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 E. Public Comment.

6:00 P.M. CALL TO ORDER:

A. ACKNOWLEDGE Certificate of Posting

B. NOTICE OF TEMPORARY PROCEDURES FOR AIRPORT LAND USE COMMISSION MEETINGS
(Please see Zoom instructions at the end of the agenda)

Pursuant to California Governor Gavin Newsom’s Executive Order N-29-20 issued on March 17, 2020, relating to the convening of public meetings in response to the COVID-19 pandemic. Additionally, members of the Airport Land Use Commission can attend the meeting via teleconference and to participate in the meeting to the same extent as if they were present.

C. ELECT ALUC Chairperson for 2021

D. ELECT ALUC Vice Chairperson for 2021

E. 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 Meeting Minutes Dated November 19, 2020 – Gomez

2. FIND Project No. 2020-15, Associated with Assessor Parcel Nos. 053-360-037-000, 053-360-038-000, 053-360-039-000, and 053-360-040-000 located at 1500, 1501, 1551, 1601 Citation Way in the City of Hollister,
**CONSISTENT** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan with One Mitigating Factor – Lezama

Adjourn to ALUC Meeting on Thursday, February 18, 2021. Agenda Deadline is Tuesday, February 02, 2021 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.

**ZOOM INSTRUCTIONS:**

Members of the public are encouraged to participate in Board meetings in the following ways:

1. **Remote Viewing**
   - Members of the public who wish to watch the meeting can view the meeting online through Zoom. Instructions for participating via Zoom are included below.

2. **Written Comments & Email Public Comment**
   - Members of the public may submit comments via email by 5:00 PM. on the Wednesday prior to the Board meeting to the Clerk of the Board at monica@sanbenitocog.org. Regardless of whether the matter is on the agenda. Every effort will be made to provide Board Members with your comments before the agenda item is heard.

3. **Airport Land Use Commission meeting - Zoom Instructions for remote Participants:**
   - Each meeting will have a meeting ID, which is a unique number associated with an instant or scheduled meeting. Three ways to attend zoom meetings:
     1. **Over the phone (Audio only):**
        - (669) 900-6833 or (408) 638-0968.
     2. **Open the Web-browser:**
        - https://zoom.us/join
     3. **Smart device Application:**

**Zoom Audio Only (phone)**

If you are calling in as audio-only, please dial (669) 900-6833 or (408) 638-0968.

1. It will ask you to enter the Meeting ID, 851-7842-1432, followed by the “#” key, which can be found at the top page of the agenda. The meeting agenda can be found at: [http://www.sanbenitocog.org/wp-content/uploads/2021/01/ALUC_Packet_012121.pdf](http://www.sanbenitocog.org/wp-content/uploads/2021/01/ALUC_Packet_012121.pdf)
2. It will then ask for a Participant ID, press the “#” key to continue.
3. Once you enter the zoom meeting, you will automatically be placed on mute.
4. **Public Comment:** If you are using a phone, please press the “*9” to raise your hand, zoom facilitator will unmute you when your turn arrives.

**Zoom on Web-browser or Zoom app on Tablet or Smartphone**

If joining through web-browser launch: [https://zoom.us/join](https://zoom.us/join) or launch the Zoom app on your Tablet or Smartphone

1. Select “JOIN A MEETING”
2. The participant will be prompted to enter Meeting ID, 829-9433-0466 and name to join the meeting, which can be found at the top page of the agenda. The meeting agenda can be found at: [http://www.sanbenitocog.org/wp-content/uploads/2021/01/ALUC_Packet_012121.pdf](http://www.sanbenitocog.org/wp-content/uploads/2021/01/ALUC_Packet_012121.pdf)
3. You can launch audio through your computer or set it up through the phone. Follow instructions provided by Zoom.
4. **Public Comment:** Click “Raise hand” icon, the zoom facilitator will unmute you when your turn arrives.

**Public Comment Guidelines**

- If participating on zoom Once you are selected, you will hear that you have been unmuted: State your first name, last name, and county you reside in for the record.
• The Local Transportation Authority welcomes your comments.
• Each individual speaker will be limited to a presentation total of three (3) minutes.
• Please keep your comments, brief, to the point, and do not repeat prior testimony, so that as many people as possible can be heard. Your cooperation is appreciated.
MEMBERS PRESENT:
Chair Ignacio Velazquez, Vice-Chair Peter Hernandez, Jaime De La Cruz, Mary Vazquez Edge, and Rolan Resendiz

STAFF PRESENT:
Executive Director, Mary Gilbert; Transportation Planner, Regina Valentine, Transportation Planner, Veronica Lezama; Administrative Services Specialist, Norma Rivera; Secretary, Monica Gomez; Office Assistant, Griselda Arevalo; Deputy County Counsel, Shirley Murphy

CALL TO ORDER:
Chair Velazquez called the meeting to order at 6:45 P.M.

A. Acknowledge Certificate of Posting
A motion was made by Director De La Cruz, and seconded by Director Vazquez Edge, the Directors acknowledged the Certificate of Posting. Vote: 5/0 motion passes.

B. NOTICE OF TEMPORARY PROCEDURES FOR AIRPORT LAND USE COMMISSION MEETINGS
Pursuant to California Governor Gavin Newsom’s Executive Order N-29-20 issued on March 17, 2020, relating to the convening of public meetings in response to the COVID-19 pandemic. Additionally, members of the COG Board are allowed to attend the meeting via teleconference and to participate in the meeting to the same extent as if they were present.

Chair Velazquez reminded members of the public that an overview of temporary procedures (Zoom etiquette) for ALUC meetings was attached to the agenda.

C. PUBLIC COMMENT:
None

CONSENT AGENDA:


2. Find Project No. 2018-23, Associated with Assessor Parcel No. 053-350-005 on the corner of Wright Road and San Felipe Road in the City of Hollister, Consistent with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

3. Find Project No. 2018-6, Associated with Assessor Parcel No. 019-090-026 and 053-350-0030 located on 1100 San Felipe Road in the City of Hollister, Consistent with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

4. Find Project No. 2016-04, Associated with Assessor Parcel No. 051-170-003, Located at 335 Apollo Court the City of Hollister, Consistent with the 2012 Hollister Municipal Airport Land Use Compatibility Plan with Special Conditions – Lezama
Executive Director Mary Gilbert asked to pull Items 2 & 3 and continue the items to a future meeting date.

Ms. Lezama stated that staff is pulling the items at the request of the applicant who is making some building modifications.

There was no public comment on the Consent Agenda.

* A motion was made by Director Resendiz, and seconded by Director De La Cruz, the Directors approved Consent Agenda Items 1&4 and withdrew Items 2 &3 from the agenda. Vote: 5/0 motion passes.

* A motion was made by Director Vazquez Edge, and seconded by Director De La Cruz, the Directors adjourned the ALUC Meeting at 6:48 p.m. Vote: 5/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY DECEMBER 17, 2020.
Staff Report

To: Airport Land Use Commission
From: Veronica Lezama, Transportation Planner  Telephone: (831) 637-7665
Date: January 21, 2021
Subject: Land Use Consistency Determination

Recommendation:

FIND Project No. 2020-15, Associated with Assessor Parcel Nos. 053-360-037-000, 053-360-038-000, 053-360-039-000, and 053-360-040-000 located at 1500, 1501, 1551, 1601 Citation Way in the City of Hollister, CONSISTENT with the 2012 Hollister Municipal Airport Land Use Compatibility Plan with One Mitigating Factor.

Summary:

The ALUC application associated with assessor parcel numbers 053-360-037-000, 053-360-038-000, 053-360-039-000, and 053-360-040-000 were 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 applicant is proposing a delivery station on Citation Way in the City of Hollister, CA (Attachment 2). The project is proposed to be located near the southwest corner of San Felipe
Road and Flynn Road and would construct a warehouse facility on the 25.53-acre vacant land with an approximately 128,524 square-foot building, 260 automobile parking spaces, 590 van parking spaces, and 120 van staging and loading spaces for a total of 970 proposed loading and parking spaces. This project facility would be operational 24-hours a day and 7 days a week, but the delivery of packages to customers would only operate between 10:00 AM and 9:00 PM (Attachment 3).

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

**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.

Project parcels APN 053-360-039-000 and APN 053-360-040-000 are partially located within the outermost Noise Contour, 55-60 dB CNEL (Attachment 4). Since the building is proposed in parcels outside of the Noise Contours, the project does not require additional noise attenuation measures. The proposed project is consistent with the Hollister Municipal Airport Land Use Compatibility Plan’s Noise Policy.

**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 project is proposed within the two (i.e., Safety Zone 2 and Safety Zone 3) of the six Safety Zones (Attachment 5). Each Safety Zone has an applicable set of policies and compatibility criteria.

**Safety Zone 2**

- Parcel APN 053-360-040-000 is located within Safety Zone 2 and Safety Zone 3 (Attachment 5). For the portion of the parcel that is located within Safety Zone 2, the Safety Compatibility Criteria Table 2 (Attachment 6) identifies that the Indoor Storage use is Conditional, if the project meets the single story only; max. 10% in mezzanine. There
are no buildings proposed within Safety Zone 2, as such, the project does not need to comply with the single-story requirement.

As an additional condition of compatibility, the project must also comply with the indicated usage intensity limits set for Safety Zone 2, which are identified in Table 2: Safety Compatibility Criteria (Attachment 6). There are no building proposed within Safety Zone 2. As a result, the project complies with the Safety Policy for Safety Zone 2.

Safety Zone 3

The remaining parcels (APN 053-360-040-000 (southwest portion), 053-360-039-000, 053-360-038-000, and 053-360-037-000) are located within the Safety Zone 3 (Attachment 5).

The applicant is proposing a warehouse and office space as part of a 128,524 square foot building. Each proposed use (i.e., warehouse and office space) is reviewed in accordance with Table 2: Safety Compatibility Criteria (Attachment 6). According to the Criteria Table, the Indoor Storage use (warehouse & distribution center) is Normally Compatible within Safety Zone 3. The second use, office space, is categorized in the Criteria Table as Conditional within Safety Zone 3.

Both proposed uses must comply with the indicated usage intensity limits and other listed conditions identified for Safety Zone 3 (attachment 6). Intensity limits or population densities limits are intended to minimize the public excessive exposure to aircraft noise and possible safety hazards. Calculations must be performed to ensure that a project’s proposed population intensities are within the limits specified for each of the Safety Zones. All new nonresidential development within the safety zones shall comply with the two forms of intensity limits, the Maximum Sitewide Average Acre Intensity and Maximum Single Acre Intensity. Calculations for each intensity criteria is outlined below.

Maximum Sitewide Average Acre Intensity Calculations:
Calculation of the “single-acre” intensity depends upon the building footprint and site sizes and the distribution of activities on the site.
- Proposed 196 employees will work in the building, including office space and warehouse delivery. At any given time, maximum 75% of employees would be present on site due to staggered shifts.
- 296 delivery contractors
- Total = 492 people proposed on site (196+296)
- The Sitewide Average Acre intensity is calculated by considering the total number of people proposed on a site, which is 492 and dividing it by the number of project acres 25.5. The result gives you 19.3 people per acre, which is below the maximum Sitewide Average Acre intensity for Safety Zone 3 of 100/acre max.
Maximum Single-Acre Intensity Calculations

“Single-acre” Intensity is calculated by determining the total number of people expected to be within any one-acre portion of the site, typically the most intensively used building or part of a building.

- Office area = 10,539 sf ÷ 215 sf/person = 49.0
- Warehouse area= 119,001 sf ÷ 1,000 sf/person = 119.0
- Total = 168 people per acre (49.0 +119.0)
- The maximum Single Acre Intensity is calculated by considering the total floor area of the most intensively use of the building (i.e., office and warehouse) and dividing it by the recommended number of square feet per person, which totals 168 (49.0+119.0) and below the maximum Single Acre Intensity for Safety Zone 3 of 300/acre max.

The proposed project complies with both forms of intensity limits. One cautionary finding is for the City to evaluate any future use of that property given the number of parking spaces provided. In other words, any proposed increase in building intensity will have to be reevaluated by the San Benito Airport Land Use Commission.

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. The categories of hazard applicable to the project are outlined in bold below.

- The height of structures and other objects situated near the airport are a primary determinant of physical hazards to the airport airspace.
  - **ALUC Staff Analysis:** Parcel 053-360-037-000 and the southwest portion of 053-360-038-000 are located outside of the Critical Airspace Protection Zone and are allowed to have a height of up to 35 feet above the ground. There is no proposed building on these parcels.

Parcels 053-360-040-000, 053-360-039-000, and the northeast portion of 053-360-038-000 are located inside of the Critical Airspace Protection Zone (Attachment 1). The building is proposed within the Critical Airspace Protection Zone and must comply with the Federal Regulation 49 CFR Part 77, which establishes standards and notification requirements for objects affecting navigable airspace.

Specifically, the building is proposed within the Transitional Surface (Attachment 7), which surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional
surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.”

At a 7:1 slope to the approximate distance of 1,291 feet to the proposed building, the building standing at 44 feet would not penetrate the Transitional Surface (Attachment 8). The is awaiting on a Notice of Determination of No Hazard from the Federal Aviation Administration (FAA). The FAA will conduct an “aeronautical study” of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. The applicant has submitted one of two necessary Notices of Determination of No Hazard (Attachment 9). The applicant shall provide the second Notice of Determination of No Hazard prior to receiving the Consistency Determination certification letter by the San Benito Airport Land Use Commission.

a. 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 (FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports).

ALUC Staff Analysis: 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.

Water detention ponds are known to attract birds, which may pose a hazard to navigable airspace. The project site map (Attachment 3) identifies six retention ponds and an existing detention pond. Throughout the planning, design, construction, and maintenance of surface storm drainage and subsurface drainage systems, including retention ponds, the applicant must emphasize and address the elimination and/or mitigation of drainage features in the project that could attract hazardous wildlife on and/or around an airport. This also applies to all proposed landscaping, as to not attract hazardous wildlife to the airport.

ALUC has no authority over existing land uses, except where those land uses are proposed to be modified. If the applicant is proposing to modify the detention pond, the redesign must comply with the following:

San Benito ALUC recommends that the City of Hollister require the applicant to design the retention pond in accordance with the FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, which states:

“Stormwater detention ponds should be designed, engineered, constructed, and maintained for a maximum 48–hour detention period after the design storm and remain completely dry between storms. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linear shaped water detention basins. When it is not possible to place these ponds away from an
airport’s AOA, airport operators may use physical barriers, such as bird balls, wires grids, pillows, or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue.

b. Visual hazards of concern include certain types of lights, sources of glare, and sources of dust, steam, or smoke.

   ALUC Staff Analysis: Must comply with City of Hollister lighting ordinances for airports.

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

      Staff Analysis: Not applicable.

The proposed project is consistent with the Compatibility Plan’s Airspace Protection Policy once the applicant has submitted the Notice of Determination of No Hazard from the FAA.

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 proposing a non-residential use and is therefore consistent with the Overflight Compatibility Policy.

Executive Director Review: MG

Counsel Review: N/A

Supporting Attachment(s):

1. Compatibility Policy Map: Airport Influence Area
2. Project Location Map
3. Project Site Plan
4. Noise Contour Map
5. Safety Zones Map
6. Table 2: Safety Compatibility Criteria
7. Transitional Surface Map
8. Transitional Surface Distance Map
9. FAA Notice of Determination No Hazard
Notes

1. The Airspace Protection Zones are drawn in accordance with FAR Part 77, Subpart C and reflect the future runway lengths and instrument approaches for all runways except Runway 31. For Runway 31, the existing runway end location and instrument approach type are reflected, as the existing airspace surfaces are generally more restrictive than the airspace surfaces reflecting the future runway end and approach type.

2. The Critical Airspace Protection Zone encompasses the primary surface and the critical portions of the approach and transitional surfaces to where these surfaces intersect with the horizontal surface.

3. The FAA Height Notification Zone is established in accordance with FAR Part 77, Subpart B.

Hollister Municipal Airport
Land Use Compatibility Plan

Compatability Policy Map:
Airspace Protection Zones
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.
## Lighting Fixture Schedule

<table>
<thead>
<tr>
<th>No.</th>
<th>Model</th>
<th>Description</th>
<th>Location</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

## Lighting Fixture Notes
- All fixtures to be UL listed.
- All fixtures must be UL listed and approved to be used in listed locations.
- All fixtures must be UL listed and approved for moisture and fire resistance.

## Electrical Symbol List

### General Symbols
- **atabases**
- **circuit breaker**
- **fuse**
- **power outlet**
- **lighting fixture**

### Chart

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

### Diagram

- [Diagram of electrical symbols]
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.
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### Usage Intensity Criteria

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

#### Land Use Acceptability

(see page 2-49 for legend)

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

#### Industrial, Manufacturing, and Storage Uses

| Hazardous Materials Production: oil refineries, chemical plants | 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 |
| Heavy Industrial | 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 |
| Light Industrial, High Intensity: food products preparation, electronic equipment | [approx. 200 s.f./person] | 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 |
| Light Industrial, Low Intensity: machine shops, wood products, auto repair | [approx. 350 s.f./person] | 2 - 4: Intensity limits as indicated; 5: Single story only; max. 10% in mezzanine |
| Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses | [approx. 1,000 s.f./person] | 2: Single story only; max. 10% in mezzanine |

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*Table 2, continued*
### Land Use Acceptability

<table>
<thead>
<tr>
<th>Land Use Acceptability</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Normally Compatible</strong></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><strong>Conditional</strong></td>
<td>Use is compatible if indicated usage intensity limit and/or other listed conditions are met.</td>
</tr>
<tr>
<td><strong>Incompatible</strong></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.

3. 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.


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 Policies 1.4.5 and 3.3.5(h).

6. 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.

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*Table 2, continued*
** DETERMINATION OF NO HAZARD TO AIR NAVIGATION **

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole DJC5 Delivery Station Light Poles  
Location: Hollister, CA  
Latitude: 36-52-52.91N NAD 83  
Longitude: 121-24-08.29W  
Heights: 240 feet site elevation (SE)  
24 feet above ground level (AGL)  
264 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

____ At least 10 days prior to start of construction (7460-2, Part 1)  
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 07/11/2022 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.  
(b) extended, revised, or terminated by the issuing office.  
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.
NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7641, or tameria.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-12855-OE.

Signature Control No: 456781644-463506026  
Tameria Burch  
Technician