AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, December 21, 2017
3:00 P.M.

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

COMMISSIONERS: Chair Ignacio Velazquez, Vice Chair Jaime De La Cruz
Directors Tony Boch, Anthony Botelho, and Jim Gillio
Alternates: San Benito County: Mark Medina;
City of Hollister: Mickie Solorio Luna; San Juan Bautista: Jim West

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 Meeting Minutes Dated February 16, 2017 – Gomez

2. FIND Site and Architectural Review Application No. 2016-12 (APN No.050-010-008)
located on San Felipe Road in the City of Hollister, CONSISTENT with the Hollister
Municipal Airport Land Use Compatibility Plan.

3. FIND Site and Architectural Review Application No. 2017-05 (APN No. 051-161-013),
located at 1590 Lana Way in the City of Hollister, CONSISTENT with the Hollister
Municipal Airport Land Use Compatibility Plan.

Adjourn to ALUC Meeting on Thursday, January 18, 2018. Agenda Deadline is Tuesday, January 02, 2018 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.
Agenda Item:_____

San Benito County
AIRPORT LAND USE COMMISSION
REGULAR MEETING

February 16, 2017 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:
Chair Velazquez, Director Boch, Director Botelho, and Director De La Cruz

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

CALL TO ORDER:
Chair Boch called the meeting to order at 4:05 P.M.

A. Acknowledge Certificate of Posting
Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors unanimously approved the Certificate of Posting. Vote: 4/0 motion passes.

B. Public Comment: None

CONSENT AGENDA:


2. Find Site and Architectural Review Application No. 2016-10 (APN No. 051-120-061-000), located at 1781 Shelton Drive in the City of Hollister, Consistent with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

3. Find Site and Architectural Review Application No. 2016-11 (APN No. 051-120-022), located at 1700 Shelton Drive in the City of Hollister, Consistent with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

There was no discussion or public comment on the Consent Agenda.

Upon a motion duly made by Director De La Cruz, and seconded by Director Boch, the Directors approved Consent Agenda Items 1-3. Vote: 4/0 motion passes.

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors adjourned the ALUC Meeting at 3:57 p.m. Vote: 4/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, MARCH 16, 2017.
Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner     Telephone: (831) 637-7665
Date: December 21, 2017
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

Recommendation:

**FIND** Site and Architectural Review Application No. 2016-12 (APN No.050-010-008) located on San Felipe Road in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

Application No. 2016-12 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan and determined consistent with the Plan. The application was found consistent based on this review.

Financial Considerations:

The ALUC application fee consists of a minimum $300 non-refundable fee that is submitted at the time the application is filed with the Airport Land Use Commission.

Background:

The purpose of the San Benito Airport Land Use Commission (ALUC) is to conduct airport land use compatibility planning. ALUC’s 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.

In 2012, ALUC adopted the Hollister Municipal Airport Land Use Compatibility Plan (Compatibility Plan). The Compatibility Plan accomplishes ALUC’s mission through establishment of a set of compatibility criteria applicable to new development around the airport. Neither the Compatibility Plan nor ALUC have authority over existing land uses or over operation of the airport.

ALUC may only find a project either **Consistent** or **Inconsistent** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. The Commission has no authority to approve or disapprove projects. That authority lies only with the City of Hollister and the County of San Benito, respectively.
Staff Analysis:

The San Benito County Airport Land Use Commission (ALUC) received an application for an industrial building being proposed within the City of Hollister’s MI Light Industrial Zoning District on San Felipe Road (APN No.050-010-008) (Attachment 1).

The applicant is proposing the construction of a 151,200 square foot concrete tilt-up building on an 11.3 acre site (Attachment 2) of a 40.51 acre site. The project proposes to house a "smart glass" company and would solely handle and process the glass. All manufacturing of glass material would not occur on site.

The project was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. In the course of a project review, ALUC considers a number of factors including: Noise, Overflight, Safety and Airspace Protection. An analysis of each of the compatibility factors is further discussed below.

1. NOISE

The Hollister Municipal Airport Land Use Compatibility Plan’s 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 project is proposed within all four noise contours (Attachment 3). According to Table 1 Noise Compatibility Criteria (Attachment 4), the intended industrial use is Normally Compatible within three of the contours (65-70 dB CNEL, 60-65 db CNEL and 55-60 db CNEL) and Conditional within the 70+ db CNEL. Within all of the contours, noise attenuation is required for office areas of industrial facilities.

2. SAFETY

The Hollister Municipal Airport Land Use Compatibility Plan’s 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 certain types of uses and population intensities. This policy is defined in terms of the geographic distribution of where accidents are most likely to occur based on the six Hollister Municipal Airport Safety Zones (1 through 6).

The project is proposed within four of the six Safety Zones (Attachment 5). According to Table 2 Safety Compatibility Criteria (Attachment 6), the Light Industrial: Low Intensity land use is Incompatible within Zone 1 and generally permitted is Zones 2, 3, and 6, as further described below.

Safety Zone 1: The applicant is not proposing to locate the building within Safety Zone 1; therefore, the project is compatible within this Safety Zone.
**Safety Zone 2:** The applicant is not proposing to locate the building within Safety Zone 2; therefore, the project is compatible within this Safety Zone.

**Safety Zone 3:** The Light Industrial use is Conditional, if indicated usage intensity limitations and/or other listed conditions are met.

- **Usage Intensity** - The Airport Compatibility Plan states that the Maximum Sitewide Average Intensity within Safety Zone 3 is 100 people/acre. The Maximum Single-Acre Intensity within Safety Zone 3 allows for 300 people per acre within any one-acre portion of the site, typically the most intensively used part.

  The applicant is proposing to operate during standard business hours (8:00 a.m. to 6:00 p.m.), which may extend as volume increases, and employ approximately 100 full-time employees. In addition, it is estimated that the company will service 15-20 tractor-trailers trips per week for materials deliveries and product shipping.

  The results of the intensity calculations indicate that the proposed development satisfies the sitewide and single-acre intensity criteria that is identified on Table 2: Safety Compatibility Criteria (Attachment 6).

  **Zone 3: Sitewide Average:**
  \[
  17.5\% \text{ of } 147,725 \text{ s.f.} = 25,852 \text{ s.f.} = 73.8 \text{ people/1.43 acres in zone 3} = 51 \text{ people per acre} \\
  350 \text{ s.f./person}
  \]

  **Zone 3: Single Acre Intensity**
  
  \[
  \frac{51 \text{ people}}{1 \text{ acre}} = 51 \text{ people per acre}
  \]

  *Square footage of the building located in zones 3 and 6.

  Staff recommends that the City of Hollister/applicant monitor any future occupancy increases to ensure that they do not exceed the allowable intensities permitted within this Safety Zone.

  - **Other listed conditions** - The Airport Land Use Compatibility Plan states that within Safety Zones 2 through 5 projects should 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. The project does not propose any production or storage of hazardous materials and therefore consistent with the criteria set for Safety Zone 3.

  Nonetheless, the Project’s Initial Study states: “However, it is possible that additional materials may be used on site or transported to or from the site during the life of the project. The use and storage of hazardous materials in the City is regulated under Hollister’s Hazardous Waste Ordinance (1984), which is contained in Chapter 10A of the Municipal Code.” For consistency purposes, any future changes to the use of the project shall be subject to ALUC purview as noted in Policy 2.1.3 of the Hollister Municipal

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1 Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the project site at any single point in time, whether indoors or outdoors, during the normal busiest period.

2 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.
Airport Land Use Compatibility Plan, which states to “Avoid bulk production/or hazardous flammable, explosive, corrosive or toxic materials within Safety Zone 2 through 5.

Safety Zone 6: The Light Industrial use is Normally Compatible, if indicated usage intensity limits are met.

- Usage Intensity – The Airport Compatibility Plan states that the Maximum Sitewide Average Intensity within Safety Zone 6 is 300 people/acre. The Maximum Single-Acre Intensity within Safety Zone 6 allows for 1,200 people/acre within any one-acre portion of the site, typically the most intensively used part.

The results of the intensity calculations indicate that the proposed development satisfies the sitewide and single-acre intensity criteria that is identified on Table 2: Safety Compatibility Criteria (Attachment 6).

<table>
<thead>
<tr>
<th>Zone 6: Sitewide Average:</th>
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</thead>
<tbody>
<tr>
<td>82.5% of 147,725 s.f.* (building size) = 121,873 s.f. = 348 people/6.93 acres in zone 6 = 50 people per acre</td>
</tr>
<tr>
<td>350 s.f./person</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Zone 6: Single Acre Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total people = 50 people per acre = 50 people per acre</td>
</tr>
<tr>
<td>Single acre = 1 acre</td>
</tr>
</tbody>
</table>

*Square footage of the building located in zones 3 and 6.

Any future occupancy increases shall be carefully monitored as to not exceed the allowable intensities permitted within this Safety Zone.
3. AIRSPACE PROTECTION
The Hollister Municipal Airport Land Use Compatibility Plan’s 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. Such hazards may be the height of physical structures, hazardous wildlife attractants or electronic interference. The project was reviewed for conflicts with the height of the proposed building and possible wildlife attractants. There were no proposed electronic interference concerns.

- **Building Height**
  The applicant is proposing a single one-story building that would have 36-foot tall general building walls, one exterior stair structure at 44 feet and an entry portion that is 42 feet in height.

The building is partially proposed within the Critical Airspace Protection Zone (Attachment 7) and objects within this zone shall be limited in height consistent with the airspace protection surfaces defined by Federal Aviation Regulations (FAR) Part 77 criteria. Specifically, the building is proposed within the Transitional Surface. As illustrated in Figure A, the Transitional Surface extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces.

At a slope of 7:1, the proposed building will not penetrate the Transitional Surface. The applicant’s engineering drawings (Attachment 8) depict the building in relation to the acceptable elevation levels at 70 foot increments, for an additional 10 feet in elevation per line. The Transitional Surface is relative to the elevation of the centerline of the runway, which starts at an elevation of 225 feet. The lines (225, 235, 245, 255, etc.) represent the maximum elevation allowed along each particular line. For example, the building starts after the 255 foot line, and the finish floor is proposed at 219 feet. This means along that 255 foot line, the building cannot be taller than 36 feet (255’-219’). The building is proposed at 36 feet; therefore consistent with the Transitional Surface height laminations.

The building will also include stair structures and an entry portion that are not clearly illustrated in the site plan. ALUC requires that they be located outside of the 265 maximum elevation line. In addition all other proposed structures, such as those identified in Figure 3.0-4 (south-end view) of the Initial Study (Attachment 9), must comply with the ALUCP height policy.
• **Wildlife Attractants:**

The Initial Study identifies a proposed stormwater retention and biofiltration basin area. According to the Airport Land Use Compatibility Plan, land uses that may cause visual, electronic, or wildlife hazards (bird strikes), to aircraft in flight or taking off or landing at the airport shall be allowed within the airport influence area only if the uses are consistent with FAA rules and regulations.

The FAA developed Advisory Circular number 150/5200-33B provides guidance on certain land uses and vegetation that have the potential to attract hazardous wildlife on or near public-use airports. The applicant shall ensure that the proposed stormwater detention pond(s) 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, and linearly shaped water detention basins. When it is not possible to place these ponds away from an airport’s AOA, airport operators should 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.

4. **OVERFLIGHT**

The Hollister Municipal Airport Land Use Compatibility Plan’s Overflight Compatibility Policy is intended to help notify people 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.

The Overflight Policy is only applicable to residential/sensitive uses.

Executive Director Review: ____________    Counsel Review: N/A

Supporting Attachment(s):

1. Project Location Map
2. Project Site Map
3. Noise Contours Map
4. Table 1: Noise Compatibility Criteria
5. Safety Zone Map
6. Table 2: Safety Compatibility Criteria
7. Compatibility Policy Map: Airspace Protection Zone
8. Maximum Elevation Levels
9. Initial Study, Figure 3.0-4
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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<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</th>
<th>(see page 2-44 for legend)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</td>
<td>—</td>
<td>—</td>
<td>X</td>
</tr>
<tr>
<td>Vehicle Fueling: gas stations, trucking &amp; transportation terminals</td>
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### Industrial, Manufacturing, and Storage Uses

<table>
<thead>
<tr>
<th>Land Use Category ²</th>
<th>Land Use Acceptability</th>
<th>(see page 2-44 for legend)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hazardous Materials Production: oil refineries, chemical plants</td>
<td>—</td>
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<tr>
<td>Heavy Industrial</td>
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<tr>
<td>Light Industrial, High Intensity: food products preparation, electronic equipment</td>
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<td>—</td>
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<tr>
<td>Light Industrial, Low Intensity: machine shops, wood products, auto repair</td>
<td>—</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Research &amp; Development</td>
<td>—</td>
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<tr>
<td>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses</td>
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<tr>
<td>Outdoor Storage: public works yards, automobile dismantling</td>
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<tr>
<td>Mining &amp; Extraction</td>
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### Transportation, Communication, and Utilities

<table>
<thead>
<tr>
<th>Land Use Category ²</th>
<th>Land Use Acceptability</th>
<th>(see page 2-44 for legend)</th>
<th></th>
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<tbody>
<tr>
<td>Rail &amp; Bus Stations</td>
<td>—</td>
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<tr>
<td>Transportation Routes: road &amp; rail rights-of-way, bus stops</td>
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<tr>
<td>Auto Parking: surface lots, structures</td>
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<tr>
<td>Communications Facilities: emergency communications, broadcast &amp; cell towers</td>
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<tr>
<td>Power Plants</td>
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<tr>
<td>Electrical Substations</td>
<td>—</td>
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<tr>
<td>Wastewater Facilities: treatment, disposal</td>
<td>—</td>
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<tr>
<td>Solid Waste Disposal Facilities: landfill, incineration</td>
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<tr>
<td>Solid Waste Transfer Facilities, Recycle Centers</td>
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</table>

**Table 1, continued**
<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. |
| **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.
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.
<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>Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person] 6</td>
<td>2-5: Intensity limits as indicated</td>
<td></td>
</tr>
<tr>
<td>Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person] 6</td>
<td>2, 5: Intensity limits as indicated; design site to place parking inside and bldgs outside of zone if possible</td>
<td></td>
</tr>
<tr>
<td>Offices: professional services, doctors, finance, civic; radio, television &amp; recording studios, office space associated with other listed uses [approx. 215 s.f./person] 6</td>
<td>2-5: Intensity limits as indicated</td>
<td></td>
</tr>
<tr>
<td>Personal &amp; Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person] 6</td>
<td>2-5: Intensity limits as indicated</td>
<td></td>
</tr>
<tr>
<td>Vehicle Fueling: gas stations and fueling facilities at trucking &amp; transportation terminals</td>
<td>5: Allowed only if airport serving</td>
<td></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>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 3</td>
<td></td>
</tr>
<tr>
<td>Heavy Industrial</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>
<td></td>
</tr>
<tr>
<td>Light Industrial, High Intensity: food products preparation, electronic equipment [approx. 200 s.f./person] 6</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>
<td></td>
</tr>
<tr>
<td>Light Industrial, Low Intensity: machine shops, wood products, auto repair [approx. 350 s.f./person] 6</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>
<td></td>
</tr>
<tr>
<td>Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person] 6</td>
<td>2: Single story only; max. 10% in mezzanine</td>
<td></td>
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**Table 2, continued**
### Land Use Acceptability

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Interpretation/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normally</td>
<td>Normally Compatible: 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>Compatible</td>
<td></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.
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.
Notes

1. The Airspace Protection areas are in accordance with FAA regulations. The future runway is within the boundary of the Airspace Protection area. Airspace Protection areas are generated for all runways except the existing runway and approach type areas. Airspace Protection areas are generated for the existing runway and approach type areas. Approach type areas are generated for the existing runway and approach type areas.

2. The Critical Airspace Protection areas encompass the portions of the approach where these surfaces are generated for the existing runway and approach type areas.

3. The FAA Height No. 1 areas are in accordance with FAA regulations.
FIGURE 3.0-4
Building Perspective

Source: RCUSA Corporation, 2016
**Staff Report**

To: San Benito County Airport Land Use Commission  
From: Veronica Lezama, Transportation Planner  
Telephone: (831) 637-7665  
Date: December 21, 2017  
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

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**Recommendation:**

**FIND** Site and Architectural Review Application No. 2017-05 (APN No. 051-161-013), located at 1590 Lana Way in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan.

**Summary:**

Application No. 2017-05 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan and determined consistent with the Plan. The application was found consistent based on this review.

**Financial Considerations:**

The ALUC application fee consists of a minimum $300 non-refundable fee that is submitted at the time the application is filed with the Airport Land Use Commission.

**Background:**

The purpose of the San Benito Airport Land Use Commission (ALUC) is to conduct airport land use compatibility planning. ALUC’s 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.

In 2012, ALUC adopted the Hollister Municipal Airport Land Use Compatibility Plan (Compatibility Plan). The Compatibility Plan accomplishes ALUC’s mission through establishment of a set of compatibility criteria applicable to new development around the airport. Neither the Compatibility Plan nor ALUC have authority over existing land uses or over operation of the airport.

ALUC may only find a project either Consistent or Inconsistent with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. The Commission has no authority to approve or disapprove projects. That authority lies only with the City of Hollister and the County of San Benito, respectively.
Staff Analysis:

The San Benito County Airport Land Use Commission (ALUC) received an application for a proposed building to be located at 1590 Lana Way (APN No. 051-161-013) in the City of Hollister’s (Attachment 1) MI Light Industrial Zoning District.

The applicant is proposing the construction of a 7,700 square foot addition to an existing 7,700 square foot building on a 1.00 acre site (Attachment 2). The proposed building addition would be located to the rear of an existing building that is located at 1590 Lana Way in Hollister. The applicant is proposing to use the building as a wood and metal fabrication of products with no hazardous materials.

The project was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan. In the course of a project review, the Airport Land Use Commission considers a number of factors including: Noise, Overflight, Safety and Airspace Protection. An analysis of each of the compatibility factors is further discussed below.

1. NOISE

The Hollister Municipal Airport Land Use Compatibility Plan’s 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 project is located outside of the noise contours (Attachment 3) and its proposed use is not a noise sensitive use (i.e. residential). As such, there are no significant noise concerns associated with the project.

2. SAFETY

The Hollister Municipal Airport Land Use Compatibility Plan’s 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 certain types of uses and population intensities. This policy is defined in terms of the geographic distribution of where accidents are most likely to occur based on the six Safety Zones (1-6).

The project is proposed within Safety Zone 3: Inner Turning Zone (Attachment 4). According to Table 2: Safety Compatibility Criteria the proposed use, Light Industrial: Low Intensity, is “Conditional Compatible” within Safety Zone 3 (Attachment 5). As a condition of compatibility, the project must comply with the indicated usage intensity limit and other listed conditions.

- The Airport Compatibility Plan states that the Maximum Sitewide Average Intensity within Safety Zone 3 is 100 people/acre. The Maximum Single-Acre Intensity within Safety Zone 3 allows for 300 people per acre within any one-acre portion of the site, typically the most intensively used part.
The applicant is proposing a maximum occupancy of 6 people; therefore, project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 5).

- Other listed conditions - The project does not proposed any production or storage of hazardous materials and therefore consistent with the criteria set for Safety Zone 3.

3. AIRSPACE PROTECTION

The Hollister Municipal Airport Land Use Compatibility Plan's 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. Such hazards may be the height of physical structures, hazardous wildlife attractants or electronic interference.

Building Height - The maximum height of the single-story building would be approximately 22 feet. The building is proposed within the Critical Airspace Protection Zone (Attachment 6) and objects within this zone shall be limited in height consistent with the airspace protection surfaces defined by Federal Aviation Regulations (FAR) Part 77 criteria. Specifically, the building is proposed within the Transitional Surface. As illustrated in Figure A, the Transitional Surface extends outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces. At a slope of 7:1, the proposed building will not penetrate the Transitional Surface.

4. OVERFLIGHT

The Hollister Municipal Airport Land Use Compatibility Plan’s Overflight Compatibility Policy is intended to help notify people 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.

The Overflight Policy is only applicable to residential/sensitive uses. The proposed use is zoned as Light Industrial; as such, the overflight policy does not apply to the project.

Executive Director Review: N/A

Counsel Review: N/A

Supporting Attachment(s):

1. Project Location Map
2. Project Site Map
3. Noise Contours
4. Safety Zone Map
5. Table 2: Safety Compatibility Criteria
6. Compatibility 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.
APN 051 181 013 000
PARCEL SIZE: 1 ACRE
ZONING: INDUSTRIAL
GENERAL PLAN: INDUSTRIAL
PROPOSED STRUCTURE: 7700 SQ FT
EXISTING STRUCTURE: 7700 SQ FT
PROPOSED LOT COVERAGE: 35%
1 BUILDING
PARKING SPACES:
EXISTING: 26
PROPOSED: 26 ADDITIONAL (52 TOTAL)
PARKING DIMENSIONS: 9' X 17.5'
2 ACA PARKING SPACES
LANDSCAPE: 740 SF, 16.4%
OPEN SPACE: 0%
EXISTING EMPLOYEES: 4
EXISTING COMPANY VEHICLES: 4
PROJECTED ADDITIONAL EMPLOYEES: 2
PROJECTED ADDITIONAL COMPANY VEHICLES: 2
HOURS OF OPERATION: M-F 6:00 AM TO 5:00 PM
NO RETAIL SALES
MATERIAL STORAGE INSIDE BUILDING
EXISTING OPERATIONS: WOOD AND METAL FABRICATION
PROPOSED OPERATIONS:
PIPE AND PLUMBING FIXTURE STORAGE
NO HAZARDOUS MATERIALS OR GENERATION OF AIR CONTAMINANTS
PROJECT IS IN FLOOD ZONE
PROJECT IS NOT IN SEISMIC SPECIAL STUDY ZONE
IMPERMEABLE AREA: 33,294 SQ FT, 76.5%
PENETRABLE AREA: 10,260 SQ FT, 23.5%
NOTE:
1. ALL EXTERIOR DOORS TO BE 3070 UNLESS OTHERWISE NOTED
2. ALL INTERIOR DOORS TO BE 3070 UNLESS OTHERWISE NOTED
3. ALL DOORS TO BE EQUIPPED WITH LEVER TYPE DOOR HANDLES
4. SEE SCHEDULE ACCOMMODATION REQUIREMENTS ON SHEET A-1

4/14/91 REV. NOTES & DIM.
5/10/91 REV. HANDICAP ENTRY DM.
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.
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.
### Table 2 Safety Compatibility Criteria

<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>10</td>
<td>60</td>
<td>100</td>
</tr>
<tr>
<td>Max. Single-Acre Intensity (people/acre)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>60</td>
<td>120</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Land Use Acceptability</th>
<th>Numbers below indicate zone in which condition applies</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 |
### Table 2, continued

<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.
Notes

1. The Airspace Policy is in accordance with FAA regulations. The future runway for all runways except the existing runway will approach type area surface are general airspace surfaces and approach type.

2. The Critical Airspace encompasses the portions of the approach surface where these surfaces have impact.

3. The FAA Height No is 051-161-013.