



**AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION**

DATE: Thursday, June 18, 2015
3:00 P.M.

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

COMMISSIONERS: Chair Jerry Muenzer, Vice Chair Tony Boch
Anthony Botelho, Victor Gomez, and Ignacio Velazquez
Alternates: San Benito County: Jaime De La Cruz;
City of Hollister: Mickie 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 April 16, 2015 – Gomez
2. **FIND** Site and Architectural Review Application No. UP 2015 – 02, located on 1520 Shelton Drive, APN No. 051-161-011 in the City of Hollister, **CONSISTENT** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, July 16, 2015. Agenda Deadline is Tuesday, July 7, 2015 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.

CERTIFICATE OF POSTING

Pursuant to Government Code Section #54954.2(a) the Meeting Agenda for the Airport Land Use Commission on **June 18, 2015 at 3:00 P.M.** was posted at the following locations freely accessible to the public:

The front entrance of the San Benito County Courthouse, Monterey Street, Hollister, CA 95023, and the Council of Governments Office, 330 Tres Pinos Rd., Ste. C7, Hollister, CA 95023 at the following date and time:

On the **12th day of June 2015**, on or before **5:00 P.M.**

I, Monica Gomez, swear under penalty of perjury that the foregoing is true and correct.

BY: _____
Monica Gomez
Secretary I
Council of San Benito County Governments



Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665 Ext. 204
Date: June 18, 2015
Subject: Land Use Consistency Determination

Recommendation:

FIND Site and Architectural Review Application No. UP 2015 – 02, located on 1520 Shelton Drive, APN No. 051-161-011 in the City of Hollister, **CONSISTENT** with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

Application No. 2015 – 02 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.

Financial Considerations:

The Airport Land Use Commission (ALUC) adopted a fee structure in 2013 for the purpose of recovering costs for conducting ALUC project reviews. 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. The applicant was invoiced for the application.

Background:

In 2012, the San Benito County Airport Land Use Commission adopted the Hollister Municipal Airport Land Use Compatibility Plan (ALUCP). 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. The proposed development project was reviewed in accordance with the Compatibility Plan.

Staff Analysis:

The San Benito County Airport Land Use Commission received an application for proposed warehouse that would be located on Shelton Drive in the City of Hollister (Attachment 1). The applicant is requesting Site and Architectural approval for the construction of a 17,500 square foot warehouse on a .95 acre parcel (Attachment 2). The maximum height of the building would be approximately twenty-nine feet and one inch (29' – 1"). The intended use of the warehouse is store bulk custom parts (i.e. plastic parts, metal, wood) for mobile home/RVs. The applicant is proposing no increase in employees.

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, Safety, Airspace Protection, and Overflight. An analysis of each of the compatibility factors is further discussed below.

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 project is proposed outside the noise contours and therefore poses no significant noise concerns.

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 by limiting the type of uses (i.e. schools, residential densities, 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 (1-6).

The project is proposed within Safety Zones 6 (Attachment 3). According to Table 2: Safety Compatibility Criteria (Attachment 4), the proposed Light Industrial use, is "Normally Compatible" within Safety Zone 6. As such, the proposed use is consistent with the Safety Compatibility Criteria.

In addition, Table 2: Safety Compatibility Criteria (Attachment 4) also sets limits on the number of people allowed in a single acre (Maximum Sitewide Average Intensity) and within the most intense part of the project/building which is referred to as the Maximum Single-Acre Intensity. The applicant is not proposing an increase in employees. As such, the proposed density numbers are consistent with the Safety Compatibility Criteria.

OVERFLIGHT

The Hollister Municipal Airport Land Use Compatibility Plan's Overflight Compatibility Policy is intended to help notify people, via 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 compatibility is particularly important with regard to residential land uses. The Overflight Policy is only applicable to residential/sensitive uses; as such, there are no significant overflight concerns associated with the proposed project.

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 physical structures, glare, hazardous wildlife attractants, or electronic interference. For this

particular Project, staff took into consideration the relevant Airspace Protection policies and found no significant hazards.

It should be noted that all exterior lighting will be fully shielded from off-site view, escape of light to the atmosphere shall be minimized, low intensity, and indirect light sources shall be used instead of mercury, metal halide, and similar intense bright lights.

Height:

The Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace establish standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace.

The project is proposed within the FAR Part 77 Conical Surface (Attachment 5), which lies within the Airspace Protection Zone (APZ). The 17,500 square foot warehouse building will have a maximum height of 29' – 1". According to the Hollister Municipal Airport Land Use Compatibility Plan, any object within the Airspace Protection Zone (APZ), is allowed to have a height of up to 35 feet above the ground (subject to local agency zoning limits) even if the object would penetrate an FAR Part 77 surface and thus constitute an obstruction. As such, the height of the proposed building is consistent with the height limits acceptable by the Hollister Municipal Airport Land Use Compatibility Plan.

Executive Director Review: _____

Counsel Review: N/A

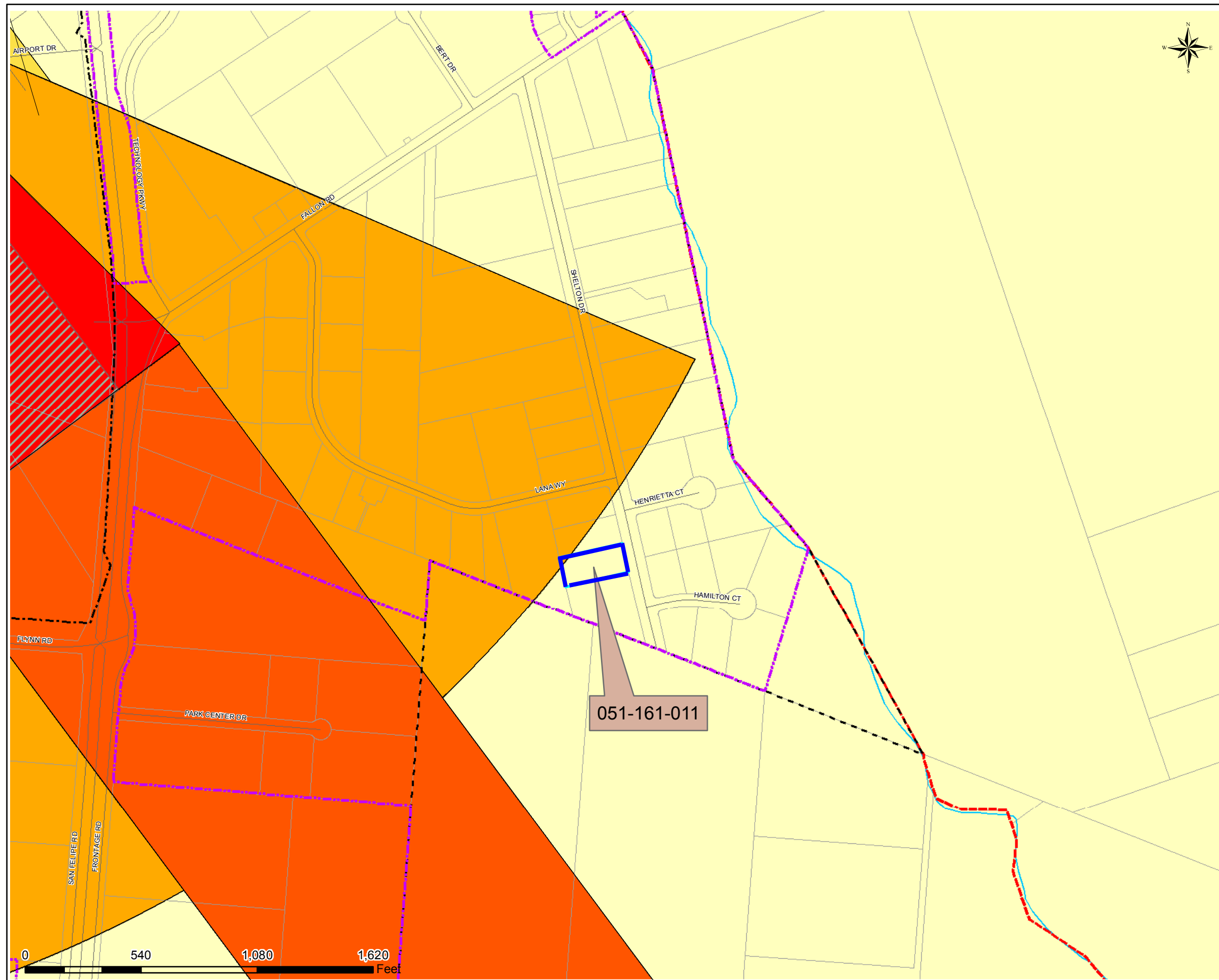
Supporting Attachment(s):

1. Project Location
2. Site Map
3. Safety Zones Map
4. Table 2: Safety Compatibility Criteria
5. Airspace Protection Zones Map

Attachemnt 1 – Project Location

Shelton Drive





- Legend**
- Existing Airport Property
 - Future Property Acquisition
 - Hollister City Limits
 - Hollister Sphere of Influence
 - Hollister Planning Area Boundary
 - Existing Runway- 13-31 length: 6,350', 6-24 length: 3,150'
 - Future Runway- 13-31 length: 7,000', 6-24 length: 3,357'
 - Roads
 - Railroads
 - Parcels
 - Rivers

- Policy Boundaries**
- Airport Influence Area
 - Routine Overflight Zone

- Safety Zones**
- Zone 1 - Runway Protection Zone
 - Zone 2 - Inner Approach/Departure Zone
 - Zone 3 - Inner Turning Zone
 - Zone 4 - Outer Approach/Departure Zone
 - Zone 5 - Sideline Zone
 - Zone 6 - Traffic Pattern Zone
 - Object Free Area (OFA)

- Notes**
1. Safety zone source: Mead & Hunt, inc. based on a composite of generic safety zones from the California Airport Land Use Planning Handbook (January 2002). See Exhibit 3-6.
 2. See Section 3.3 and Table 2 for safety policies and criteria.
 3. Avigation easement dedication required within safety zones 1 through 5. See policies 3.3.10 and 4.1.1.
 4. Buyer awareness notification is required within the Routine Overflight Zone. See Policy 3.5.2.

**Hollister Municipal Airport
Land Use Compatibility Plan**

May 2015

**Compatibility Policy Map:
Safety Zones**

Usage Intensity Criteria ¹	Safety Zone						Additional Criteria
	1	2	3	4	5	6	
Max. Sitewide Average Intensity (people/acre) Max. Single-Acre Intensity (people/acre)	10 20	60 120	100 300	150 450	100 300	300 1,200	Numbers below indicate zone in which condition applies
Land Use Category ²	Land Use Acceptability (see page 2-49 for legend)						
Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person] ⁶							2-5: Intensity limits as indicated
Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person] ⁶							2, 5: Intensity limits as indicated; design site to place parking inside and bldgs outside of zone if possible
Offices: professional services, doctors, finance, civic; radio, television & recording studios, office space associated with other listed uses [approx. 215 s.f./person] ⁶							2-5: Intensity limits as indicated
Personal & Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person] ⁶							2-5: Intensity limits as indicated
Vehicle Fueling: gas stations and fueling facilities at trucking & transportation terminals							5: Allowed only if airport serving
<i>Industrial, Manufacturing, and Storage Uses</i>							
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 ³
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] ⁶							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] ⁶						X	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
Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses [approx. 1,000 s.f./person] ⁶							2: Single story only; max. 10% in mezzanine

Table 2, continued

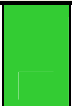


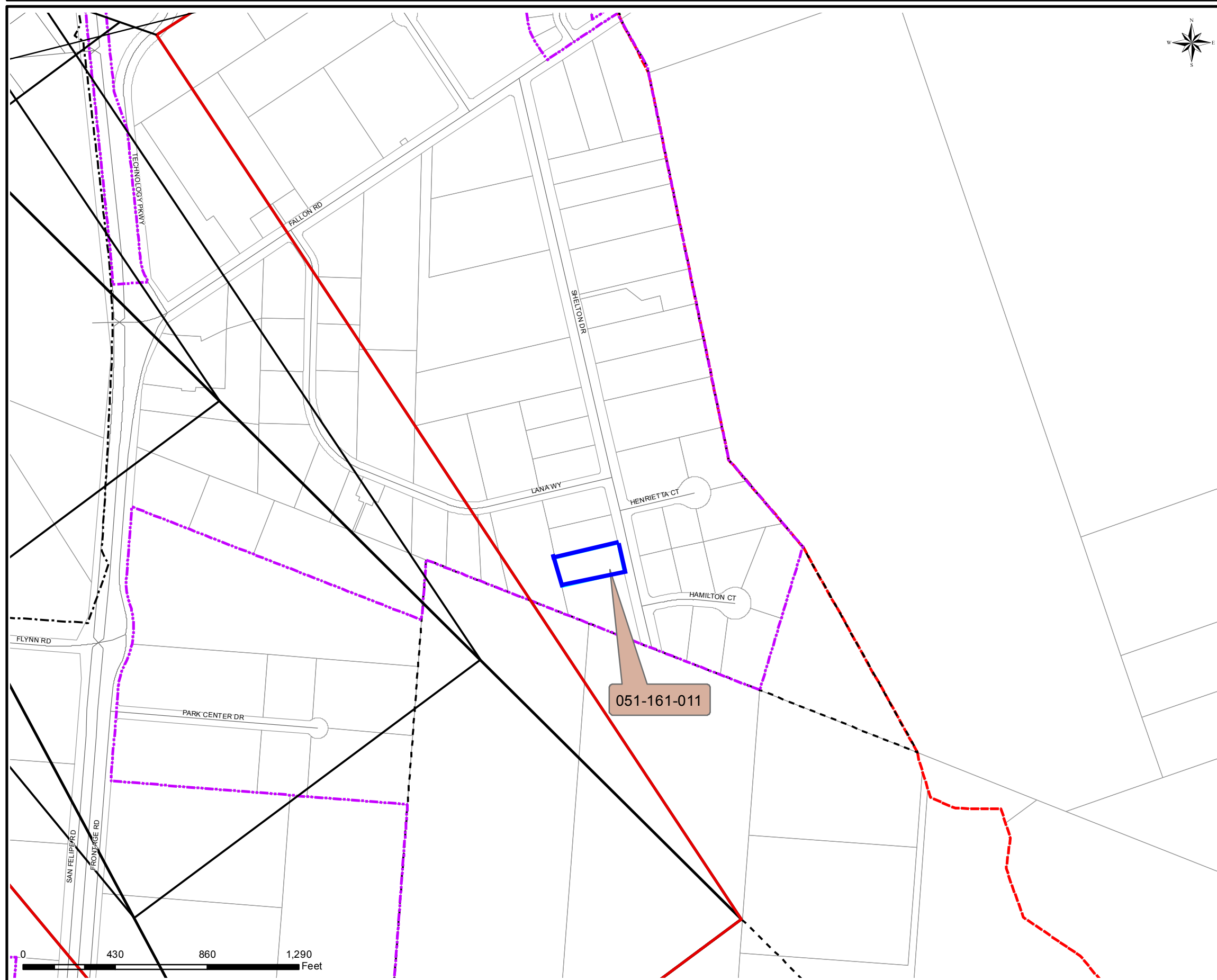
Land Use	Acceptability	Interpretation/Comments
	<i>Normally Compatible</i>	Normal examples of the use are compatible under the presumption that usage criteria will be met. Atypical examples may require review to ensure compliance with usage intensity criteria. Noise, airspace protection, and/or overflight limitations may apply.
	<i>Conditional</i>	Use is compatible if indicated usage intensity limit and/or other listed conditions are met.
	<i>Incompatible</i>	Use should not be permitted under any circumstances.
<p>Notes</p> <p>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)).</p> <p>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.</p> <p>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 <i>Section 3.4</i> for applicable airspace protection policies.</p> <p>⁴ Capacity of people for Large and Major Assembly Facilities obtained from International Building Code.</p> <p>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 <i>Policies 1.4.5</i> and <i>3.3.5(h)</i>.</p> <p>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.</p>		

Table 2, continued



Legend

- Existing Airport Property
- Future Property Acquisition
- Hollister City Limits
- Hollister Sphere of Influence
- Hollister Planning Area Boundary
- Existing Runway- 13-31 length: 6,350', 6-24 length: 3,150'
- Future Runway- 13-31 length: 7,000', 6-24 length: 3,357'
- Roads
- Railroads
- Parcels
- Rivers

Policy Boundaries

- Airport Influence Area
- Airspace Protection Zone ¹
- Critical Airspace Protection Zone ²
- FAA Height Notification Surface ³

- 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 surface 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**

May 2015

**Compatibility Policy Map:
Airspace Protection Zones**