



AGENDA REGULAR MEETING SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, December 15, 2016
3:00 P.M.

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

COMMISSIONERS: Chair Tony Boch, Vice Chair Ignacio Velazquez
Anthony Botelho, and Jerry Muenzer
Alternates: City of Hollister: Mickie Luna;
San Benito County: Jaime De La Cruz;
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 September 15, 2016 – Gomez
2. **FIND** Site and Architectural Review Application No. 2016-08 (APN No. 051-170-003), located at 349 Apollo Way in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, January 19, 2017. Agenda Deadline is Tuesday, January 3, 2017 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.

**San Benito County
AIRPORT LAND USE COMMISSION
REGULAR MEETING**

September 15, 2016 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair Boch, Director Gomez, Director Muenzer, and Director Velazquez

MEMBERS ABSENT:

Director Botelho

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 3:55 P.M.

A. Acknowledge Certificate of Posting

Upon a motion duly made by Director Gomez, and seconded by Director Muenzer, the Directors unanimously approved the Certificate of Posting. Vote: 4/0 motion passes.

B. Public Comment: None

CONSENT AGENDA:

- 1. Approve** Airport Land Use Commission Draft Meeting Minutes dated August 18, 2016 – Gomez
- 2. Find** Site and Architectural Review Application No. UP 2016-07 (APN No. 051-120-062), located at 51 Fallon Road 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 Velazquez, and seconded by Director Muenzer, the Directors unanimously approved the Consent Agenda Items 1&2. Vote: 4/0 motion passes.

Upon a motion duly made by Director Muenzer, and seconded by Director Gomez, the Directors adjourned the ALUC Meeting at 3:56 p.m. Vote: 4/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, OCTOBER 20, 2016.



Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665
Date: December 15, 2016
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

Recommendation:

FIND Site and Architectural Review Application No. 2016-8 (APN No. 051-170-003), located at 349 Apollo Way in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan.

Summary:

Application No. 2016-8 was reviewed in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility 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:

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 Commission 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 deny 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 two story warehouse and office space to be located at 349 Apollo Way (APN No. 051-170-003) in the City of Hollister (Attachment 1). The applicant is proposing the construction of a 16,675 square foot warehouse and a 1,441 square foot mezzanine on the second floor for office space (Attachment 2). The project is proposed on a 1.708 acre parcel in the City of Hollister's MI Light Industrial Zoning District.

The applicant plans to use half of the first floor for storage of scaffold planks and other equipment that is used in the stucco industry. The other half would be used to manufacture architectural details used on the exterior of both commercial and residential structures. The second floor mezzanine would be used for office space.

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.

1. NOISE

The Hollister Municipal Airport Land Use Compatibility Plan's Noise Policy objective is intended 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 proposed project is located outside of the four Noise Impact Zones (Attachment 3). As such, the Noise Compatibility Criteria does not apply to the proposed 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 6: Traffic Pattern Zone (Attachment 4). According to Table 2: Safety Compatibility Criteria, the proposed land use category, Light Industrial: Indoor Storage and Office Space, is "Normally Compatible" within Safety Zone 6. However, as a condition of compatibility, the project must comply with the indicated usage intensity limits listed below.

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 per acre within any one-acre portion of the site, typically the most intensively used part (Attachment 5).

The entire project will consist of a maximum of 47 people. The warehouse's maximum building occupancy is 34 people, while the proposed office space would have a maximum occupancy of 13 people. As such, the proposed project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 5).

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.

a. **Height of Physical Structures:**

The applicant is proposing a two story warehouse with a maximum height of 31 feet.

The building is proposed outside of the Critical Airspace Protection Zone, but inside of the Airspace Protection Zone (Attachment 6). The Airspace Protection Zone allows buildings to have a height of up to 35 feet.

The height of the project is consistent with the limits set for the Airspace Protection Zone. The project does not pose any significant Airspace Protection concerns.

b. **Hazardous Wildlife Attractants:**

The applicant is proposing two rain water retention ponds. Retention ponds are storm water management ponds that hold water for several months. Detention ponds are storm water management ponds that hold storm water for short periods of time, a few hours to a few days.

According to the Airport Land Use Compatibility Plan, land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, 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 150/5200 – 33B provides guidance on certain land uses that have the potential to attract hazardous wildlife (Attachment 6). Specifically, the Advisory Circular states the following with regards to retention and detention ponds:

- **Retention Ponds:** The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water.

Any alternative, such as a detention pond, should comply with the following:

- **Detention Ponds:** "...modify storm water detention ponds to allow a maximum 48-hour detention period for the design storm. The FAA recommends avoiding or removing retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat. When it is not possible to drain a large detention pond completely, operators may use physical

barriers, such as bird balls, wires grids, pillows, or netting, to deter birds and other hazardous wildlife.

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, linearly shaped water detention basins.”

The Airport Land Use Commission recommends that the applicant comply with the above mentioned design standards for detention ponds as retention ponds are not recommended.

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: _____

Counsel Review: N/A

Supporting Attachment(s):

1. Project Location Map
2. Project Site Map
3. Noise Impact Zones Map
4. Safety Zone Map
5. Table 2: Safety Compatibility Criteria
6. FAA Circular

Attachment 1

Project Location

349 Apollo Way, Hollister, CA 95023



GREYSTONE PLASTERING ARCHITECTURAL AND SITE APPROVAL FOR A NEW WAREHOUSE BUILDING APOLLO WAY, HOLLISTER, CA,



PROJECT LOCATION

REID LERNER ARCHITECTS
7680 MONTEREY STREET #105
GILROY, CALIFORNIA 95020
408-842-9942
FAX: 408-842-9971
reidlerner@yahoo.com

STEEL SOLUTIONS INC.
PO BOX 2566
1745 SAN FELIPE ROAD, #5
HOLLISTER, CA 95024
831-638-0774

PROJECT DESCRIPTION

THIS IS A NEW 16,675 SF METAL WAREHOUSE BUILDING ON AN UNDEVELOPED PARCEL (1.708 ACRES). THE PROJECT INCLUDES PARKING AND LANDSCAPING SITE WORK IMPROVEMENTS. THE PROJECT ALSO INCLUDES ELECTRICAL, MECHANICAL AND PLUMBING IMPROVEMENTS. OFF-SITE IMPROVEMENTS HAVE BEEN COMPLETED.

GENERAL REQUIREMENTS

- ALL WORK SHALL COMPLY WITH APPLICABLE CODES AND STANDARDS INCLUDING:
2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA RESIDENTIAL CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA HISTORICAL BUILDING CODE
2013 CALIFORNIA EXISTING BUILDING CODE
2013 CALIFORNIA GREEN BUILDING STANDARDS CODE
2013 CALIFORNIA FIRE CODE
- OBTAIN PERMITS AND INSPECTIONS AS REQUIRED
- INSTALL EQUIPMENT AND MATERIALS IN ACCORDANCE TO MANUFACTURERS' INSTRUCTIONS AND RECOMMENDATIONS.
- OWNER SHALL OBTAIN CLEARANCES FROM PLANNING, ENGINEERING, AND FIRE DEPARTMENTS BEFORE THE START OF CONSTRUCTION.
- APPROVED NUMBERS AND ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. CAD NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND.
- CONTRACTOR SHALL PROVIDE TEMPORARY SHORING, SCAFFOLDING, BRACKING AND BARRICADES AS REQUIRED
- VISIBLE HAZARD IDENTIFICATION SIGNS AS SPECIFIED IN NFPA 704 FOR THE SPECIFIC MATERIALS CONTAINED SHALL BE PLACED ON STATIONARY CONTAINERS AND ABOVE-GROUND TANKS AND AT ENTRANCES TO LOCATIONS WHERE HAZARDOUS MATERIALS ARE STORED, DISPENSED, USED OR HANDLED (2007 CFC 2703.5.1)

LOCATION MAP



PROJECT LOCATION



PROJECT INFORMATION

APN: 051-170-003
ZONING: M-1 LIGHT INDUSTRIAL
PROJECT ADDRESS : APOLLO ROAD
HOLLISTER, CA
LOT/SITE AREA: 1.708 ACRES

NEW BUILDING: :
WAREHOUSE BUILDING
NUMBER OF STORIES: 1 (WITH MEZZANINE)
BUILDING AREA: GROUND FLOOR 16,675 SQ.FT
MEZZANINE 1,441 SQ.FT
TOTAL 18,116 SQ.FT
BUILDING OCCUPANCY: S1
BUILDING HEIGHT : 31'-0"
VEHICLE PARKING: 30 STALLS
CONSTRUCTION TYPE: II-B FULLY SPRINKLERED

SHEET LIST ARCHITECTURAL DRAWINGS

A0.0	COVER / TITLE SHEET
A1.0	PROPOSED SITE PLAN
A2.0	PROPOSED FIRST FLOOR PLAN
A3.1	PROPOSED SECOND FLOOR PLAN
A3.1	EXTERIOR ELEVATIONS
1	EXTERIOR ELEVATIONS
1	COVER SHEET (CIVIL)
2	GRADING AND DRAINAGE
3	SITE CROSS SECTIONS
4	EROSION & SEDIMENT DETAILS
LI	LANDSCAPE PLAN

CONTACTS

GENERAL CONTRACTOR: STEEL SOLUTIONS INC.
PO BOX 2566
1745 SAN FELIPE ROAD, #5
HOLLISTER, CA 95024
831-638-0774
GILLIAN@STEELSI.COM

OWNER: GREYSTONE PLASTERING
PO BOX 41457
SAN JOSE, CA 95160

ARCHITECT: REID LERNER ARCHITECTS
7680 MONTEREY ST, SUITE #105,
GILROY, CA, 95020
408-842-9942
GEORGE.ARCHITECT@YAHOO.COM

CIVIL ENGINEER: MH ENGINEERING
16075 VINEYARD BOULEVARD
MORGAN HILL, CA, 95037
408-779-7381 EXT 233
ARMAN@MHENGINEERING.COM

A NEW WAREHOUSE
GREYSTONE PLASTERING
349 APOLLO WAY
HOLLISTER, CALIFORNIA 95023

COVER
SHEET

RL

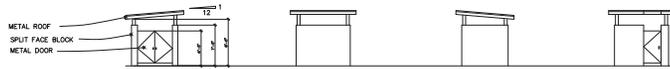
GR

10/12/2016

A0.0

FIRST FLOOR = 16,675 SF
 SECOND FLOOR = 1,203 SF
 TOTAL = 17,878 SF

OCCUPANT LOAD:
 WAREHOUSE = 16,675 SF = 54 PEOPLE
 OFFICE = 1,203 SF = 19 PEOPLE
 TOTAL = 47 PEOPLE

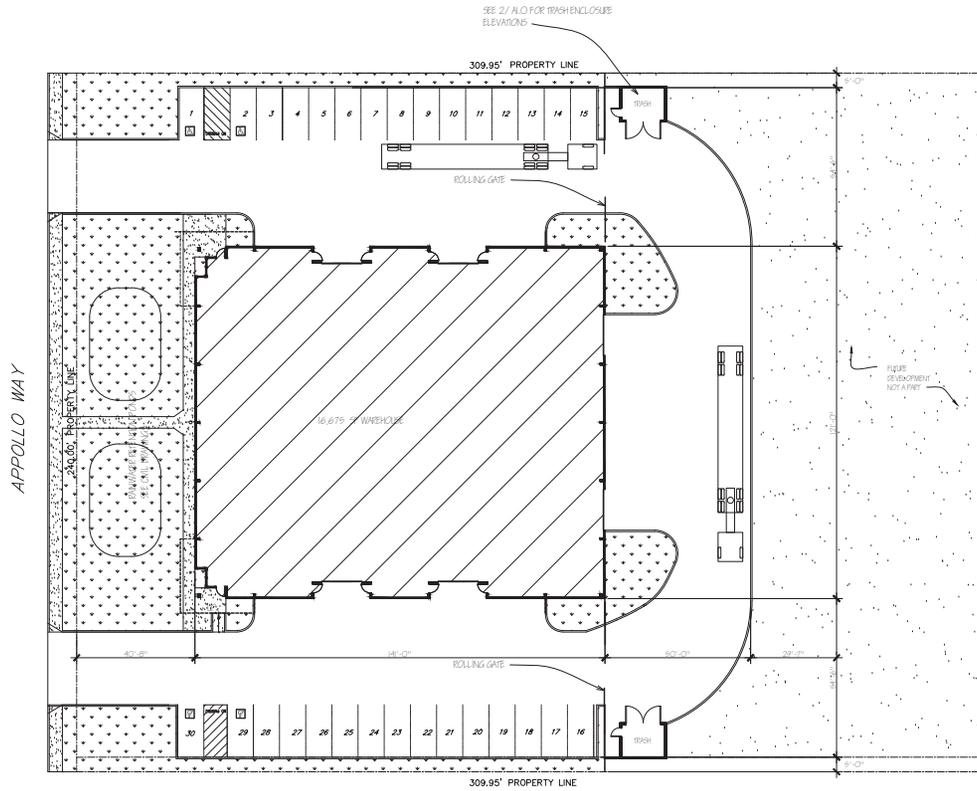


② TRASH ENCLOSURE ELEVATIONS

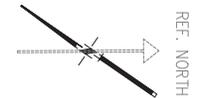
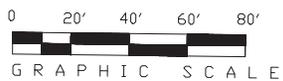
PARKING ANALYSIS:
 WAREHOUSE = 16,675 SF = 17 PARKING STALLS
 OFFICE = 1,203 SF = 4 STALLS

PARKING REQUIRED = 21 STALLS
 PARKING PROVIDED = 30 STALLS

596 SF PER STALL



① SITE PLAN



ISSUED / REVISED

REID LERNER ARCHITECTS
 7480 MONTEBELLE STREET #105
 GAITHERSBURG, MD 20878
 PHONE: 410-686-9942

STEEL SOLUTIONS INC
 P.O. BOX 29466
 HOUSTON, TEXAS 77246
 HOUSTON, TEXAS 77054
 281-658-0774

A NEW WAREHOUSE
 GREYSTONE PLASTERING
 349 APOLLO WAY
 HOLLISTER, CALIFORNIA 95023

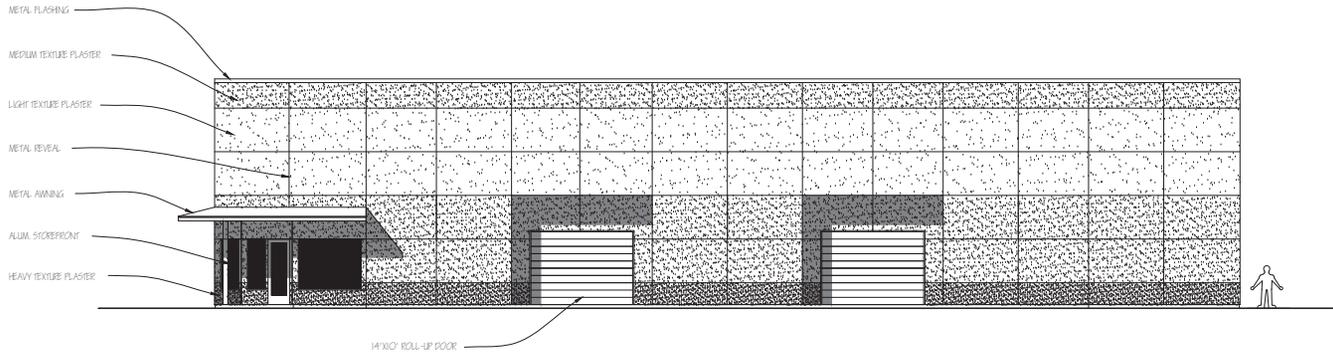
SITE PLAN

DRAWN: ES

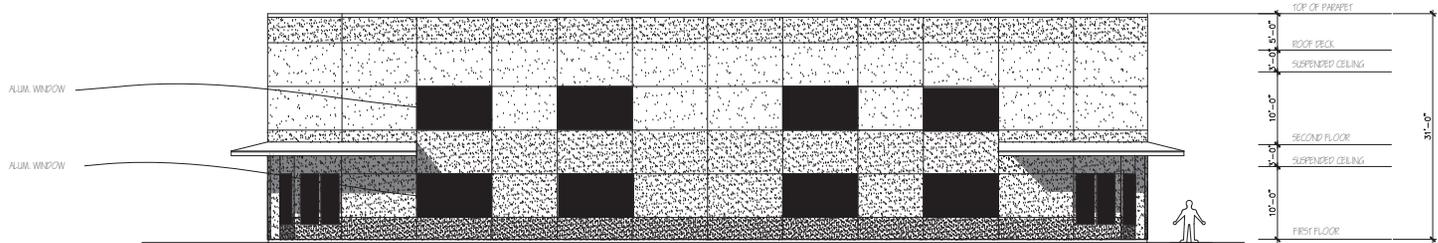
CHECKED: RL

DATE: 10-12-2016

A.I.O



WEST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (APOLLO WAY)
SCALE: 1/8" = 1'-0"

ISSUED / REVISED

REID LERNER ARCHITECTS
7480 MANLEY STREET #105
ALBANY, CA 94706
PHONE 415.946.1942

STEEL SOLUTIONS INC.
PO BOX 2946
MANTUEL, CA 94556
1401 10TH STREET
EMERYVILLE, CA 94608
510.658.0774

A NEW WAREHOUSE
GREYSTONE PLASTERING
349 APOLLO WAY
HOLLISTER, CALIFORNIA 95023

EXTERIOR
ELEVATIONS

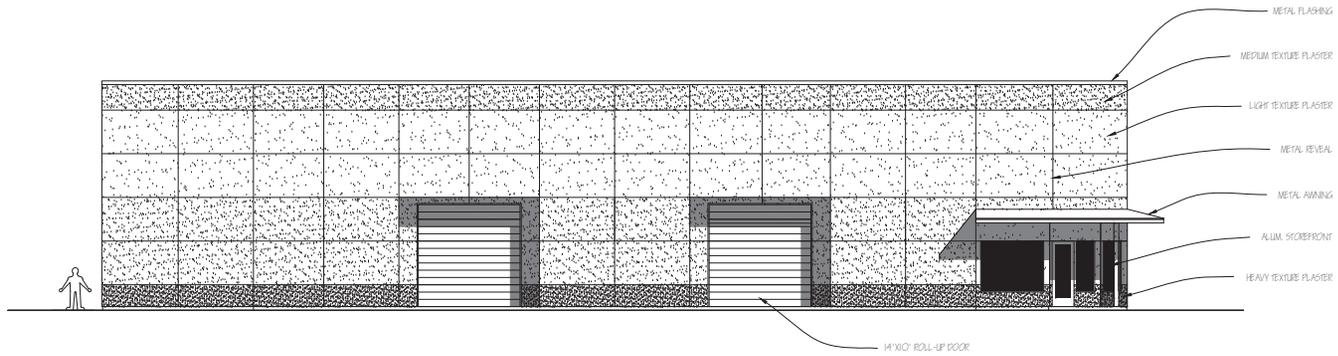
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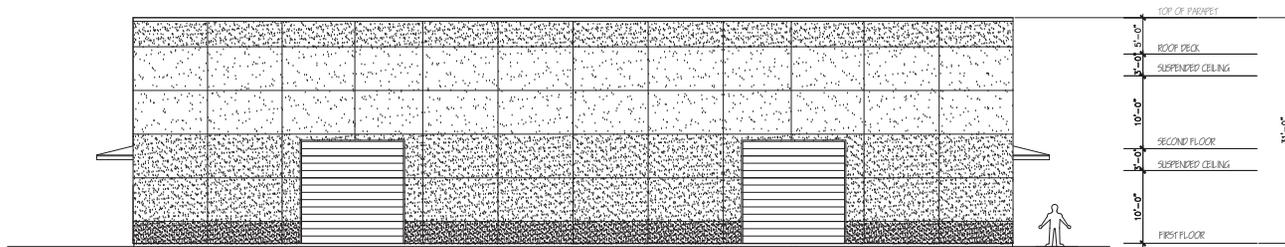
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DATE: 10-12-16

A3.0



EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

ISSUED / REVISED

REID LERNER ARCHITECTS
7480 MANLEY STREET #109
ALBANY, CALIFORNIA 94706
PHONE: 408.976.9942

STEEL SOLUTIONS INC.
PO BOX 2946
15101 BURNETT ROAD #15
HOLLISTER, CALIFORNIA 95024
831.698.0774

A NEW WAREHOUSE
GREYSTONE PLASTERING
349 APOLLO WAY
HOLLISTER, CALIFORNIA 95023

EXTERIOR
ELEVATIONS

DRAWN: ES

CHECKED: RL

SCALE: 1/8" = 1'-0"

DATE: 10-12-16

A3.1

Attachment 3
Noise Impact Zones
349 Apollo Way, Hollister CA

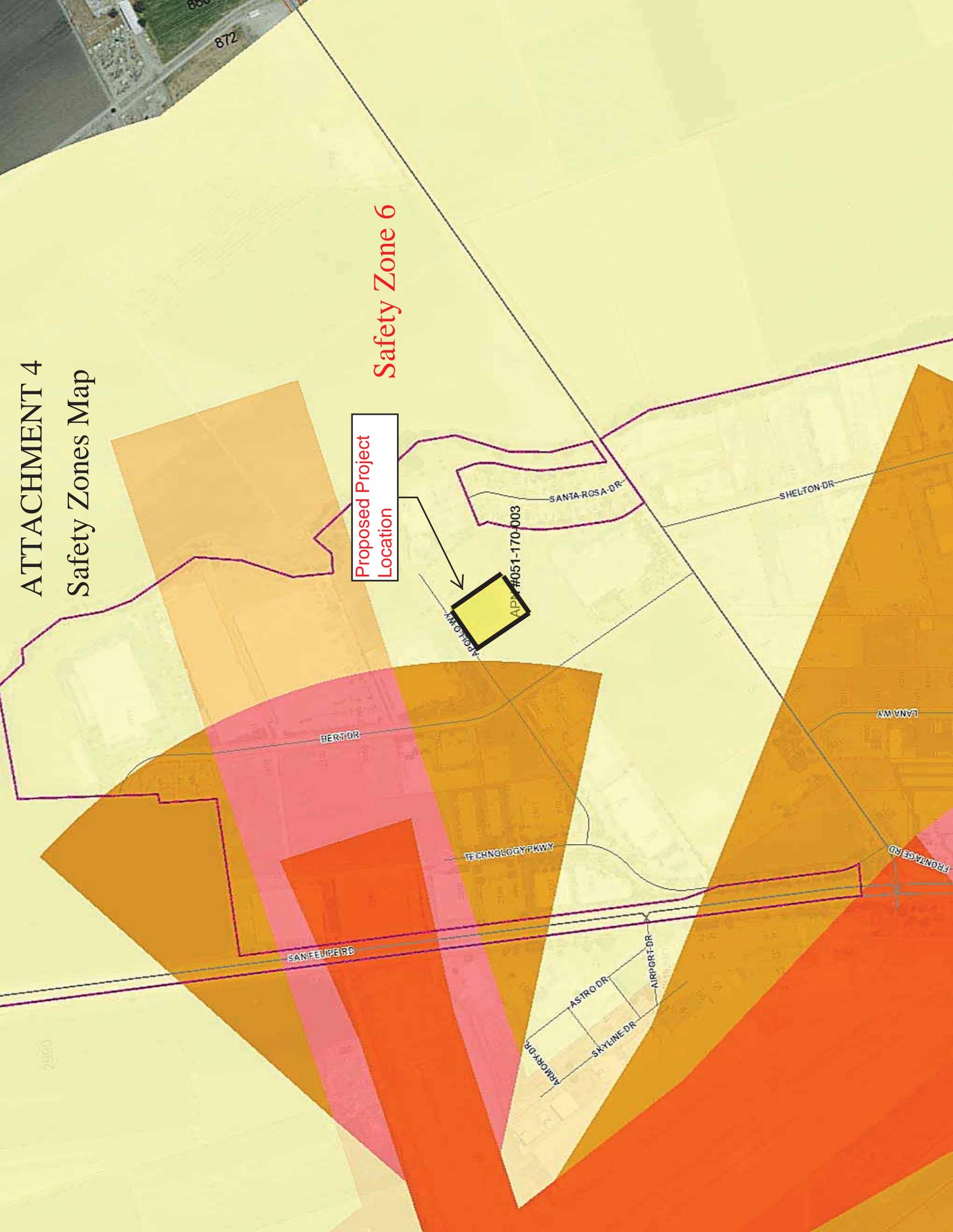


ATTACHMENT 4
Safety Zones Map

Safety Zone 6

Proposed Project
Location

APN #051-170-003



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			X				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							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						X	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



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

**Subject: HAZARDOUS WILDLIFE
ATTRACTANTS ON OR NEAR
AIRPORTS**

Date: 8/28/2007

AC No: 150/5200-33B

Initiated by: AAS-300

Change:

- 1. PURPOSE.** This Advisory Circular (AC) provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.
- 2. APPLICABILITY.** The Federal Aviation Administration (FAA) recommends that public-use airport operators implement the standards and practices contained in this AC. The holders of Airport Operating Certificates issued under Title 14, Code of Federal Regulations (CFR), Part 139, Certification of Airports, Subpart D (Part 139), may use the standards, practices, and recommendations contained in this AC to comply with the wildlife hazard management requirements of Part 139. Airports that have received Federal grant-in-aid assistance must use these standards. The FAA also recommends the guidance in this AC for land-use planners, operators of non-certificated airports, and developers of projects, facilities, and activities on or near airports.
- 3. CANCELLATION.** This AC cancels AC 150/5200-33A, *Hazardous Wildlife Attractants on or near Airports*, dated July 27, 2004.
- 4. PRINCIPAL CHANGES.** This AC contains the following major changes, which are marked with vertical bars in the margin:

 - a. Technical changes to paragraph references.
 - b. Wording on storm water detention ponds.
 - c. Deleted paragraph 4-3.b, *Additional Coordination*.
- 5. BACKGROUND.** Information about the risks posed to aircraft by certain wildlife species has increased a great deal in recent years. Improved reporting, studies, documentation, and statistics clearly show that aircraft collisions with birds and other wildlife are a serious economic and public safety problem. While many species of wildlife can pose a threat to aircraft safety, they are not equally hazardous. Table 1

after storms, they create standing bodies of water that can attract hazardous wildlife. Where the airport has developed a Wildlife Hazard Management Plan (WHMP) in accordance with Part 139, the FAA requires immediate correction of any wildlife hazards arising from existing storm water facilities located on or near airports, using appropriate wildlife hazard mitigation techniques. Airport operators should develop measures to minimize hazardous wildlife attraction in consultation with a wildlife damage management biologist.

Where possible, airport operators should modify storm water detention ponds to allow a maximum 48-hour detention period for the design storm. The FAA recommends that airport operators avoid or remove retention ponds and detention ponds featuring dead storage to eliminate standing water. Detention basins should remain totally dry between rainfalls. Where constant flow of water is anticipated through the basin, or where any portion of the basin bottom may remain wet, the detention facility should include a concrete or paved pad and/or ditch/swale in the bottom to prevent vegetation that may provide nesting habitat.

When it is not possible to drain a large detention pond completely, airport operators may use physical barriers, such as bird balls, wires grids, pillows, or netting, to deter birds and other hazardous wildlife. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office.

The FAA recommends that airport operators encourage off-airport storm water treatment facility operators to incorporate appropriate wildlife hazard mitigation techniques into storm water treatment facility operating practices when their facility is located within the separation criteria specified in Sections 1-2 through 1-4.

- b. New storm water management facilities.** The FAA strongly recommends that off-airport storm water management systems located within the separations identified in Sections 1-2 through 1-4 be designed and operated so as not to create above-ground standing water. 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, 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. When physical barriers are used, airport operators must evaluate their use and ensure they will not adversely affect water rescue. Before installing any physical barriers over detention ponds on Part 139 airports, airport operators must get approval from the appropriate FAA Regional Airports Division Office. All vegetation in or around detention basins that provide food or cover for hazardous wildlife should be eliminated. If soil conditions and other requirements allow, the FAA encourages