AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, July 21, 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, Victor Gomez, and Jerry Muenzer
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 January 21, 2016 – Gomez

2. FIND Site and Architectural Review Application No. UP 2016-5 (APN No. 019-040-017), located at 1161 San Felipe Road in the City of Hollister, CONSISTENT with the Hollister Municipal Airport Land Use Compatibility Plan – Lezama

Adjourn to ALUC Meeting on Thursday, August 18, 2016. Agenda Deadline is Tuesday, August 9, 2016 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 ours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.
MEMBERS PRESENT:
Chair Muenzer, Director Botelho, Director Gomez, Director Velazquez, and Alternate Director West

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

CALL TO ORDER:
Chair Muenzer called the meeting to order at 4:07 P.M.

A. Acknowledge Certificate of Posting
Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors unanimously approved the Certificate of Posting.

B. ELECT ALUC Chairperson for 2016
Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors elected the Representative from the City of San Juan Bautista as ALUC’s Chairperson for 2016. Vote 5/0 motion passes

C. ELECT ALUC Vice Chairperson for 2016
Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors elected Ignacio Velazquez as ALUC’s Vice Chairperson for 2016. Vote: 5/0 motion passes

D. Public Comment: None

CONSENT AGENDA:

1. Approve Airport Land Use Commission Draft Meeting Minutes dated June 18, 2015 – Gomez

2. Find Site and Architectural Review Application No. UP 1110-15 (APN No. 014-120-04), located in San Benito County, 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 Gomez, and seconded by Director West, the Directors unanimously approved the Consent Agenda Items 1&2. Vote: 5/0 motion passes.

Upon a motion duly made by Director Gomez, and seconded by Director West, the Directors adjourned the ALUC Meeting at 4:08 p.m. Vote: 5/0 motion passes.

ADJOURN TO ALUC MEETING THURSDAY, FEBRUARY 18, 2016.
**Staff Report**

<table>
<thead>
<tr>
<th>To:</th>
<th>San Benito County Airport Land Use Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>From:</td>
<td>Veronica Lezama, Transportation Planner</td>
</tr>
<tr>
<td>Date:</td>
<td>July 21, 2016</td>
</tr>
<tr>
<td>Subject:</td>
<td>Hollister Municipal Airport Land Use Compatibility Plan Determination</td>
</tr>
</tbody>
</table>

**Recommendation:**

**FIND** Site and Architectural Review Application No. UP 2016-5 (APN No. 019-040-017), located at 1161 San Felipe Road in the City of Hollister, **CONSISTENT** with the Hollister Municipal Airport Land Use Compatibility Plan.

**Summary:**

Application No. **UP 2016-5** 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:**

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 disapprove projects. That authority lies only with the City of Hollister and/or the County of San Benito.

**Staff Analysis:**

The San Benito County Airport Land Use Commission (ALUC) received an application for proposed improvements to an existing building located at 1161 San Felipe Road (APN 019-040-017) in the City of Hollister (Attachment 1). The applicant is proposing tenant improvements to an existing
12,800 square foot building on a 22,500 square foot lot for the purpose of utilizing the building as a homeless service center (Attachment 2).

The project is located within the City of Hollister’s MI Light Industrial Zoning District. The building’s proposed use is designated as Short-Term Lodging (≤30 nights). The shelter is expected to accommodate 65 clients, four employees and on-site security.

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 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. **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.

Specifically, the project is proposed within the Routine Overflight Zone (Attachment 4), which requires the following:

a. Recorded Deed Notices shall be recorded for all properties within the scope of the proposed local action if located or proposed within the Routine Overflight Zone. The Routine Overflight Zone boundary matches the outer boundary of the horizontal surface as defined by FAR Part 77.

b. All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate Real Estate Transaction Disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the Routine Overflight Zone.

3. **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 5). According to Table 2: Safety Compatibility Criteria the proposed use, Short-Term Lodging (≤ 30 nights), is “Normally Compatible” within Safety Zone 6 as long as it meets the population intensity limits (Attachment 6).

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 (i.e. sleeping quarters).

The applicant is proposing 65 people, four staff and on-site security on a 12,800 s.f. building located on a 22,500 s.f. lot. Based on the Compatibility Plan's intensity calculations below, the proposed project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 6).

| Short Term Lodging: 12,800 s.f. (building size) = 256 max. building occupancy/2 × = 128 max. building occupancy 50 s.f. /person** |

*The Hollister Municipal Airport Land Use Compatibility Plan and the California Airport Land Use Planning Handbook indicate that the number of people calculation can usually be divided in half to reflect the actual occupancy levels before making the final people-per-acre determination.

** Dormitory Occupant Load Factor, California Building Code (2001), Table 10-A

4. 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 is proposed within the FAR Part 77 Horizontal Surface which lies within the Airspace Protection Zone (Attachment 7). 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 applicant is not proposing height modifications to the existing 18 foot building. As such there are no Airspace Protection concerns.

Application No. UP 2016-5 is consistent with the Hollister Municipal Airport Land Use Compatibility Plan.
Attachment 1 – Project Location
AS NOTED
EXISTING SIGNAGE, WINDOW BARS, AND BARBED WIRE WILL BE REMOVED
HOMELESS SERVICES CENTER
1. See Section 3.2 and Table 1 for noise policies and criteria.

2. Airplane easement dedication required in areas exposed to noise levels of CNEL 65 dB or greater (see Policies 3.2.7 and 4.1.1).

1. Avigation Easement Dedication required within High Noise/Risk Zone. Zone boundary encompasses CNEL 55 dB noise contour and Safety Zones 1 through 5, and critical portions of approach and transitional surfaces to where these surfaces intersect the horizontal surface.

2. Recorded Deed Notice required in Routine Overflight Zone. Zone boundary matches the outer boundary of the horizontal surface as defined by FAR Part 77.

3. Real Estate Disclosure required within the Routine Overflight Zone and within entire airport influence area. Zone boundary matches the outer boundary of the conical surface as defined by FAR Part 77.

Notes:
1. Avigation Easement Dedication required within High Noise/Risk Zone. Zone boundary encompasses CNEL 55 dB noise contour and Safety Zones 1 through 5, and critical portions of approach and transitional surfaces to where these surfaces intersect the horizontal surface.

2. Recorded Deed Notice required in Routine Overflight Zone. Zone boundary matches the outer boundary of the horizontal surface as defined by FAR Part 77.

3. Real Estate Disclosure required within the Routine Overflight Zone and within entire airport influence area. Zone boundary matches the outer boundary of the conical surface as defined by FAR Part 77.
Compatibility Policy Map: Safety Zones


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
November 2015
## Table 2

### Safety Compatibility Criteria

**Hollister Municipal Airport**

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

Numbers below indicate zone in which condition applies

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

- **Natural Land Areas: woods, brush lands, desert**
- **Water: flood plains, wetlands, lakes, reservoirs**
- **Agriculture (except residences and livestock): crops, orchards, vineyards, pasture, range land**
- **Livestock Uses: feed lots, stockyards, breeding, fish hatcheries, horse stables**
- **Outdoor Major Assembly Facilities (capacity ≥1,000 people): spectator-oriented outdoor stadiums, amphitheaters, fairgrounds, zoos**
- **Group Recreation (limited spectator stands): athletic fields, water recreation facilities, picnic areas**
- **Small/Non-Group Recreation: golf courses, tennis courts, shooting ranges**
- **Local Parks: children-oriented neighborhood parks, playgrounds**
- **Camping: campgrounds, recreational vehicle/motor home parks**
- **Cemeteries (except chapels)**

### Residential and Lodging Uses

- **Single-Family Residential (<8 du/ac)**: individual dwellings, townhouses, mobile homes, bed & breakfast inns, dormitories
- **Multi-Family Residential (≥8 du/ac)**: condominiums, apartments, agricultural-related housing
- **Long-Term Lodging (>30 nights): extended-stay hotels, dormitories**
  - [approx. 200 s.f./person]
- **Short-Term Lodging (≤30 nights): hotels, motels, other transient lodging (except conference/assembly facilities)**
  - [approx. 200 s.f./person]
- **Congregate Care: retirement homes, assisted living, nursing homes, intermediate care facilities**

1: Objects above runway elevation not allowed in Object Free Area (OFA)

3: Objects above runway elevation not allowed in Object Free Area (OFA)

4: Allowed only if alternative site outside zone would not serve intended function

5: Allowed only if intensity criteria met

6: Intensity limits as indicated

See Policy 3.3.5

2: Max. density is 0.1 du/ac (≥ 10 acres)

3, 4: Max. density is 0.2 du/ac (≥ 5 acres)

6: Intensity limits as indicated

See Policy 3.3.5

4, 5: Allowed only if intensity criteria met

3, 4, 5: Allowed only if intensity criteria met

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

**Notes**

1. Usage intensity criteria applicable to all nonresidential development (i.e., Normally Compatible as well as Conditional land uses). Nonresidential development must satisfy both forms of intensity limits (see Policy 3.3.6). See Note 6 below and Policy 3.3.7 for information on how to calculate nonresidential intensity. Up to 10% of total floor area may be devoted to ancillary use (see Policy 3.3.6(c)).

2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.

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 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 length and 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.