AGENDA
REGULAR MEETING
SAN BENITO COUNTY AIRPORT LAND USE COMMISSION

DATE: Thursday, February 16, 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 and Anthony Botelho,
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 January 19,
2017 – Gomez

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

Adjourn to ALUC Meeting on Thursday, March 16, 2017. Agenda Deadline is Tuesday, February 28, 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.
Agenda Item:_____

San Benito County
AIRPORT LAND USE COMMISSION
REGULAR MEETING

January 19, 2017 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:
Chair Boch, Director Botelho, Director Velazquez, 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 3:56 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. ELECT ALUC Chairperson for 2017
C. ELECT ALUC Vice Chairperson for 2017

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors elected Ignacio Velazquez as ALUC Chairperson and Jaime De La Cruz as ALUC Vice Chairperson for 2017. Vote: 4/0 motion passes

D. Public Comment: None

CONSENT AGENDA:


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 Item 1. Vote: 4/0 motion passes.

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

ADJOURN TO ALUC MEETING THURSDAY, FEBRUARY 16, 2017.
**Staff Report**

To: San Benito County Airport Land Use Commission  
From: Veronica Lezama, Transportation Planner  
Telephone: (831) 637-7665  
Date: February 16, 2017  
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

**Recommendation:**

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.

**Summary:**

Application No. 2016-10 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, respectively.

**Staff Analysis:**

The San Benito County Airport Land Use Commission (ALUC) received an application for a proposed building addition to be located at 1781 Shelton Drive (APN No. 051-120-061-000) in the City of Hollister (Attachment 1). The project is located within the City of Hollister’s MI Light Industrial Zoning District.
The applicant is proposing the construction of a 9,559 square foot addition to an existing 41,140 square foot building on a 2.57 acre site (Attachment 2). The applicant is proposing to use the building as warehouse and manufacturing of its fabrication of conveyance, meal products with no hazardous materials in use or storage.

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 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 6: Traffic Pattern Zone (Attachment 3). According to Table 2: Safety Compatibility Criteria the proposed use, Light Industrial: Low Intensity, is “Normally Compatible” within Safety Zone 6 (Attachment 4). As a condition of compatibility, the project must comply with the indicated usage intensity limit and/or other listed conditions (Attachment 4).

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.

The applicant is proposing a maximum occupancy of 60 people during the dayshift and 25 people during the swing shift. According to the calculations below, the project’s proposed density is well under the allowed levels.
As such, the proposed project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 4).

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 is proposed outside of the Airspace Protection Area, states that any object is allowed to have a height of up to 35 feet above the ground. The applicant is proposing a maximum building height of 30 feet. As such, the project does not pose any significant Airspace Protection concerns.

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. Safety Zone Map
4. Table 2: Safety Compatibility Criteria
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.
SITE PLAN
BUILDING AT:
1781 Shelton Drive
Hollister, Ca.  95023
INDUSTRIAL BUILDING ADDITION
FOR:
Pride Conveyance Systems, Inc.
P: (831) 636-8138  F: (831) 636-8400
28  EAST STREET
HOLLISTER,  CA
MARCUS BUILDING SYSTEMS, INC.
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.
### Usage Intensity Criteria ¹

<table>
<thead>
<tr>
<th>Land Use Category ²</th>
<th>Land Use Acceptability</th>
<th>Safety Zone</th>
<th>Additional Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>E - Eating/Drinking Establishments: restaurants, fast-food dining, bars [approx. 60 s.f./person] ⁶</td>
<td></td>
<td></td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>L - Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries [approx. 250 s.f./person] ⁶</td>
<td></td>
<td></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>O - 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></td>
<td></td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>P - Personal &amp; Miscellaneous Services: barbers, car washes, print shops [approx. 200 s.f./person] ⁶</td>
<td></td>
<td></td>
<td>2-5: Intensity limits as indicated</td>
</tr>
<tr>
<td>V - Vehicle Fueling: gas stations and fueling facilities at trucking &amp; transportation terminals</td>
<td></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] 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 | | | 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

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

### Notes

1. Usage intensity criteria applicable to all nonresidential development (i.e., Normally Compatible as well as Conditional land uses). Nonresidential development must satisfy both forms of intensity limits (see Policy 3.3.6). See Note 6 below and Policy 3.3.7 for information on how to calculate nonresidential intensity. Up to 10% of total floor area may be devoted to ancillary use (see Policy 3.3.6(c)).
2. Multiple land use categories and compatibility criteria may apply to a project. Land uses not specifically listed shall be evaluated using the criteria for similar uses.
3. These uses may pose hazards to flight as they may attract birds or other wildlife; generate dust or other visual hazards; or create physical hazards (e.g., power lines or other tall objects). See Section 3.4 for applicable airspace protection policies.
5. Residential density limits provided in terms of dwelling units per acre (du/ac). Construction of a single-family home, including a second dwelling unit as defined by state law, allowed on a legal lot of record if such use is permitted by local land use regulations. A family day care home (serving ≤14 children) may be established in any dwelling. See Policies 1.4.5 and 3.3.5(h).
6. Common occupancy load factors (approximate number of square feet per person) source: Mead & Hunt, Inc. based upon information from various sources including building and fire codes, facility management industry sources, and ALUC surveys. The common occupancy load factors represent the maximum occupancy during a normal peak period occupancy, not on the highest attainable occupancy used in building and fire codes. Common occupancy load factors provided in the table for specific land uses may be used as a means of calculating the usage intensity of a proposed development. See Policy 3.3.7 for other methods of calculating usage intensities.

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Table 2, continued
Staff Report

To: San Benito County Airport Land Use Commission
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665
Date: February 16, 2017
Subject: Hollister Municipal Airport Land Use Compatibility Plan Determination

Recommendation:

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.

Summary:

Application No. 2016-11 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, respectively.

Staff Analysis:

The San Benito County Airport Land Use Commission (ALUC) received an application for a proposed building addition to be located at 1700 Shelton Drive (APN No. 051-120-061-022) in the City of Hollister (Attachment 1). The project is located within the City of Hollister’s MI Light Industrial Zoning District.
The applicant is proposing the construction of a 12,000 square foot addition to an existing 40,200 square foot building on a 4.27 acre site (Attachment 2). The applicant is proposing to use the building as warehouse and manufacturing of its fabrication of conveyance, meal products with no hazardous materials in use or storage. The north and east elevations would have two rolling doors and three additional access doors.

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

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 60 people during the dayshift and 25 people during the swing shift. According to the calculations below, the project’s proposed density is well under the allowed levels.
As such, the proposed project does not exceed the intensity limits identified on Table 2: Safety Compatibility Criteria (Attachment 4).

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 is proposed outside of the Airspace Protection Area, states that any object is allowed to have a height of up to 35 feet above the ground. The applicant is proposing a maximum building height of 15 feet. As such, the project does not pose any significant Airspace Protection concerns.

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. Safety Zone Map
4. Table 2: Safety Compatibility Criteria
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.
PRIDE CONVEYANCE, INC.
BUILDING ADDITION - 1
EXISTING EXTERIOR ELEVATIONS

BUILDING AT:
1700 Shelton Drive
Hollister, Ca. 95023

INDUSTRIAL BUILDING ADDITION

FOR:
Pride Conveyance Systems, Inc.

P: (831) 636-8138 F: (831) 636-8400

28 EAST STREET
HOLLISTER, CA

MARCUS BUILDING SYSTEMS, INC.
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, continued

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

#### Land Use Category 1

<table>
<thead>
<tr>
<th>Land Use Category 2</th>
<th>Land Use Acceptability</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eating/Drinking Establishments: restaurants, fast-food dining, bars</strong></td>
<td>[approx. 60 s.f./person] 6</td>
</tr>
<tr>
<td><strong>Limited Retail/Wholesale: furniture, automobiles, heavy equipment, lumber yards, nurseries</strong></td>
<td>[approx. 250 s.f./person] 6</td>
</tr>
<tr>
<td><strong>Offices: professional services, doctors, finance, civic; radio, television &amp; recording studios, office space associated with other listed uses</strong></td>
<td>[approx. 215 s.f./person] 6</td>
</tr>
<tr>
<td><strong>Personal &amp; Miscellaneous Services: barbers, car washes, print shops</strong></td>
<td>[approx. 200 s.f./person] 6</td>
</tr>
<tr>
<td><strong>Vehicle Fueling: gas stations and fueling facilities at trucking &amp; transportation terminals</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Industrial, Manufacturing, and Storage Uses

| **Hazardous Materials Production: oil refineries, chemical plants** | |
| **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 |
| **Light Industrial, Low Intensity: machine shops, wood products, auto repair** | [approx. 350 s.f./person] 6 |
| **Indoor Storage: wholesale sales, warehouses, mini/other indoor storage, barns, greenhouses** | [approx. 1,000 s.f./person] 6 |

**Table 2, continued**
Land Use Acceptability | Interpretation/Comments
--- | ---
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.
Conditional | Use is compatible if indicated usage intensity limit and/or other listed conditions are met.
Incompatible | Use should not be permitted under any circumstances.

Notes
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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.