



NEGATIVE DECLARATION

1. **PROJECT TITLE:** Hollister Municipal Airport Land Use Compatibility Plan
2. **PROJECT PROPONENT:** San Benito County Airport Land Use Commission
3. **BRIEF PROJECT DESCRIPTION**

The San Benito County Airport Land Use Commission (ALUC) has prepared an *Airport Land Use Compatibility Plan (Compatibility Plan)* for the Hollister Municipal Airport (the Airport) to replace an earlier plan—*Hollister Municipal Airport Comprehensive Land Use Plan*—adopted by the Commission in October 2001. The proposed *Compatibility Plan* has been prepared in accordance with the requirements of the California State Aeronautics Act (Public Utilities Code Sections 21670 *et seq.*). Preparation of the plan was guided by the *California Airport Land Use Planning Handbook* published by the California Division of Aeronautics, as required by state law (Public Utilities Code Section 21674.7).

The project is regulatory in nature. No physical construction or land use changes would directly result from the adoption of the *Compatibility Plan* or from subsequent implementation of the land use policies it contains. The proposed *Compatibility Plan* provides a set of policies for use by the ALUC in evaluating the compatibility between future proposals for land use development in the vicinity of the Hollister Municipal Airport and the potential long-range aircraft activity at the Airport. The plan does not apply to existing land use development. The compatibility criteria defined by the policies are also intended to be reflected in other plans and policy instruments adopted by the County of San Benito and City of Hollister, which are the government entities having primary jurisdiction over land uses near the Airport. As described in the *Compatibility Plan*, these agencies will need to incorporate certain criteria and procedural policies from the *Compatibility Plan* into their respective General Plans, Specific Plans, and zoning ordinances to assure that future land use development will be compatible with aircraft operations. No major changes to planned land use designations were identified.

4. **LOCATION OF PROJECT**

The Hollister Municipal Airport is located in north-central San Benito County. The Airport lies entirely within the city limits of Hollister. Unincorporated lands of San Benito County adjoin the airport property to the north, northeast and west. The limits of the area affected by the *Compatibility Plan* policies—the "Airport Influence Area"—includes both incorporated City of Hollister and unincorporated San Benito County land. Existing land uses within the airport environs include agriculture and open space to the north and west and industrial uses to the east and south. Low-density residential uses are located approximately 1 mile south of the airport. The downtown area of Hollister, which includes denser residential and commercial uses, is located approximately 2.5 miles south of the airport. The project location, which is defined by the proposed Airport Influence Area, is shown in the attached Initial Study, **Figure 1**.

5. MITIGATION MEASURES INCLUDED IN THE PROJECT

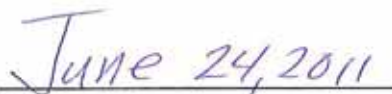
No mitigation measures are required for the proposed project. The project is regulatory in nature. No physical construction or significant land use changes would directly or indirectly result from the adoption of the *Compatibility Plan* or from subsequent implementation of the land use criteria and policies.

6. PROPOSED FINDING

The Airport Land Use Commission (ALUC) for San Benito County has reviewed the project described above under the California Environmental Quality Act (CEQA). Based on the results of an Initial Study, the ALUC has determined that the proposed project—the adoption and subsequent implementation of the *Hollister Municipal Airport Land Use Compatibility Plan*—will not result in a significant effect on the environment as defined by CEQA and, therefore, the ALUC hereby intends to adopt this negative declaration for the proposed project. Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations, this Negative Declaration has been prepared for public review and for filing with the County Clerk of San Benito County and California Governor's Office of Planning and Research.


Signature

VERONICA LEZAMA
Printed Name:


Date


For *Executive Director*

INITIAL STUDY

1. **Project Title:** Hollister Municipal Airport
Land Use Compatibility Plan
2. **Lead Agency Name and Address:** San Benito County Airport Land Use Commission
330 Tres Pinos Road, Suite C-7
Hollister, California 95023
3. **Contact Person and Telephone:** Lisa Rheinheimer, Executive Director
831.637.7665
4. **Project Location:** Hollister Municipal Airport and portions of the surrounding jurisdictions of San Benito County and City of Hollister within the proposed Hollister Municipal Airport Influence Area boundary (See Figure 1)
5. **Project Sponsor's Name and Address:** (see Lead Agency)
6. **General Plan Designation(s):** Various
7. **Zoning Designation(s):** Various

8. Description of Proposed Project

The Airport Land Use Commission (ALUC) for San Benito County is proposing to adopt an *Airport Land Use Compatibility Plan (Compatibility Plan)* for the Hollister Municipal Airport (Airport), which will replace an earlier plan—*Hollister Municipal Airport Comprehensive Land Use Plan*—adopted by the ALUC in October 2001.

The creation of airport land use commissions and airport land use compatibility plans are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). In accordance with PUC Section 21674.7, preparation of the *Compatibility Plan* was guided by the *California Airport Land Use Planning Handbook* published by the California Department of Transportation (Caltrans), Division of Aeronautics, in January 2002. The proposed *Compatibility Plan* reflects the anticipated growth of the Airport during at least the next 20 years as required by PUC Section 21675(a). Development of the *Compatibility Plan* was done in coordination with the planning staffs of the ALUC, San Benito County Planning & Building Department, City of Hollister Planning Division, and Hollister Municipal Airport through their participation in a Working Group.

Geographically, the proposed *Compatibility Plan* defines the area, referred to as the Airport Influence Area (AIA), wherein current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The function of the *Compatibility Plan* is to promote compatibility between the Airport and the land uses surrounding it to the extent that these areas have not already been devoted to incompatible uses. The proposed *Compatibility Plan* accomplishes this function through establishment of a set of compatibility criteria to be used by the ALUC in evaluating the compatibility of future land use proposals within the vicinity of the Airport, as well as long-range development plans for the

Airport. Agencies having land use jurisdiction over portions of the AIA are expected to incorporate certain criteria and procedural policies from the *Compatibility Plan* into their respective general plans and zoning ordinances to assure that future land use development will be compatible with aircraft operations. These jurisdictions also have the option of taking steps defined in state law to overrule the ALUC action. The proposed boundary of the airport influence area extends roughly 2.7 miles beyond the Airport's runway ends and encompasses lands within the County of San Benito and the City of Hollister (see **Figure 1**).

Neither the proposed *Compatibility Plan* nor the ALUC have authority over existing land uses, operation of the airport, or over state, federal, or tribal lands.

A copy of the *Compatibility Plan* accompanies this Initial Study.

9. Surrounding Land Uses and Setting

Hollister Municipal Airport lies entirely within the city limits of Hollister. Unincorporated lands of San Benito County adjoin the airport property to the north, northeast and west. Existing land uses within the portions of the AIA closest to the Airport consist of agriculture and open space to the north and west and industrial uses to the east and south. Low-density residential uses are located approximately 1 mile south of the Airport. The downtown area of the City of Hollister is located approximately 2.5 miles south of the Airport and includes denser residential and commercial uses.

According to the City of Hollister's 2005-2023 General Plan, much of the currently unincorporated area around the Airport is within the City's planning area boundary. The City's planned land uses within this area include Airport Support, Agriculture, Industrial, and Commercial. Residential uses of various densities are planned southwest of the Airport. The County's General Plan designates much of the unincorporated lands as Agriculture. Rural residential uses are planned southwest of the Airport. Several elements of the County's General Plan were adopted in 1980, while others were adopted in 1990, 1992, 1994 and 1995, with periodic updates to each general plan element occurring throughout the 1990's and 2000's. The County is in the process of updating its General Plan.

10. Other public agencies whose approval is required

Although input from various entities is necessary, the ALUC can adopt the *Compatibility Plan* without formal approval from any other agency, either state or local. However, a copy of the plan must be submitted to the California Division of Aeronautics (PUC Section 21675(d)). The Division is required by state law (PUC Section 21675(e)) to assess whether the plan includes the matters that must be included pursuant to the statutes and to notify the ALUC of any deficiencies. Also a statutory requirement is that the ALUC establish (or revise) the airport influence area boundary only after "hearing and consultation with involved agencies" (PUC Section 21675(c)).

Beyond these requirements, an important consideration is that implementation of the *Compatibility Plan* policies can only be accomplished by the local jurisdictions that have authority over land use within the AIA: specifically, the County of San Benito and the City of Hollister. State statutes require the county and city to make their General Plans consistent with the *Compatibility Plan* within 180 days or to overrule the ALUC. Among other things, the overrule procedure requires formal findings that the jurisdiction's action is consistent with the intent of the state

airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction's governing body (PUC Section 21676).

11. Summary of Potential Environmental Effects

The proposed *Compatibility Plan* is regulatory in nature, and as such, neither the project—the adoption of the plan—or its subsequent implementation by local agencies would lead to the development or physical change of the environment around the Airport. The plan does not discourage new development in the vicinity of the Airport, but rather, would affect where development could occur and, in effect could "displace" future development from one location to another.

The *Compatibility Plan* seeks to guide the compatibility of new land uses by limiting the density, intensity, and height of new uses so as to avoid potential conflicts with aircraft operations and to preserve the safety of those living and working around the Airport as well as to those in flight. Although policies in the *Compatibility Plan* would influence future land use development in the vicinity of the Airport, it is speculative to anticipate the specific kinds of development that might occur within the AIA or the types of environmental impacts that would be associated with it.

Additionally, the *Compatibility Plan* would not encourage levels of development in any area located within the airport influence area above those projected within the affected agencies' general plans, of which the environmental effects were previously analyzed in their respective certified general plan environmental documentation.

No environmental categories would be affected by this project to the extent of having a "Potentially Significant Impact." Nearly all categories have "No Impact." The few that have a "Less than Significant Impact" are discussed following each of the checklist sections beginning on page 11, as are the "No Impact" determinations that warrant some explanation.

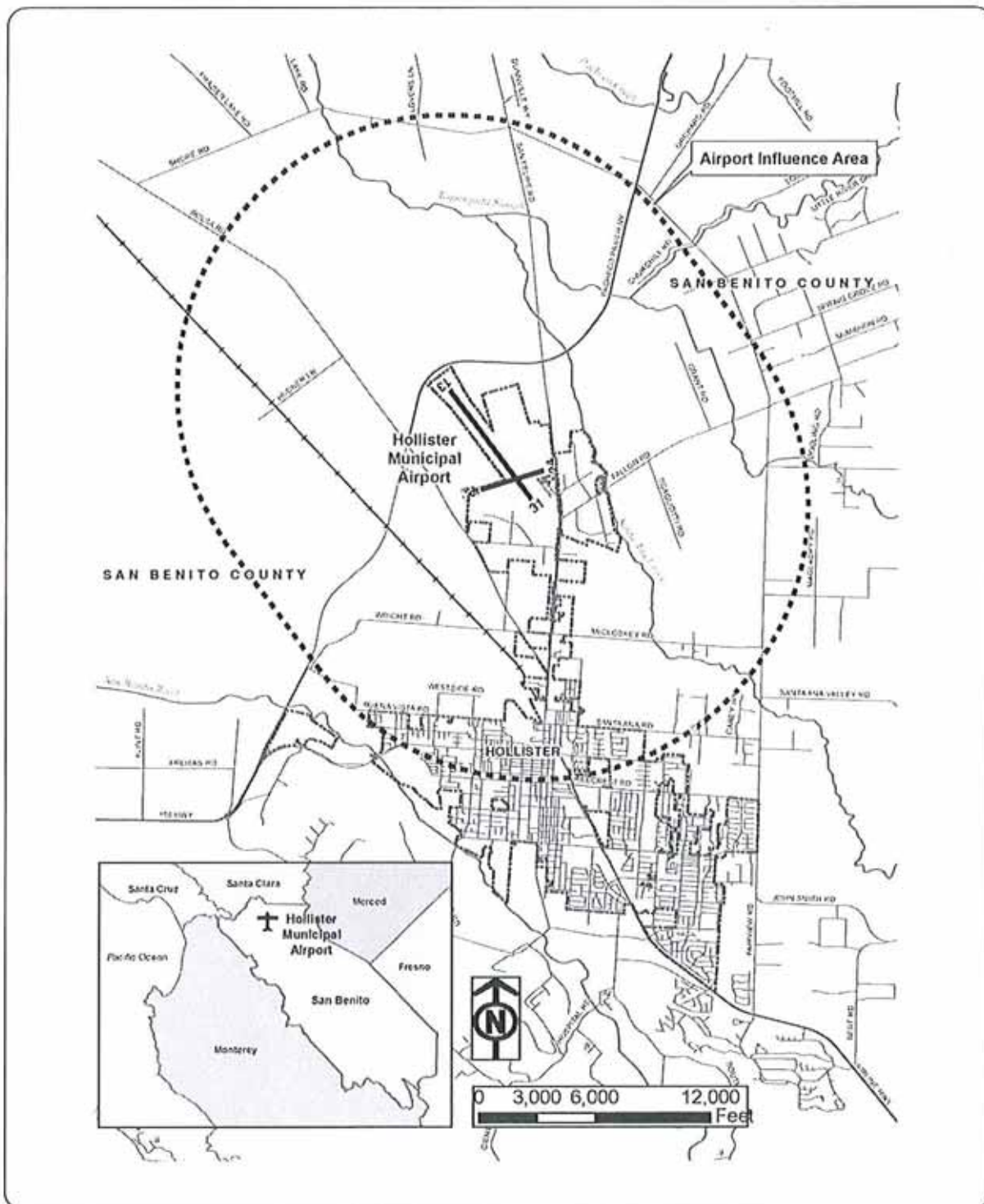


Figure 1: REGIONAL LOCATION MAP

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

CATEGORY	ANALYSIS SUMMARY (See individual pages for details)					
	Pg	Potentially Significant Impact				
		Less than Significant Impact with Project Mitigation				
		Less than Significant Impact				
		No Impact				
Comments (Also see discussion above starting on page 5, Topic 11)						
1. AESTHETICS	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. AGRICULTURE/FORESTRY RESOURCES	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. AIR QUALITY	13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. BIOLOGICAL RESOURCES	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. CULTURAL RESOURCES	15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. GEOLOGY/SOILS/SEISMICITY	16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. GREENHOUSE GAS EMISSIONS	17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. HAZARDS/HAZARDOUS MATERIALS	18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Aircraft accident risks addressed
9. HYDROLOGY/WATER QUALITY	20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. LAND USE/LAND USE PLANNING	22	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	b) Limited additional land use restrictions beyond those in adopted general plans and policies
11. MINERAL RESOURCES	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. NOISE	26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	e) Plan limits exposure of people to noise, but does not regulate aircraft
13. POPULATION/HOUSING	28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	a) Negligible potential for displacement of future development b, c) No existing housing would be displaced
14. PUBLIC SERVICES	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	a) No effect on schools; negligible effect on government staff workloads
15. RECREATION	32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. TRANSPORTATION/TRAFFIC	33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	c) Plan does not regulate air traffic
17. UTILITIES/SERVICE SYSTEMS	34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. MANDATORY FINDINGS OF SIGNIFICANCE	35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	b) No cumulative impacts

SOURCE LIST

The following references are cited in the text that follows for the Initial Study.

1. California, State of. Department of Transportation. Division of Aeronautics. *California Airport Land Use Planning Handbook*. January 2002.
2. San Benito, County of. *San Benito County General Plan*. Adopted by Board of Supervisors in 1980, 1990, 1992, 1994 and 1995 with amendment through 2010.
3. Hollister, City of. *City of Hollister General Plan*. Adopted by City Council Resolution 2005-160 on December 5, 2005 with amendments through 2009.
4. San Benito County Airport Land Use Commission. *Comprehensive Land Use Plan, Hollister Municipal Airport*. Adopted October 2001.

DETERMINATION
(To Be Completed By Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Veronica Lezana
Signature

VERONICA LEZANA
Printed Name:

June 24, 2011
Date

Lisa Rhempeimer
For Executive Director

ENVIRONMENTAL CHECKLIST

1. AESTHETICS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – d) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5). Furthermore, the compatibility policies of the *Compatibility Plan* favor continuation of agricultural uses in the vicinity of the Airport. The City of Hollister's 2005 General Plan identifies prime agriculture land within the AIA.

Mitigation

None Required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

4. BIOLOGICAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – f) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

5. CULTURAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – d) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

6. GEOLOGY, SOILS, AND SEISMICITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – e) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

7. GREENHOUSE GAS EMISSIONS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – d, f – h) See Summary of Potential Environmental Effects (No. 11 on page 5).

e) The proposed *Compatibility Plan* is regulatory in nature, and as such, does not propose any physical development within an airport land use plan. Therefore, adoption and implementation of the *Compatibility Plan* would not result in a safety hazard for people residing and working in the vicinity of the Airport.

Pursuant to the State Aeronautics Act, the proposed *Compatibility Plan* utilizes aircraft accident risk data and safety compatibility concepts provided in the *California Airport Land Use Planning Handbook* (2002) to establish compatibility safety zones (i.e., areas exposed to significant safety hazards). The *Compatibility Plan* establishes safety criteria and policies that limit residential densities (dwelling units per acre) and concentrations of people within the safety zones. The policies are intended to minimize the risks associated with an off-airport aircraft accident or emergency landing. The policies focus on reducing the potential consequences of such events when they occur. Risks to both people and property in the vicinity of the airport and to people on board the aircraft are considered.

The risks of an aircraft accident occurrence is further reduced by airspace protection policies limiting the height of structures, trees, and other objects that might penetrate the airport's airspace as defined by Federal Aviation Regulations (FAR), Part 77, *Objects Affecting Navigable Airspace*. The airspace protection policies also restrict land use features that may generate other hazards to flight such as visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife). Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed *Compatibility Plan*.

Mitigation

None Required.

9. HYDROLOGY AND WATER QUALITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area including through the alteration of the course of a stream or river or, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – j) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

10. LAND USE AND LAND USE PLANNING

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, c) See Summary of Potential Environmental Effects (No. 11 on page 5).

b) State law (Government Code Section 65302.3) requires each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the Airport Influence Area, to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. The only other course of action available to local agencies is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes.

A general plan does not need to be identical with the ALUC's plan in order to be consistent with the *Compatibility Plan*. To meet the consistency test, a general plan must do two things:

1. It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
2. It must avoid direct conflicts with compatibility planning criteria.

With regard to the proposed *Compatibility Plan*, the County of San Benito and City of Hollister are the only two general purpose government entities having land use jurisdiction in the proposed airport influence area. As such, once the *Compatibility Plan* is adopted by the ALUC, both agencies will be required to amend their respective general plans and/or other implementing ordinance to be consistent with the *Compatibility Plan* or to take action to overrule the ALUC.

The County of San Benito adopted its General Plan in 1980, 1990, 1992, 1994 and 1995 with amendments through 2010. The County is currently undergoing a comprehensive update to its General Plan. The City of Hollister adopted its General Plan in 2005 with amendments through 2009. The City also has an Airport Overlay Zoning District (Chapter 17.14.020) which provides zone regulations for protecting people and property on the ground in the vicinity of the Hollister Municipal Airport, minimizing injury to aircraft occupants and preventing creation of hazards to aircraft using the airport.

A review of the adopted general plan policies addressing airport land use compatibility matters (see table below) indicates that the current general plan policies do not directly conflict with the

Compatibility Plan. Nevertheless, the general plan and/or other implementing ordinance will need to be amended or supplemented to:

1. Reference the new *Compatibility Plan* by name and adoption date;
2. Establish the process the local agency will follow when forwarding certain land use actions to the ALUC for review;
3. Define the process the local agency will follow when reviewing proposed land use development within the AIA to ensure that the development will be consistent with the policies set forth in the *Compatibility Plan*; and
4. Incorporate the compatibility criteria, policies, and zones addressing noise, safety, airspace protection, and overflight hazards.

Summary of Current General Plan Policies

The County's General Plan establishes the following airport land use compatibility policies:

- Ensure that County land near airports, particularly land lying within future clear zones, will be reserved for only those uses deemed to be compatible with the high noise levels associated with an airport. Such uses might include open space, agriculture, cemetery, golf course or appropriate industrial use (Noise Element, Policy No. 1)
- Work with the City of Hollister to establish flight patterns which minimize noise impacts on existing and anticipated residential and commercial areas. (Noise Element, Policy No. 2)
- Encourage the establishment of an Airport Land Use Commission and adoption of a noise abatement program by the Airport Commission consistent with FAA standards and California Noise Regulations for Airports. (Noise Element, Policy No. 3)
- New development in the vicinity of airports shall be consistent with the types of land use and densities prescribed in the adopted airport master plans. (Land Use Element, Residential Land Use Policy No. 14)
- Prohibit land use activities within unincorporated areas which interfere with the safe operation of aircraft or that would be subject to hazards from the operation of aircraft. (Transportation Element, Policy No. 28)
- Restrict new development in existing or planned Airport Clear Zones, in concurrence with requirements of the FAA and of the cities operating the facility to land uses such as agriculture, open spaces, parks, and municipal facilities. (Transportation Element, Policy No. 29 and Appendix A, Map of Hollister Airport Clear Zones)

The City's 2005-2013 General Plan Health and Safety Element establishes the compatibility policies and implementation measures listed below.

- Implement the airport land use plan. (HS.C)
- Review all new development proposals within the airport influence area to verify that the proposed development would not conflict with the land use guidelines established in the 2001 Hollister Municipal Airport Comprehensive Plan or subsequent updates. (HS.U)
- Protect residential areas from unacceptable noise levels. [not airport specific] (HS3.1)
- Review proposed development north of Wright Road/McCloskey Road for compatibility with operations at Hollister Airport and applicable noise regulations. (HS3.7)
- Establish compatibility land use zones around Hollister Airport consistent with Hollister Airport Planning and avoid residential dwellings in aircraft flight zones. (HS1.11)

Additionally, in order to attain general plan consistency with the *Compatibility Plan*, no direct conflicts should exist between planned land uses shown on each jurisdiction's general plan land use maps and the *Compatibility Plan* criteria. Exhibits 2 and 3 (see Section 13 of this Initial Study) depict the land use designations shown in the County of San Benito's General Plan and the City of Hollister's 2009 General Plan Land Use Map. Overlaid onto the map are the

compatibility zones which could potentially prohibit or restrict the residential density (dwelling units per acre) or nonresidential usage intensity (people per acre) of planned land uses.

An analysis of the adopted land use designations indicates that there are minimal conflicts between planned land uses and the *Compatibility Plan* criteria. Although, there are no locations where future development of the types indicated by the general plans would be outright prohibited by the *Compatibility Plan*, the *Compatibility Plan* would restrict future development to a residential density or nonresidential usage intensity that is less than the adopted General Plans would allow. These land use conflicts are summarized below.

Conflicts with General Plan Land Use Designations

The *Compatibility Plan* prohibits new residential development in areas exposed to ≥ 55 dB CNEL and within Safety Zones 1 through 5. Within these zones, the County's land uses designations permitting residential development include Agricultural Productive (1 du/5 acres), Agricultural Rangeland (1 du/40 acres), and Rural Residential (1 du/0.5 acres) uses. Within the city's Planning Area Boundary, there is one parcel located in Safety Zone 4 south of McCloskey Road that has a planned land use designation of Residential Estate (1 du/5 acres).

The *Compatibility Plan* identifies agriculture (except residences and livestock) as a compatible use in all zones. The only caveat would be agricultural crops or activities that would create airspace protection hazards (e.g., attract birds). Although discouraged, the *Compatibility Plan* includes a provision which would allow construction of a single-family home or secondary unit, as defined by state law, on a legal lot of record if such use is permitted by local land use regulations. Therefore, the agriculture designations do not directly conflict with the *Compatibility Plan* provided that future residential development (e.g., farm-worker housing) is established outside of the noise/risk zones noted above.

The only direct conflict is with the County's Rural Residential (1 du/0.5 acres) and the City's Residential Estate (1 du/5 acres) designations. Within the AIA, these planned land uses apply only to one parcel located in Safety Zone 4 south of McCloskey Road. This parcel is currently unincorporated but is within the City's Planning Area Boundary. The parcel has an existing home. Subdivision of the parcel would be prohibited by the *Compatibility Plan*. This conflict, although minor, would necessitate either an amendment to the jurisdictions' General Plan or an overrule of the ALUC.

11. MINERAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

12. NOISE

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – d, f) See Summary of Potential Environmental Effects (No. 11 on page 5).

e) The proposed *Compatibility Plan* is regulatory in nature, and as such, does not propose any physical development within an airport land use plan. Therefore, adoption and implementation of the *Compatibility Plan* would not expose people residing and working in the vicinity of an airport to excessive noise or generate new sources of aviation-related noise.

Airport-related noise and its impacts on land uses are factors in the proposed compatibility criteria. In accordance with PUC Section 21675(a), the *Compatibility Plan's* noise contours reflect the long-term (at least 20 years) potential noise impacts of the Airport. The noise contours represent 130,000 annual aircraft operations by 2030. This activity level is consistent with the activity data presented in the 2003 Master Plan for the Airport. The noise contours are a composite reflecting both the existing and ultimate runway configurations as presented in the Simplified Airport Diagram accepted by the Caltrans Division of Aeronautics in November 2010 as the basis of this *Compatibility Plan*. The noise contours are described in terms of the Community Noise Equivalent Level (CNEL), the metric adopted by the State of California for land use planning purposes.

The *Compatibility Plan* establishes criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and noise-sensitive land uses in locations exposed to noise of 55 dB CNEL or higher. As shown **Exhibits 2 and 3** in Section 13, *Population and Housing*, of this Initial Study, the 55 dB CNEL contour extends beyond the airport property and encompasses mainly planned land uses that are not considered to be noise-sensitive (i.e., agriculture, industrial, commercial). Therefore, no impact is anticipated as a result of the adoption and implementation of the proposed *Compatibility Plan*.

Note that the *Compatibility Plan* does not regulate the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters.

Mitigation

None Required.

13. POPULATION AND HOUSING

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) Adoption and implementation of the proposed *Compatibility Plan* would not be growth inducing as the plan is regulatory in nature and does not propose any project that would cause physical development to occur. Additionally, policies set forth in the *Compatibility Plan* do not directly or indirectly induce population growth either locally or regionally beyond what is considered in the general plans and/or other land use policy instruments adopted by the County of San Benito and City of Hollister. In fact, the provisions of the proposed *Compatibility Plan* limit the location, distribution, and density (dwelling units per acre) of future residential uses and the intensity (number of people per acre) of future nonresidential uses in the airport influence area to minimize potential noise and safety concerns. However, these limitations can have the potential of displacing future development to locations outside the AIA. This topic is covered below.

b,c) As described above, the *Compatibility Plan* is a guidance document that sets forth policies that influence the location, distribution, and density/intensity of both residential and nonresidential land uses in a way that is intended to reduce potential noise impacts and safety concerns. The noise, safety, airspace protection, and overflight policies contained in the proposed *Compatibility Plan* only affect planned land uses. In accordance with PUC Section 21674(a), the policies of the *Compatibility Plan* do not apply to existing land uses, whether or not they are consistent with the criteria of the *Compatibility Plan*. Moreover, the plan explicitly allows construction of single-family houses on legal lots of record where such uses are permitted by local land use regulations. Therefore, adoption and implementation of the *Compatibility Plan* would not result in the displacement of *existing* housing or persons. As such, no new construction of replacement housing would be required.

Potential Displacement of Future Housing

The proposed *Compatibility Plan*, however, could indirectly influence future land use development in the vicinity of the airport by constraining the density (dwelling units per acre) of future residential uses and the intensity (number of people per acre) of future nonresidential uses in certain parts of the AIA. Therefore, the *Compatibility Plan* has the potential to shift future development patterns and impact the location of population growth and future housing. Any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of future development or the types of impacts to population and housing that would be associated with it.

As jurisdictions are mandated by state law to accommodate their share of the regional housing needs, the potential impact that the proposed *Compatibility Plan* would have on local jurisdictions' housing stock was analyzed. To address potential impacts to future housing resources, an analysis was conducted to determine the amount of developable residential acreage and the number of dwelling units that would be precluded from development if the local jurisdictions were to amend their respective general plans to establish designations consistent with the *Compatibility Plan*.

The analysis compares the residential densities permitted under local general plans with the density limits established in the draft *Compatibility Plan*. Where the general plan densities exceed the *Compatibility Plan* density criteria (i.e., allow more residential units than would be permitted under the *Compatibility Plan*), the number of housing units that could not be accommodated within the airport influence area (i.e., displaced) is quantified. **Exhibit 1** tabulates the number of housing units that would be displaced for the County of San Benito and City of Hollister. The displacement results presented in **Exhibit 1** quantify the potential worst-case scenario displacement of future housing, as the analysis does not consider non-aviation factors that would constrain development (e.g., terrain, transportation access, utilities, etc.). As a result, the amount of displacement is considered to be overstated. **Exhibits 2 and 3** depict the areas of potential displacement.

The results of the analysis indicate that the adoption and implementation of the proposed *Compatibility Plan* would have the greatest effect on the County of San Benito. **Exhibit 1** indicates that up to 307 housing units could be displaced to unincorporated areas outside of the AIA. This displacement, however, is considered to be less than significant for the following reasons:

1. The principal land use impacted is agricultural uses which allow low-density residential development: Agricultural Productive (1 du/5 ac) and Agricultural Rangeland (1 du/40 ac). The *Compatibility Plan* includes a provision (Policy 3.3.9(c)(2)) that recognizes local efforts to preserve prime agricultural lands. For example, the County's Transfer of Development Credit (TDC) Ordinance allows property owners to transfer their development rights from one property to another, thereby preserving prime agricultural and open space land while being compensated by the property owners who obtain the right to use those credits. These development credits are available within the airport safety zones, especially where prime agricultural soils are present.
2. The potential displacement of 307 units is overstated as non-aviation factors that would constrain development are not considered (e.g., terrain, transportation access, utilities, etc.).
3. The potential displacement of 307 units represents only a small fraction of the anticipated development within the affected jurisdictions.
4. The displaced units could be accommodated elsewhere in the AIA. For example, the *Compatibility Plan* establishes an Urban Overlay Zone that encompasses areas that could include future residential development and where the ambient noise levels could be relatively high. Geographically, the overlay zone includes portions of the Routine Overflight Zone west of Bolsa Road and south of Wright/McCloskey Road (see **Exhibits 2 and 3**). The southern portion of the overlay zone encompasses lands on the fringe of the town center and along San Felipe Road, a major transportation corridor. The westerly portion of the overlay zone includes lands along the Southern Pacific railroad. There are long-term plans to convert a segment of the old railroad into a high-speed rail line with transit-oriented development on the periphery.

Within the Urban Overlay Zone, the jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre (i.e., average parcel size \geq 5 acres). A high-density option is also provided. This option requires that densities be greater than or equal to 8 dwelling units per acre. The rationale for the high/low options is

that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels. The allowable density provided for the Urban Overlay Zone overrides the density of the underlying zone (i.e., Routine Overflight Zone).

5. The proposed *Compatibility Plan* is being adopted pursuant to Public Utilities Code Section 21670, *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the *California Airport Land Use Planning Handbook*. Therefore, by its nature and pursuant to state law, adoption of the *Compatibility Plan* may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the *Compatibility Plan* may have on future housing units and other development, but they are nonetheless important considerations.

Mitigation

None Required.

14. PUBLIC SERVICES

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.i – a.iv) See Summary of Potential Environmental Effects (No. 11 on page 5).

a.v) Adoption and implementation of the *Compatibility Plan* often creates a temporary increase in the staff workloads of affected land use jurisdictions as a result of the state requirement to modify local general plans for consistency with the compatibility plan. In the case of San Benito County, though, a general plan update is already in process and the minor amount of additional material that will be need to be included to bring the new plan into consistency with the *Compatibility Plan* will not have a significant effect on staff or consultant workload. As for the City of Hollister, only minimal changes would be required to the General Plan and Airport Overlay Zoning ordinance. Over the long term, procedural policies included in the *Compatibility Plan* are intended to simplify and clarify the ALUC project review process and thus reduce workload for ALUC staff and planning staffs for the County and City.

Mitigation

None Required.

15. RECREATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

16. TRANSPORTATION AND TRAFFIC

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – b, d – g) See Summary of Potential Environmental Effects (No. 11 on page 5).

c) Neither the ALUC nor the policies set forth in the *Compatibility Plan* have authority over the operation of the Airport. However, in accordance with state law, certain airport development proposals that could have off-airport compatibility implications are subject to ALUC review. Nonetheless, adoption and implementation of the *Compatibility Plan* will not result in any change to air traffic patterns at Hollister Municipal Airport.

Mitigation

None Required.

17. UTILITIES AND SERVICE SYSTEMS

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – g) See Summary of Potential Environmental Effects (No. 11 on page 5).

Mitigation

None Required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Would the proposed project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, c) See Summary of Potential Environmental Effects (No. 11 on page 5).

b) The *Compatibility Plan* is regulatory and restrictive in nature and does not cause any physical development to occur. Any potential displacement that would occur as a result of the adoption of this *Compatibility Plan* would be cumulatively insignificant as it represents only a small fraction of the anticipated development within the affected jurisdictions.

Furthermore, the *Compatibility Plan* addresses potential noise and safety impacts and other airport land use compatibility issues associated with potential future development that other public entities or private parties may propose within the airport influence area. Without adoption of the *Compatibility Plan*, the adverse impacts—both to airport functionality and to community livability—of allowing incompatible development to occur may be individually limited, but cumulatively considerable. Therefore, adoption and implementation of the *Compatibility Plan* would prevent exposing persons associated with future land uses to any negative noise or hazardous effects associated with living and working in the vicinity of the Airport. The *Compatibility Plan* thus, in effect, serves as a mitigation plan designed to avoid impacts that might otherwise be individually or cumulatively significant. Therefore, adoption and implementation of the *Compatibility Plan* has no potential to create cumulatively significant environmental impacts.

Exhibit 1: Maximum Potential Displacement of Housing Units

Zones	Acreage ^{1,2}	County (See Exhibit 1)				City (See Exhibit 2)				Maximum Displacement ⁴
		Land Use Designation ³	Units Allowed Under GP	Units Allowed Under ALUCP ³	Displacement Within County	Land Use Designation ³	Units Allowed Under GP	Units Allowed Under ALUCP ³	Displacement Within City	
North End (Runway 13)										
N1 Safety Zone 1	15	Agricultural Productive (1 du/5 ac)	3 units (15 ac x 1 du/5 ac)	0	3	Agriculture ⁵	-	0	-	3
N2 Safety Zone 2	141	Same	28 units (141 ac x 1 du/5 ac)	0	28	Agriculture ⁵	-	0	-	28
N3 Safety Zone 3	128 + 125	Same	50 units (253 ac x 1 du/5 ac)	1 unit (parcel wholly within zone)	49	Agriculture ⁵	-	1 unit (parcel wholly within zone)	-	49
N4 Safety Zone 3	41 + 44	Same	17 units (85 ac x 1 du/5 ac)	0	17	Industrial Airport Support	-	-	-	17
N5 Safety Zone 4	72	Same	14 units (72 ac x 1 du/5 ac)	0	14	Agriculture ⁵	-	0	-	14
N6 Safety Zone 4	19	Same	3 units (19 ac x 1 du/5 ac)	0	3	Outside PAB	-	-	-	3
N7 Safety Zone 5	42 + 1	Same	8 units (43 ac x 1 du/5 ac)	0	8	Industrial Airport Support	-	-	-	8
N8 55 CNEL (outside of safety zones)	55	Same	17 units (89 ac x 1 du/5 ac)	0	17	Agriculture ⁵	-	0	-	17
N9 55 CNEL (outside of safety zones)	10	Same	2 units (10 ac x 1 du/5 ac)	0	2	Agriculture ⁵	-	0	-	2
N10 55 CNEL (outside of safety zones)	62	Same	12 units (62 ac x 1 du/5 ac)	0	12	Industrial	-	-	-	12
N11 55 CNEL (outside of safety zones)	25	Same	5 units (25 ac x 1 du/5 ac)	0	5	Industrial	-	-	-	5
					114			0	114	
East End (Runway 24)										
E1 Safety Zone 3	13	Agricultural Productive (1 du/5 ac)	3 units (13 ac x 1 du/5 ac)	0	3	Industrial Airport Support	-	-	-	3
E2 Safety Zone 4	16	Agricultural Productive (1 du/5 ac)	3 units (16 ac x 1 du/5 ac)	0	3	Outside PAB	-	-	-	3
E3 55 CNEL (outside of safety zones)	77	Agricultural Productive (1 du/5 ac)	15 units (77 ac x 1 du/5 ac)	0	15	Outside PAB	-	-	-	15
					21			0	21	
South End (Runway 21)										
S1 Safety Zone 2	49	Agricultural Productive (1 du/5 ac)	9 units (49 ac x 1 du/5 ac)	0	9	Industrial General Commercial	-	-	-	9
S2 Safety Zone 3	11 + 4	Agricultural Productive (1 du/5 ac)	3 units (15 ac x 1 du/5 ac)	0	3	Industrial	-	-	-	3
S3 Safety Zone 4	71	Agricultural Productive (1 du/5 ac)	14 units (71 ac x 1 du/5 ac)	0	14	Industrial	-	-	-	14
S4 Safety Zone 4	19	Rural Residential (1 du/0.5 ac)	3 units (19 ac x 1 du/0.5 ac)	0	3	Residential Estate (1 du/5 ac)	3 units (19 ac x 1 du/5 ac)	0	3	3
S5 Routine Overflight Zone/Urban Overlay ⁶	33	Agricultural Productive (1 du/5 ac)	6 units (33 ac x 1 du/5 ac)	6 units or 2 264 units (33 ac x 1 du/5 ac or 33 ac x 8+ du/3 ac)	0	High Density (12-35 du/3 ac)	2 266 units (33 ac x 12+ du/3 ac)	6 units or 2 264 units (33 ac x 1 du/5 ac or 33 ac x 8+ du/3 ac)	0	0
S6 Routine Overflight Zone/Urban Overlay ⁶	1.5	Inside SOV	-	-	-	High Density (12-35 du/3 ac)	2 18 units (1.5 ac x 12+ du/3 ac)	0 units or 2 12 units (1.5 ac x 1 du/5 ac or 1.5 ac x 8+ du/3 ac)	0	0
S7 Routine Overflight Zone/Urban Overlay ⁶	7	Inside SOV	-	-	-	Low Density (1-8 du/3 ac)	6 56 units (7 ac x 8 du/3 ac)	4 1 unit or 2 56 units (7 ac x 1 du/5 ac or 7 ac x 8+ du/3 ac)	See Note 7	0
S8 Routine Overflight Zone/Urban Overlay ⁶	10	Rural Residential (1 du/0.5 ac)	20 units (10 ac x 1 du/0.5 ac)	2 units or 60 units (10 ac x 1 du/5 ac or 10 ac x 8+ du/3 ac)	See Note 7	Low Density (1-8 du/3 ac)	6 60 units (10 ac x 6 du/3 ac)	2 units or 60 units (10 ac x 1 du/5 ac or 10 ac x 8+ du/3 ac)	See Note 7	0
S9 Routine Overflight Zone/Urban Overlay ⁶	34	Rural Residential (1 du/0.5 ac)	60 units (34 ac x 1 du/0.5 ac)	6 units or 272 units (34 ac x 1 du/5 ac or 34 ac x 8+ du/3 ac)	See Note 7	Residential Estate (1 du/5 ac)	6 units (34 ac x 1 du/5 ac)	6 units or 272 units (34 ac x 1 du/5 ac or 34 ac x 8+ du/3 ac)	0	0
S10 Routine Overflight Zone/Urban Overlay ⁶	50	Rural Residential (1 du/0.5 ac)	100 units (50 ac x 1 du/0.5 ac)	10 units or 400 units (50 ac x 1 du/5 ac or 50 ac x 8+ du/3 ac)	See Note 7	Commercial	-	-	-	0
S11 Routine Overflight Zone ⁶	1.8	Rural Residential (1 du/0.5 ac)	3 units (1.8 ac x 1 du/0.5 ac)	0 unit (1.8 ac x 1 du/5 ac)	3	Residential Estate (1 du/5 ac)	0 unit (1.8 ac x 1 du/5 ac)	0 unit (1.8 ac x 1 du/5 ac)	0	3
S12 55 CNEL (outside of safety zones)	2.5	Agricultural Productive (1 du/5 ac)	0 units (2.5 ac x 1 du/5 ac)	0	0	Industrial	-	-	-	0
S13 Routine Overflight Zone ⁶	5	Rural Residential (1 du/0.5 ac)	10 units (5 ac x 1 du/0.5 ac)	1 unit (5 ac x 1 du/5 ac)	9	Residential Estate (1 du/5 ac)	1 unit (5 ac x 1 du/5 ac)	1 unit (5 ac x 1 du/5 ac)	0	9
S14 Routine Overflight Zone/Urban Overlay ⁶	10	Rural Residential (1 du/0.5 ac)	20 units (10 ac x 1 du/0.5 ac)	2 units or 60 units (10 ac x 1 du/5 ac or 10 ac x 8+ du/3 ac)	See Note 7	Residential Estate (1 du/5 ac)	2 units (10 ac x 1 du/5 ac)	2 units or 60 units (10 ac x 1 du/5 ac or 10 ac x 8+ du/3 ac)	0	0
S15 Routine Overflight Zone/Urban Overlay ⁶	15	Rural Residential (1 du/0.5 ac)	30 units (15 ac x 1 du/0.5 ac)	3 units or 120 units (15 ac x 1 du/5 ac or 15 ac x 8+ du/3 ac)	See Note 7	Low Density (1-8 du/3 ac)	6 120 units (15 ac x 8 du/3 ac)	3 units or 120 units (15 ac x 1 du/5 ac or 15 ac x 8+ du/3 ac)	See Note 7	0
S16 Routine Overflight Zone/Urban Overlay ⁶	92	Agricultural Productive (1 du/5 ac)	18 units (92 ac x 1 du/5 ac)	18 units or 736 units (92 ac x 1 du/5 ac or 92 ac x 8+ du/3 ac)	0	High Density (12-35 du/3 ac)	2 1104 units (92 ac x 12+ du/3 ac)	18 units or 736 units (92 ac x 1 du/5 ac or 92 ac x 8+ du/3 ac)	0	0
S17 Routine Overflight Zone/Urban Overlay ⁶	35	Agricultural Productive (1 du/5 ac)	7 units (35 ac x 1 du/5 ac)	7 units or 280 units (35 ac x 1 du/5 ac or 35 ac x 8+ du/3 ac)	0	Low Density (1-8 du/3 ac)	6 280 units (35 ac x 8 du/3 ac)	7 units or 280 units (35 ac x 1 du/5 ac or 35 ac x 8+ du/3 ac)	See Note 7	0
					41			3	41	
West End (Runway 6)										
W1 Safety Zone 1	3	Agricultural Productive (1 du/5 ac)	0 units (3 ac/5 ac)	0	0	Airport	-	-	-	0
W2 Safety Zone 2	26	Agricultural Productive (1 du/5 ac)	5 units (26 ac/5 ac)	0	5	Industrial	-	-	-	5
W3 Safety Zone 3	30 + 17	Agricultural Productive (1 du/5 ac)	9 units (47 ac/5 ac)	0	9	Industrial	-	-	-	9
W4 Safety Zone 4	34	Agricultural Productive (1 du/5 ac)	6 units (34 ac/5 ac)	0	6	Outside PAB	-	-	-	6
W5 55 CNEL	325	Agricultural Productive (1 du/5 ac)	65 units (325 ac/5 ac)	0	65	Outside PAB	-	-	-	65
W6 55 CNEL	92	Agricultural Rangeland (1 du/40 ac)	2 units (92 ac/40 ac)	0	2	Outside PAB	-	-	-	2
					87			8	87	
Total Displacement in County					507	Total Displacement in City³		3	Total Maximum Displacement	
								8	507	

Notes
 1 Acreages are provided for parcels with General Plan land use designations allowing residential development which could be restricted by ALUCP criteria. Within Zone 6 or Recorded Deed Notice boundary, planned land uses with a density of less than 1 du/5 acres are consistent with ALUCP criteria and thus, excluded from housing displacement calculations.
 2 Acreage calculations for the City include lands within the City's Planning Area Boundary. Acreage calculations for the County include unincorporated lands within the City's Planning Area Boundary, but outside of the City's Sphere of Influence.
 3 ALUCP Policy 1.4.5, Development by Right, allows for the construction of a single-family home (plus a secondary unit as defined by state law) on a legal lot of record as of the date of adoption of the ALUCP if such use is permitted by local land use regulations. For parcels partially within zones, the calculations assume that the dwelling unit can be accommodated outside of the compatibility zones. In accordance with ALUCP Policy 1.4.5, one dwelling unit would be allowed on parcels wholly contained in zones.
 4 Assumes the maximum allowable density under local General Plans, ignoring non-aviation factors that could limit development (e.g., flood zone restrictions). To account for the overlap where unincorporated lands are within the City's Planning Area Boundary, the highest number of housing units that would be displaced under the City's or County's General Plan is noted.
 5 City's Agriculture designation does not specify allowable density; displaced units assumed to be no more than that indicated for the County.
 6 The Routine Overflight Zone limits residential densities to 0.2 dwelling units per acre (i.e., average parcel size 5 acres) to account for annoyance from aircraft over-flights. The Urban Overlay Zone overrides this density of the by providing two development options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. The high-density option requires that densities be greater than or equal to 8 dwelling units per acre. The rationale for the high-low options is that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have compensatory high ambient noise levels.



County General Plan

- Agricultural Productive (1 du/5 ac)
- Agricultural Rangeland (1 du/40 ac)
- Airport Safety
- Industrial
- Public Quasi Public
- Rural (1 du/ac)
- Rural Residential (1 du/0.5 ac)
- Rural Transitional (1 du/2.5 ac)
- Rural Urban (≤ 8 du/1 ac or Mbl. Hm. Pl.)
- Urban

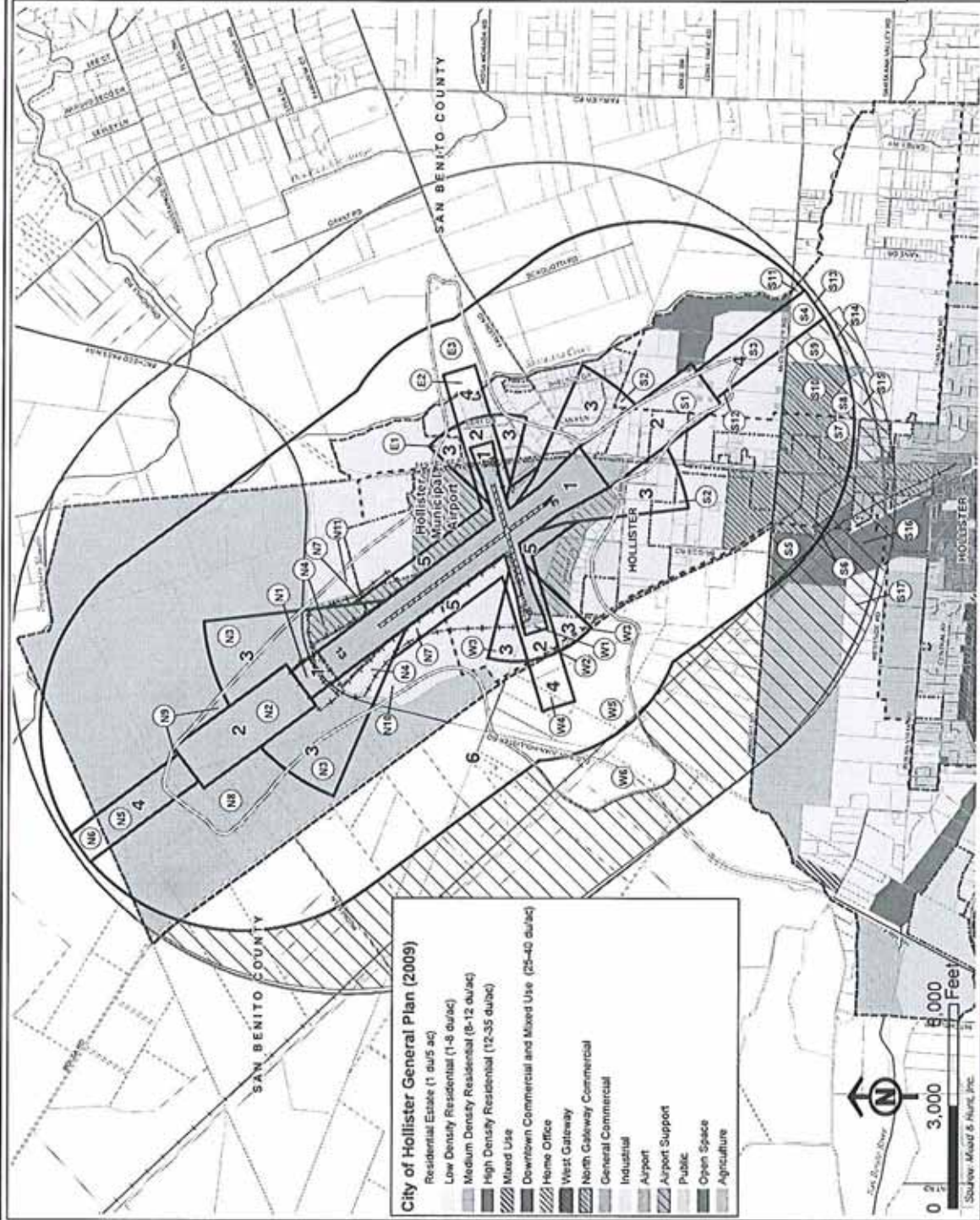
Legend

- 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
- Rivers
- 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
- Noise Impact Zone
- 55 dB CNEL
- Overflight Zone
- Urban Overlay Zone³
- Routine Overflight Zone

Notes

1. See Attachment A, Housing Displacement Results.
2. County of San Benito General Plan (1989).
3. The allowable density provided for the Urban Overlay Zone overrides the density of the underlying zone (Routine Overflight Zone). The Urban Overlay Zone provides two density options: ≤ 1 du/5 acres or ≤ 8 du/acre. The rationale for the high/low options is that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels.

**CEQA Initial Study
for
Hollister Municipal Airport
Land Use Compatibility Plan**
(June 26, 2017)



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
- Rivers
- 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
- Noise Impact Zone
- 55 dB CNEL
- Overflight Zone
- Urban Overlay Zone³
- Routine Overflight Zone

Notes

1. See Attachment A, Housing Displacement Results.
2. City of Hollister General Plan (2009).
3. The allowable density provided for the Urban Overlay Zone overrides the density of the underlying zone (Routine Overflight Zone). The Urban Overlay Zone provides two density options: 5.1 du/5 acres or 2.8 du/acre. The rationale for the high/low options is that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels.

**CEQA Initial Study
for
Hollister Municipal Airport
Land Use Compatibility Plan**
(June 24, 2011)

Exhibit 3

Housing Displacement
City of Hollister

- City of Hollister General Plan (2009)**
- Residential Estate (1 du/5 ac)
 - Low Density Residential (1-8 du/ac)
 - Medium Density Residential (8-12 du/ac)
 - High Density Residential (12-35 du/ac)
 - Mixed Use
 - Home Office
 - West Gateway
 - North Gateway Commercial
 - General Commercial
 - Industrial
 - Airport
 - Airport Support
 - Public
 - Open Space
 - Agriculture
 - Downtown Commercial and Mixed Use (25-40 du/ac)

