

2024-25

Project Review Guidelines for the Airport Land Use Commission



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ALUC DEVELOPMENT REVIEW PROCESS FLOWCHART

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ALUC Project Review Guidelines

1. PURPOSE

1.1 These guidelines serve to augment the procedural framework established within the Airport Land Use Compatibility Plans (ALUCP) for San Joaquin County, in accordance with the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.).

1.2 There are two (2) ALUCPs for San Joaquin County:

(a) 2018 ALUCP for the following County General Aviation Airports:

- Lodi Airpark (Precissi)
- Lodi Airport (Linds)
- Kingdon Executive Airport
- Tracy Municipal Airport
- New Jerusalem Airport

(b) 2018 ALUCP for the following Commercial Service Airport:

- Stockton Metropolitan Airport

1.3 Byron Airport of Contra Costa County has a safety zone in the Mountain House area of San Joaquin County. San Joaquin ALUC has no authority over this safety zone and refers the project applicant(s) to Contra Costa County ALUC, <http://www.co.contra-costa.ca.us/ALUC>.

2. PROJECTS SUBJECT TO ALUC REVIEW

2.1 For the purpose of these guidelines, a project is defined as “Any type of land use matter, either publicly or privately sponsored, which is subject to the Airport Land Use Commission (ALUC) review for consistency with the applicable ALUCP”. Attachment A provides guidance on which projects require an ALUC review.

2.2 The ALUC has established an Airport Influence Area (AIA), Noise Compatibility Contours, and Land Use Compatibility Zones for the six San Joaquin County Airports, shown in Appendix C. For a local jurisdiction, whose lands fall within the AIA for a particular airport, certain project types must be referred to ALUC for a Consistency Determination.

2.2a San Joaquin County ALUC has no jurisdiction over projects within Land Use Compatibility Zones of Byron Airport, shown in Appendix C. Portions of Mountain House area are subject to review by Contra Costa County ALUC, <http://www.co.contra-costa.ca.us/ALUC>.

2.3 State Mandated ALUC Review As mandated by state law, the following types of projects shall be referred to ALUC for determination of consistency with the Commission’s plan prior to approval by the local jurisdiction;

- (a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b));
- (b) The adoption or approval of a zoning ordinance or building regulation that (1) affects property within an airport influence area (Public Utilities Code Section 21676(b));
- (c) Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c));
- (d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (Public utilities Code Section 21664.5); or
- (e) Any proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5) if the facility requires a state airport permit.

2.4 Other Projects Which Require ALUC Review State law mandates that each affected jurisdiction establish general plan land use designations that are consistent with the applicable ALUCP. Until such time as the ALUC finds that a local agency’s general plan or specific plan is consistent with the applicable ALUCP, or the local agency has overruled the Commission’s determination of general plan or specific plan inconsistency, the ALUC requires the local agency to refer the following actions, regulations, and permits involving lands within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)):

- (a) All discretionary proposals (non-ministerial) within an AIA;
- (b) Major capital improvements (e.g., water, sewer, or roads) within an AIA if not previously identified in a General, Specific, Master, or any similar plan;
- (c) Proposals for new development (including buildings, antennas, and other structures) having a height of more than 100 feet within the County boundaries; or
- (d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

2.4.1 After a local agency has revised its general plan or specific plan or has overruled the Commission, the Commission no longer has authority under state law to require that these actions, regulations, and permits be referred for review. However, the ALUC and the local agency can agree that the ALUC should continue to review individual projects in an advisory capacity.

2.4.2 Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. This is intended to address circumstances that arise

when a general or specific plan land use designation does not conform to the ALUCP compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan.

2.4.3 Proposed land use actions covered by Paragraphs (a), (b), (c), and (d) in Section 2.4 shall initially be reviewed by the ALUC Executive Officer. If the Executive Officer determines that consistency issues are evident, the lead agency will receive an informal notification. If the project is not revised to remedy the compatibility issues, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Executive Officer to approve proposed actions having no apparent compatibility issues of significance.

3. TIMING OF REFERRALS

3.1 Timing of Referral The appropriate time for local agencies to refer proposed land use or airport actions to the ALUC for review depends upon the nature of the specific project.

- (a) Referrals should be made at the earliest reasonable point in time so that the review and input can be considered by the local agency prior to when the agency formalizes its actions. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can be completed before, after, or concurrently with review by the local planning commission and other advisory bodies. The only requirement is that ALUC review of land use and airport plans and projects must be accomplished before final action by the local agency.
- (b) The completion of a formal application with the local agency is not required prior to a local agency's referral of a proposed land use action to the ALUC. A project applicant may request, and the local agency may refer, a proposed land use action for review so long as the local agency and/or applicant is able to provide the necessary project information for the proposal. This "pre-application" meeting will be cursory with the intent to provide process and ALUCP zoning information to the project proponent for planning purposes.

4. ALUC RESPONSE TIME

4.1 State Mandated Reviews The ALUC must respond within 60 days from the date of agency referral for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation.

- (a) If the ALUC fails to make a determination within the 60-day period, the proposed action shall be deemed consistent with the ALUCP.
- (b) The 60-day review period may be extended if requested by ALUC and the referring agency or project applicant agrees in writing or so states at a public hearing on the action.
- (c) Regardless of ALUC's action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
- (d) The referring agency shall be notified of ALUC's action in writing within ten (10) working days after the action has been taken.

4.2 Executive Officer Reviews For projects other than the "state mandated", as listed in Section 2.4, the Executive Officer must respond 30 days from the date of agency referral with either a consistency finding or a notice that the project may be inconsistent with the ALUCP. In the case of the latter, the project will be referred to the ALUC. The ALUC will be required to make a determination within 60 days from the date of agency notification.

- (a) If the Executive Officer fails to make a determination within the 30-day period, the proposed action shall be deemed consistent with the ALUCP
- (b) The 30-day review period may be extended if requested by the Executive Officer and the referring agency or project applicant agrees in writing
- (c) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws

4.3 Reviews of Airport Master Plans The ALUC must respond to the submittal of an airport master plan within 60 days from the date of submittal.

- (a) The date of submittal is deemed to be the date on which all applicable project information as specified in Policy 3.1.3 is received by the ALUC Executive Officer and the Executive Officer determines that the application for a consistency determination is complete.
- (b) If the ALUC fails to make a determination within the specified period, the proposed action shall be deemed consistent with the ALUCP.
- (c) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
- (d) The airport owner shall be notified of the ALUC's action in writing within ten (10) working days from the date of action.

4.4 Date of Referral The date of referral for land use and airport actions is deemed to be the date on which all applicable project information as specified in Section 8 is received by the ALUC Executive Officer and the ALUC Executive Officer determines that the application for a consistency determination is complete.

5. REVIEW PROCESS

5.1 State Mandated Reviews: General Plans, Specific Plans, Zoning Ordinances, and Building Regulations When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the ALUCP, the ALUC has three choices of action:

- 1) Find the plan, ordinance, or regulation consistent with the applicable ALUCP. To make such a finding with regard to a general plan, the conditions identified in Section 6 must be met;
- 2) Find the plan, ordinance, or regulation consistent with the ALUCP, subject to conditions and/or modifications that the ALUC may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed; or
- 3) Find the plan, ordinance, or regulation inconsistent with the ALUCP. In making a finding of inconsistency, the ALUC shall note the specific conflicts or shortcomings upon which its determination is based. Under this circumstance, the lead agency may either choose to overrule the Commission's Determination or modify the project so that it is consistent with the applicable ALUCP

5.2 Executive Officer Reviews The ALUC delegates to the Executive Officer the review and consistency determination of land use projects referred on a mandatory basis under Section 2.4.

5.2.1 The ALUC Executive Officer has two choices of action with regard to the consistency determination:

- 1) Find the project consistent with the ALUCP, subject to compliance with such conditions as the ALUC may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed. Upon said finding, the Executive Officer is authorized to approve such projects on behalf of the ALUC; or
- 2) Find that the proposed project may be inconsistent with the ALUCP. The Executive Officer shall forward any such project to the ALUC for a consistency determination.

5.3 Airport Master Plans When reviewing a proposed new or revised airport master plan or new master plans for the airports addressed by any County ALUCP, ALUC has two action choices:

- 1) Find the master plan consistent with the Airport Land Use ALUCP;
- 2) Find the master plan inconsistent with the Airport Land Use ALUCP; and establish the intent to modify the ALUCP to reflect the assumptions and proposals in the airport plan—thereby making the airport plan consistent.

5.4 New Airports or Heliports When reviewing proposals for new airports or heliports, the ALUC has two action choices:

- 1) Approve the proposal as being consistent with the specific review criteria listed in Section 8 and, if required, either adopt an ALUCP for that facility or establish the intent to do so at a later date. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (State Aeronautics Act Section 21675(a)); or
- 2) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.

5.5. Subsequent Reviews of Related Land Use Development Proposals Once a project has been found consistent with the ALUCP, it generally does need not be referred for review at subsequent stages of the planning process. However, additional review is required if any of the following occur:

- (a) At the time of the original review, the project information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the project design level. For example, the proposed land use designation indicated in a general plan, specific plan, or zoning amendment may have been found consistent, but information on site layout, maximum intensity limits, building heights, and other such factors that may also affect the consistency determination for a project may not have yet been known.
- (b) The design of the project subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review include, but are not limited to, the following:
 - (1) For residential uses, any increase in the number of dwelling units;
 - (2) For nonresidential uses, a change in the types of proposed uses, any increase in the total floor area, and/or a change in the allocation of floor area among different types of uses in a manner that could result in an increase in the intensity of use (more people on the site) to a level exceeding the criteria set forth in this ALUCP;

- (3) Any increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;
- (4) Any new design features that would create visual hazards (e.g., certain types of lights, sources of glare, and sources of dust, steam, or smoke);
- (5) Any new equipment or features that would create electronic hazards or cause interference with aircraft communications or navigation;
- (6) Additional mitigation measures that could attract wildlife that is potentially hazardous to aircraft operations;
- (7) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) and/or at the time of original ALUC review, conditions that require subsequent ALUC review were placed on the project
- (9) The local jurisdiction concludes that further review is warranted.

6. COORDINATION WITH THE ENVIRONMENTAL REVIEW PROCESS

6.1 The California Environmental Quality Act (CEQA) requires environmental documents for projects situated within an airport influence area to evaluate whether the project would expose people residing or working in the project area to excessive levels of airport-related noise or to airport-related safety hazards (Public Resources Code Section 21096).

- (a) In the preparation of such environmental documents, the law specifically requires that the Airport Land Use Planning Handbook published by the California Division of Aeronautics be utilized as a technical resource. For any project within an airport influence area, the compatibility criteria contained in the relevant Compatibility Plan should also be addressed in the environmental document.
- (b) Submittal of environmental documents for ALUC review is mandatory. If an environmental document has been prepared for a land use action submitted to the ALUC for review, a copy shall be provided to the ALUC.

7. GENERAL PLAN CONSISTENCY WITH AN ALUCP

7.1. General Plan Consistency: As stated in Section 2.4, State law mandates that each affected jurisdiction establish general plan land use designations that are consistent with the applicable Airport Land Use Compatibility Plan (ALUCP).

7.2 In order for a general plan to be considered consistent with a Compatibility Plan, both of the following must be accomplished:

- (1) Elimination of Conflicts No direct conflicts can exist between the two plans.
 - (a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.
 - (b) A general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations that reflect existing land uses even if those designations conflict with the compatibility criteria of this *Compatibility Plan*. General plan land use designations that are already existing uses are exempt from requirements for general plan consistency with the *Compatibility Plan*. This exemption derives from state law which proscribes ALUC authority over existing land uses. However, proposed redevelopment or other changes to existing land uses are not exempt from compliance with the ALUCP and are subject to ALUC. To ensure that nonconforming uses do not become more nonconforming, general plans therefore must include policies setting limitations on expansion and reconstruction of nonconforming uses located within an airport influence area consistent with Policies 5.5.3 and 5.5.2.
 - (c) To be consistent with the *Compatibility Plan*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria.

- (2) Establishment of Review Process Local agencies must define the process they will follow when reviewing proposed land use development within an airport influence area to ensure that the development will be consistent with the policies set forth in the applicable Compatibility Plan.
 - (a) Specifically, the process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the local agency's general plan, specific plan, zoning ordinance, and/or other development regulations that the ALUC has previously found consistent with this *Compatibility Plan* and that the development's subsequent use or reuse will remain consistent with the policies herein over time. Additionally, consistency with other applicable compatibility criteria—e.g., usage intensity, height limitations, aviation easement dedication must be assessed.
 - (b) This review process may be described either within land use plans themselves or in implementing ordinances. Local jurisdictions have the following choices for satisfying this evaluation requirement:

- 1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable ALUCP (this requires both that the compatibility criteria be identified and that project review procedures be described);
- 2) The applicable ALUCP can be adopted by reference (in this case, the project review procedure must be described in a separate policy document or memorandum of understanding presented to and approved by the ALUC); and/or
- 3) The general plan can indicate that all land use actions, as listed in Section 4.2 or otherwise agreed to by the ALUC, shall be referred.

8. REVIEW CRITERIA FOR PROPOSED NEW AIRPORTS and HELIPORTS

8.1 Substance of Review In reviewing proposals for new airports and heliports, the ALUC shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of ALUC review.
- (b) The ALUC shall evaluate the adequacy of the proposed facility design to the extent that the design affects surrounding land use.
- (c) The ALUC must base its review on the proposed airfield design. The ALUC does not have the authority to require alterations to the airfield design.

8.2. Airport/Land Use Relationship The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.

9. SUBMITTAL INFORMATION AND PROCESS

9.1 Project proponents will submit their project proposals to the Jurisdiction(s).

9.2 Jurisdictions will use an ALUC project review application and flow chart to qualify or not qualify the project for an Airport Land Use Consistency Review. Qualified projects will be referred to the ALUC. In addition, the application and flow chart determines if a fee is required for ALUC review.

9.3 Submitting an Application If the project falls within the review criteria listed in Section 2 of these guidelines, the permitting agency will inform the applicant that an ALUC Determination is required

for the project. If required, the applicant will complete the ALUC Determination application and include it within the project submittal package to the local jurisdiction. The application will be routed to the ALUC via the interagency review process.

9.4 Application Materials The application package will require the following information:

1.	Completed Application for ALUC Determination
2.	If requested by ALUC staff - local agency environmental documentation for the project (initial study, draft environmental impact report, etc.) that have been prepared for the project. These documents are normally routed to the ALUC via the local Agency Referral Process.
3.	A hard or soft (preferred) copy of the Project Site Plan showing height of all structures above ground level.
4.	Complete description of existing and proposed land uses. The project description shall also identify and discuss any characteristics that could create electrical interference, interference with aircraft communications or navigation, radio signals, confusing or distracting lights, glare, dust, smoke, steam, attraction of an increased number of birds, or other electrical or visual hazards to aircraft or aircraft operations. For nonresidential projects: if the project is located wholly or partly within safety zones, project description shall include percentage of lot coverage by structures and estimated maximum persons per acre at any one time and supporting documentation showing basis for calculation of persons per acre. See Appendix B for Airport Land Use Compatibility Zone maps.
5.	If the proposed project is required to be submitted to the Federal Aviation Administration (FAA) for review through the FAA Part 77 process, or has otherwise been submitted to FAA for review or comment, copies of: (1) any notices of proposed or actual construction or alteration; (2) any aeronautical objections or comments FAA received in connection with the proposed project; (3) any aeronautical study prepared in connection with the proposed project; (4) any obstruction evaluation determination by FAA and any other FAA document stating the results of FAA’s analysis.
6.	Filing Fees (Fee Schedule - Appendix A)

9.5 Payment of Fees Fees for processing a Land Use Compatibility Determination must be paid by the project proponent at the time of submittal. A receipt will be provided. Resubmittals and time extensions, do not require fee.

9.6 Project Review Depending on the project type, after an application is found complete, the Consistency Determination will be carried out by the ALUC’s staff. ALUC review period for projects deemed Executive Officer require 30 days, and 60 days for State Mandated.

9.7 Coordination with the ALUCP In carrying out project reviews, the ALUC and designated staff shall use the policies and criteria set forth within the applicable Airport Land Use Compatibility Plan.

9.8 Notifications The local agency will be notified in writing within ten (10) working days of the determination.

9.9 Appeals The action of the ALUC is final. If the finding is made that the project’s proposed uses are not compatible with the airport land use zones, the local agency may, by a two-thirds vote of its governing body, override the findings and proceed with the project. Section 11 of this document outlines the general ALUC overrule process.

10. PROJECTS REQUIRING FAA NOTIFICATION

10.1 Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation.

10.2 The purpose of ALUC airspace review, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

10.3 Measures of Hazards to Airspace: In evaluating the airspace protection compatibility of proposed development near an airport, four categories of hazards to airspace shall be taken into account:

1. Physical Hazards-

- a) The height of structures and other objects situated near the airport are a primary determinant of physical hazards to the airport airspace.

- b) Land use features that have the potential to attract birds and certain other wildlife to the airport area are also to be evaluated as a form of physical hazards.
 - c) Thermal plumes, such as from power plants, can constitute invisible hazard to flight.
 - d) Objects that will be hailed into the air such as golf balls, tennis balls, baseballs, bullets, and drones.
2. Visual Hazards - Visual hazards of concern include certain types of lights, sources of glare, and sources of dust, steam, or smoke.
3. Electronic Hazards - Hazards that may cause interference with aircraft communications or navigation.

10.4 Height Restriction Criteria The criteria for determining the acceptability of a project with respect to height shall be based upon the standards set forth in Federal Aviation Regulations (FAR) Part 77, Subpart C, *Objects Affecting Navigable Airspace*, and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required, the results of that study shall be taken into account by the ALUC and the local agency.

10.5 FAA Height Notification Proponents of a project involving objects that may exceed a Part 77 surface must notify the FAA as required by FAR Part 77, Subpart B, and by the PUC Sections 21658 and 21659. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the FAA.
- (b) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the FAA and the FAA findings before a Consistency Determination will be completed.

10.6 Other Flight Hazards New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within the San Joaquin County Airport influence area. Specific characteristics to be avoided include:

- (a) Glare or distracting lights which could be mistaken for airport lights;
- (b) Sources of dust, steam, or smoke which may impair pilot visibility;
- (c) Sources of steam or other emissions that cause thermal plumes or other forms of unstable air;

- (d) Sources of electrical interference with aircraft communications or navigation; and
- (e) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports*.)

11. OVERRULING THE AIRPORT LAND USE COMMISSION

11.1 If the ALUC determines that a proposed project is inconsistent with a County ALUCP, the local agency shall be notified, and the governing body of that agency has the option under state law to overrule the decision.

11.2 Specific Findings by Local Agency A local agency can proceed with adoption or amendment of a general plan or specific plan, adoption or approval of a zoning ordinance or building regulation, or modification of an airport master plan (Public Utilities Code Sections 21676(a), (b), and (c)) or, under conditions specified in Section 2.5, a major land use action (Public Utilities Code Section 21676.5(a)) affecting the airport influence area in spite of an ALUC finding that the action is inconsistent with an ALUCP. However, the local agency must make specific findings that the proposed local action is consistent with the purposes of Article 3.5 of the California Public Utilities Code, as stated in Section 21670. Such findings may not be adopted as a matter of opinion but must be supported by substantial evidence. Specifically, the governing body of the local agency must make specific findings that the proposed project will not:

- (a) Impair the orderly, planned expansion of the airport;
- (b) Adversely affect the utility or capacity of the airport (such as by reducing instrument approach procedure minimums); or
- (c) Expose the public to excessive noise and safety hazards.

11.3 Notification and Voting Requirements In accordance with California law, the local agency must do all of the following:

- (a) Provide to the ALUC and the California Division of Aeronautics a copy of the proposed decision and findings to overrule the ALUC at least 45 days prior to the hearing date;
- (b) Hold a public hearing on the matter. The public hearing shall be publicly noticed consistent with the agency's established procedures;
- (c) Include in the public record of any final decision to overrule the ALUC comments received from the ALUC, California Division of Aeronautics, Federal Aviation Administration (FAA) or public; and
- (d) Decide to overrule the ALUC by a two-thirds vote of its governing body.

Appendix A

Resolution of Adoption and ALUC Fee Schedule



RESOLUTION
SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-20-15 ALUC Fee Schedule

RESOLUTION APPROVING THE ESTABLISHMENT OF A FEE SCHEDULE FOR SERVICES RENDERED BY THE SAN JOAQUIN COUNTY AIRPORT LAND USE COMMISSION.

WHEREAS, the San Joaquin Council of Governments acting in its role as the Airport Land Use Commission for the area of San Joaquin County; and

WHEREAS, to be in conformance with sections 21671.5, 21675, and 21679.5 the Public utilities Code the Airport Land Use Commission is required to rule on the conformance of proposed action or projects within the airport area of influence of any public use airport in San Joaquin County; and

WHEREAS, the State Legislature has passed, and the Governor has signed into law SB 255 which allows the San Joaquin County Airport Land Use Commission to charge fees, not to exceed the reasonable cost for providing the service which are for reviewing and processing proposals; and

WHEREAS, these proposed fees have been reviewed in a Public Hearing and found to be in conformance with Chapter 13 (commencing with section 54990) of the Government Code section 21671.5 (f) of the Public Utilities Code, and the newly adopted Airport Land Use Plan Rules and Regulations;

NOW, THEREFORE BE IT RESOLVED that the San Joaquin Council of Governments finds that the San Joaquin County Airport Land Use Plan Fee Schedule that is attached hereto be adopted.

PASSED AND ADOPTED this 24th day of October, 2019 by the following vote of the San Joaquin County Airport Land Use Planning Commission, to wit:

AYES:

NOES:

ABSENT:

DOUG KUEHNE
Chair



2024/25 ALUC Fee Schedule

David Bellinger
CHAIR

Sonny Dhaliwal
VICE-CHAIR

Diane Nguyen
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

The Airport Land Use Commission has revised the fee schedule. The fee schedule consists of Minor and Major Fees, separated into known permit types. The permits, along with their fees, are listed below, and are defined by the lead agency.

Effective July 1, 2024 the new fee schedule is as follows:

MINOR FEE – \$777.26

- Minor Subdivision resulting in 4 parcels or less
- Minor Use
- Modification
- Grading Excavation
- Sign permits

MAJOR FEE – \$2,010.04

- Rezoning and Planning Districts
- Flood Variance
- General Plan Amendments
- Specific Plans / Amendments
- Major Subdivision
- Recreational Vehicle Park
- Revision of Approved Actions
- Rezoning and Planned Districts
- Zoning Reclassification
- Sewer and Utilities (If Applicable)
- Airport Master Plans
- Site Approval / Site Plan Review
- Mobile Home Park
- Preliminary Review
- Quarry Excavations
- Site Approvals
- New Airports or Heliports
- Variance
- CEQA Review
- Use Permit (Includes Conditional)

Any application that combines any Minor and Major permit type will be charged the Major Fee.

Appendix B

Airport Land Use Commission Project Review Application



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

**San Joaquin County Airport Land Use Commission
Review Application**

Robert Rickman

CHAIR

David Bellinger

VICE-CHAIR

Diane Nguyen

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

Project Title: _____

Lead Agency: _____

Lead Agency Permit Number: _____

Lead Agency Point of Contact Email: _____

Project Review Due Date: _____

Project Description:

Type of Land Use(s): _____

Site Area (Acres): _____

Of Units / Project Square Feet: _____

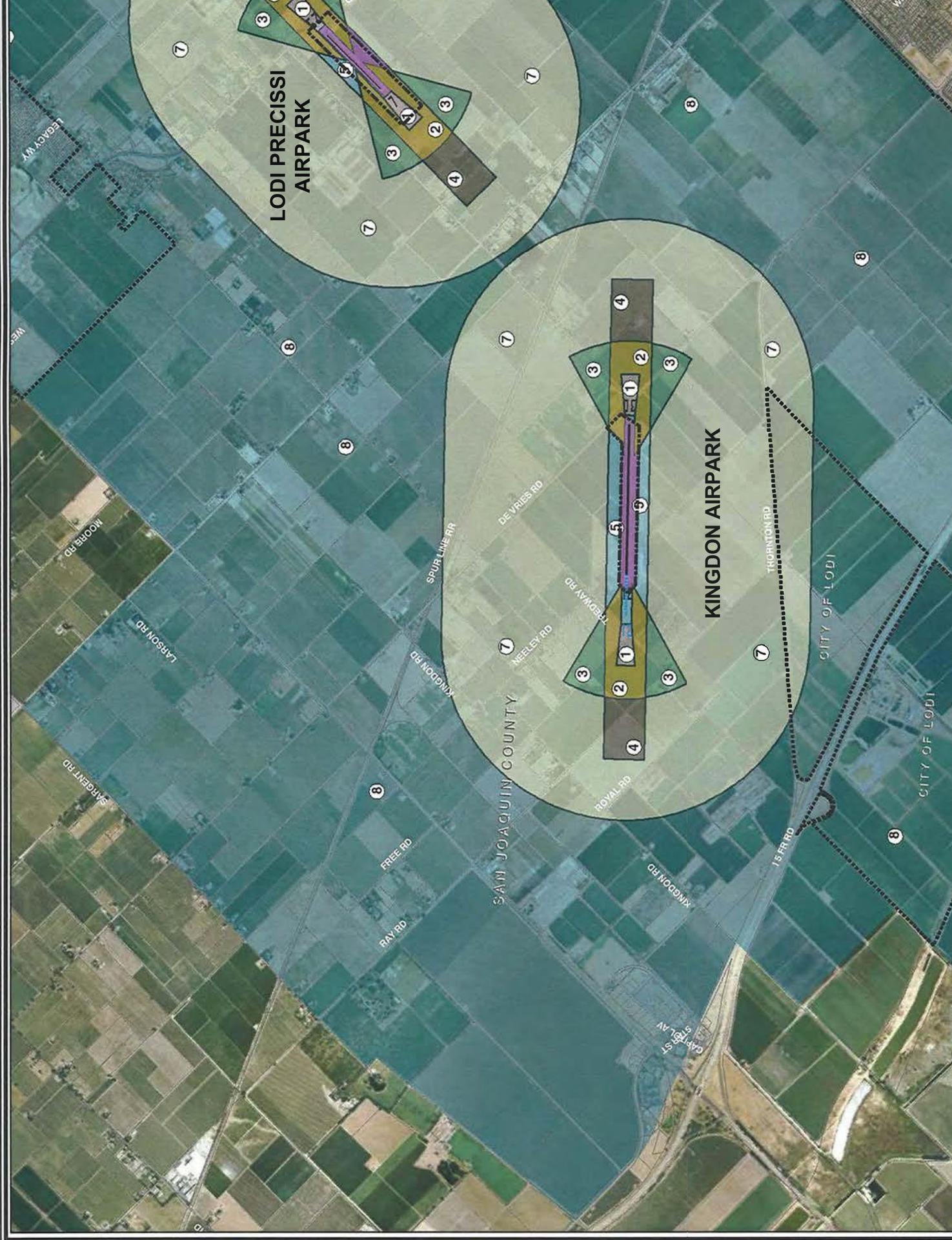
Max. Height: _____

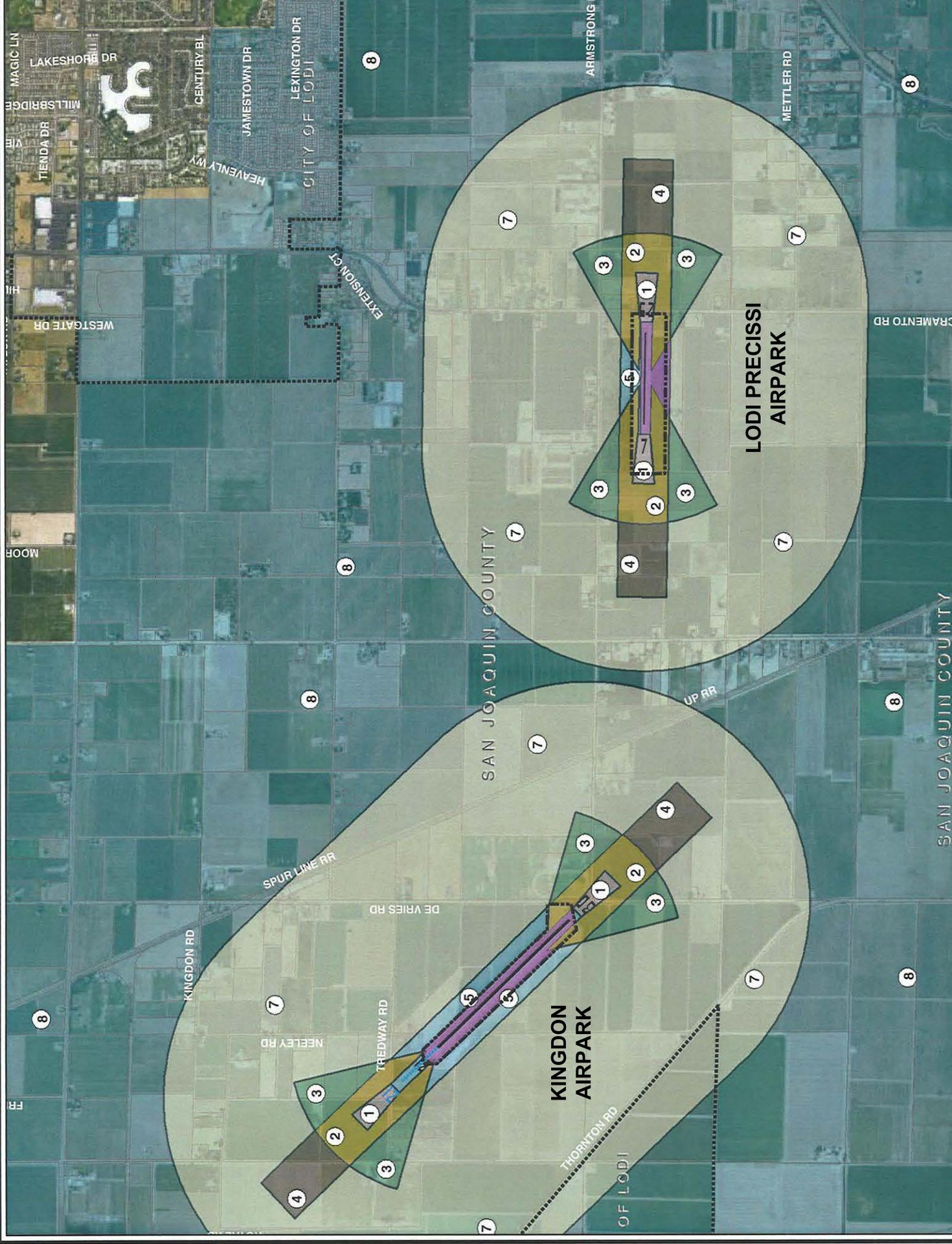
Project Description: _____

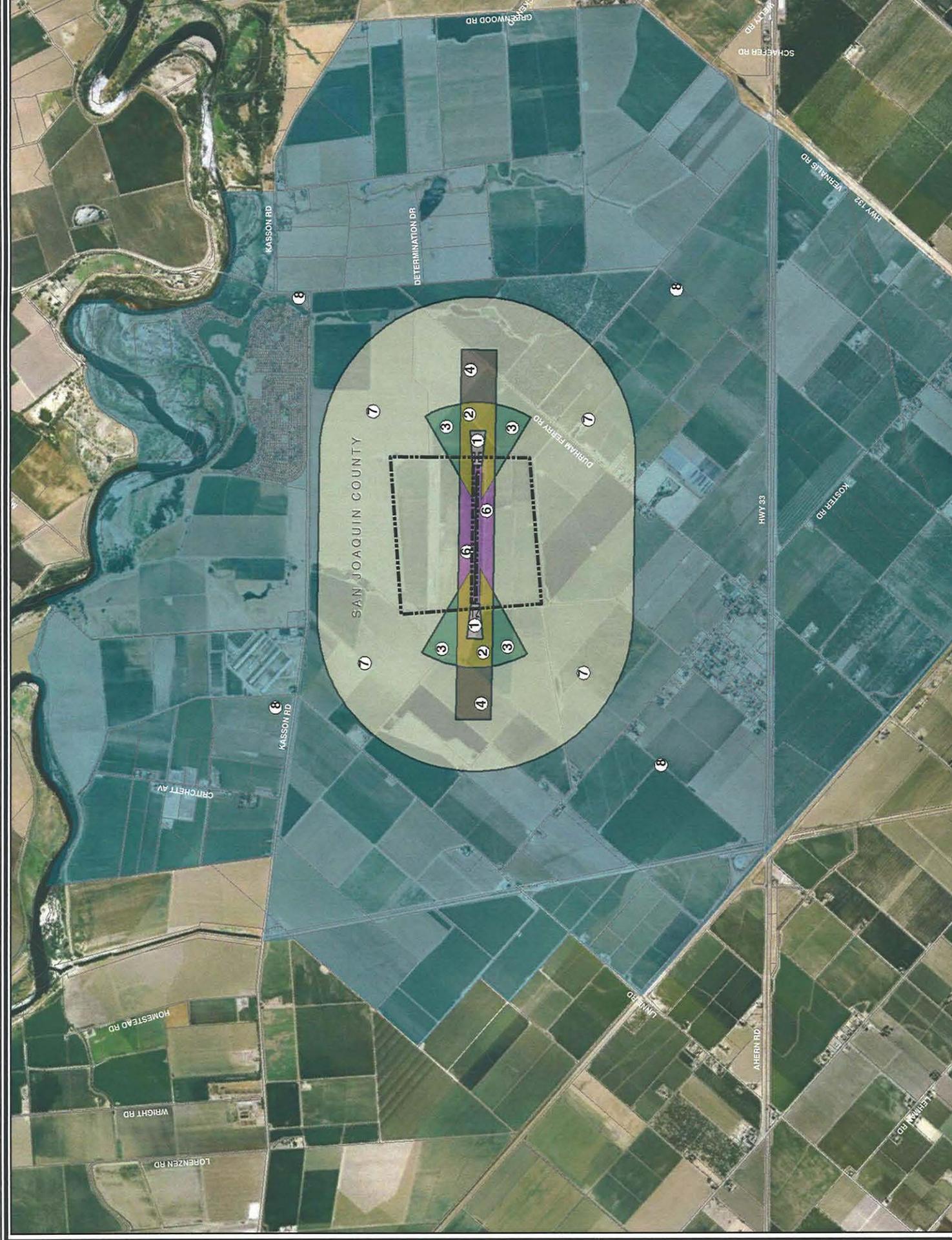
Please attach a detailed site plan to your application.

Appendix C

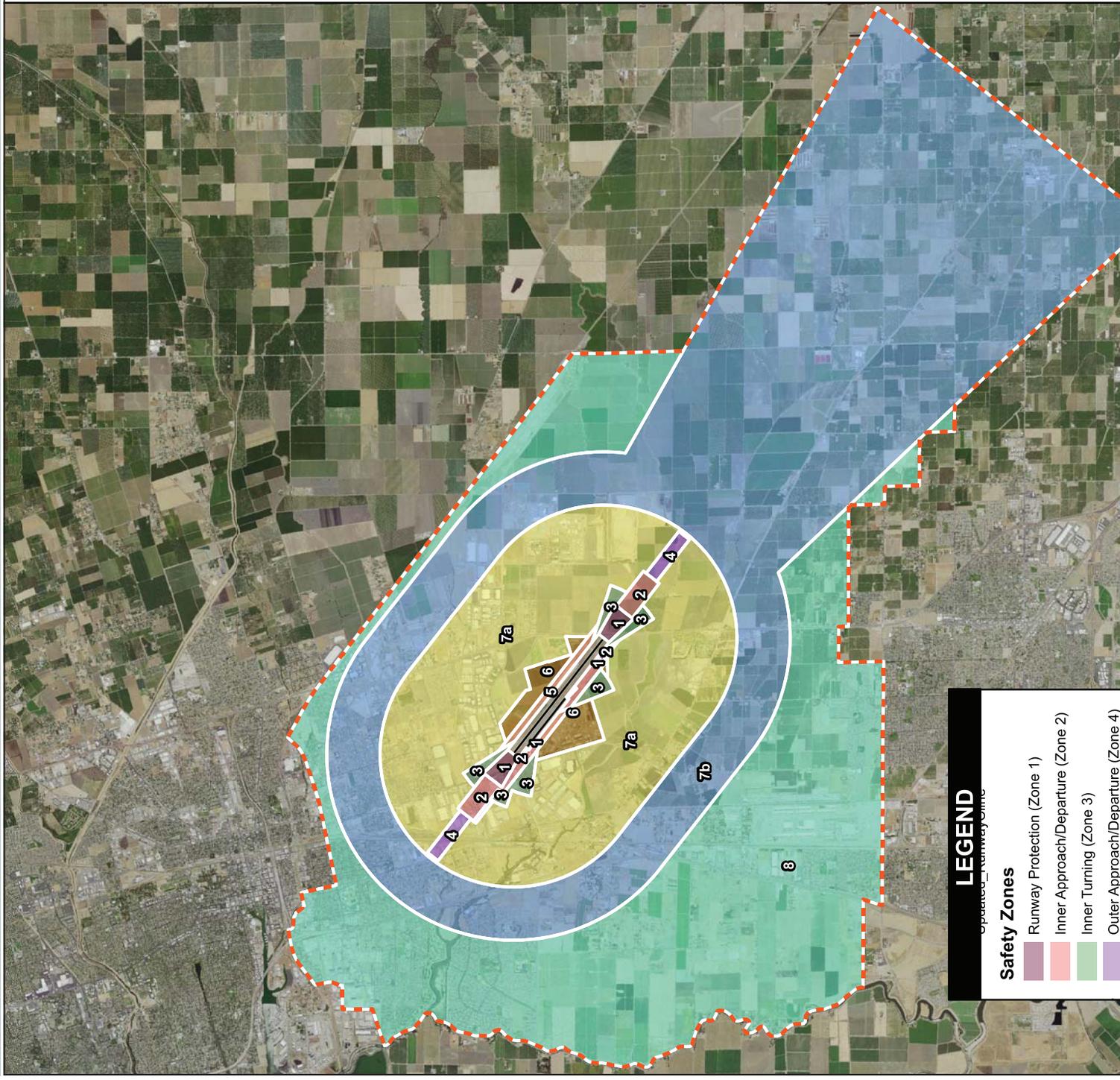
1. Airport Land Use Safety Compatibility Zones
2. Safety Compatibility Criteria Matrix for Development Projects
3. Airport Noise Contours
4. Noise Compatibility Criteria Matrix for Development Projects







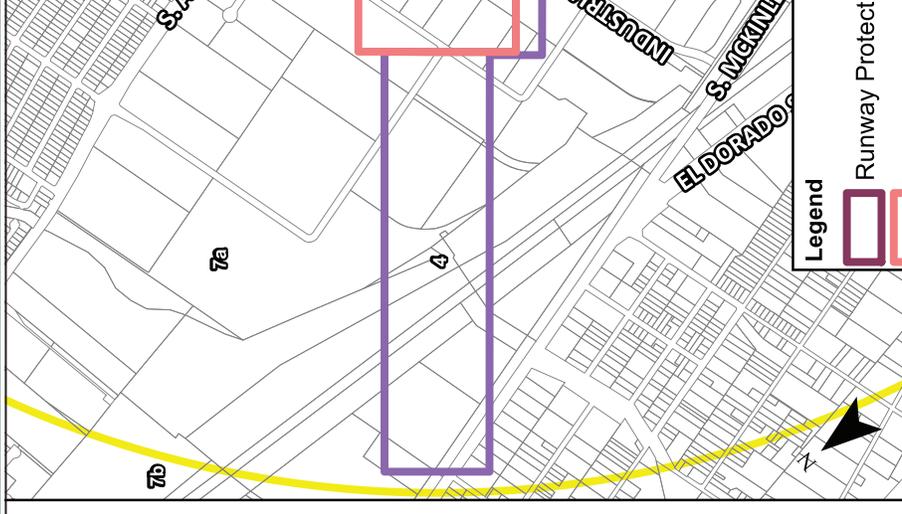
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DURHAM FERRY RD
HWY 33
KOSTER RD
HWY 132
VENALUIS RD
SCHAEFER RD
WALTON RD
GREENWOOD DR
KASSON RD
CRITCHETT AV
HOMESTEAD RD
WRIGHT RD
LORENZEN RD
LIME RD
AHERN RD
LEWIS RD
LEWIS RD



LEGEND
Operated by Airway One

Safety Zones

- Runway Protection (Zone 1)
- Inner Approach/Departure (Zone 2)
- Inner Turning (Zone 3)
- Outer Approach/Departure (Zone 4)



Legend

- Runway Protect
- Inner Approach/
- Inner Turning (Z
- Outer Approach



**TABLE 3A
Safety Criteria Matrix**

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
Zone 1 (RPZ)	None	None	All unused	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Public & quasi-public services Objects exceeding 14 CFR Part 77 height limits Storage of hazardous materials Chemicals and allied products & storage Petroleum refining & storage Electrical & natural gas generation & switching Oil & gas extraction Natural gas & petroleum pipelines¹² Gas stations and fueling stations Waterways that create a bird hazard⁶ Hazards to flight⁶ New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> Avigation easement dedication
Zone 2 (IADZ)	1 d.u. per 10 acres	50 persons per acre	30%	<ul style="list-style-type: none"> Residential, except for very low residential Chemicals and allied products & storage Petroleum refining & storage Rubber & plastics Passenger terminals & stations Radio, TV & Telephone centers Electrical & natural gas generation & switching Oil & gas extraction Natural gas & petroleum pipelines¹² Gas stations and fueling stations Petroleum truck terminals Businesses & personal services: <ul style="list-style-type: none"> Hotels, motels, restaurants Public & quasi-public services: <ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Schools Recreational uses: <ul style="list-style-type: none"> Athletic fields, playgrounds, & riding stables Theaters, auditoriums, & stadiums Waterways that create a bird hazard⁶ Hazards to flight⁶ New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> Avigation easement dedication Locate structures maximum distance from extended runway centerline Minimum NLR of 45 dB residences (including mobile homes) and office buildings⁹ Airspace review required for objects > 35 feet tall¹⁰
Zone 3 (ITZ)	1 d.u. per 5 acres	120 persons per acre	20%	Same as Zone 2	<ul style="list-style-type: none"> Same as zone 2
Zone 4 (OADZ)	1 d.u. per 5 acres	180 persons per acre	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs. with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses⁸ Waterways that create a bird hazard⁶ Hazards to flight⁶ New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> Minimum NLR of 25 dB in residences (including mobile homes) and office buildings⁹ Airspace review required for objects >70 feet tall¹¹

TABLE 3A (Continued)
Safety Criteria Matrix

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
Zone 5 (SSZ)	1 d.u. per 2 acres	160 persons per acre	25%	Same as Zone 2	Same as Zone 2
Zone 6 (AP)	None	No Limit	No Requirement	<ul style="list-style-type: none"> Hazards to flight⁶ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹¹
Zone 7 (TPZ)	No Limit	450 persons per acre	10%	<ul style="list-style-type: none"> Waterways that create a bird hazard⁶ Hazards to flight⁶ New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ Outdoor stadiums 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹¹
Zone 8 (AIA)	No Limit	No Limit	No Requirement	<ul style="list-style-type: none"> Hazards to flight⁶ New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹¹

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- Usage intensity calculations shall include the peak number of people per gross acre (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside. Gross acreage includes the property at issue, plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds or other wildlife hazards to increase is also prohibited. Such uses (e.g., stormwater management facilities, other waterways, golf courses) are further detailed in FAA Advisory Circular 150/5200-33B or subsequent advisory (Hazardous Wildlife Attractants On or Near Airports).
- New dumps or landfills and the expansion of existing dumps or landfills are subject to FAA notification and review and are further subject to restrictions and conditions outlined in U.S. Code Title 49, Subtitle VII, Part A, Subpart iii, Chapter 447, Section 44718; 40 CFR Section 258.10; FAA Advisory Circular 150/5200-34A or subsequent advisory (Construction or Establishment of Landfills Near Public Airports); FAA Advisory Circular 150/5200-33B or subsequent advisory, (Hazardous Wildlife Attractants On or Near Airports).
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions.
- Natural gas & petroleum pipelines less than 36 inches below the surface.

RPZ	Runway Protection Zone	SSZ	Sideline Safety Zone
IADZ	Inner Approach/Departure Zone	AP	Airport Property
ITZ	Inner Turning Zone	TPZ	Traffic Pattern Zone
OADZ	Outer Approach/Departure Zone	AIA	Airport Influence Area

TABLE 3A
Safety Criteria Matrix

Zone	Maximum Densities/Intensities/ Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
Zone 1 (RPZ)	None	None	All un-used	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Public & quasi-public services • Objects exceeding 14 CFR Part 77 height limits • Storage of hazardous materials • Chemicals and allied products & storage • Petroleum refining & storage • Electrical & natural gas generation & switching • Oil & gas extraction • Natural gas & petroleum pipelines¹² • Gas stations and fueling stations • Waterways that create a bird hazard⁶ • Hazards to flight⁶ • New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> • Avigation easement dedication⁵
Zone 2 (IADZ)	1 d.u. per 10 acres	50 persons per acre	30%	<ul style="list-style-type: none"> • Residential, except for very low density residential • Chemicals and allied products & storage • Petroleum refining & storage • Rubber & plastics • Passenger terminals & stations • Radio, TV & Telephone centers • Electrical & natural gas generation & switching • Oil & gas extraction • Natural gas & petroleum pipelines¹² • Gas stations and fueling stations • Petroleum truck terminals • Hotels, motels, restaurants • Public & quasi-public services: 	<ul style="list-style-type: none"> • Avigation easement dedication⁵ • Locate structures maximum distance from extended runway centerline • Minimum NLR of 45 dB residences (including mobile homes) and office buildings⁹ • Airspace review required for objects > 35 feet tall¹⁰

TABLE 3A (Continued)
Safety Criteria Matrix

Zone	Maximum Densities/Intensities/ Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
Zone 2 (IADZ)	1 d.u. per 10 acres	50 persons per acre	30%	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Waterways that create a bird hazard⁶ • Hazards to flight⁶ • New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> • Avigation easement dedication⁵ • Locate structures maximum distance from extended runway centerline • Minimum NLR of 45 dB residences (including mobile homes) and office buildings⁹ • Airspace review required for objects > 35 feet tall¹⁰
Zone 3 (ITZ)	1 d.u. per 5 acres	120 persons per acre	20%	Same as Zone 2	<ul style="list-style-type: none"> • Same as zone 2
Zone 4 (OADZ)	1 d.u. per 5 acres	180 persons per acre	20%	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Bldgs. with >3 aboveground habitable floors • Highly noise-sensitive outdoor non-residential uses⁸ • Waterways that create a bird hazard⁶ • Hazards to flight⁶ • New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings⁹ • Airspace review required for objects >70 feet tall¹¹
Zone 5 (SSZ)	1 d.u. per 2 acres	160 persons per acre	25%	<ul style="list-style-type: none"> • Same as Zone 2 	<ul style="list-style-type: none"> • Same as Zone 2
Zone 6 (AP)	None	No Limit	No Requirement	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airspace review required for objects >35 feet tall¹¹
Zone 7a (TPZ)	No Limit	450 persons per acre	10%	<ul style="list-style-type: none"> • Waterways that create a bird hazard⁶ • Hazards to flight⁶ • New dumps and landfills or the expansion of existing dumps or landfills subject to applicable law and implementing advisories⁷ • Outdoor stadiums 	<ul style="list-style-type: none"> • Airspace review required for objects >100 feet tall¹¹

TABLE 3A (Continued)
Safety Criteria Matrix

Zone	Maximum Densities/Intensities/ Required Open Land			Additional Criteria	
	Dwelling Units Per Acre ¹	Maximum Non-residential Intensity ²	Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
Zone 7b (TPZ)	No Limit	450 persons per acre	10%	<ul style="list-style-type: none"> • Hazards to flight⁶ • New dumps and landfills subject to applicable law and implementing advisories⁷ • Outdoor stadiums 	<ul style="list-style-type: none"> • Airspace review required for objects >100 feet tall¹¹
Zone 8 (AIA)	No Limit	No Limit	No Requirement	<ul style="list-style-type: none"> • Hazards to flight⁶ • New dumps and landfills subject to applicable law and implementing advisories⁷ 	<ul style="list-style-type: none"> • Airspace review required for objects >100 feet tall¹¹

Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- 2 Usage intensity calculations shall include the peak number of people per gross acre (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria, subject to applicable state or federal law. In addition to these explicitly prohibited uses, other uses normally permitted may not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- 6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds or other wildlife hazards to increase is also prohibited. Such uses (e.g. stormwater management facilities, other waterways, golf courses) are further detailed in FAA Advisory Circular 150/5200-33B or subsequent advisory (Hazardous Wildlife Attractants On or Near Airports). See Appendix D.
- 7 New dumps or landfills and the expansion of existing dumps or landfills are subject to FAA notification and review and are further subject to restrictions and conditions outlined in U.S. Code Title 49, Subtitle VII, Part A, Subpart iii, Chapter 447, Section 44718; 40 CFR Section 258.10; FAA Advisory Circular 150/5200-34A or subsequent advisory (Construction or Establishment of Landfills Near Public Airports); FAA Advisory Circular 150/5200-33B or subsequent advisory, (Hazardous Wildlife Attractants On or Near Airports). See Appendix D.
- 8 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 9 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides.
- 10 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects.

TABLE 3A (Continued)**Safety Criteria Matrix**

11 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions.

12 Natural gas & petroleum pipelines less than 36 inches below the surface.

RPZ	Runway Protection Zone	SSZ -	Sideline Safety Zone
IADZ	Inner Approach/Departure Zone	AP -	Airport Property
ITZ	Inner Turning Zone	TPZ -	Traffic Pattern Zone
OADZ	Outer Approach/Departure Zone	AIA -	Airport Influence Area

(e) Zone 5, Sideline Safety Zone. Zone 5 encompasses close-in area lateral to runways, but not on airport property. The primary risk in Zone 5 is with aircraft losing directional control on take-off. Prohibited land uses are similar to Zone 2. **Table 3A** provides a complete list of prohibited uses and conditions for Zone 5.

(f) Zone 6, Airport Property Zone. This zone is further divided into Airport Building Areas and Aircraft Activity Areas. Airport Building Areas include terminal areas, fixed base operator buildings, hangars, tie-down areas, automobile parking areas, and areas planned for aviation uses. Airport buildings, aviation support facilities, hotels and motels, airport-related commercial uses, offices, light industrial uses, and sewage facilities if they are constructed so as not to constitute a hazard are permitted in the Airport Building Area. Aircraft Activity Areas include runways, taxiways, and associated safety areas and setbacks per FAA regulations. All uses within the Aircraft Activity Areas must meet FAA regulations or be approved by the FAA. **Table 3A** provides a complete list of prohibited uses and conditions for Zone 6.

(g) Zone 7, Traffic Pattern Zone. Zone 7 includes all other portions of regular aircraft traffic patterns and pattern entry routes. This zone is further divided into the TPZ area under the 14CFR Part 77 Horizontal Surface Area (7a) and the remainder of the TPZ (7b) which corresponds to the outer boundary of the 14 CFR Part 77 conical, approach, and outer transitional surfaces. Outdoor stadiums and similar uses with very high intensities should be prohibited. In addition, hazards to flight (physical [e.g., tall objects], visual, and electronic forms of interference with the safety of aircraft operations) are also prohibited. **Table 3A** provides a complete list of prohibited uses and conditions for Zones - 7a and 7b.

(h) Zone 8, Airport Influence Area (AIA). Properties within the AIA are routinely subject to over-flights by aircraft using public-use airports. Hazards to flight (physical [e.g., tall objects], visual, and electronic forms of interference with the safety of aircraft operations) are prohibited within the AIA. **Table 3A** provides a list of prohibited uses and conditions for the AIA.

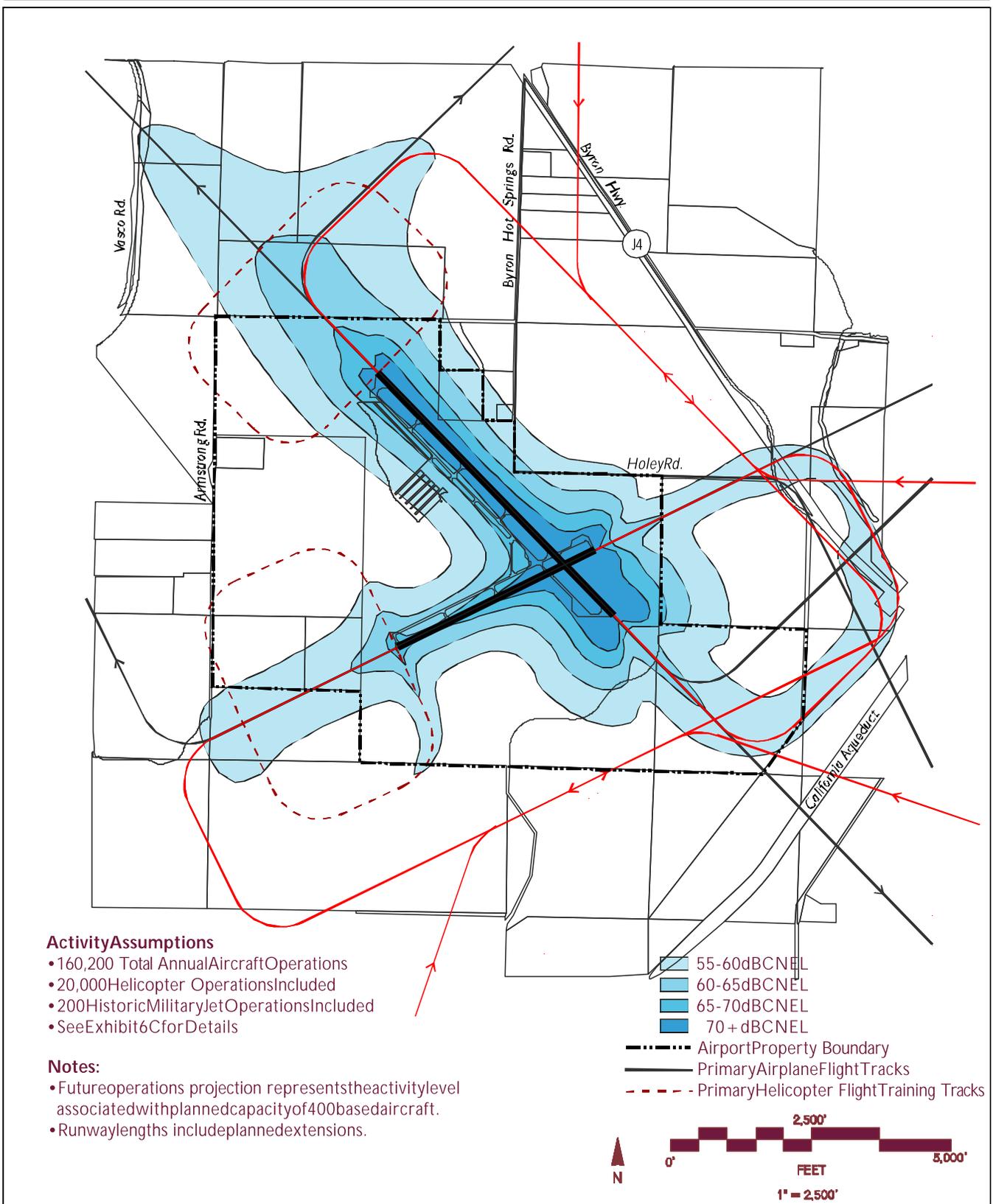
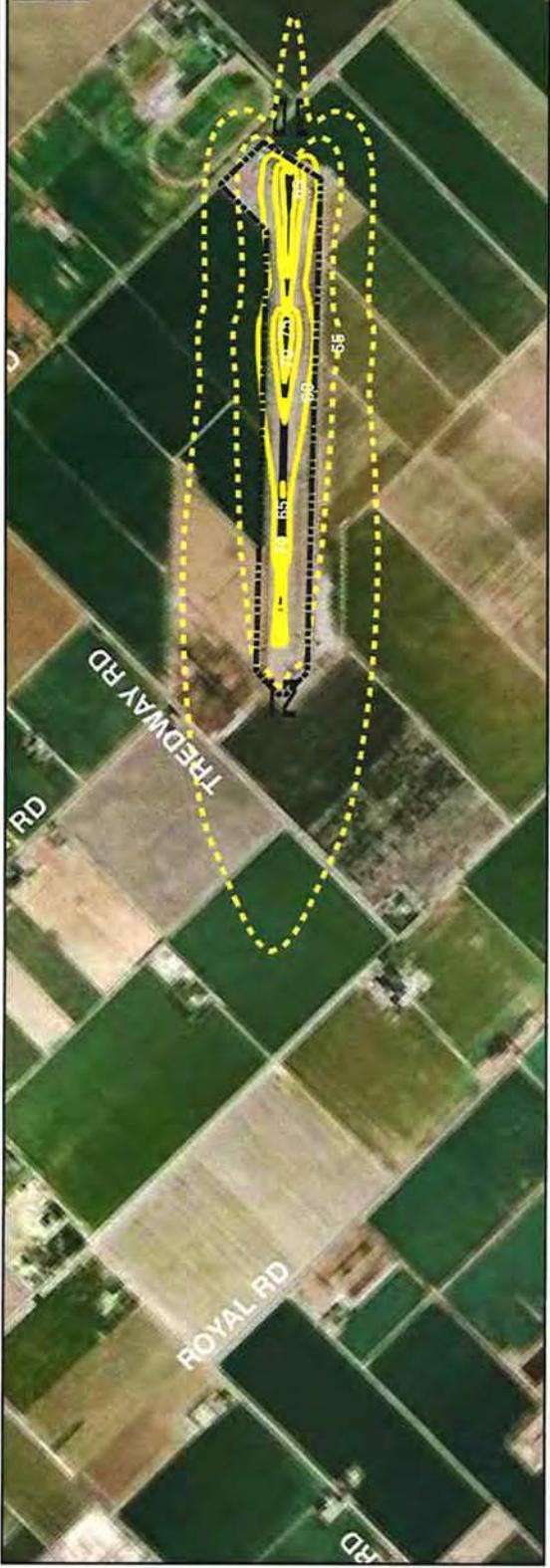


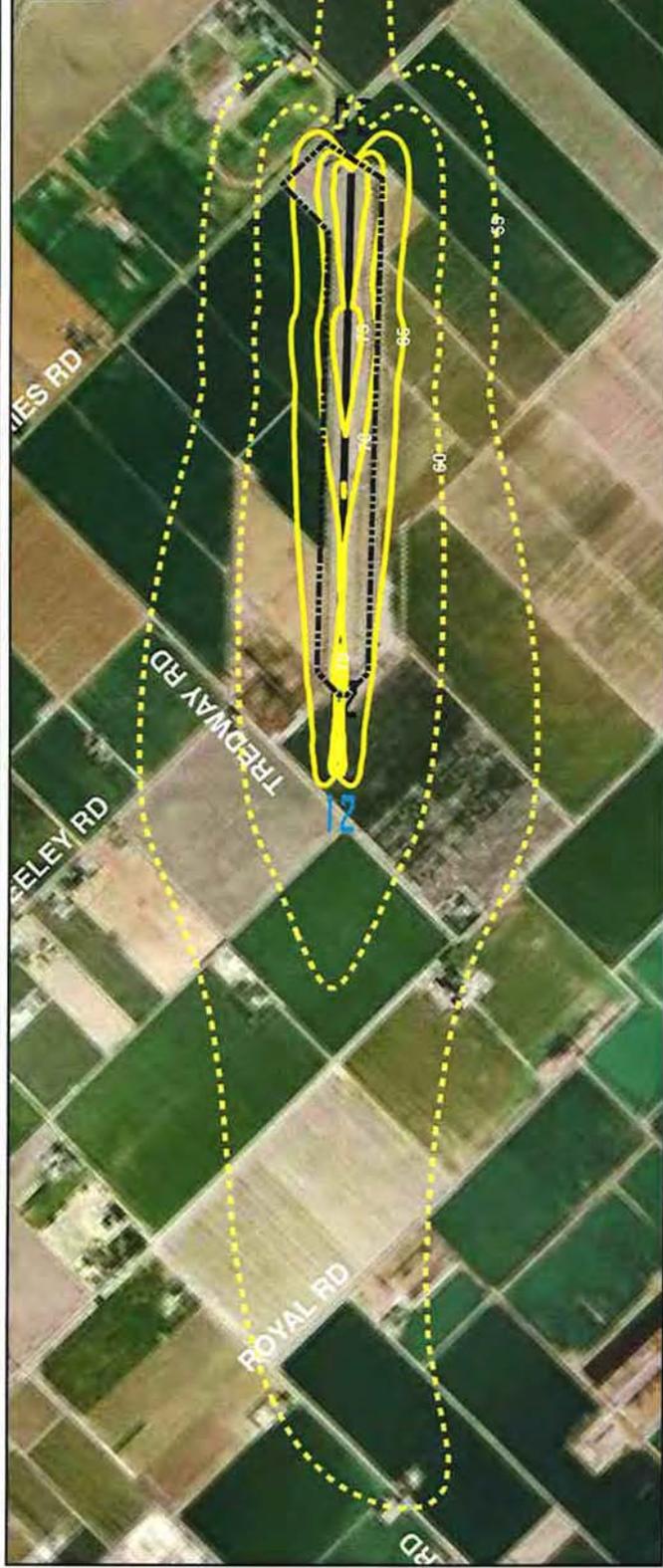
Figure 4C

Projected Noise Contours Byron Airport

2008 CNEL NOIS

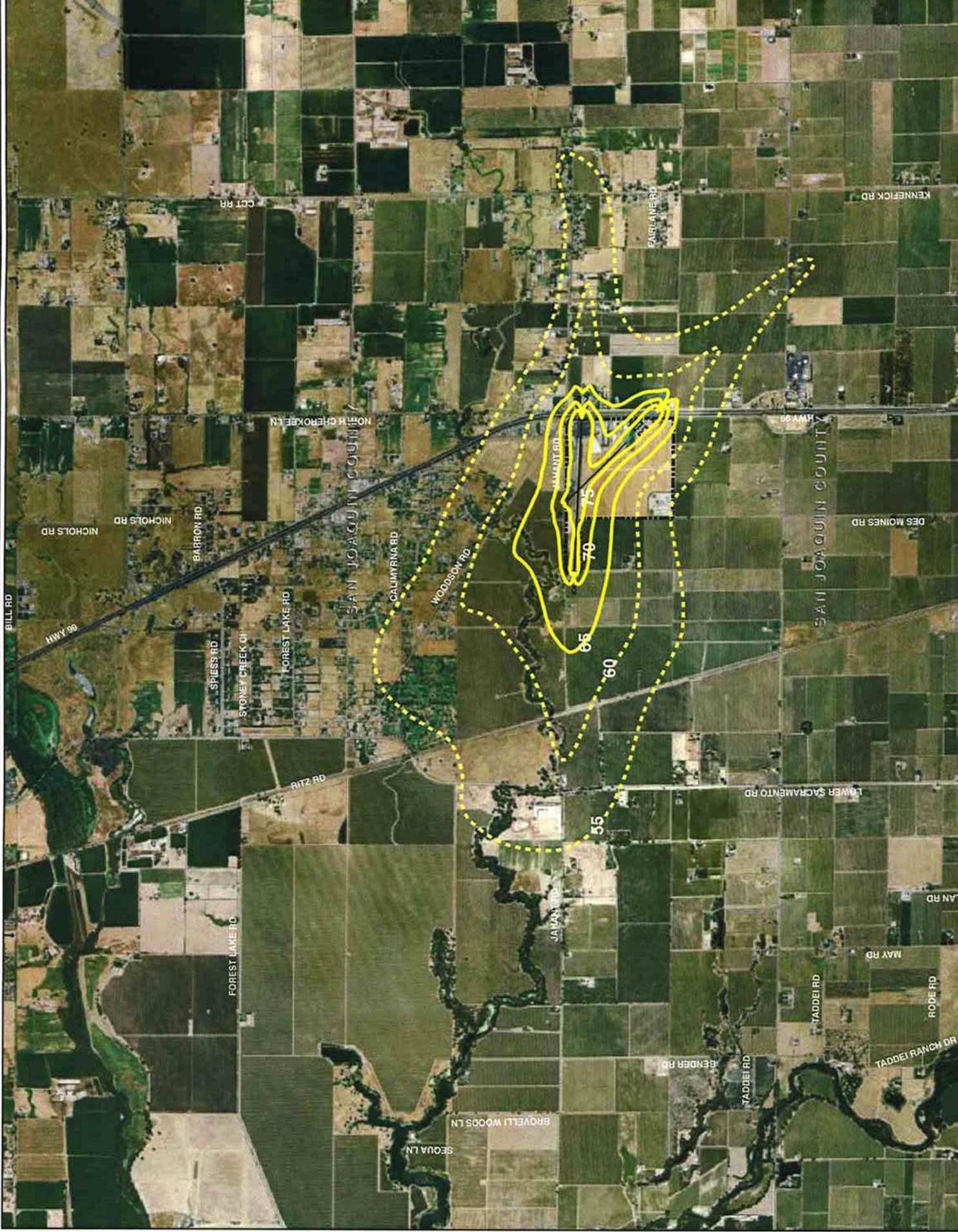


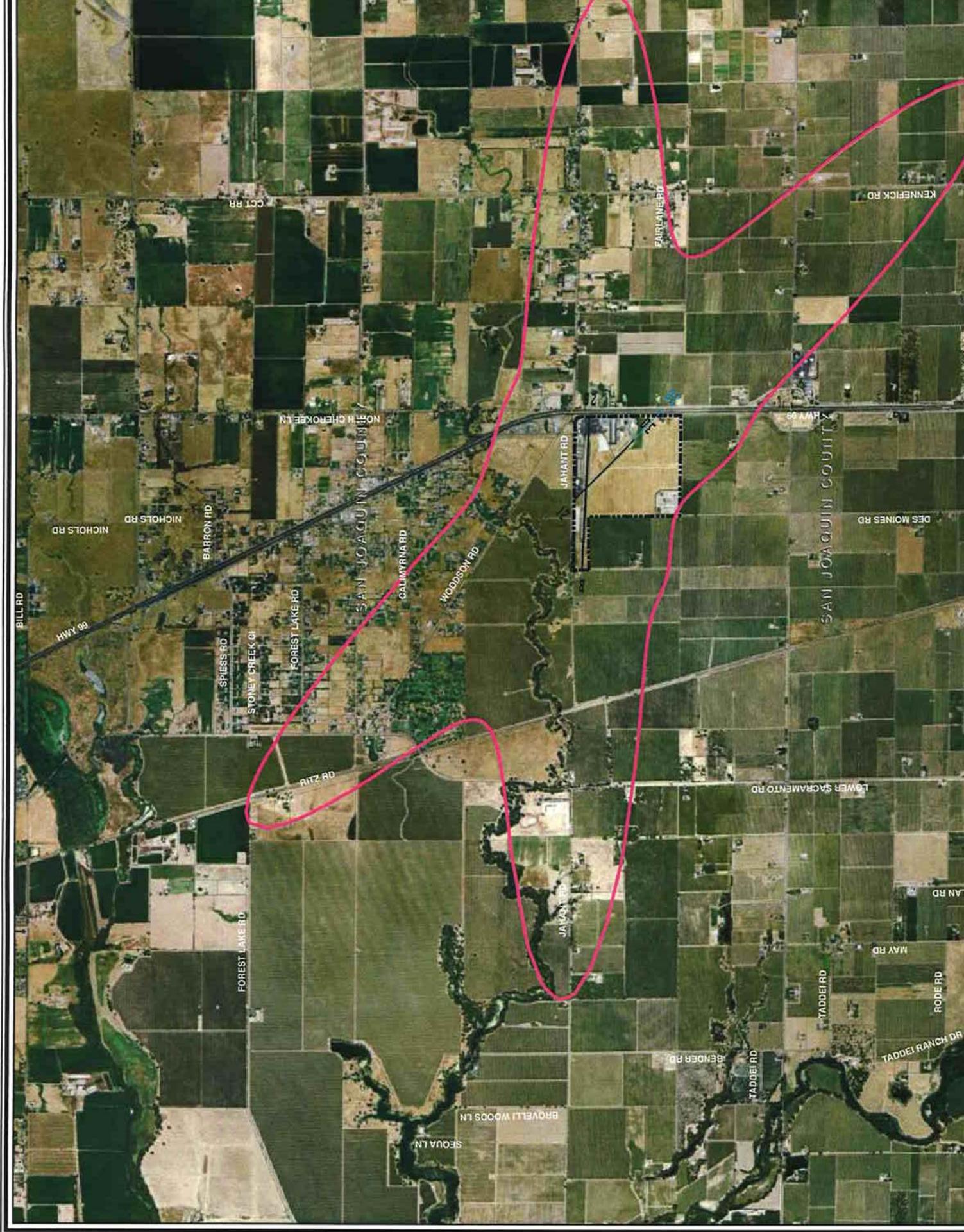
2028 CNEL NOIS



SINGLE EVE







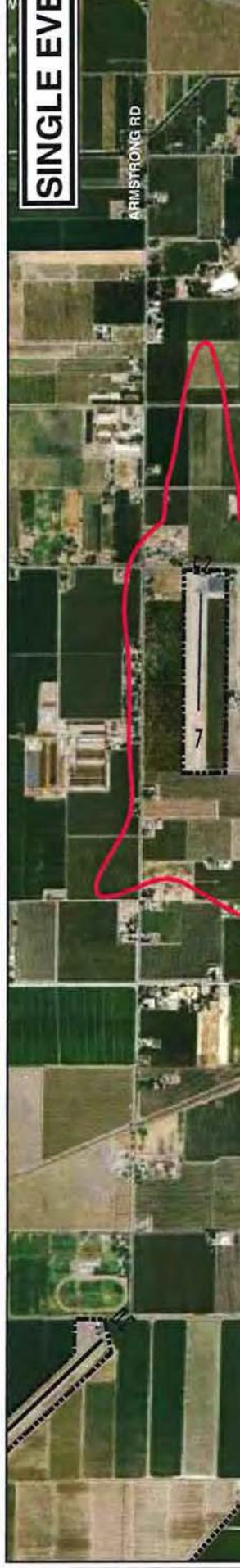
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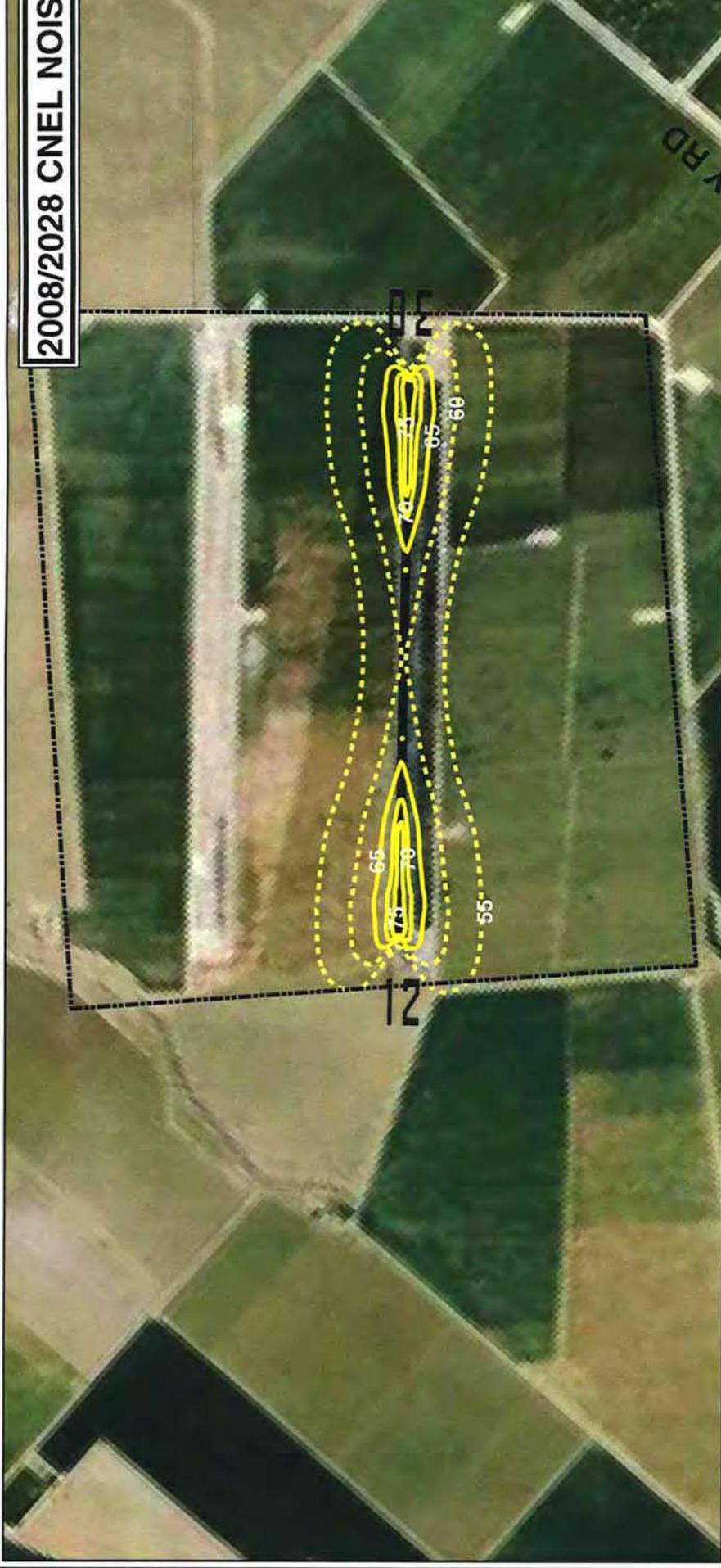
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SINGLE EVE



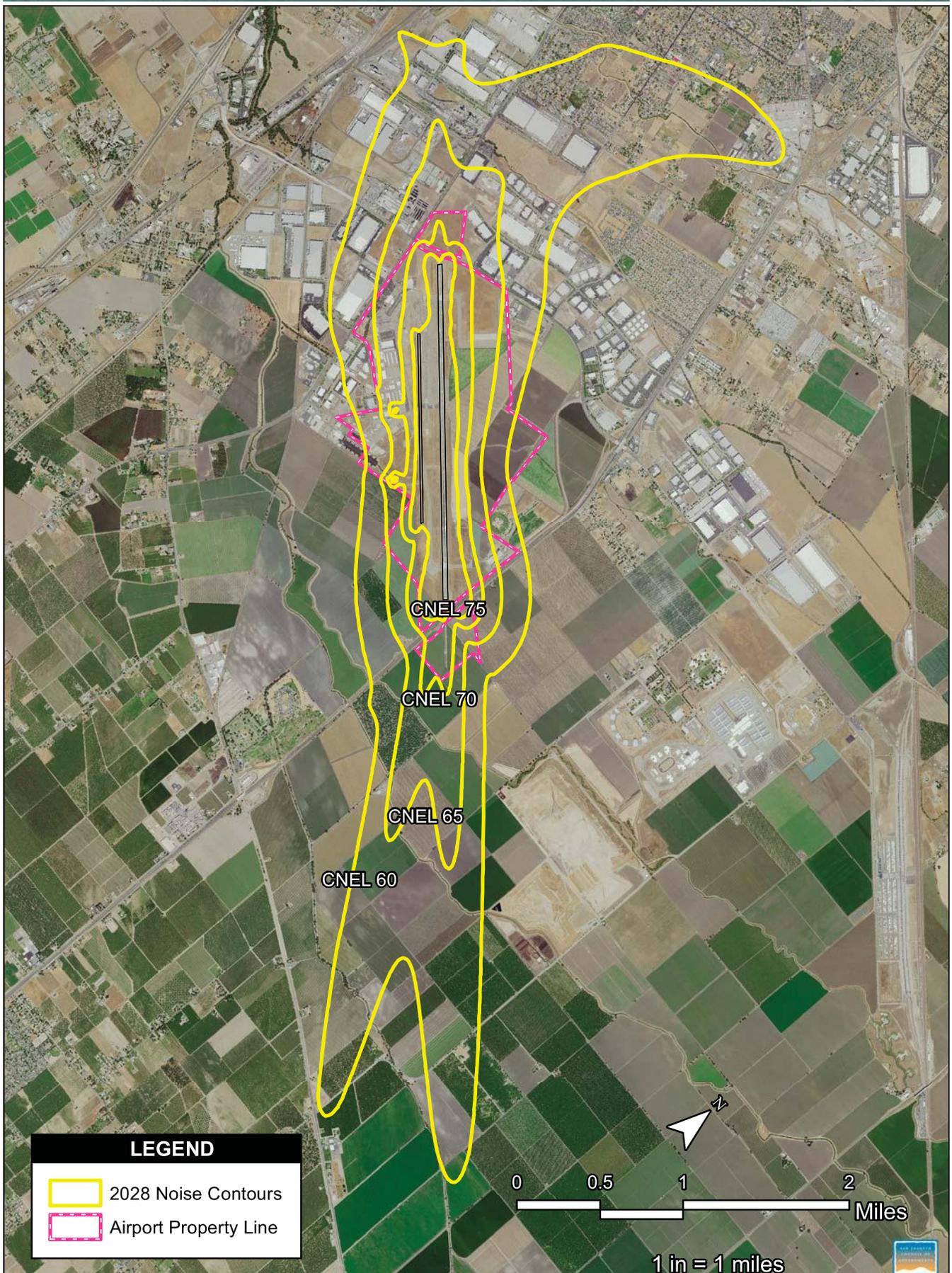
2008/2028 CNEL NOIS



SINGLE EVE



STOCKTON METROPOLITAN AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

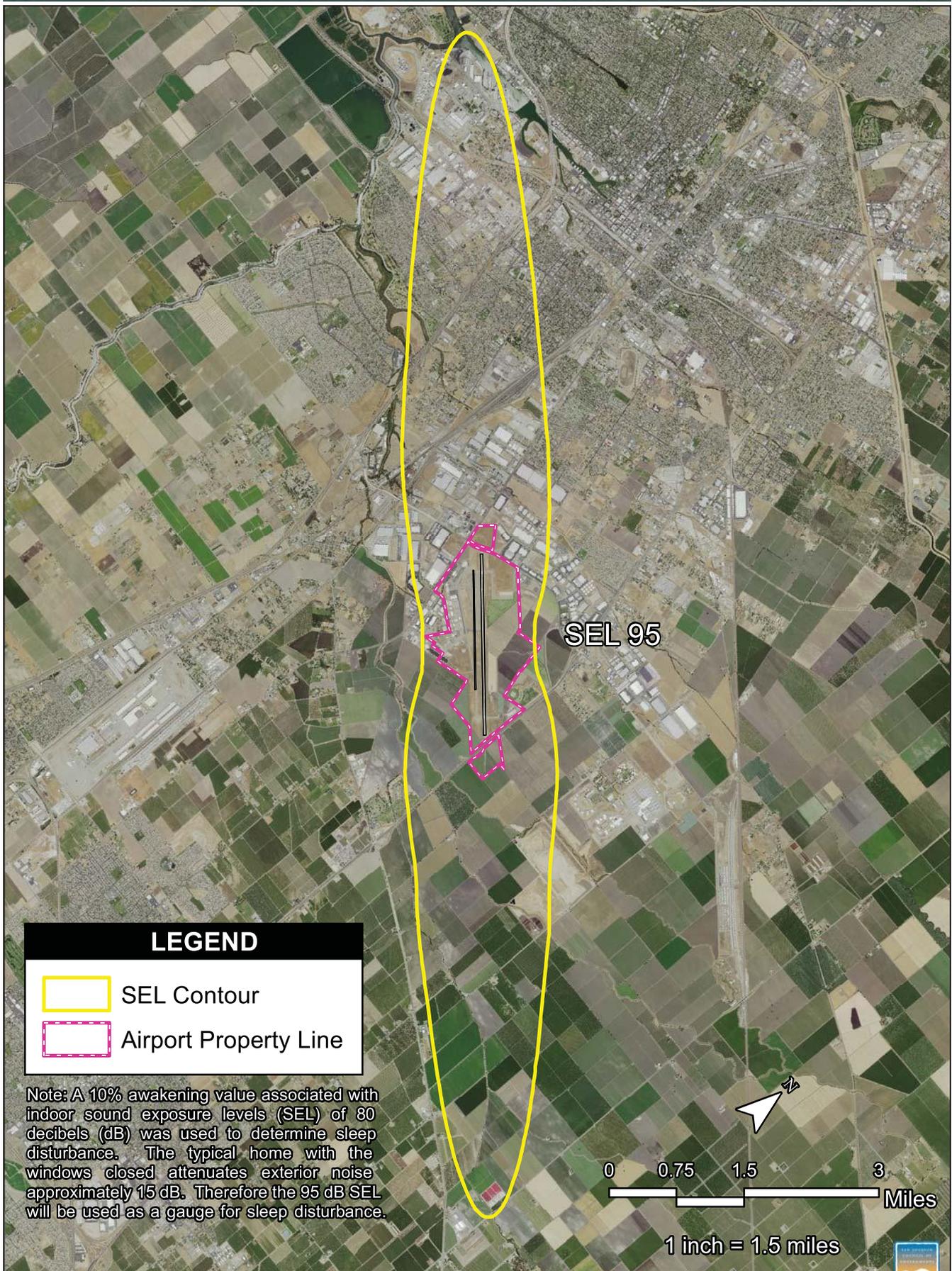


LEGEND

-  2028 Noise Contours
-  Airport Property Line



STOCKTON METROPOLITAN AIRPORT LAND USE COMPATIBILITY PLAN UPDATE





JOAQUIN COUNTY

CITY OF TRACY

TRACY

FWY 580

GANDY DANCER DR

AREZZO WY

BROOKVIEW DR

KELLY MIST LN

REGIS DR

ENGLISH OAK AV

SPUR LINE RR

56

60

50

70

75

70

75



JOAQUIN COUNTY

CITY OF TRACY

TRACY

FWY 580

SPUR LINE RR

GANDY DANCER DR

AREZZO WY

BROOKVIEW DR

KELLY MIST LN

REGIS DR

ENGLISH OAK AV

60

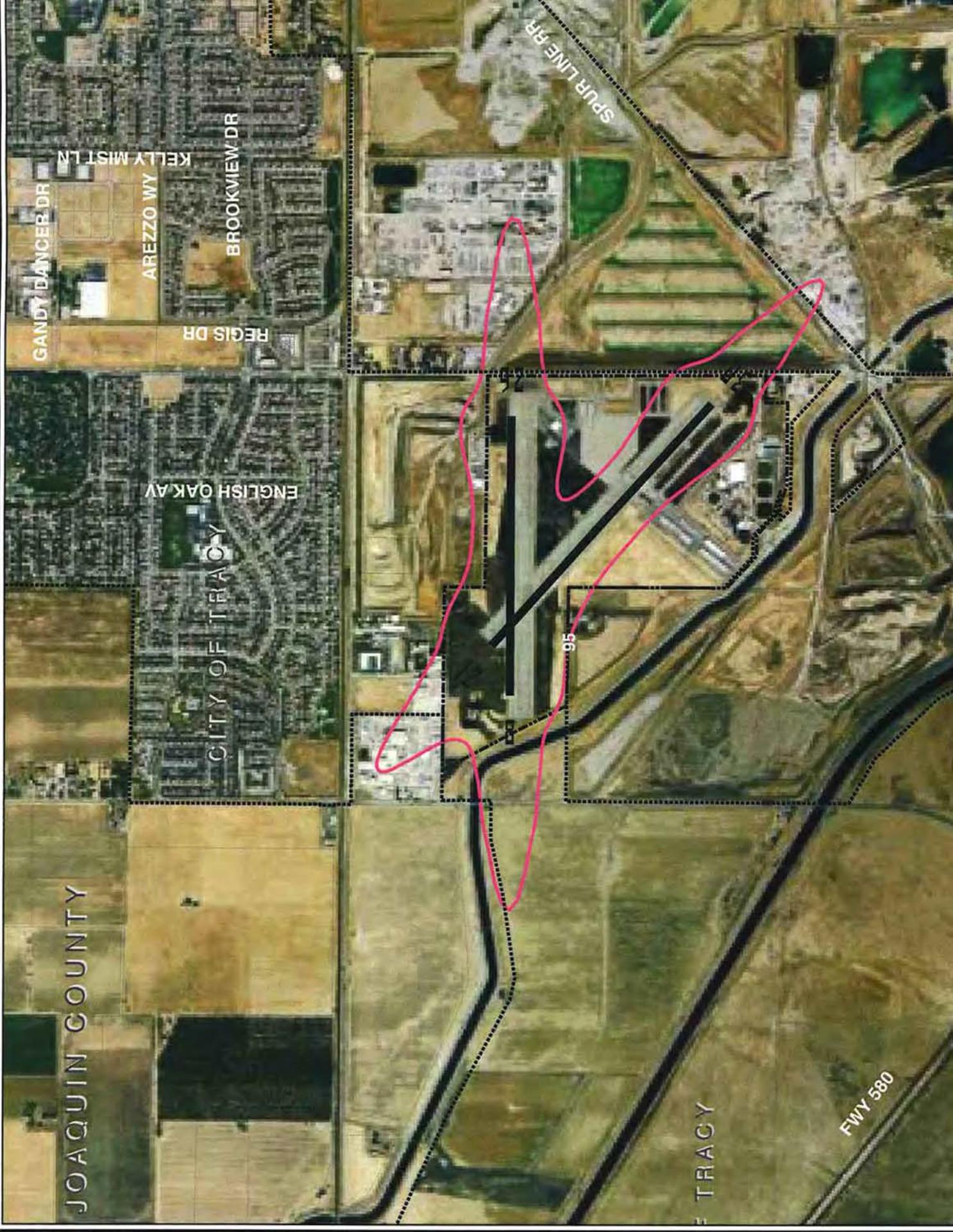
55

70

65

75

75



JOAQUIN COUNTY

CITY OF TRACY

GANDY DANCER DR

AREZZO WY

BROOKVIEW DR

REGIS DR

ENGLISH OAK AV

95

FWY 580

TRACY

SPUR LINE RR

3.3.2.3 Noise Exposure for Other Land Uses:

Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in **Table 3B**.

TABLE 3B
Noise Compatibility Criteria

	SEL	CNEL		
	95	60-65	65-70	70-75
RESIDENTIAL				
Single family, duplex, multi-family, manufactured housing	Y[1]	Y[1,2,3]	N	N
Manufactured housing	Y[1]	N	N	N
PUBLIC FACILITIES				
Education facilities	Y	Y[1,2,3]	N	N
Religious facilities, libraries, museums, galleries, clubs and lodges	Y	Y[1,2,3]	N	N
Outdoor sport events, entertainment and public assembly except amphitheaters	Y	Y	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	Y	Y	Y	Y
COMMERCIAL				
Hotels/motels	Y[1]	Y[1,2,3]	N	N
Hospitals and other health care Services	Y[1]	Y[1,2,3]	N	N
Services: finance, real estate, insurance, professional and government offices	Y	Y	Y[1]	Y[1]
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles and accessories	Y	Y	Y[1]	Y[1]
Restaurants, eating and drinking Establishments	Y	Y	Y[1]	Y[1]
Retail sales: general merchandise, food, drugs, apparel, etc.	Y	Y	Y[1]	Y[1]
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Y	Y	Y[1]	Y[1]
Automobile service stations/gas stations	Y	Y	Y	Y
Repair services	Y	Y	Y	Y[1]

TABLE 3B (Continued)
Noise Compatibility Criteria

	SEL	CNEL		
	95	60-65	65-70	70-75
INDUSTRIAL				
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y	Y
Manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y	Y
AGRICULTURE				
Animal husbandry, livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Y	Y	Y	Y[1]
Farming (except livestock)	Y	Y	Y	Y

1 The following fair disclosure statement is required as a condition of development approval or building permit issuance. NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

2 Avigation easement required as a condition of development approval or building permit issuance.

3 Sound insulation required to reduce interior to exterior noise levels by at least 25dB.

3.3.2.4 Interior Noise Levels:

Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Religious, meeting halls, theaters, and mortuaries;
- Office buildings; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Chapter Two of this ALUCP shall be used in determining compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any single or multi-family residence situated within an airport's 60 CNEL contour. [Wood frame buildings constructed to meet current standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]

(2) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, religious facility, school, library, or museum situated with an airport's 65-dB CNEL contour.

3.3.2.5 Construction of New or Expanded Airports or Heliports:

Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:

- (a) In locations having an existing ambient noise level of less than 60 CNEL, the project would increase the noise level by 5.0 CNEL or more.
- (b) In locations having an existing ambient noise level of between 60 and 65 CNEL, the project would increase the noise level by 3.0 CNEL or more.
- (c) In locations having an existing ambient noise level of more than 65 CNEL, the project would increase the noise level by 1.5 CNEL or more.

3.3.3 Airspace Protection

Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. In response to filing FAA Form 7460-1, Notice of Proposed Construction or Alteration, the FAA conducts aeronautical studies of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

TABLE 3B Noise Compatibility Criteria					
	SEL	CNEL			
	95	55-60	60-65	65-70	70-75
RESIDENTIAL					
Single-family, duplex, multi-family, manufactured housing	Y[1]	Y[1,2,3]	Y[1,2,4]	N	N
Manufactured housing	Y[1]	Y[1,2]	N	N	N
PUBLIC FACILITIES					
Education facilities	Y	Y[1,2,3]	Y[1,2,4]	N	N
Religious facilities, libraries, museums, galleries, clubs and lodges	Y	Y[1,2,3]	Y[1,2,4]	N	N
Outdoor sport events, entertainment and public assembly except amphitheaters	Y	Y	Y	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, parks, outdoor recreation: tennis, golf courses, riding trails, etc	Y	Y	Y	Y	Y
COMMERCIAL					
Hotels/motels	Y[1]	Y[1,2,3]	Y[1,2,4]	N	N
Hospitals and other health care Services	Y[1]	Y[1,2,3]	Y[1,2,4]	N	N
Services: finance, real estate, insurance, professional and government offices	Y	Y	Y	Y[1]	Y[1]
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles and accessories	Y	Y	Y	Y[1]	Y[1]
Restaurants, eating and drinking Establishments	Y	Y	Y	Y[1]	Y[1]
Retail sales: general merchandise, food, drugs, apparel, etc.	Y	Y	Y	Y[1]	Y[1]
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Y	Y	Y	Y[1]	Y[1]
Automobile service stations/gas stations	Y	Y	Y	Y	Y
Repair services	Y	Y	Y	Y	Y[1]
INDUSTRIAL					
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y	Y	Y

TABLE 3B (Continued)					
Noise Compatibility Criteria					
	SEL	CNEL			
	95	55-60	60-65	65-70	70-75
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y	Y	Y
Manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y	Y	Y
AGRICULTURE					
Animal husbandry, livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Y	Y	Y	Y	Y[1]
Farming (except livestock)	Y	Y	Y	Y	Y
<p>1 The following fair disclosure statement is required as a condition of development approval or building permit issuance. NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p> <p>2 Avigation easement required as a condition of development approval or building permit issuance.</p> <p>3 Sound insulation required to reduce interior to exterior noise levels by at least 20dB.</p> <p>4 Sound insulation required to reduce interior to exterior noise levels by at least 25dB.</p>					

3.3.4. Interior Noise Levels: Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Religious, meeting halls, theaters, and mortuaries;
- Office buildings; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Chapter Two of this ALUCP shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

- (1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical manufactured home has an average exterior-to-interior noise level reduction