

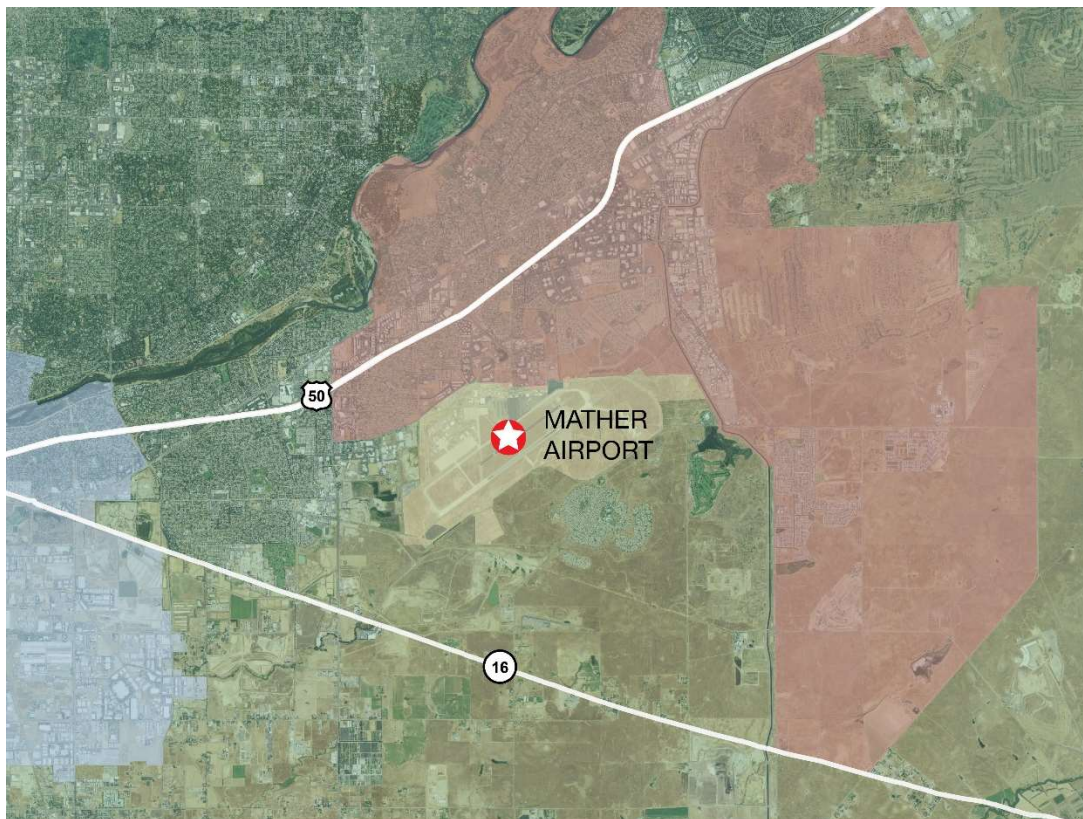
FINAL

MATHER AIRPORT

Airport Land Use Compatibility Plan

Prepared for
Sacramento County Association of
Governments

August 2022



FINAL

MATHER AIRPORT

Airport Land Use Compatibility Plan

Prepared for
Sacramento County Association of
Governments

August 2022

2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500
www.esassoc.com



Bend	Oakland	San Diego
Camarillo	Orlando	San Francisco
Delray Beach	Pasadena	Santa Monica
Destin	Petaluma	Sarasota
Irvine	Portland	Seattle
Los Angeles	Sacramento	Tampa

OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

TABLE OF CONTENTS

Mather Airport Land Use Compatibility Plan

	<u>Page</u>
Chapter 1. Scope of the Plan	1-1
1.1. Introduction	1-1
1.2. State Requirements for Airport Land Use Compatibility Planning.....	1-1
1.3. Airport Land Use Planning in California: Roles and Responsibilities	1-2
1.3.1. Airport Land Use Commissions	1-2
1.3.2. California Department of Transportation, Division of Aeronautics	1-3
1.3.3. Local Agencies	1-3
1.3.4. Airports	1-4
1.4. Mather Airport and the Airport Influence Area	1-4
1.4.1. Jurisdictions Affected	1-7
1.4.2. Sacramento County Airport Land Use Commission	1-7
1.5. Airport Land Use Compatibility Plan: Need and Purpose.....	1-7
1.5.1. Need for the ALUCP Update.....	1-7
1.5.2. Purpose of the ALUCP Update	1-8
1.6. Scope of the Mather ALUCP	1-8
Chapter 2. Mather Airport and Environs	2-1
2.1. Airport Setting	2-1
2.2. Airport Facilities and Operations.....	2-1
2.2.1 Runways and Helipads	2-3
2.2.2 Taxiways	2-3
2.2.3 Landside Facilities.....	2-3
2.2.4 Navigational Aids	2-3
2.2.5 Airspace	2-4
2.2.6 Published Arrival and Departure Procedures	2-4
2.2.7 Airport Activity Data.....	2-4
2.3 Local Jurisdictions.....	2-5
2.3.1 Sacramento Area Council of Governments	2-5
2.3.2 County of Sacramento	2-6
2.3.3 City of Rancho Cordova	2-7
2.3.4 City of Folsom	2-7
2.3.5 Special Districts, School Districts, and Other Districts	2-11
Chapter 3. General Policies and Plan Implementation	3-1
3.1 Understanding Land Use Compatibility at Mather Airport	3-1
3.2 Objectives of the ALUCP	3-1
3.3 General Policies	3-1
3.4 ALUCP Implementation and Administration	3-5
3.4.1 Actions Subject to ALUC Review.....	3-5
3.4.2 General Review Processes for Major Land Use Actions.....	3-7
3.4.3 General Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations.....	3-11

3.5	General Plan Consistency with the ALUCP	3-13
3.6	Review Process for Airport Master Plans and Development Plans	3-15
Chapter 4.	Compatibility Factors: Maps and Policies	4-1
4.1	Introduction	4-1
4.2	Review Area 1	4-1
4.2.1	Noise	4-1
4.2.2	Safety	4-18
4.3	Review Area 2	4-40
4.3.1	Airspace Protection	4-41
4.3.2	Overflight	4-50

Appendices

A.	Glossary	A-1
B.	Airport Layout Plan	B-1
C.	State Laws Related to Airport Land Use Planning	C-1
D.	Title 14, Code of Federal Regulations, Part 77	D-1
E.	Sample Implementation Documents	E-1
F.	General Plan Consistency Checklist	F-1
G.	Sacramento Mather Airport Theoretical Capacity Noise Contour	G-1
H.	Methods for Determining Concentrations of People	H-1

List of Figures

Figure 1-1 - Airport and Surrounding Areas - Mather Airport	1-5
Figure 1-2 - Airport Influence Area - Mather Airport	1-6
Figure 2-1 - General Airport Layout	2-2
Figure 2-2 - Generalized Existing Land Use - Sacramento County and City of Rancho Cordova	2-8
Figure 2-3 - Generalized Planned Land Use - Sacramento County and City of Rancho Cordova	2-9
Figure 2-4 - Generalized Zoning - Sacramento County and City of Rancho Cordova	2-10
Figure 3-1 - Actions Always Subject to ALUC Review	3-7
Figure 4-1 - Noise Policy Map - Mather Airport	4-4
Figure 4-2 - Noise Compatibility Policies	4-5
Figure 4-3 - Safety Policy Map - Mather Airport	4-20
Figure 4-4 - Safety Compatibility Policies – Residential land Use	4-21
Figure 4-5 - Safety Compatibility Policies – Non-Residential Land Use	4-22
Figure 4-6 - Airspace Protection Policy Map - Mather Airport	4-44
Figure 4-7 - Airspace Compatibility Policies	4-48
Figure 4-8 - Airspace Protection/Wildlife Hazards Policy Map - Mather Airport	4-49
Figure 4-9 - Overflight Notification Policy Map - Mather Airport	4-50
Figure 4-10 - Overflight Compatibility Policies	4-53

List of Tables

Table 2-1 Existing and Projected Activity Levels at Mather Airport	2-5
Table 4-1 Noise Compatibility Criteria	4-6
Table 4-2 Safety Compatibility Criteria	4-23

CHAPTER 1

Scope of the Plan

1.1. Introduction

This airport land use compatibility plan (ALUCP or Compatibility Plan) has been prepared by the Sacramento Area Council of Governments (SACOG), in its capacity as the Airport Land Use Commission (ALUC) for Sacramento County, as required under the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq.*). The policies contained in this document are designed to promote compatibility between Mather Airport (MHR or the Airport) and surrounding land uses “to the extent that these areas are not already devoted to incompatible uses” (Pub. Util. Code, § 21674(a)(2)). As adopted by SACOG, these policies provide the foundation through which the ALUC can execute its duty to review land use development in areas around the Airport. This ALUCP replaces the Mather Airport Comprehensive Land Use Plan (CLUP) adopted in May 1997 by SACOG.

The following sections discuss the State of California’s requirements for airport land use compatibility planning, the roles and responsibilities of various agencies that participate in the airport land use compatibility planning process, the airport influence area in which this ALUCP is applicable, the jurisdictions affected by the Compatibility Plan, and the need for, purpose of, and scope of the ALUCP. The terms used throughout this document and their definitions, as well as a table of acronyms, are provided in **Appendix A, Glossary**.

1.2. State Requirements for Airport Land Use Compatibility Planning

In 1967, the State of California amended the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq.*) by adding a requirement for the establishment of airport land use commissions (ALUCs) in counties with one or more airports serving the general public. Although the law has been amended several times since 1967, the fundamental purpose of ALUCs has remained unchanged:

“to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses” (Pub. Util. Code, § 21670(a)(2)).

In 1970, the legislature further amended the State Aeronautics Act requiring each ALUC to develop ALUCPs for areas around public-use and military airports in their jurisdiction. Most counties have established an ALUC to prepare compatibility plans for their airports and to review land use plans, development proposals, and certain airport development plans for consistency with their ALUCP.

1.3. Airport Land Use Planning in California: Roles and Responsibilities

The following sections describe the roles and responsibilities of ALUCs, as well as state and local agencies, with respect to aviation and airport land use compatibility planning in California.

1.3.1. Airport Land Use Commissions

Section 21674 of the State Aeronautics Act endows ALUCs with the following powers and duties:

- To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.
- To assist local agencies in ensuring compatible land uses in the vicinity of new and existing airports to the extent these areas are not already devoted to incompatible uses.
- To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
- To coordinate planning at the state, regional, and local levels, so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.

The State Aeronautics Act also cites three important limitations on an ALUC's authority:

1. ALUCs have no authority over existing land uses regardless of whether such uses are incompatible with airport activities (Pub. Util. Code, § 21670 (a)(2) and § 21674(a));
2. ALUCs have no jurisdiction over the "operation of airports" (Pub. Util. Code, § 21674(e)) (However, ALUC's have authority to review plans, regulations, and non-aviation development on airport property (Pub. Util. Code, § 21674(d)); and
3. ALUCs have no jurisdiction over federal lands, such as military bases and lands controlled by the U.S. Forest Service, U.S. Bureau of Land Management, or lands under the authority of American Indian tribes and bands (Pub. Util. Code, § 21675(b)).

A fourth limit concerns the types of land use actions subject to the ALUC's review authority. The State Aeronautics Act emphasizes that local general plans are the primary mechanism by which the policies of an ALUCP are to be implemented. Accordingly, each local agency with jurisdiction over land located within certain areas around airports (i.e., the "airport influence area") is required to make its general plans consistent with the ALUCP, or to take steps to overrule all or part of the ALUCP (Pub. Util. Code, §§ 21675.1(d), 21676, 21676.5(a)). Local

agencies can also overrule individual actions taken by the ALUC, although the overrule process must follow specific steps and be supported by adopted findings. However, if a local agency overrules the ALUC with respect to a publicly owned airport that the local agency does not operate, the airport operator will not be liable for damages to property or personal injury resulting from the local agency's decision to proceed contrary to the ALUC. (Pub. Util. Code, § 21678).

In addition to the limitations described above, state law does not authorize ALUCs to usurp local government authority by zoning property or applying other land use controls. Furthermore, ALUCs have no authority to issue permits prior to construction of a building or grant approvals for the recording of subdivision plats.

1.3.2. California Department of Transportation, Division of Aeronautics

The State Aeronautics Act requires the California Department of Transportation (Caltrans) to “develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions.” (Pub. Util. Code, § 21674.5.) Activities undertaken by Caltrans in meeting this obligation include issuance of grants to ALUCs to help fund the development of ALUCP documents and preparation of the California Airport Land Use Planning Handbook (Caltrans Handbook). The Caltrans Handbook is intended to serve as the starting point for compatibility planning around individual airports. The Caltrans Handbook is not regulatory and does not constitute formal state policy; however, in preparing ALUCPs, ALUCs must rely upon the guidance provided in the Caltrans Handbook (Pub. Util. Code, § 21674.7).

1.3.3. Local Agencies

Once an ALUC has adopted an ALUCP, affected local agencies (i.e., jurisdictions with land use planning authority) must update their general plans, specific plans, and regulations to be consistent with the ALUCP (Gov't. Code, § 65302.3). As stated in Section 1.3.1, Airport Land Use Commissions, the law also allows local agencies to take certain steps to overrule part or all of the ALUCP as it applies to their jurisdiction. The overrule process is discussed further in Chapter 2. If a local agency fails to update their general plan or overrule all or part of the ALUCP, then it must submit all land use policy actions, development actions, and facility master plans within the applicable airport influence area to the ALUC for review. Even if the local government agency has amended its plan(s) to be consistent with the ALUCP or has overruled the ALUCP, it must still submit proposed new and amended general plans, specific plans, land use ordinances, regulations, and facility master plans to the ALUC for review (Pub. Util. Code, § 21676.5(a)).

Another aspect of the relationship between the ALUC and local agencies concerns implementation of the ALUCP. Although the ALUC has the sole authority to adopt this ALUCP and to conduct consistency reviews for proposed development, the authority and responsibility for implementing the policies in this ALUCP rests with the local agencies that control land uses within the relevant airport influence area(s). Furthermore, because the ALUC's authority is limited to the area within the county, the ALUCP is merely advisory in parts of neighboring counties that may lie within an airport influence area.

While the ALUC does not require the approval of any local agency to adopt this ALUCP or to carry out its responsibilities reviewing land use actions, it must coordinate its activities with local agencies. For example, the ALUC is required to establish the airport influence area boundaries for each airport after a hearing and consultation with the involved agencies (Pub. Util. Code, §21675(c)).

1.3.4. Airports

Airport operators are required by state law to submit proposed airport master plans, airport expansion plans, and plans for construction of new airports and/or heliports to the ALUC for review (Pub. Util. Code, §§ 21676(c), 21664.5, and 21661.5, respectively).

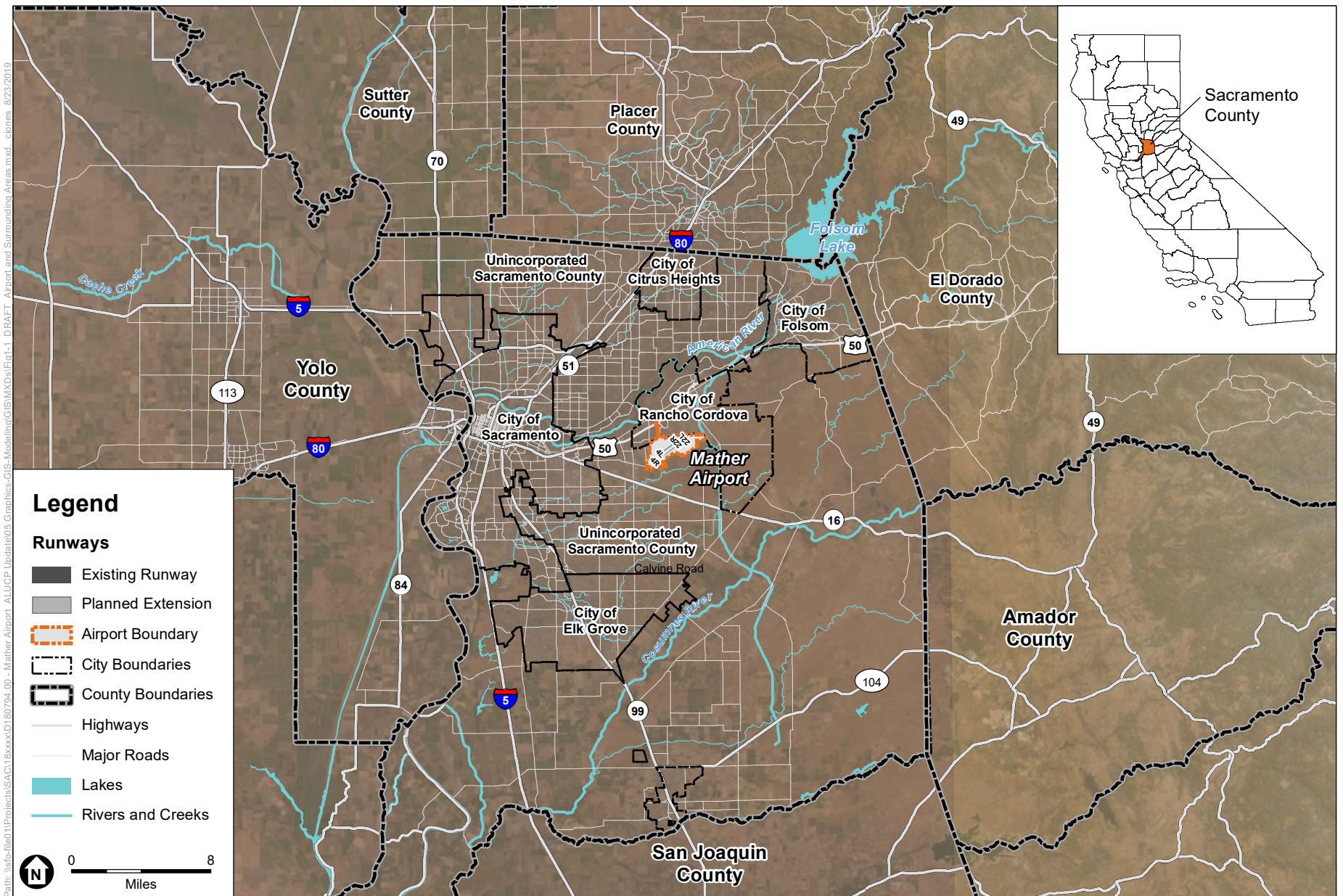
1.4. Mather Airport and the Airport Influence Area

Sacramento Mather Airport is located in an unincorporated portion of Sacramento County, situated immediately southwest of the City of Rancho Cordova. The airport location is depicted on **Figure 1-1**. Originally established as a military airfield in 1918, Mather Airport has accommodated civilian operations since 1995.

The Airport Influence Area (AIA) represents the geographic extent of the ALUC's authority and the applicability of the ALUCP noise, safety, airspace protection, and overflight notification policies and compatibility criteria. The AIA boundary is delineated by the combined outlines of each of the four individual compatibility factor boundaries and is depicted on **Figure 1-2**. The policies, standards, and criteria associated with each of the compatibility factor areas comprising the AIA are intended to accomplish the following:

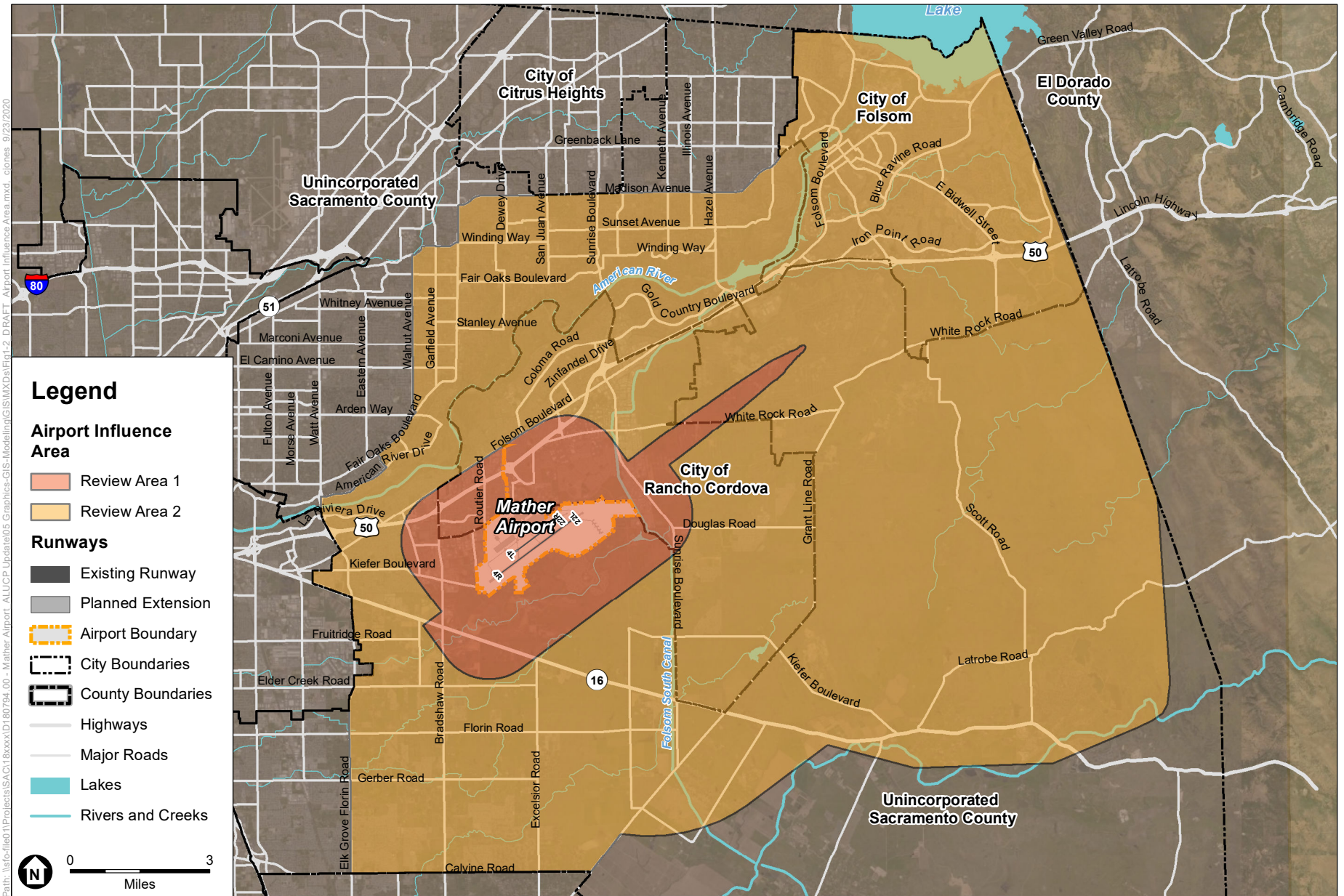
1. Protection of the public health, safety, and welfare from exposure to noise and third-party risk associated with Airport operations;
2. Protection of aircraft in flight from hazards emanating from the ground;
3. Protection of the Airport from the encroachment of incompatible development into its immediate environs; and
4. The ensured notification to prospective property owners of the presence of aircraft in flight overhead and the potential for annoyance due to aircraft noise.

The specific policies and compatibility criteria addressing noise, safety, airspace protection, and overflight notification are enumerated in Chapter 4, *Compatibility Factors: Maps and Policies*.



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 1-2
Airport Influence Area
Mather Airport

1.4.1. Jurisdictions Affected

Mather Airport is located in Unincorporated Sacramento County. The Airport property is bordered to the north and adjacent in the east to the City of Rancho Cordova. The AIA covers portions of unincorporated Sacramento County as well as the entirety of the cities of Rancho Cordova and Folsom. The Sacramento Area Council of Governments is the metropolitan planning organization (MPO) responsible for regional transportation planning and approval of affordable housing distributions in the Airport environs (SACOG, 2019).

1.4.2. Sacramento County Airport Land Use Commission

In addition to its role as MPO, SACOG is the ALUC for Sacramento County. The SACOG Board of Directors approves airport land use compatibility plans and actions based on recommendations from the Land Use & Natural Resources Committee (SACOG, 2019).

1.5. Airport Land Use Compatibility Plan: Need and Purpose

This ALUCP update is intended to provide airport land use compatibility planning policies and criteria applicable in the AIA for Mather Airport. The specific purpose and needs for updating compatibility policies in the Airport environs are discussed in further detail below.

1.5.1. Need for the ALUCP Update

The Mather Airport CLUP was adopted by SACOG in May 1997. Since adoption of the CLUP, a new airport master plan and noise contours have been prepared by the Sacramento County Department of Airports. The Caltrans Division of Aviation last published an update to the Caltrans Handbook in October 2011. The 2011 edition of the Handbook includes consolidated and streamlined guidance for airport-related compatible land use planning. The Caltrans Handbook also includes new information on the applicability of the California Environmental Quality Act (CEQA) and the Next Generation Air Transportation System (NextGen) modernization program for the National Airspace System currently being undertaken by the Federal Aviation Administration (FAA).

The updated ALUCP is based on the Mather Airport 2013 Revised Draft Master Plan and the FAA approved 2014 Airport Layout Plan (ALP) prepared by the Sacramento County Department of Airports. The 2013 Revised Draft Master Plan was not formally adopted. Following the Draft Environmental Impact Report (DEIR) comment period, the County Board of Supervisors elected to update the Master Plan forecast and DEIR project description for recirculation. The original forecast prepared for the Draft Master Plan has a horizon year of 2035. However, the updated noise contours used in this ALUCP and based on the ALP reflect a theoretical capacity scenario that is assumed to extend beyond the planning horizon for the Draft Master Plan.

1.5.2. Purpose of the ALUCP Update

An ALUCP is the instrument used by the ALUC to advance compatibility between the airport and land uses in surrounding areas. The ALUCP protects the Airport from the encroachment of incompatible and off-airport land uses with potential to interfere with safe and efficient airport operations. The health, safety, and welfare of the general public is, in turn, protected through ALUCP policies and compatibility criteria intended to reduce exposure of off-airport populations to excessive noise and aircraft safety risks. The ALUCP also provides the ALUC with a mechanism for reviewing non-aviation related on-airport and proposed off-airport development projects within the AIA.

The Mather ALUCP implements the ALUC policies, standards, and criteria guiding land development in the airport environs. The compatibility of local land use projects and policy actions with the Airport and its operations is determined by the policies, standards, and criteria within the ALUCP. The boundaries wherein this guidance is applicable are also established by the ALUCP.

1.6. Scope of the Mather ALUCP

The Mather ALUCP establishes the operating conditions and setting of Mather Airport, the general policies governing the ALUC's role and responsibilities, and the specific policies and boundaries addressing the individual compatibility factors. The ALUCP is structured in the following format:

Chapter 1: Scope of the Plan. Chapter 1 provides an overview of the regulatory background and jurisdictional framework for airport land use compatibility planning in California.

Chapter 2: Mather Airport and Environs. Chapter 2 discusses the Airport setting and historical operating conditions as well as provides information on the cities of Rancho Cordova and Folsom, the County of Sacramento, and SACOG.

Chapter 3: General Policies and Plan Implementation. Chapter 3 enumerates the general policies of the ALUCP and describes the role and responsibilities of the ALUC as well as the processes for ALUCP implementation and consistency reviews.

Chapter 4: Compatibility Factors: Maps and Policies. Chapter 4 includes the maps delineating the four ALUCP compatibility factor areas (noise, safety, airspace protection, and overflight notification) and the specific policies, standards, and criteria applicable to each compatibility factor.

CHAPTER 2

Mather Airport and Environs

The following sections discuss relevant details related to Mather Airport, the surrounding areas, and the jurisdictions with authority over land use in those areas.

2.1. Airport Setting

Mather Airport is located in central Sacramento County approximately 10 miles east of Downtown Sacramento in an unincorporated portion of the County abutting the City of Rancho Cordova directly north of the airport property. The Airport property is 2,239 acres in size, and the airport elevation is 98.3 feet above mean sea level (AMSL). Mather Airport is accessed via local streets with the Lincoln Highway (U.S. Highway 50) serving as the nearest major highway corridor.

The area in the city of Rancho Cordova located immediately north of the Airport is developed with residential and commercial office uses. The area of Rancho Cordova immediately east of the Airport is mostly open space with some recent residential development. The unincorporated area of Sacramento County south of the Airport is mostly open space with some residential, agricultural, and miscellaneous land uses. The unincorporated area of Sacramento County immediately west of the Airport is developed primarily with industrial uses with some commercial offices and residential land uses.

2.2. Airport Facilities and Operations

The general layout of Mather Airport is depicted on **Figure 2-1**. The October 2014 Airport Layout Plan for Mather Airport is provided in **Appendix B** and depicts the existing and planned airport facilities in greater detail. The Airport facilities discussed in the following sections include the runways, taxiway system, terminal and hangar facilities, navigation aids, and imaginary airspace surfaces. Published arrival and departure procedures that serve the Airport, as well as airport activity data are also discussed.



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 2-1
General Airport Layout

2.2.1 Runways and Helipads

Mather Airport includes two parallel runways, Runway 4L-22R and Runway 4R-22L. The runways are situated in a southwest-northeast orientation. The Airport supports two helipads (North Helipad and South Helipad) located adjacent to the runways. The specific characteristics for each runway and helipad are discussed in the sections below.

Runway 4L-22R

Runway 4L-22R is 6,040 feet long and 150 feet wide and is constructed of asphalt concrete. The runway is painted with non-precision markings. A planned runway extension will increase the overall length of Runway 4L-22R to 7,178 feet. The extension of 4L-22R is intended to allow the runway to accommodate larger jet aircraft during times Runway 4R-22L is unavailable.

Runway 4R-22L

Runway 4R-22L is 11,301 feet long and 150 feet wide and is constructed of asphalt concrete. Runway 4R-22L is painted with precision markings.

Helipads

The Mather Airport airfield features two helipads. The North Helipad is located north of Runway 4L-22R, towards the Runway 22R end. The South Helipad is located south of Runway 4R-22L, towards the Runway 22L end. Both helipads are 150 feet wide and 150 feet long.

2.2.2 Taxiways

Taxiway A runs parallel to parallel Runway 4L-22R along its north side in a southwest to northeast orientation. Taxiways B, D, and E connect Runway 4L-22R to Taxiway A, the general aviation apron, the north apron, the air cargo apron and the general aviation terminal, hangars, and air cargo buildings. Taxiways B, D, F, and G connect Runway 4R-22L to Taxiway A and the rest of the airfield. All taxiways are taxiway design group (TDG) 5 taxiways.

2.2.3 Landside Facilities

Landside facilities at Mather Airport include a general aviation terminal, an airport traffic control tower (ATCT), a general aviation apron and maintenance hangars, and an air cargo apron and hangars. One fixed-based operator (FBO), Mather Jet Center, currently provides services and amenities to the general aviation aircraft operators at the Airport.

2.2.4 Navigational Aids

Various navigational aids provide guidance to aircraft in flight at Mather Airport. Approaches to both ends of Runway 4R-22L are guided by a very-high frequency omnidirectional range (VOR) station and a visual approach slope indicator (VASI). Runway 4R-22L is illuminated with high intensity runway lights (HIRL), and Runway 4L-22R is illuminated with medium intensity

runway lights (MIRL). Runway 22L is equipped with runway alignment indicator lights (MALSR).

Instrument approaches are guided by an instrument landing system (ILS) Localizer and Glideslope with distance measuring equipment (DME) at Runway 22L.

2.2.5 Airspace

The FAA, as the controlling authority over navigable airspace in the United States, categorizes airspace as either regulatory or non-regulatory. There are four types of airspace within the two categories: controlled, uncontrolled, special use, or other. Mather Airport is surrounded by Class D controlled airspace. Class D airspace surrounds airports with airport traffic control towers from the ground surface to a distance generally 2,500 feet above airport elevation, which is 98.3 feet AMSL for Mather Airport. The ceiling for the Class D airspace around Mather Airport is 2,600 feet above the airport elevation or 2,698.3 feet. Aircraft must maintain two-way radio communication with the airport traffic control tower while traveling through Class D airspace. The Class E controlled airspace around the Airport extends from 2,698.3 feet AMSL to 18,000 feet AMSL.

2.2.6 Published Arrival and Departure Procedures

Mather Airport is served by one area navigation (RNAV) standard terminal arrival (STAR) procedure (AMRVR TWO STAR) and four Instrument Approach Procedures (IAPs). There are no published departure procedures serving Mather Airport.

2.2.7 Airport Activity Data

Mather Airport accommodates air cargo operations conducted by United Parcel Service (UPS) as well as air taxi, general aviation, and military operations (Mather, 2013). The FAA tracks two types of operations at the Airport: local operations and itinerant operations. Local operations are arrivals or departures performed by aircraft either from a local traffic pattern, from local practice areas within a 20-mile radius around the Airport, or aircraft practicing instrument approaches at the Airport. Itinerant operations are performed by aircraft arriving from outside the airport area or departing the airport and leaving the airport area. In 2017, there were 94,960 total operations at Mather Airport with total operations expected to increase to 126,743 by 2045 (FAA, 2019).

Table 2-1 summarizes existing and forecast activity levels at Mather Airport as developed for the FAA Terminal Area Forecast (TAF, 2019).

**TABLE 2-1
EXISTING AND PROJECTED ACTIVITY LEVELS AT MATHER AIRPORT**

Fiscal Year	Itinerant Operations					Local Operations			Total Operations
	Air Carrier	Air Taxi/Commuter	GA	Military	Total	GA	Military	Total	
2014	4,731	12,433	35,459	15,427	68,050	12,757	16,308	29,065	97,115
2015	4,830	12,741	36,602	11,230	65,403	12,884	14,830	27,714	93,117
2016	5,734	14,300	36,353	9,222	65,609	22,976	13,319	36,295	101,904
2017	6,516	15,542	35,429	8,296	65,783	19,242	9,935	29,177	94,960
2018	8,197	16,664	35,761	8,401	69,023	25,602	10,228	35,830	104,853
2019	8,406	16,914	35,622	8,401	69,343	27,370	10,228	37,598	106,941
2020	8,620	17,167	35,710	8,401	69,898	27,434	10,228	37,662	107,560
2021	8,839	17,424	35,798	8,401	70,462	27,498	10,228	37,726	108,188
2022	9,064	17,685	35,886	8,401	71,036	27,562	10,228	37,790	108,826
2023	9,294	17,950	35,975	8,401	71,620	27,627	10,228	37,855	109,475
2024	9,530	18,218	36,064	8,401	72,213	27,692	10,228	37,920	110,133
2025	9,773	18,490	36,153	8,401	72,817	27,757	10,228	37,985	110,802
2026	10,022	18,767	36,242	8,401	73,432	27,822	10,228	38,050	111,482
2027	10,277	19,048	36,332	8,401	74,058	27,887	10,228	38,115	112,173
2028	10,538	19,333	36,422	8,401	74,694	27,952	10,228	38,180	112,874
2029	10,806	19,622	36,512	8,401	75,341	28,017	10,228	38,245	113,586
2030	11,081	19,916	36,602	8,401	76,000	28,083	10,228	38,311	114,311
2031	11,363	20,214	36,692	8,401	76,670	28,149	10,228	38,377	115,047
2032	11,652	20,516	36,783	8,401	77,352	28,215	10,228	38,443	115,795
2033	11,948	20,824	36,874	8,401	78,047	28,281	10,228	38,509	116,556
2034	12,252	21,136	36,965	8,401	78,754	28,347	10,228	38,575	117,329
2035	12,564	21,453	37,056	8,401	79,474	28,413	10,228	38,641	118,115
2036	12,884	21,774	37,148	8,401	80,207	28,479	10,228	38,707	118,914
2037	13,212	22,100	37,240	8,401	80,953	28,546	10,228	38,774	119,727
2038	13,549	22,431	37,332	8,401	81,713	28,613	10,228	38,841	120,554
2039	13,894	22,767	37,424	8,401	82,486	28,680	10,228	38,908	121,394
2040	14,248	23,108	37,516	8,401	83,273	28,747	10,228	38,975	122,248
2041	14,611	23,454	37,609	8,401	84,075	28,814	10,228	39,042	123,117
2042	14,983	23,805	37,702	8,401	84,891	28,881	10,228	39,109	124,000
2043	15,365	24,161	37,795	8,401	85,722	28,949	10,228	39,177	124,899
2044	15,756	24,522	37,888	8,401	86,567	29,017	10,228	39,245	125,812
2045	16,157	24,890	37,982	8,401	87,430	29,085	10,228	39,313	126,743

SOURCE: Federal Aviation Administration, Terminal Area Forecast, February 2019.

2.3 Local Jurisdictions

Local entities with land use planning authority in the Mather Airport AIA include SACOG, Sacramento County, and the Cities of Rancho Cordova and Folsom.

2.3.1 Sacramento Area Council of Governments

SACOG, acting in its capacity as the MPO for the six-county greater Sacramento area, has developed the Sacramento Region Blueprint (Blueprint). The Blueprint was adopted in 2004 with a planning horizon of 2050. The Blueprint is a regional plan utilizing smart growth principles on a regional scale with a special emphasis on the linkage of transportation and land use planning.

In 2016, SACOG adopted the 2016 Metropolitan Transportation Plan/Sustainable Communities Plan (MTP/SCS). The MTP/SCS is a regional transportation plan supporting the Blueprint and has a planning horizon of 2036.

The Rural-Urban Connections Strategy (RUCS) project was implemented in 2008 to specifically address land use planning in agricultural and rural areas within the Sacramento region. The RUCS project is a strategy initiative to emphasize rural concerns in planning decision making and not a formal policy document.

SACOG publishes the Regional Housing Needs Assessment Plan (RHNP) for the Sacramento region, which addresses the Regional Housing Needs Allocation (RHNA). The State of California requires cities and counties to prepare RHNAs to identify allotments of specific quantities of new housing units for incorporation into their general plan housing elements.

SACOG has also enacted the Green Region Plan as an effort to help the Sacramento region transportation system reduce greenhouse gas emissions by incentivizing the use of cleaner vehicle technology, increasing use of public transportation and bicycling, and promoting more efficient transportation operations throughout the region.

The Prosperity Strategy Framework was adopted by SACOG in February 2019 to guide economic development in the Sacramento region. The Prosperity Strategy Framework was developed to respond to a market assessment prepared by the Brookings Metropolitan Policy Program. The policy framework is an effort to guide the regional economy into a more technologically advanced, demographically inclusive, and globally competitive position.

2.3.2 County of Sacramento

The County of Sacramento Department of Planning and Environmental Review is responsible for land use planning in the unincorporated areas of Sacramento County. Development in the unincorporated areas of the County is guided by the Sacramento County 2030 General Plan. The 2030 General Plan features 16 general plan elements including the following elements:

- Agricultural
- Air Quality
- Circulation
- Conservation
- Delta Protection
- Economic Development
- Energy
- Environmental Justice
- Hazardous Materials
- Housing
- Human Services
- Land Use
- Noise
- Open Space
- Public Facilities
- Safety

For specific communities within the unincorporated areas of Sacramento County, community plans have been prepared to guide development. The community plans are prepared by the Department of Planning and Environmental Review in coordination with the community plan advisory council for each community. The following community areas are located within the Mather Airport AIA:

- Arden Arcade
- Carmichael/Old Foothill Farms
- Cordova
- Cosumnes
- Fair Oaks
- Orangevale
- South Sacramento
- Vineyard

The Community Plans for areas within the AIA were all prepared in the 1970's and 1980's, with the exception of the Cordova Community Plan that was last revised in 2003. There is no adopted community plan for the Cosumnes Community. Each community plan features a land use map that “delineates the location, density, and intensity of housing, commercial, industrial, public facilities and open space.” (County of Sacramento, 2019)

2.3.3 City of Rancho Cordova

The City of Rancho Cordova Planning Department is the agency responsible for land use planning in Rancho Cordova. The City of Rancho Cordova General Plan was adopted in 2006 and guides future growth and development. The General Plan planning area extends beyond the corporate limits of the City of Rancho Cordova to include unincorporated areas of Sacramento County including Mather Airport (Rancho Cordova, 2006). The Rancho Cordova General Plan has a planning horizon of 2050 and includes the following general plan elements:

- Land Use
- Urban Design
- Housing
- Circulation
- Open Space, Parks, and Trails
- Infrastructure, Services, and Finance
- Natural Resources
- Cultural and Historic Resources
- Safety
- Air Quality
- Noise

The City of Rancho Cordova has adopted four specific plans as devices for implementing the policies of the General Plan.

Sunridge Specific Plan. The Sunridge Specific Plan was adopted in 2002 and guides the development of a 2,600-acre development east of Mather Airport. The plan prescribes a mix of housing types as well as complimentary nonresidential uses.

Folsom Boulevard Specific Plan. The Folsom Boulevard Specific Plan was adopted in 2006 and amended in 2013. The plan guides development of frontage properties along four miles of Folsom Boulevard between Bradshaw Road and Sunrise Boulevard and calls for a walkable blend of public and commercial spaces (City of Rancho Cordova, 2013).

Rio Del Oro Specific Plan. The Rio Del Oro Specific Plan (RDOSP) guides land use decision making in a 3,800-acre area in the city of Rancho Cordova northeast of Mather Airport. This area was previously designated for agriculture and extractive industry uses (City of Rancho Cordova, 2016). The plan envisions a master planned community with a mix of commercial, residential, and recreational land uses.

Suncreek Specific Plan. The Suncreek Specific Plan was adopted in 2013 and guides development of a 1,265-acre area in the southern portion of the City of Rancho Cordova east of Mather Airport. The plan envisions a primarily residential district with complimentary commercial and recreational uses.

The City has also designated Special Planning Areas subject to the City's zoning code. There are eight Special Planning Areas, including:

- Zinfandel Special Planning Area
- Mather Field Special Planning Area
- South Sunrise Special Planning Area
- Capital Village Special Planning Area
- Aerojet Special Planning Area
- White Rock Special Planning Area
- Williamson Ranch Special Planning Area
- Cordova Industrial Uses Neighborhood Preservation Area
- Ranch Special Planning Area

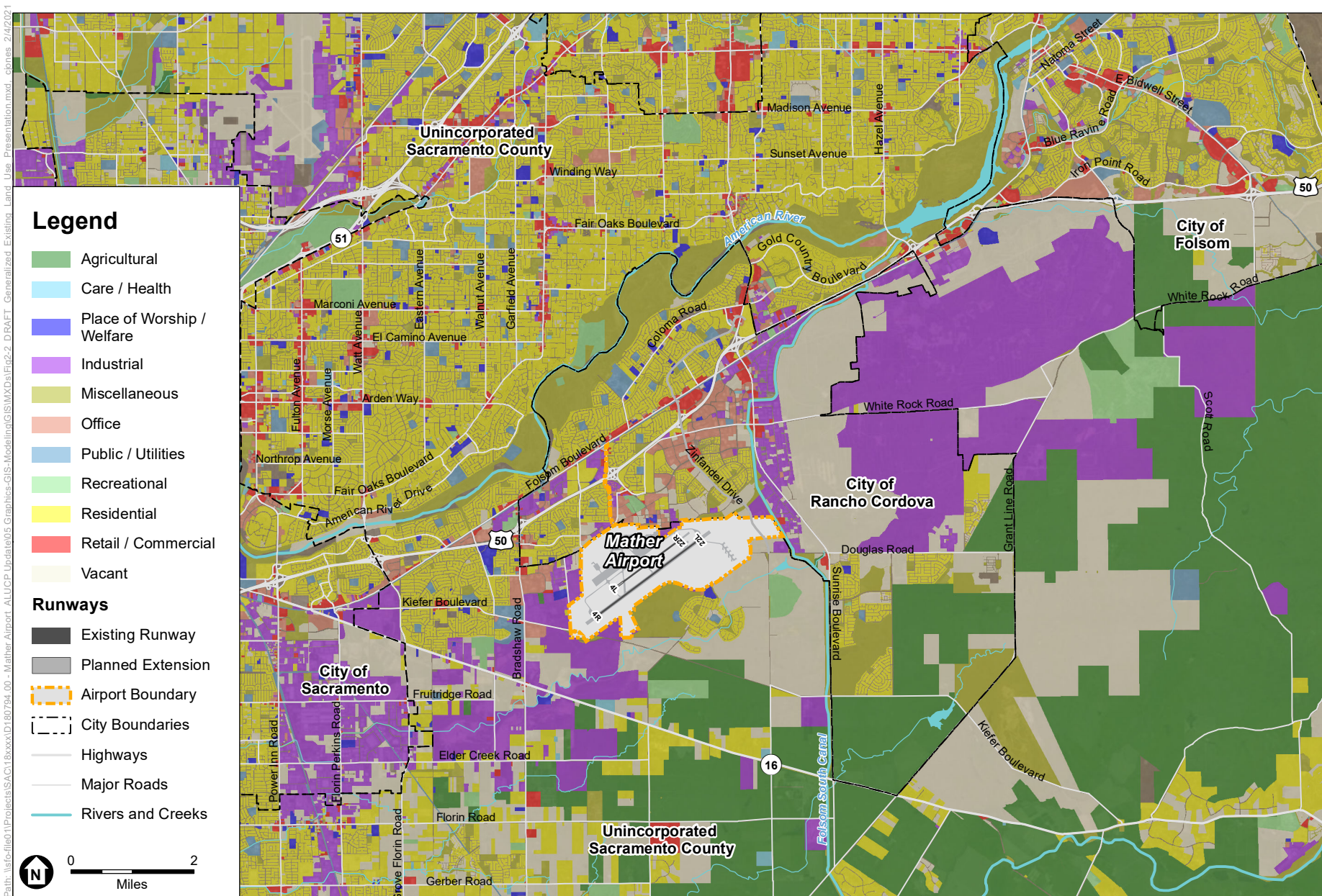
Generalized existing land use for Sacramento County and the City of Rancho Cordova is depicted on **Figure 2-2**. Generalized planned land use for Sacramento County and the City of Rancho Cordova is depicted on **Figure 2-3**. Generalized zoning for Sacramento County and the City of Rancho Cordova is depicted on **Figure 2-4**.

2.3.4 City of Folsom

The City of Folsom Community Development Department Planning Division prepares long-range planning policy documents and is the agency responsible for land use decision making in the City of Folsom. Long-range planning in the City of Folsom is guided by the 2035 General Plan. The 2035 General Plan was adopted in 2018 and is comprised of eight general plan elements:

- Land Use
- Mobility
- Economic Prosperity
- Housing
- Natural and Cultural Resources
- Public Facilities and Services
- Parks and Recreation
- Safety and Noise

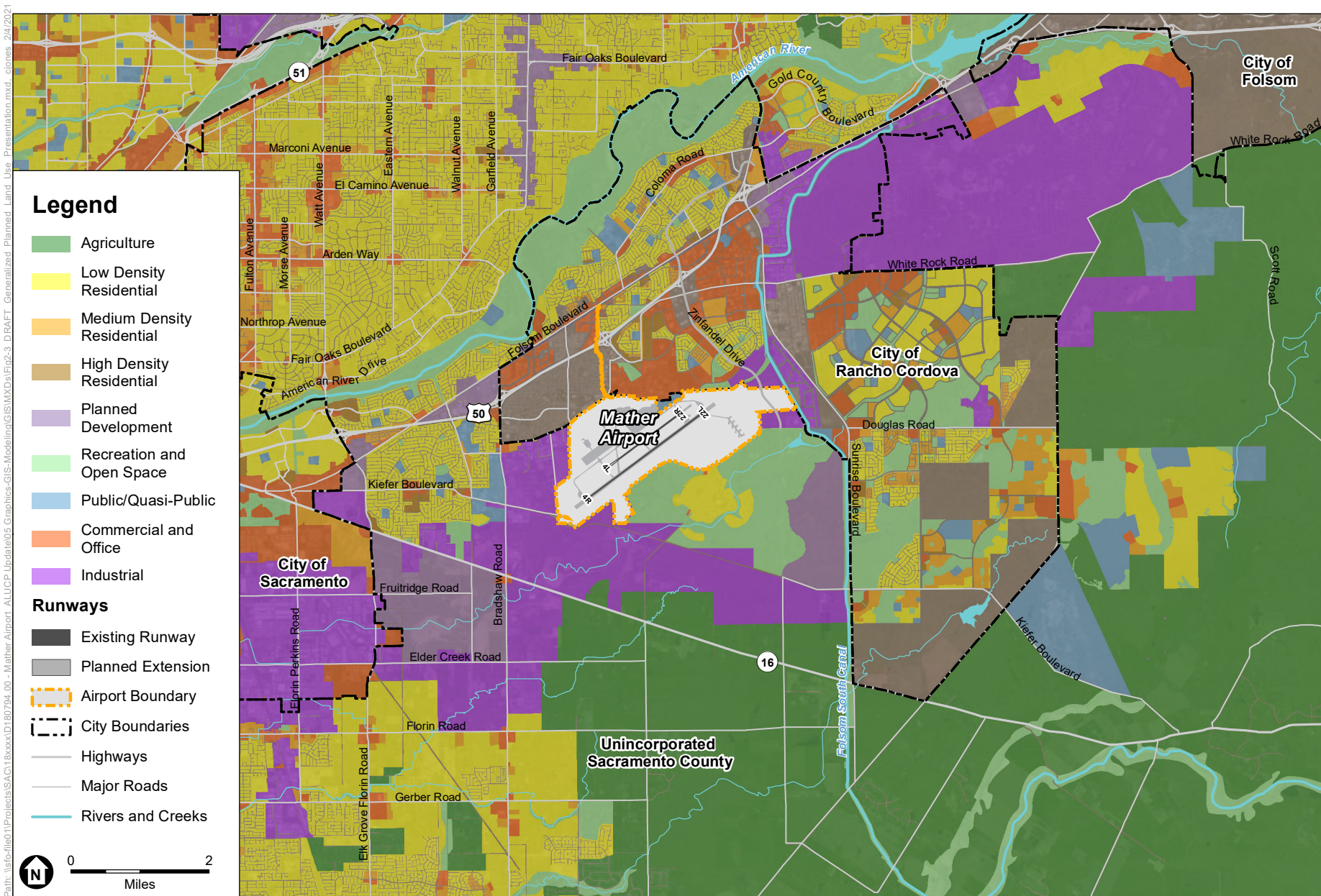
In addition to the 2035 General Plan, the City of Folsom has prepared the Folsom Plan Area Specific Plan (FPASP) to guide development of the Folsom Plan Area annexed in 2012. The FPASP was initially approved in 2011 and was last amended in March 2018 (City of Folsom, 2018). The Folsom Plan Area is a 3,520-acre portion of the City of Folsom extending from Highway 50 on the north southward to White Rock Road and from Prairie City Road on the east westward to the El Dorado County boundary. The FPASP envisions a distinct community within in the City of Folsom with a variety of types of residential development as well as commercial office and retail uses, recreational uses, and institutional uses including new schools. Development of the Folsom Plan Area will be based on principles of Smart Growth and feature a town center with access to public transportation and a mix of land uses set at higher densities relative to the rest of the specific plan area.



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 2-2
Generalized Existing Land Use
Sacramento County and City of Rancho Cordova

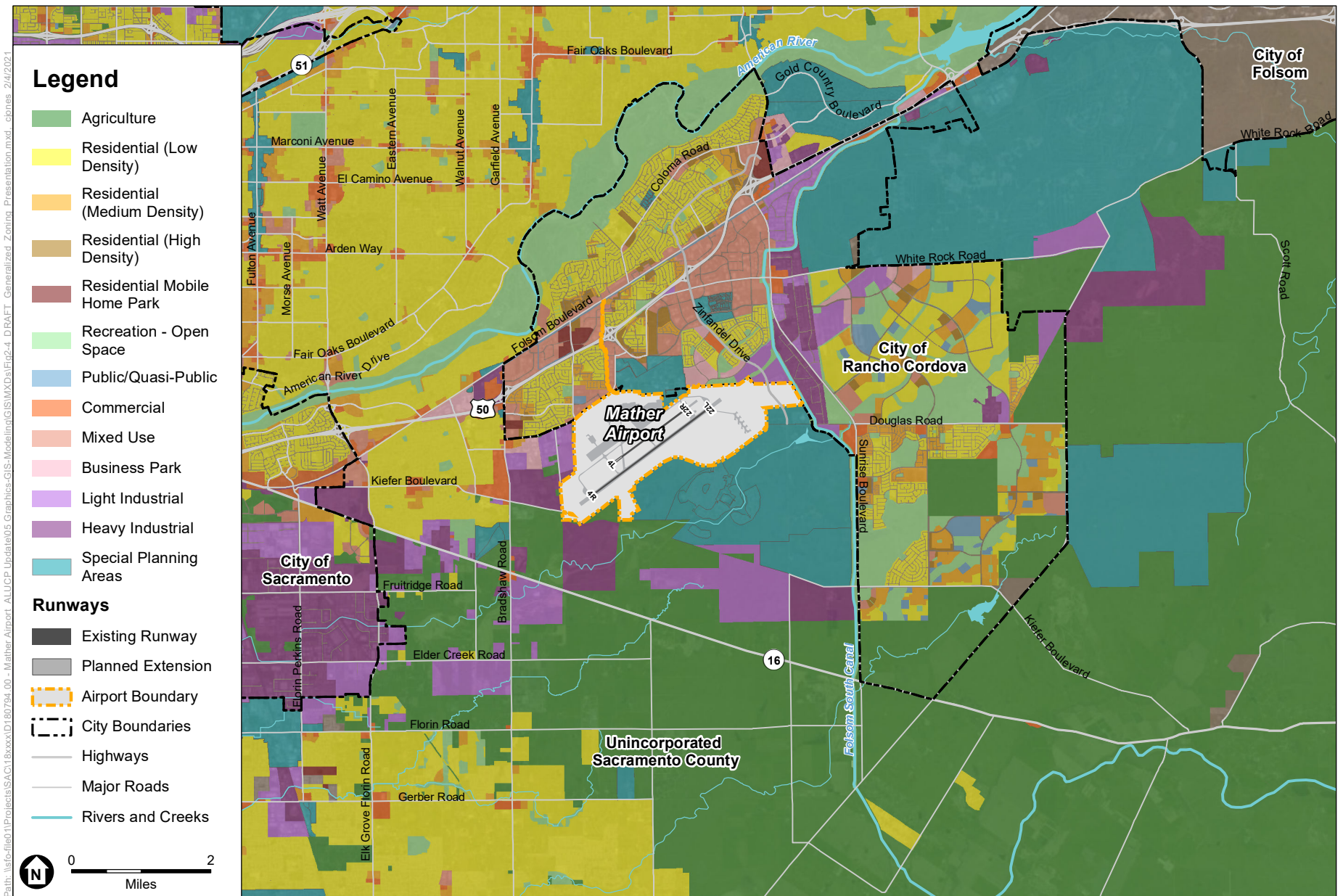


SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 2-3

Generalized Planned Land Use
Sacramento County and City of Rancho Cordova



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 2-4
Generalized Zoning
Sacramento County and City of Rancho Cordova

2.3.5 Special Districts, School Districts, and Other Districts

In addition to regional and local planning agencies, special districts and school districts may exercise authority affecting land use development within the Mather Airport AIA and are subject to the policies and standards of the ALUCP. Special districts are separate local agencies formed by the state to provide public services to specific areas (Senate Local Government Committee, 2010). School districts differ from special districts in terms of the number of services provided and sources of funding, but similarly have authority to guide land use development within their boundaries. Other districts discussed are not local agencies separate from city and county governments but have aspects of their administration that may be relevant to airport land use compatibility planning.

2.3.5.1 Special Districts

Special districts have four identifiable characteristics:

- Serving as a form of government
- Providing special services and facilities
- Being directed by a board
- Delineation of geographic boundaries

Special districts are formed to provide services to places where local tax revenues are not sufficient to efficiently supply them. Public services are provided to residents of special districts in exchange for payment of a fee. This arrangement results in targeted costs and benefits and is considered more cost effective than city- or county-owned public services. As government entities, special districts may affect land use through acquisition of property, including through eminent domain for development of public facilities like parks or utility infrastructure. The special districts present in the Mather Airport AIA are discussed below.

Utility Districts

Utility districts provide public utilities such as power, heating, telecommunications, water, and sewer services (California Special Districts Association, 2019).

Sacramento Municipal Utility District. The Sacramento Utility District (SMUD) is an electricity service provider. The SMUD is divided into seven wards with each ward represented by an elected board member (SMUD, 2019). Four of the seven wards (Wards 1, 2, 3, and 7) are partially within the Mather Airport AIA.

Cemetery Districts

Cemetery Districts are formed to provide community focused burial services. Cemetery districts may also serve to provide historical information to visitors (California Special Districts Association, 2019).

Elk Grove-Cosumnes Cemetery District. The Elk Grove-Cosumnes Cemetery District maintains and operates six community cemeteries in Sacramento County; none of which are

located in the Mather Airport AIA. There are currently no new facilities planned in the district that may occur in the AIA (Elk Grove-Cosumnes Cemetery District, 2019).

Fair Oaks Cemetery District. The Fair Oaks Cemetery District maintain and operates the Fair Oaks Cemetery. The Fair Oaks Cemetery comprises a 12-acre memorial park and associated facilities (Fair Oaks Cemetery District, 2019). The Fair Oaks Cemetery is within the Mather Airport AIA.

Matthew Kilgore Cemetery. The Matthew Kilgore Cemetery is owned and administered by the City of Rancho Cordova and located on Kilgore Road between Trade Center Drive and Sun Center Drive. (City of Rancho Cordova, 2020).

Recreation and Park Districts

Recreation and park districts operate and maintain parks and other recreation facilities such as gymnasiums, public swimming pools, trails, and equestrian stables and facilities. Recreation and park districts may also provide focused recreational and educational programs to district residents (California Special Districts Association, 2019).

Arden Manor Recreation and Park District. The Arden Manor Recreation and Park District operates and maintains Crabtree Park, Deterding Park, and Jonas Larkspur Park (Arden Manor Recreation and Park District, 2015).

Arden Park Recreation and Park District. The Arden Park Recreation and Park District operates and maintains two parks and a community center (Arden Park Recreation and Park District, 2019).

Carmichael Recreation and Park District. The Carmichael Recreation and Park District maintains and operates 11 parks, a community center, and the Schweitzer Grove botanical garden and nature area (Carmichael Recreation and Park District, 2019).

Cordova Recreation & Park District. The Cordova Recreation & Park District operates more than 40 parks and recreation facilities comprising over 600 acres of urban and open spaces (Cordova Recreation & Park District, 2020).

Fair Oaks Recreation and Park District. The Fair Oaks Recreation and Park District maintains and operates nine parks, a community center, a library, and a preschool (Fair Oaks Recreation and Park District, 2019).

Fulton-El Camino Recreation and Park District. The Fulton-El Camino Recreation and Park District maintains and operates 80 acres of developed parkland and two acres of undeveloped open space land. Recreation facilities include two community centers, a swimming pool, athletic fields, playgrounds, trails, and picnic facilities (Fulton-El Camino Recreation and Park District, 2012).

Mission Oaks Recreation and Park District. The Mission Oaks Recreation and Park District maintains and operates 105 acres of parkland including a two-acre stormwater detention facility (The Mission Oaks Recreation and Park District, 2019).

Southgate Recreation and Park District. The Southgate Recreation and Park District (SRPD) maintains and operates 47 parks, six community centers, two aquatic facilities, and other nature preserves and trails (SRPD, 2019).

Sanitation Districts

Sanitation districts treat and recycle wastewater for the protection of ground and surface water sources. Sanitation districts may collect trash and recyclables from residential and business customers.

Sacramento Area Sewer District. The Sacramento Area Sewer District (SASD) maintains and operates sewer pipelines that collect wastewater and convey it to Sacramento Regional County Sanitation District (Regional San) facilities (SASD, 2019).

Sacramento Regional County Sanitation District. The Regional San provides regional wastewater conveyance through interceptor pipelines and operates the Sacramento Regional Wastewater Treatment Plant.

Water Districts

Water districts are responsible for water storage and delivery. Water districts may also provide water conservation services, hydroelectric power generation, fire protection, and, in some instances, wastewater services (California Special Districts Association, 2019).

Carmichael Water District. The Carmichael Water District provides and treats water for the Carmichael community in an unincorporated area of Sacramento County. The Carmichael Water District owns and operates a surface water treatment plant, groundwater wells, and two surface reservoirs with booster pump stations (Carmichael Water District, 2015). Development of new water sources, pipelines, and treatment facilities in the district is guided by the Carmichael Water District Master Plan (Carmichael Water District, 2019).

Citrus Heights Water District. The Citrus Heights Water Districts is governed by a three-member board and provides water to a 7,800-acre service area, mostly in the City of Citrus Heights (Citrus Heights Water District, 2019).

Del Paso Manor Water District. The Del Paso Manor Water District provides water service to a 620-acre area in the Arden Arcade community in unincorporated Sacramento County. Development of infrastructure for the district is guided by the Del Paso Manor Water District Master Plan (Del Paso Manor Water District, 2009).

Fair Oaks Water District. The Fair Oaks Water District services a 6,000-acre area of unincorporated Sacramento County around the Fair Oaks community (Fair Oaks Water District, 2019).

Omochumne-Hartnell Water District. The Omochumne-Hartnell Water District (OHWD) provides water to an area in the immediate vicinity of the Cosumnes River and Deer Creek (OHWD, 2019).

Sacramento County Water District. The Sacramento County Water District is administered by the Sacramento County Water Agency and is congruous with the County of Sacramento jurisdictional boundaries (Sacramento County Water Agency, 2020).

Sacramento Suburban Water District. The Sacramento Suburban Water District (SSWD) provides water service to residents in the communities of Arden-Arcade, Carmichael, Fair Oaks, North Highlands, and Antelope (SSWD, 2019). Future development of SSWD infrastructure is guided by the *Water System Master Plan* (SSWD, 2017).

San Juan Water District. The San Juan Water District (SJWD) provides treated drinking water directly to customers in an area in the northeast corner of Sacramento County and to four other public utilities on a wholesale basis (SJWD, 2019). The future development of the retail water system is guided by the *2005 Retail Master Plan* (SJWD, 2006). Future development of the wholesale water system is guided by the *2007 Phase II Wholesale Master Plan* (SJWD, 2007).

Reclamation and Levee Districts

Reclamation and levee districts manage levees and other flood protection infrastructure (California Special Districts Association, 2019).

American River Flood Control District. The American River Flood Control District maintains a 40-mile section of levees along the American River and Steelhead, Arcade, Dry, and Magpie Creeks (American River Flood Control District, 2019).

Resource Conservation Districts

Resource conservation districts are special districts responsible for promoting preservation of natural resources (California Special Districts Association, 2019).

Sloughhouse Resource Conservation District. The Sloughhouse Resource Conservation District promotes preservation of natural resources like wetlands, forests, critical habitats, and other wildlands through outreach to landowners (Sloughhouse, 2019).

South Sacramento Habitat Conservation Plan. The South Sacramento Habitat Conservation Plan area is comprised of over 36,000 acres of interconnected preserve land in Sacramento County (South Sacramento Conservation Agency, 2020).

Mosquito and Pest Abatement Districts

Mosquito and pest abatement districts are special districts formed to control mosquito populations and thereby reduce the threat of vector-borne diseases including malaria and West Nile virus (California Special Districts Association, 2019).

Sacramento-Yolo Mosquito and Vector Control District. The Sacramento-Yolo Mosquito and Vector Control District provides mosquito and vector control services throughout 26 geographic zones in Sacramento and Yolo counties (Sacramento-Yolo, 2017). District zones intersected by the Mather Airport AIA include the Rancho Cordova zone and the Greater Sacramento Urban Area zone. The district utilizes an integrated approach to pest management that incorporates public awareness and education; mosquito and vector surveillance; and biological, physical, and microbial and chemical controls.

Fire Protection Districts

In addition to emergency response services, fire protection districts engage in public education and fire prevention efforts (California Special Districts Association, 2019). There is one fire protection district within the Mather Airport AIA.

Sacramento Metropolitan Fire District. The Sacramento Metropolitan Fire District, or Metro Fire, comprises 16 fire departments throughout the Greater-Sacramento Area. Metro Fire has a 359 square mile service area, much of which is within the Mather Airport AIA.

2.3.5.2 School Districts

School districts are similar to special districts in that they are governed by elected boards and have discretion to plan and construct new facilities. As opposed to special districts, school districts receive the bulk of their funding from the State rather than direct user fees (California Special Districts Association, 2019).

Elk Grove Unified School District. The Elk Grove Unified School District (EGUSD) is located in southern Sacramento County and comprises 67 schools over a 320 square mile area (EGUSD, 2019). Future development of school facilities is the responsibility of the EGUSD Facilities and Planning Department. Facilities Planning for EGUSD is guided by the *Facilities Master Plan 2015-2025 Update*. The Facilities Master Plan identifies facilities needs for EGUSD over a 10-year planning period (EGUSD, 2016).

Sacramento City Unified School District. The Sacramento City Unified School District (SCUSD) spans an area of approximately 70 square miles (SCUSD, 2019). The SCUSD Facilities Services Department forecasts facilities needs and performs master planning for the district. Long-range facilities planning in the SCUSD is guided by the 2012 Sustainable Facilities Master Plan, which exists in a series of performance assessment documents for each planned facility (SCUSD, 2019).

Folsom-Cordova Unified School District. The service area of the Folsom-Cordova Unified School District is an aggregation of the areas within the cities of Folsom and Rancho Cordova (Folsom-Cordova, 2019). Planning, design, and construction of new district facilities is provided by the School District Facilities and Planning Department. Facilities planning in the district is guided by the Facility Master Plan (Folsom-Cordova, 2013).

San Juan Unified School District. The San Juan Unified School District comprises a 75-square mile area encompassing the unincorporated communities of Arden-Arcade, Carmichael, Citrus Heights, Fair Oaks, Gold River, and Orangevale (SJUSD, 2019). The San Juan Unified School District Facilities Department is responsible for planning the physical development of the district. The long range planning for the district is guided by the 2014 Facility Master Plan (SJUSD, 2014).

2.3.5.3 Other Districts

Other examples of districts in the Mather Airport AIA include financing districts, special study areas, and neighborhood associations. While at times these districts may be referred to as special districts, they do not represent independent government entities and are not technically special districts. Each of these district types is discussed in further detail below:

Financing Districts. Financing districts may take the form of business improvement districts (BIDs), landscape maintenance districts (LMDs), or lighting districts. These districts can be formed by municipalities or special districts to collect fees for maintenance of public land or infrastructure.

Special Study Areas. The City of Sacramento has identified unincorporated areas of Sacramento County as being of special interest from a long range planning perspective. These areas are considered part of the City of Sacramento's sphere of influence and warrant special consideration for potential annexation (City of Sacramento, 2015).

Neighborhood Associations. Neighborhood associations may be formed as a forum for residents of a given neighborhood to meet, voice concerns over conditions in their community, and discuss common interests pertaining to municipal governance.

This Page Intentionally Blank

CHAPTER 3

General Policies and Plan Implementation

3.1 Understanding Land Use Compatibility at Mather Airport

This ALUCP features both general and specific policies to regulate and guide its implementation. The general policies and procedures discussed in this chapter are to be used along with the specific policies, standards, and criteria presented in Chapter 4 by the ALUC, affected agencies, and other parties to implement the ALUCP. Other local policies and standards should also be reviewed for applicability to specific projects. Official policy language is denoted with policy numbers (e.g., GP-1, indicating General Policy number one).

3.2 Objectives of the ALUCP

The Mather Airport ALUCP has the following the objectives:

- Protect the Airport from encroachment by incompatible off-airport land uses.
- Protect the health, safety, and welfare of the general public by discouraging development of land uses which would contribute to exposure of surrounding populations to excessive aircraft noise or aircraft accident risk.
- Preserve Airport operations and protect aircraft in flight by implementing FAA processes for identifying potential obstructions to navigable airspace in the Airport environs and establishing height limitations and restrictions on land uses with potential to create hazards to air navigation.
- Increase buyer awareness of Airport operations by implementing overflight notification requirements for real property transactions occurring in the AIA.

To meet these objectives, more targeted policies have been formulated and are enumerated in the following sections.

3.3 General Policies

The general policies discussed in this chapter are focused on ALUCP adoption, implementation, applicability, and consistency reviews.

GP-1 Effective Date

The policies of the ALUCP become effective on the date the ALUCP is adopted by SACOG acting in its capacity as the ALUC for Sacramento County.

The Mather Airport CLUP adopted in May 1997 will remain in effect as the ALUCP for Mather Airport until this compatibility plan is adopted. If this ALUCP becomes invalid by order of a court of law, the May 1997 Mather Airport CLUP will again become the effective ALUCP for the Airport.

GP-2 Geographic Scope

The geographic scope of this ALUCP is established by the AIA where the noise, safety, airspace protection, and overflight notification policies are implemented. The AIA is discussed in Section 1.4 and is depicted on Figure 1-2, *Airport Influence Area – Mather Airport*.

Two subareas are delineated within the AIA, Review Areas 1 and 2.

- **Review Area 1** is the combined areas within the CNEL 60 dB contour (depicted on **Figure 4-1**, *Noise Policy Map – Mather Airport*) and the safety zones (depicted on **Figure 4-3**, *Safety Policy Map – Mather Airport*). These are areas within which the compatibility criteria provided in Table 4-1, *Noise Compatibility Criteria*, and Table 4-2, *Safety Compatibility Criteria*, are in effect.
- **Review Area 2** represents the balance of the AIA composed of areas beneath the 14 Code of Federal Regulations (CFR) Part 77 Subpart B imaginary airspace surfaces (depicted on **Figure 4-6**, *Airspace Protection Policy Map – Mather Airport*) and within the overflight notification boundary (depicted on **Figure 4-9**, *Overflight Notification Policy Map – Mather Airport*). Review Area 2 includes the 10,000-foot Airport Operations Area (AOA) buffer wildlife hazards analysis area (depicted on **Figure 4-9**, *Airspace Protection/Wildlife Hazards Policy Map - Mather Airport*).

GP-3 Compliance with State Law

This ALUCP has been prepared pursuant to Public Utilities Code (Pub. Util. Code) Section 21670 *et seq.* and administration of the ALUCP shall comply with the provisions therein. In compliance with Section 11010(B)(13) of the Business and Professions Code, the Mather Airport ALUCP establishes an AIA within which real estate disclosure of the presence of an airport shall be required. A comprehensive listing of the state laws applicable to the ALUCP are recorded in **Appendix C - State Laws Related to Airport Land Use Planning**.

GP-4 Amendment of this ALUCP

This ALUCP may be amended no more than once per year according to the limitation established in Section 21675(a) of the Public Utilities Code. This ALUCP shall be updated as necessary to

maintain a current and effective document. The Caltrans Handbook recommends that ALUCPs be updated no less than once every five years.

Amendments to the ALUCP shall follow the same process as the initial adoption including preparation of a draft ALUCP and accompanying environmental documentation to be circulated for public review and comment. Upon amendment, local agencies have 180 days to amend their applicable planning documents or formally overrule the ALUC (Caltrans, 2011).

GP-5 Applicability of Policies to Existing Land Uses

An existing land use is considered to be the current actual use of the land or the proposed use of the land evidenced by a vested right in the land as of the effective date of this ALUCP. The term is explained in detail in Appendix A, *Glossary*. Existing land uses are exempt from the policies and standards of the ALUCP with exceptions discussed in detail in the following sections.

GP-5.1 Nonconforming Uses

For the purposes of this ALUCP, a nonconforming use is considered an existing land use, parcel, or building that is not compatible, or in conformance, with the policies and standards established by the ALUCP. Nonconforming uses are subject to the following limitations:

- 1) Nonconforming Residential land uses:
 - a) Existing single-family dwellings not in conformance with this ALUCP may be reconstructed or expanded, including the addition of new bedrooms, provided the total number of existing dwelling units is not increased. Construction of accessory dwelling units on existing single-family lots, where allowed by the underlying zoning, is compatible with the policies and standards of the ALUCP.
 - i) All new construction of accessory dwelling units within the Airport Planning Policy Area as delineated in the Sacramento County General Plan will be required to convey an aviation easement to the Sacramento County Department of Airports acknowledging the location of the property within the AIA and granting the right of flight and unobstructed passage of all aircraft into and out of Mather Airport.
 - b) Nonconforming existing multiple-family dwelling units may be reconstructed or expanded provided the number of dwelling units is not increased beyond the existing total number of dwelling units.
 - c) The sound attenuation standards established in Policy NP-5, *Maximum Acceptable Interior Noise Levels*, apply to any reconstructed or expanded single or multiple-family dwelling units.

2) Nonconforming nonresidential land uses:

- a) Nonconforming nonresidential land uses may be continued and reconstructed provided neither the total floor area nor the nonresidential intensity of use is increased beyond existing floor area and intensity.
- b) The sound attenuation standards established by Policy NP-5, *Maximum Acceptable Interior Noise Levels*, apply to any applicable reconstructed or expanded nonresidential structures.

GP-5.3 Reconstruction of Nonconforming Uses

Existing nonconforming structures destroyed by calamity (fire, flood, earthquake, etc.) may be reconstructed under the following conditions:

- 1) Reconstruction of nonconforming single-family homes does not increase the number of dwelling units beyond what existed on the parcel at the time the damage was sustained. Addition of an accessory dwelling unit is allowed if permitted under state and local laws and regulations.
- 2) All reconstruction of accessory dwelling units within the Airport Planning Policy Area, as delineated in the Sacramento County General Plan, will be required to convey an avigation easement to the Sacramento County Department of Airports acknowledging the location of the property within the AIA and granting the right of flight and unobstructed passage of all aircraft into and out of Mather Airport.
- 3) Reconstruction of nonconforming multiple-family dwelling units does not increase the number of dwelling units beyond what existed on the parcel at the time the damage was sustained.
- 4) Reconstruction of nonconforming nonresidential structures does not increase the floor area beyond what existed in the previous structure or intensity of use beyond what existed on the parcel at the time the damage was sustained.
- 5) The instances of reconstruction described above must adhere to the following:
 - a) Must have a permit deemed complete by the local jurisdiction within (12) twelve months of the date on which the damage was sustained.
 - b) Shall incorporate sound attenuation measures as required by Policy NP-5, *Maximum Interior Noise Levels*, consistent with the *California Airport Noise Standards* (California Code of Regulations, Title 21, Section 5000 *et seq.*)
 - c) Shall comply with the requirements of 14 CFR Part 77 requirements (see **Appendix D Title 14, Code of Federal Regulations, Part 77**).

- 6) No reconstruction of existing nonconforming structures shall be permitted in Safety Zones 1 or 5.
- 7) Reconstruction of nonconforming uses shall not be allowed if it conflicts with a general plan, specific plan, or zoning ordinance of the relevant local agency.
- 8) None of the above policies are intended to prevent work associated with regular maintenance and repairs.

GP-5.4 Discontinuance of Nonconforming Uses

A nonconforming land use that has been discontinued for a period of six months or longer shall no longer be considered existing, and any subsequent use of the associated property will be subject to the policies, standards, and criteria of this ALUCP.

GP-5.5 Development by Right

No policies in this ALUCP prohibit any of the following:

- 1) Construction of a new single-family dwelling, including an accessory dwelling unit (i.e., a secondary dwelling unit) as defined by state law (see Govt. Code § 65852.2(h)(i)(4)), on a legal lot of record as of the date of adoption of this ALUCP where such use is permitted by local land use regulations and:
 - a) The dwelling is not located in Safety Zones 1 or 5.
 - b) The dwelling is not located within the CNEL 60 dB or higher contours.
- 2) Construction of other land uses if the development was approved by the local land use authorities prior to adoption of this ALUCP. In such instances the land use would be considered existing (for a definition of existing land use, see Section 1.7, *Definitions*).
- 3) Adjustments to existing lot lines, provided that new parcels are not created and the adjustment does not increase density or intensity of affected properties beyond the applicable criteria in **Table 4-2, Safety Compatibility Criteria**.
- 4) Development permitted under this policy is subject to the sound attenuation requirements of Policy NP-5, *Maximum Interior Noise Levels*.

3.4 ALUCP Implementation and Administration

3.4.1 Actions Subject to ALUC Review

The types of land use projects and policy actions requiring ALUC review are addressed in detail by the following policies:

GP-6 Actions that Always Require ALUC Review

State law requires certain land use actions to be reviewed by the ALUC even in cases in which the local agency's general plan is consistent with the ALUCP. Types of land use actions requiring submittal to the ALUC for consistency determination prior to local agency approval include the following:

- 1) Adoption, approval, or amendment of a local general plan, community plan, specific plan, zoning ordinance (including special planning areas), or building regulation which would affect the allowable land uses within the AIA (Pub. Util. Code, § 21676(b)).
- 2) Modification of the existing or adoption of a new Mather Airport Master Plan as well as approved airport layout plans which would modify the provisions of the previously adopted master plan (Pub. Util. Code, § 21676(c)). Although ALUC review of proposed on-airport non-aviation related development is mandatory, the ALUC has no authority over airport operations (see Policy GP-11.1, *Actions for Which ALUC Review is Required*).
- 3) Any proposed expansion of Mather Airport that would require amendment to an airport permit issued by the State of California (Pub. Util. Code, § 21664.5) (see Policy GP-11.1, *Actions for Which ALUC Review is Required*).

Figure 3-1 depicts a flowchart illustrating this policy.

GP-7 Other Actions Subject to ALUC Review

Other types of land use actions or land use projects are only subject to ALUC review under specific circumstances. These circumstances include the following:

- 1) After revising their general plans for consistency with this ALUCP, the ALUC requests that local agencies voluntarily submit their major land use actions to the ALUC for review and comment on consistency with the ALUCP (Pub. Util. Code, § 21676.5(b)).
- 2) The ALUC Secretary may act on behalf of the ALUC to review and provide comments on major land use actions voluntarily submitted to the ALUC; however, this does not constitute a formal consistency determination.
- 3) During the interim period following ALUC adoption of the ALUCP and prior to local agency adoption of any general plan amendments necessary to be consistent with the policies and compatibility criteria established in this ALUCP; the ALUC may require the local agency to submit all actions, regulations, and permits for consistency review by the commission (Pub. Util. Code, § 21676.5(a)).
- 4) If a local agency has overruled an ALUC determination of inconsistency regarding its general plan, then the ALUC may require submittal of all subsequent actions, regulations, and permits for consistency review by the commission (Pub. Util. Code, § 21676.5(a)).

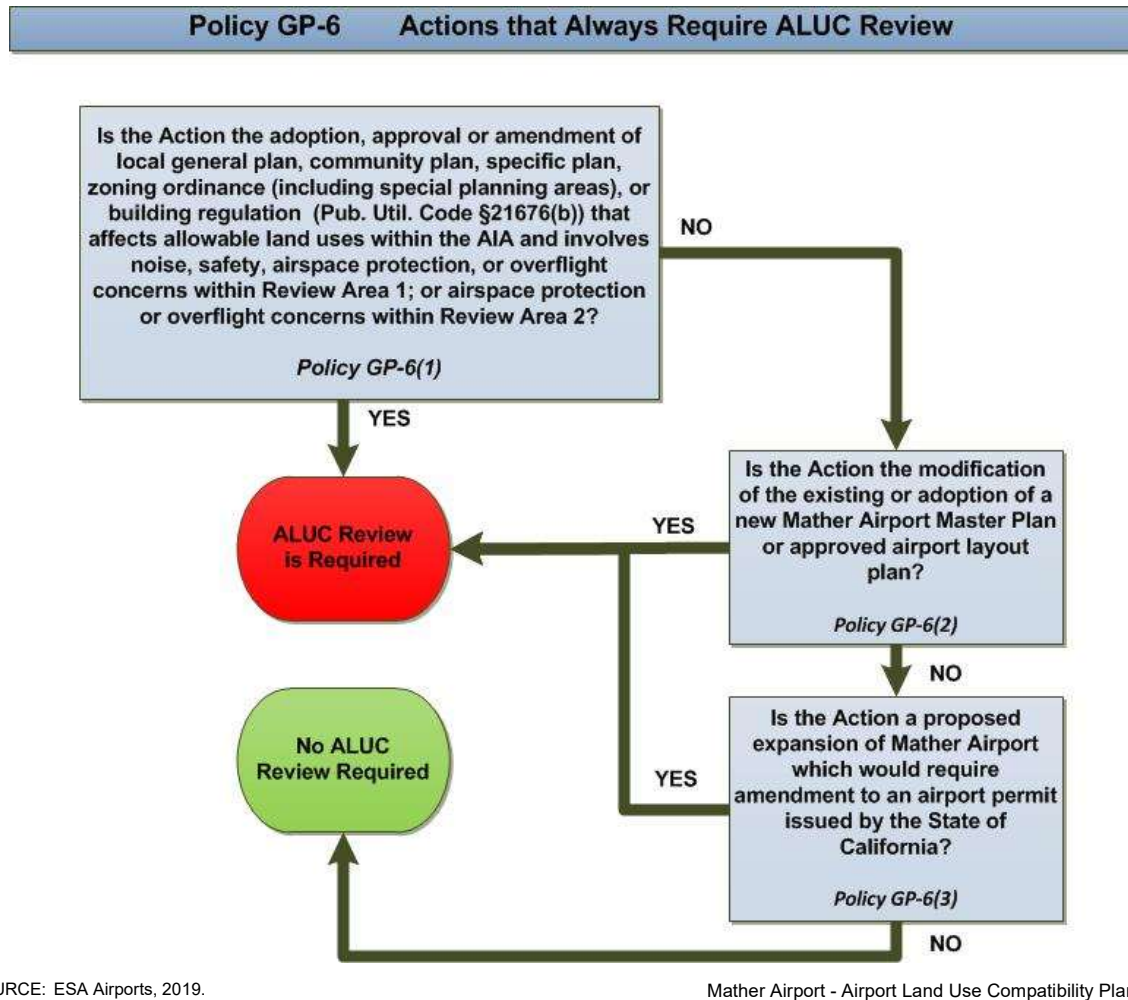


Figure 3-1
Actions Always Subject to ALUC Review

GP-8 Other Actions Subject to ALUC Review

Where a local agency voluntarily requests ALUC review of a project, the ALUC secretary may review and provide comments on the project's consistency with the policies in this ALUCP and provide this information to the ALUC for their use in making a consistency determination.

3.4.2 General Review Processes for Major Land Use Actions

GP-9.1 Timing of Major Land Use Action Submittal

The timing of an ALUC review of a proposed major land use action may vary based on the characteristics of the action.

- 1) General plans and other land use actions subject to ALUC review should be submitted as early as reasonably possible to allow time for the ALUC's determination to be given thorough consideration by the local agency before taking any formal action toward adoption

or implementation. An ALUC review can be completed before or concurrent with the review by the local planning commission and other relevant bodies depending on the type of land use action and schedule of required meetings. ALUC review must, however, be completed prior to any final action by the local agency.

- 2) Although the most appropriate timing for referring a proposed land use action to the ALUC is upon determination by the local agency that an application is complete, the local agency may elect to refer a proposed land use action to the ALUC for a preliminary review prior to application completion in cases potentially raising significant compatibility issues. Referrals of proposed land use actions to the ALUC for preliminary review require local agencies to provide the ALUC with the submittal information for the proposed land use action as described in Policy GP-8.2, *Land Use Action Submittal Information* of this ALUCP. In such cases, ALUC review is discretionary, preliminary, and not binding on subsequent ALUC determinations.
- 3) If a land use action changes in a substantive way during the course of the local agency review/approval process, then the land use action must be resubmitted to the ALUC for another consistency determination.

GP-9.2 Land Use Action Submittal Information

When submitted to the ALUC for review, any proposed land use action requiring a new or amended general plan per Policy GP-6, *Actions that Always Require ALUC Review*, or other land use actions submitted per Policy GP-7, *Actions Subject to ALUC Review at the ALUC's Discretion*, the submittal should include the following:

- 1) Location of the property (assessor's parcel number, street address, subdivision lot number).
- 2) An accurately scaled map depicting the project location relative to the Airport property boundary and runways. Whenever possible, a digital version of the map should be provided in addition to the paper copy.
- 3) A detailed site plan and supporting data including:
 - a) Site boundaries;
 - b) Site acreage/square feet and ground elevations above mean sea level (AMSL);
 - c) Any existing uses that will remain in place;
 - d) Location of existing (if any) and proposed structures;
 - e) Areas of open space and bodies of water on the site; and
 - f) Building and vegetation heights in feet AMSL.

- 4) A description of the land uses currently present on the subject property, including the designated land use classification per the applicable local plan (general plan, specific plan, etc.) and zoning district/overlay district.
- 5) A description of the land use(s) proposed for the subject property and the type of land use action being petitioned from the local agency (e.g., building permit, conditional use permit, etc.).
- 6) **Residential Uses:** For uses involving residential occupancy, the proposed density expressed in the number of dwelling units per gross acre. Density calculations should exclude any accessory dwelling units.
- 7) **Nonresidential Uses:** For nonresidential use, an estimate of the number of people that will typically occupy any portion of the site at a given time, the number of planned automobile parking spaces, total floor area, and the maximum developable area of the site allowed for the land use action.
- 8) Identification of any features during or following construction with potential to attract birds and other wildlife presenting potential hazards to aircraft operating on the airport or in the immediate airport environs. These features include:
 - a) Areas of open water (e.g., ponds).
 - b) Sediment ponds, retention basins.
 - c) Detention basins.
 - d) Man-made wetlands.
- 9) Identification of any proposed project elements with potential to generate electromagnetic interference, disorienting or strobing lights, glare, smoke, thermal plumes, or other electrical or visual hazards to aircraft in flight.
- 10) The results of any aeronautical studies conducted pursuant to submittal of Form 7460-1, *Notice of Proposed Construction or Alteration* (see Policy AP-3, *Requirements for FAA Notification of Proposed Construction*).
- 11) Environmental documents, if any, prepared for the project subject to CEQA (e.g., initial study, draft environmental document, etc.).
- 12) Local agency staff reports pertaining to the proposed land use action.
- 13) For land use plans and regulatory documents, text of the draft document describing permitted uses by planned land use category or zone, and any relevant development standards described therein.

- 14) Contact information for local agency project manager (name, agency department name, address, phone, and email).

GP-9.3 ALUC Action Choices

An ALUC may issue one of three possible findings when conducting an ALUCP consistency review of a major land use action:

- 1) ***The general plan is consistent with the ALUCP.*** This finding requires the conditions of the policies in Section 3.5, *General Plan Consistency with the ALUCP*, be fully met.
- 2) ***The general plan is consistent with the ALUCP, subject to conditions and modifications required by the ALUC.*** The conditions should be limited in scope, consistent with ALUCP provisions, and described in sufficient detail to allow for clear determination of compliance.
- 3) ***The general plan is inconsistent with the ALUCP.*** When making a determination of inconsistency, the ALUC must document the precise deficiencies or conflicts that have necessitated the determination of inconsistency.

GP-9.4 Public Input

The ALUC will provide public notice and hearing, when applicable, before rendering determination on any action, regulation, or permit per Section 21675.2(d) of the Public Utilities Code.

GP-9.5 Fees

The ALUC may establish review fees subject to Section 22671.5(f) of the Public Utilities Code that shall be paid at the time the proposed land use action is submitted to the ALUC for review.

GP-9.6 Dedication of Avigation Easements

As a condition for approval of the types of land use actions listed in Paragraph 1 below, the owner of the property involved shall be required to dedicate an avigation easement to the Sacramento County Department of Airports.

- 1) An avigation easement is required for any land use action:
 - a) Where proposed structures, trees, or other objects would constitute an obstruction as defined by the FAA;
 - b) Located on a site where the ground level penetrates a Part 77 surface; or
 - c) Situated on property lying within the projected 60 dB CNEL or greater noise contour.
 - d) Where residential development would occur within the County of Sacramento Airport Planning Policy Area as defined in the Land Use Element of the Sacramento County General Plan.

- 2) The aviation easement shall:
 - a) Acknowledge the location of the property within the AIA of Mather Airport.
 - b) Provide the right of flight in the airspace above the property;
 - c) Allow the generation of noise and other impacts associated with aircraft overflight;
 - d) Restrict the height of structures, trees, and other objects;
 - e) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
 - f) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.
 - g) An example of an aviation easement is in Appendix E, Sample Implementation Documents.

3.4.3 General Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

GP-10.1 Initial ALUC Review of General Plan Consistency

As part of the adoption of this ALUCP, the ALUC will review the adopted general plans of jurisdictions within the AIA to determine if there are any inconsistencies with the policies, standards, or criteria of the ALUCP.

- 1) Upon ALUC adoption or amendment of the ALUCP, each affected local agency will have a period of 180 days within which to amend their general plans to be consistent with the policies, standards, and criteria of the ALUCP (Gov. Code § 65302.3(b)-(c)).
 - i) Alternatively, a local jurisdiction may provide notice, adopt necessary findings, and by a two-thirds vote of the city council or other applicable local agency governing body, overrule the ALUCP in accordance with Sections 21675.1(d), 21676(b), and 21676.5(a) of the Public Utilities Code (Gov. Code, § 65302.3).
 - ii) Should a local agency not pursue either alternative, then all land use actions involving property situated within the AIA must be submitted by the local agency to the ALUC for review and determination of consistency.
- 2) A draft of any proposed general plan or specific plan amendments must be submitted to the ALUC by the local agency for consistency review and approval prior to taking any action.
- 3) In conjunction with its referral of a general plan or specific plan amendment to the ALUC in response to the requirements of Paragraphs (a) and (b) above, a Local Agency must identify areas that it requests the ALUC to consider as Infill in accordance with Policy 4.1.2 if it

wishes to take advantage of the Infill policy provisions. The ALUC will include a determination on the Infill as part of its action on the consistency of the general plan and/or applicable specific plan(s).

GP-10.2 Subsequent Reviews of Related Land Use Actions

Per Policy GP-6, *Actions that Always Require ALUC Review*, local agencies must submit proposed local plans to the ALUC for consistency review and determination before adopting or amending any general plan or specific plan affecting property located in the AIA established by this ALUCP. Once a general plan or specific plan has been made consistent with the ALUCP or the local agency has overruled the ALUC's finding of inconsistency regarding those plans, any subsequent land use actions that are consistent with the general plan or specific plan need only be submitted to the ALUC for consistency review in cases meeting the conditions of GP-6, *Actions that Always Require ALUC Review*.

If subsequent review is required, the following items shall be included in the submittal:

- 1) Copies of the complete text and accompanying maps of the proposed plan and any other materials supporting the assertion the land use action is consistent with the ALUCP.
- 2) In the case of an amendment required as part of a proposed land use action, any of the relevant information listed in Policy GP-8.2, *Land Use Action Submittal Information*, shall also be included.

GP-10.3 ALUC Action Choices

An ALUC may issue one of three possible findings when conducting an ALUCP consistency review of a local general plan, specific plan, zoning ordinance, or building regulation:

- 1) ***The general plan is consistent with the ALUCP.*** This finding requires the conditions of the policies in Section 3.5, *General Plan Consistency with the ALUCP*, be fully met.
- 2) ***The general plan is consistent with the ALUCP, subject to conditions and modifications required by the ALUC.*** The conditions should be limited in scope, consistent with ALUCP provisions, and described in sufficient detail to allow for clear determination of compliance.
- 3) ***The general plan is inconsistent with the ALUCP.*** When making a determination of inconsistency, the ALUC must document the precise deficiencies or conflicts that have necessitated the determination of inconsistency.

GP-10.4 Response Time

The following consistency review submittals must be responded to by the ALUC within 60 days of the referral (Pub. Util. Code §§ 21675.2(a) and 21676(d)):

- 1) Local agency request for a general plan or specific plan consistency determination,

- 2) Adoption of approval by a local agency of a zoning ordinance or building regulation within the AIA,
- 3) A request by an airport operator for a consistency determination regarding updates to the airport master plan (Pub. Util. Code, § 21676).

The following conditions are attached to the 60-day review period:

- 1) The 60-day review period can be extended if the local agency agrees to it in writing or communicates such at a public ALUC hearing addressing the proposed action.
- 2) The date of submittal is considered to be the date on which all the applicable information on the proposed land use action has been received by the ALUC and the ALUC has concluded the consistency determination application to be complete. The response period does not commence until the ALUC staff has indicated all necessary materials for accomplishment of the review have been submitted by the requesting party (Caltrans, 2011).
- 3) If the ALUC fails to issue a consistency determination within the agreed upon review period, then the proposed land use action is deemed consistent with the ALUCP (Pub. Util. Code §§ 21675.2(a) and 21676(d)).
- 4) Regardless of the actions, or lack thereof, of the ALUC, the proposed land use action must comply with all other applicable local, state, and federal laws and regulations.
- 5) The local agency submitting the application for consistency review is to be notified in writing of the ALUC's determination.

GP-10.5 ALUC Response to Notification of Proposed Overruling

A proposed overrule of an ALUC by a local agency must be accompanied by a copy of the proposed decision and supporting findings to the ALUC as well as the Caltrans Division of Aeronautics at least 45 days prior to formal overrule. The local agency must be provided with any comments from the ALUC and the Division of Aeronautics within 30 days (Pub. Util. Code, § 21676(a)-(b)). The ALUC Secretary is authorized by the ALUC to respond to any notification of a proposed overruling. Any comments received from the ALUC or Division of Aeronautics are considered advisory but must be included in the record of final decision to overrule the ALUC (Pub. Util. Code, §§ 21676, 21676.5).

3.5 General Plan Consistency with the ALUCP

Specific requirements must be met in order for a general plan to be determined consistent with the ALUCP. These requirements are discussed in this section and enumerated in the general plan consistency checklist included in **Appendix F**, *General Plan Consistency Checklist*.

GP-11.1 Elimination of Conflicts

Local land use plans (i.e., general plans, specific plans) cannot directly conflict with the ALUCP.

- 1) The most common direct conflicts encountered between local land use plans and the ALUCP involve planned land use designations with prescribed residential density and nonresidential intensity targets exceeding the associated safety compatibility criteria presented in Table 4-2, *Safety Compatibility Criteria*, included in Chapter 4 of this ALUCP. Other policies with potential to conflict with the ALUCP include maximum building height allowances, land use specifications, and building standards.
- 2) Because the ALUC does not exercise authority over existing land uses, general plan land use designations reflecting underlying existing land uses developed to a higher density and/or intensity than would otherwise be compatible with the ALUCP are not considered direct conflicts. Proposed redevelopment or expansion of any existing incompatible land uses does present a direct conflict with the ALUCP, and general plans must include policies to limit further expansion of existing incompatible land uses within the AIA.
- 3) General plan consistency with the ALUCP depends upon inclusion of provisions to ensure long-term compliance with the policies, standards, and criteria of the ALUCP. ALUCP policies may be integrated into general plans according to the following examples:
 - a) **Incorporation of ALUCP policies into existing general plan elements.** Existing general plan elements can be modified to integrate the policies of the ALUCP. Specifically, ALUCP noise compatibility policies and criteria can be included in the general plan noise element, safety compatibility policies can be included in the general plan safety element, and other ALUCP compatibility policies can be included in the land use or other elements.
 - b) **Adoption of a general plan airport element.** A separate airport element may be prepared as part of the general plan. The airport element can incorporate all airport land use compatibility policies as well as addressing any other airport-related planning issues affecting the community.
 - c) **Adoption of a separate compatibility plan document.** A local agency could adopt a policy document that includes all the policies, standards, and criteria of the ALUCP, including the compatibility factor maps presented in Chapter 4 of this Compatibility Plan. The local general plan would need to be updated to include a reference to the ALUCP.
 - d) **Adoption of an airport overlay zone or combining district.** A local agency could develop an overlay zoning ordinance or combining district from the ALUCP policies. The overlay zone or combining district would delineate a geographic area where the accompanying ordinance would establish ALUCP policies superseding the underlying base zone standards. The general plan could be updated to state the ALUC is supported by implementation of ALUCP policies through the combining district or overlay zoning ordinance.

GP-11.2 Identification of Mechanisms for Compliance

Local agencies are required to establish mechanisms through which to apply and continuously enforce compatibility criteria at individual developments. The applicable compatibility criteria could be incorporated into development applications as checklists or some other format.

3.6 Review Process for Airport Master Plans and Development Plans

GP-12.1 Actions for which ALUC Review is Required

Per state law, the Sacramento County Department of Airports must submit any proposed modification to the Mather Airport Master Plan to the ALUC for review (Pub. Util. Code § 21676(c)). In addition, the Sacramento County Department of Airports must submit any airport expansion that entails modification to or amendment of the airport permit issued by the Caltrans Division of Aeronautics, to the ALUC for review (Pub. Util. Code § 21664.5). Airport expansion includes the construction of a new runway, the extension or realignment of an existing runway, and the acquisition of land within runway protection zones or the acquisition of any interest in land for any of these purposes.

- 1) Beyond these mandatory reviews, the ALUC has no authority over airport operations and other types of aviation-related development on airport property (see Section 1.7, *Definitions*, for a definition of aviation-related use).
- 2) Non-aviation development of airport property, however, is subject to ALUC review either on an individual land use action basis or, in a manner comparable to ALUC review of general plans, as part of an airport master plan.

GP-12.2 Land Use Action Submittal Information

Any proposed new or amended airport master plan, airport expansion plan, or development plan for Mather Airport submitted to the ALUC for review shall contain sufficient information to enable the ALUC to assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses.

- 1) At a minimum, information to be submitted shall include:
 - a) A layout plan drawing of the proposed facility or improvements showing these locations:
 - i) Property boundaries;
 - ii) Runways or helicopter takeoff and landing areas;
 - iii) Runway or helipad protection zones; and,
 - iv) Aircraft or helicopter approach/departure flight routes.

- b) If the proposal would result in changes to the 14 CFR Part 77 airspace surfaces, a map depicting the proposed airspace surfaces.
- c) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.
- d) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant. Any changes from the CNEL contour provided in this ALUCP (see Figure 4-1, *Noise Policy Map*), must be included.
- e) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
- f) Any CEQA or National Environmental Policy (NEPA) environmental document (e.g., initial study, draft environmental impact report, draft environmental assessment, draft environmental impact statement, etc.) that may have been prepared for the new or amended airport master plan, airport expansion plan, or development plan.
- g) Identification and proposed mitigation of impacts on surrounding land uses.
- h) Applicable review fees, as established by the ALUC.

GP-12.3 ALUC Action Choices

When reviewing a new or amended airport master plan, airport expansion plan, or development plan for Mather Airport, the ALUC's choices are to determine whether the proposal is consistent or inconsistent with this ALUCP. However, there are also associated actions the ALUC may wish to take in connection with this determination.

- 1) When an inconsistency exists between an airport master plan and this ALUCP, the ALUC has the option of first modifying this ALUCP to reflect the assumptions and proposals in the airport master plan.
- 2) Plans for expansion of a runway system at an airport normally will be based on a long-range airport master plan previously reviewed by the ALUC. The consistency review therefore involves only a comparison of the proposed expansion with the airport master plan.

GP-12.4 Response Time

The ALUC must respond to submittal of a new or amended airport master plan, airport expansion plan, or development plan within 60 days from the date of referral (Pub. Util. Code §21676(d)).

- 1) The 60-day review period can be extended if the Sacramento County Department of Airports agrees to it in writing or communicates such at a public ALUC hearing addressing the proposed action.

- 2) The date of submittal is considered to be the date on which all the applicable information on the action has been received by the ALUC and the ALUC has concluded the consistency determination application to be complete. The response period does not commence until the ALUC staff has indicated all necessary materials for accomplishment of the review have been submitted by the requesting party (Caltrans, 2011).
- 3) If the ALUC fails to issue a consistency determination within the agreed upon review period, then the proposed land use action is deemed consistent with the ALUCP (Pub. Util. Code §§ 21675.2(a) and 21676(d)).
- 4) Regardless of the actions, or lack thereof, of the ALUC, the proposed land use action must comply with all other applicable local, state, and federal laws and regulations.
- 5) The Sacramento County Department of Airports shall be notified of the ALUC's action in writing.

GP-12.5 ALUC Response to Notification of Proposed Overruling

If the Sacramento County Department of Airports proposes to overrule an ALUC action regarding the airport master plan, airport expansion plan, or development plan, it must provide a copy of the proposed decision and findings to both the ALUC and the Caltrans Division of Aeronautics at least 45 days prior to taking action. The ALUC and the Caltrans Division of Aeronautics then have 30 days to respond to the Sacramento County Department of Airports with their comments (Pub. Util. Code §21676(c)). The ALUC may authorize the ALUC staff to respond to any notification of proposed overruling. The comments of the Caltrans Division of Aeronautics and the ALUC are advisory but must be made part of the record of final decision to overrule the ALUC.

GP-12.6 Substance of Review

When reviewing the new or amended airport master plan, airport expansion plan, or development plan for Mather Airport, the ALUC shall determine whether activity forecasts or proposed facility development identified in the plans differ from the forecasts and development used to prepare this ALUCP. Attention will focus on:

- 1) Activity forecasts that are:
 - a) Significantly higher or lower than those in this ALUCP, or
 - b) Include a higher or smaller proportion of larger or noisier aircraft.
- 2) Proposals to:
 - a) Construct a new runway or helicopter takeoff and landing area;
 - b) Change the length, width, or landing threshold location of an existing runway; or
 - c) Establish an instrument approach procedure.

This Page Intentionally Blank

CHAPTER 4

Compatibility Factors: Maps and Policies

4.1 Introduction

The policies presented in this chapter of the ALUCP are intended to operate in concert with the general policies provided in Chapter 3. While the policies in Chapter 3 establish the procedures by which the ALUC conducts compatibility reviews for certain proposed land use actions within the Mather AIA, the policies in this chapter identify the substantive compatibility criteria and policies applicable during compatibility reviews. This chapter also provides maps depicting the boundaries of the Airport's compatibility factors, (i.e., noise, safety, airspace protection, and overflight), as well as flowcharts detailing how compatibility with each factor is determined. The policies in this chapter, when applied in conjunction with the policies in Chapter 3, form the basis from which the ALUC evaluates proposed land use actions.

This ALUCP addresses four airport land use compatibility factors: noise, safety, airspace protection, and overflight notification. Each compatibility factor represents a separate “layer” for purposes of assessing the compatibility of proposed land use actions. The AIA is divided into two review areas: Review Area 1 and Review Area 2. Review Area 1 represents the combined area within the noise contours and safety zones for the Airport. Review Area 2 represents the combined area of the Airport's 14 CFR Part 77 imaginary airspace surfaces and overflight notification area. The following section discuss Review Area 1 and Review Area 2 in detail

4.2 Review Area 1

Review Area 1 of the AIA is composed of areas within the noise contours and safety zones for the Airport. These two compatibility factors are grouped together as Review Area 1 because they include criteria applicable to specific land uses that can vary depending on noise exposure level or location within the safety zones. Each compatibility factor and its associated policies and compatibility criteria are discussed further in the following sections.

4.2.1 Noise

Aircraft noise is one of the primary motivators for land use compatibility planning. Typically, the sound of aircraft operations is the most recognizable issue for people living and working in the vicinity of an airport. Depending on the size of the airport and the types of aircraft it accommodates, aircraft noise can be experienced over large areas.

The noise contour for Mather Airport represents conditions based on cargo operations at theoretical capacity. The aircraft noise analysis was prepared for this Draft ALUCP using the FAA-approved Aviation Environmental Design Tool (AEDT), Version 2d. AEDT is the FAA's required tool for modeling noise, fuel burn, and emissions generated by FAA actions. This version of AEDT was released in September 2017 and represents the state of the art in noise modeling for airport and airspace actions. The model is recognized by the State of California as the appropriate tool for aircraft noise assessments.

For purposes of this ALUCP, noise is described using the CNEL metric. CNEL is the standard noise metric used for aircraft noise analyses in the state of California. The metric is used to describe noise exposure cumulatively for an annual-average day of aircraft operations. The annual-average day represents all aircraft operations for every day in a year divided by 365, the number of days in a year. This is intended to represent a typical day of operations within a study year. The CNEL for this annual-average day is calculated by mathematically combining the number of single noise events that occur during this period (24 hours) with how loud the events were and what time of day they occurred. The CNEL metric addresses the fact that noise events occurring after 7:00 p.m. and before 7:00 a.m. are considered more intrusive by adding noise penalties. The penalized time period is further subdivided into evening (7:00 p.m. through 9:59 p.m.) and nighttime (10:00 p.m. to 6:59 a.m.). CNEL treats every evening operation as though it were three operations and every nighttime operations as though it were ten operations. This "weighting" adds a 4.77 dB penalty during the evening hours and a 10 dB penalty during the nighttime hours. Noise contours presented in this ALUCP depict noise exposure in terms of CNEL.

The noise model results are displayed as noise contours. Noise contours representing area exposed to aircraft noise levels of CNEL 60, 65, 70, and 75 dB were calculated and used to prepare the policy map discussed in this section of the ALUCP. Each contour represents areas exposed to equivalent noise within a 5-dB CNEL band (e.g., CNEL 60-65 dB).

A complete discussion of the noise analysis and the approach used to develop the aircraft noise exposure contours is provided in **Appendix G**, *Sacramento Mather Airport Theoretical Capacity Noise Exposure Analysis*.

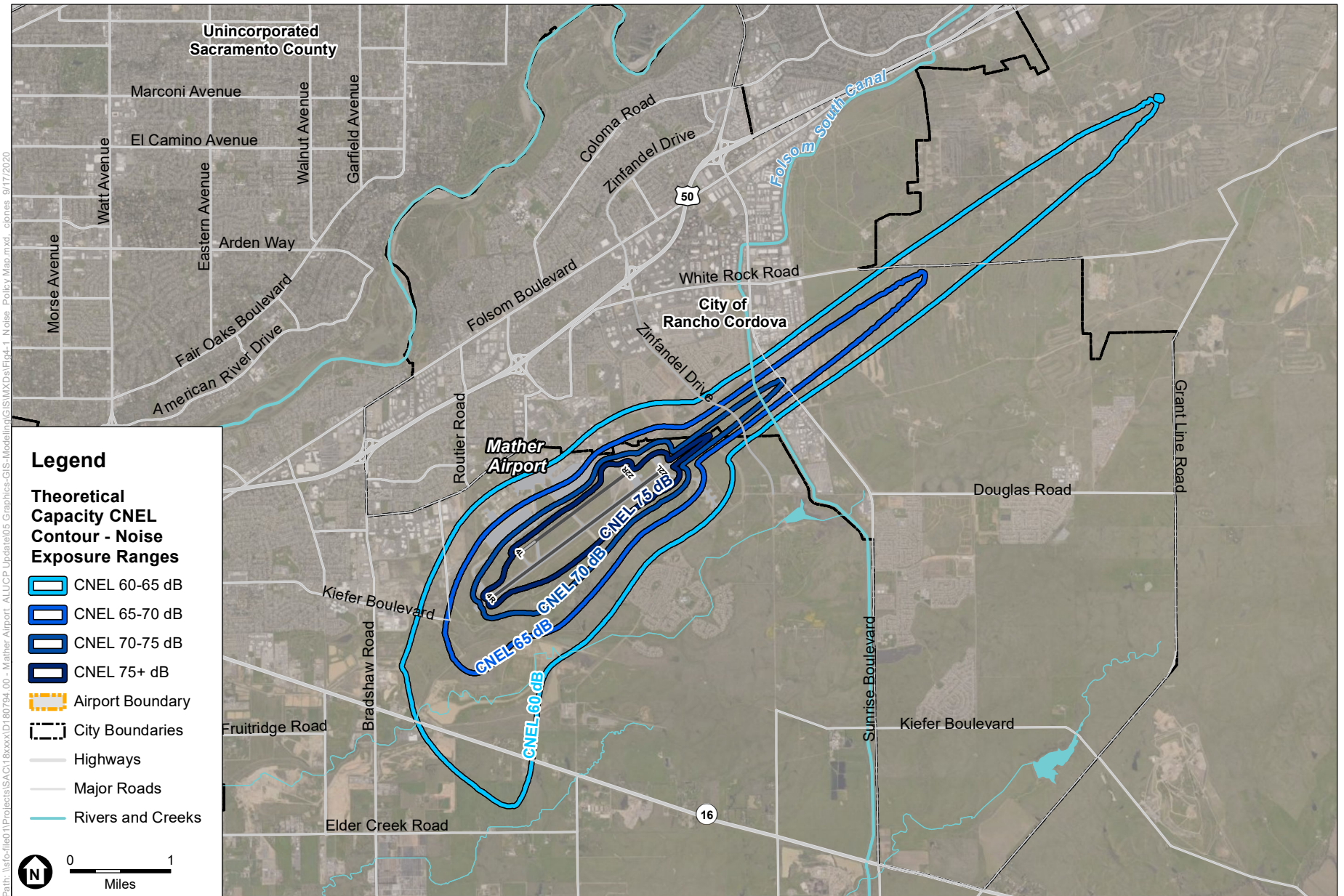
4.2.1.1 How to Use this Section

Section 4.2.1.4 provides the noise compatibility policies for areas around Mather Airport. The noise compatibility policies are applicable to areas located within the future year noise contours depicted on Figure 4-1 and the noise/land use compatibility criteria presented in Table 4-1. Application of the noise compatibility criteria is shown in a flowchart depicted on **Figure 4-2**. Figure 4-1 can be used to identify the location of a property relative to the noise contours. Once the property location within a contour is identified, the applicable noise policies and compatibility criteria can be identified by referring to Table 4-1. The land uses shown in Table 4-1 fall into one of three categories:

- 1) **Compatible:** the table cell is shaded green. This indicates that the proposed land use is considered acceptable in locations exposed to the noise levels indicated at the top of the column.
 - a. Indoor uses are considered compatible if they involve activities that by their nature are noisy (e.g., manufacturing), or standard construction methods will sufficiently reduce exterior noise to an acceptable indoor CNEL.
 - b. Outdoor uses can be carried out with little to no interference from aircraft noise.
- 2) **Conditionally Compatible:** the table cell is shaded yellow. This indicates that the proposed land use must meet the applicable conditions shown in Table 4-1 to make it acceptable for development.
 - a. Indoor uses are considered compatible if standard construction methods will sufficiently reduce exterior noise to an acceptable indoor CNEL as indicated in Table 4-1.
 - b. CNEL is acceptable for outdoor activities, although some noise interference may occur. Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.
- 3) **Incompatible:** the proposed land use is not compatible under any circumstance.

4.2.1.2 Aircraft Noise Contours for Mather Airport

The theoretical capacity CNEL contours are depicted in Figure 4-1. The land use compatibility policies identified in Table 4-1 apply to the noise contours depicted on Figure 4-1.



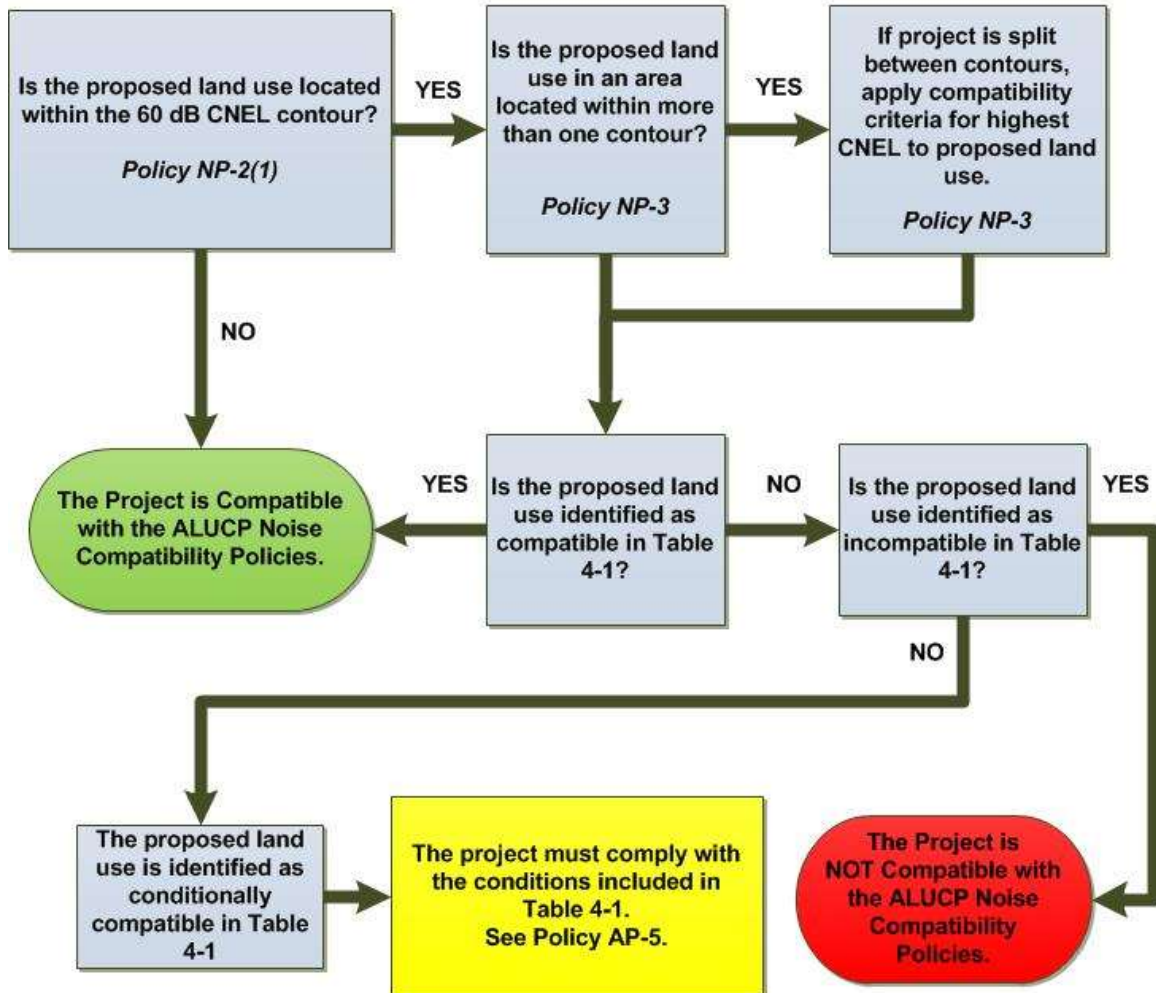
SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 4-1
Noise Policy Map
Mather Airport

The CNEL contours shown in Figure 4-1 represent the theoretical maximum capacity at Mather Airport and are adopted for purposes of this ALUCP. The threshold for evaluation is the projected CNEL 60 dB contour depicted on Figure 4-1. This contour defines the noise impact area of the Airport. All land uses located outside this contour are considered compatible with the noise compatibility criteria and policies provided in this ALUCP. *Policy NP-1*

The noise compatibility of proposed land use actions within the noise contours for Mather Airport, as depicted on Figure 4-1, shall be evaluated in accordance with the policies set forth in this section, including the compatibility criteria provided in Table 4-1. *Policy NP-2*



SOURCE: ESA Airports, 2019.

Mather Airport - Airport Land Use Compatibility Plan

Figure 4-2
Noise Compatibility Policies

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses
	60-65	65-70	70-75	75+	Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Agricultural and Animal-Related Uses					
Agricultural Uses: General Agricultural Uses; Crops: Raising/Harvesting; Beekeeping (Commercial and Non-Commercial); Aquaculture					
Livestock Uses: Feed Lot; Hog Farm; Incidental Agricultural Accessory Structures, Uses, and Keeping of Animals; Stables and Corrals; Equestrian Facility (Commercial or Hobby)			50		Any associated enclosed building structure intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures such as sheds, barns, etc.
Roadside Crop Sales: Farm Stand; Field Retail Stand; Urban Agricultural Stand; Community Stand; Market Garden; Community Garden (Private or Public)					
Open Space and Outdoor Assembly Uses					
Wildlife Preserve; Resource-Related Recreation; Resource Protection and Restoration					
Outdoor Commercial Recreation: Amphitheaters, Amusement and Theme Parks, Golf Driving Ranges, Health and Athletic Clubs with Outdoor Facilities, Miniature Golf Courses, Skateboard Parks, Stadiums and Coliseums, Swim and Tennis Clubs, Water Slides, Zoos; General Recreation Facility, Outdoor; Snack Bar Incidental to a Park, Boat Dock, Other Water-Oriented Use			50		Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures such as outdoor bars, stands, kiosks, etc.
Non-Group Recreation: Hunting Club, Gun Club, Outdoor Shooting Club; Driving Range; Golf Courses/Clubhouses; Marina, Boat Dock/Launch; Boat Dock, Private			50		Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Non-Group Recreation (continued): Hunting Club, Gun Club, Outdoor Shooting Club; Driving Range; Golf Courses/Clubhouses; Marina, Boat Dock/Launch; Boat Dock, Private			50		Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures such as duck blinds, etc.
Public Parks; Public Plazas			50		Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. Any associated enclosed building structure intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures such as outdoor bars, stands, kiosks, etc.
Camping Facilities: Campgrounds; Recreation Vehicle Park, Travel Trailer Park					
Cemeteries, Mausoleums			50	50	Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Indoor Assembly Uses					
Indoor Major Assembly Facilities: Stadium; Arenas					

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Indoor Large Assembly Facilities: Performing Arts Center; Theaters and Auditoriums; Event Center/Reception Hall		50	50		Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Indoor Large Assembly Facilities: Places of Worship/Religious Institutions		45			Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Indoor Small Assembly Facilities: Private Social Center, Social Club, Fraternal Hall/Lodge; Clubs, Lodges, and Private Meeting Halls		50	50		Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Indoor Recreation: Indoor Fitness and Sports Facility; Indoor Recreation Facility			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Group Recreation: Dance halls, instructional studios			50	50	Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Group Recreation (continued): Dance halls, instructional studios			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Residential and Lodging Uses					
Single-Family Residential: Single-Family Dwellings (Attached or Detached; Live-Work Units; Caretaker Housing/Dwelling; Manufactured Home; Mobile Home; Accessory Dwelling Unit; Guest House; Bed and Breakfast Inn					
Multi-Family Residential: Dwelling, Two-Family; Dwelling, Duplex or Halfplex; Dwelling, Agricultural Accessory Unit; Group Residential (Convents and Rectories)					
Long-Term Lodging (>30 nights): Hotel and Motels, Extended Stay; Group Residential (Excluding Convents and Rectories); Boarding House; Fraternity/Sorority House; Single Room Occupancy (SRO) Hotels					
Farmworker Housing; RV Parking in Conjunction with Agricultural Activity	45	45			Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Short-Term Lodging (≤30 nights): Hotels and Motels; Resorts; Vacation Rentals			45	45	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Congregate Care Facilities: Residential Care Home (Small and Large); Social Rehabilitation Center; Transitional Housing					
Educational and Institutional Uses					
Family Day Care Homes (≤14 children)					
School, K-12 (Private or Public); Child Day Care Center/Facility (>14 Children); Adult Day Care Center/Facility; Libraries and Museums; Government and Local Agency Buildings and Use		45			CNEL is acceptable for outdoor activities, although some noise interference may occur. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice.
Adult Education Uses: College, University; Schools, Private and Special/Studio (Excluding K-12); Trade School		45			CNEL is acceptable for outdoor activities, although some noise interference may occur. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice.
In-Patient Medical Services: Hospitals; Hospitals, Convalescent; Psychiatric Facility; Medical Services, Extended Care		45	45		Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Out-Patient Medical Services: Medical Services, General			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Public Safety Facility: Police and Sheriff Stations, Fire Stations, Interim Incarceration Facilities; Ambulance Services; Emergency Shelter			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Commercial, Office, and Service Uses					
Major, Large, and Local Retail			50	50	Outdoor dining or gathering places incompatible above CNEL 70 dB. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number.
Eating/Drinking Establishments: Restaurants, Restaurant, Carry-out/Drive-through/Sit-down; Brew Pub; Bars, Taverns, and Nightclubs; Internet Café; Smokers' Lounge, Hookah Bar, E-Cigarette Lounge, Vapor Lounge; Tasting room – Brewery, Winery, Distillery (Off-Site)			50	50	Outdoor dining or gathering places incompatible above CNEL 70 dB. Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number.
Limited Retail/Wholesale, Indoor: Agricultural Supplies and Services; Auto Sales, New and Used; Boat Sales and Rental; Home Improvement Supplies; Retail, Warehouse Club; Wholesale, not otherwise listed			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures such as sheds, greenhouses, etc.
Limited Retail/Wholesale, Outdoor: Building Materials Stores and Yards; Garden Center/Plant Nursery			50		Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures such as sheds, greenhouses, etc.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Office Uses: Offices, Business and Professional; Medical, Dental, or Optical Offices or Clinics; Laboratory-Medical, Dental, or Optical; Business Services, Intensive; Broadcasting and Recording Studios; Call Centers; Banks and Financial Services/General Financial Services			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Personal & Miscellaneous Services: Animal and Pet Services (Grooming, Boarding; Beauty or Barber Shop, Spa; Catering Service; Detailing/Car Wash; General Personal Services; General Repair Services; Maintenance and Repair, Small Equipment; Personal Services; Repair Services; Self-service Laundromat; Tanning; Tattoo Parlor; Tool Repair, Sharpening, Reconditioning (i.e., Small Engines, Power Tools); Vehicle Services, Minor			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Vehicle Repair: Vehicle Services, Major; Automobile Repair; Agricultural Equipment Repair, Maintenance and Manufacturing; Repair of Farm Equipment or Automobiles for Personal Use			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Industrial, Manufacturing, and Storage Uses					
Hazardous Materials: Auto Service Station; Production; Storage of Flammable, Explosive, or Highly Corrosive Materials; Fuel Storage and Distribution; Hazardous Waste Storage/Disposal Facility; Gas or Oil Well			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Heavy Industrial: Assembly, Manufacturing, and Processing – Heavy; Manufacturing, Major; Aircraft and Rocket Testing; Animal Slaughter, Tannery, and Rendering; Kill Floor			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Light Industrial, High Intensity: Assembly, Manufacturing, and Processing – Light; Manufacturing, Minor; Agricultural Products Processing; Canneries; Primary Processing of Agricultural Products; Food Processing Industry/Food Production and Wholesale			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Light Industrial, Low Intensity: Manufacturing, Small Scale; Assembly, Manufacturing, and Processing – Outdoor; Distilleries; Large Wineries/Breweries			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Research and Development, Laboratory			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Indoor Storage: Warehousing; Storage, Mini/Personal Storage			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Outdoor Storage: Heavy Equipment Storage, Sales, Rental, Service, and Repair Yard; Truck and Large Vehicle Lease, Rent, Repair, Sales, or Service; Utility Trailer or Truck Rental or Storage, Accessory; Utility Truck and Trailer Rent, Sales, or Services; Small Vehicle and Trailer Lease, Rent, Repair, Sales, or Service; Auto and Vehicle Sales and Rental; Auto and Vehicle Sales, Wholesale; Automobile Lease or Rental, Limousine Service			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice. This criterion does not apply to unenclosed structures.
Waste Facilities: Solid Waste Facilities; Wastewater Disposal; Lagoon or Irrigation			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Solid Waste Disposal Facilities: Solid Waste Facilities; Junkyard, Vehicle / Equipment Wrecking Yard, Scrap or Used Materials Yard; Junk Tire Handling; Auto and Vehicle Dismantling			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Recycling Facilities: Collection Facility; Processing, Scrap, and Dismantling Facility			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Mining: Borrow Mining, Short-Term; Surface Mining			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Transportation, Communication, and Utilities					
Airport: Airport, Heliports			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
Bus and Transit Stops: Bus Depot; Transit Facilities; Transit Stations and Terminals			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Transportation Routes: Road and Rail Rights-of-Way, Bus Stops					
Automobile Parking: Surface Lots, Structures			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Communications Facilities: Telecommunication Facility; Wireless Communication Facilities			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Major Utilities: Major Utility (Power Generating Plant)			50	50	Enclosed building structures intended for activities requiring a quiet environment must be capable of attenuating exterior noise to the indoor CNEL indicated by the number. This criterion does not apply to unenclosed structures.
Minor Utilities: Minor Utility (Electrical Substations)					

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category ¹ Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	Exterior Noise Exposure (CNEL dB)				Criteria for Conditional Uses Interior CNEL limits in yellow cells apply in addition to other listed conditions (see Policy NP-6)
	60-65	65-70	70-75	75+	
Legend (see Section 4.2.1 for definition of compatibility levels.)	Compatible		Conditionally Compatible		Incompatible
	Compatible		<i>Indoor Uses:</i> Indoor uses are considered compatible if they involve activities that by their nature are noisy (e.g., manufacturing), or standard construction methods will sufficiently reduce exterior noise to an acceptable indoor CNEL. <i>Outdoor Uses:</i> Outdoor uses can be carried out with little to no interference from aircraft noise.		
45 50	Conditionally Compatible		<i>Indoor Uses:</i> Indoor uses are considered compatible if standard construction methods will sufficiently reduce exterior noise to an acceptable indoor CNEL as indicated in the table. <i>Outdoor Uses:</i> CNEL is acceptable for outdoor activities, although some noise interference may occur. Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.		
	Incompatible		Use is not compatible under any circumstances.		

4.2.1.3 Aircraft Noise Policies

NP-1 Noise Impact Area

The CNEL contours shown in Figure 4-1, *Noise Policy Map – Mather Airport*, represent the theoretical maximum capacity at Mather Airport and are adopted for purposes of this ALUCP. The threshold for evaluation is the projected Community Noise Equivalent Level (CNEL) 60 dB contour depicted on Figure 4-1. This contour defines the noise impact area of the Airport. All land uses located outside this contour are considered compatible with the noise compatibility criteria and policies provided in this ALUCP.

NP-2 Evaluating Acceptable Noise Levels for New Development

The noise compatibility of proposed land use actions within the noise contours for Mather Airport, as depicted on Figure 4-1, shall be evaluated in accordance with the policies set forth in this section, including the compatibility criteria provided in Table 4-1.

- 1) The threshold for evaluation is the CNEL 60 dB contour as shown in Figure 4-1. All future land uses in areas exposed to CNEL 60 dB or higher are subject to the compatibility criteria provided in Table 4-1 and the policies included in this chapter. Any future land uses located *outside* the CNEL contours depicted in Figure 4-1 are considered compatible with the noise compatibility criteria and policies provided in this ALUCP.

- 2) The compatibility criteria provided in Table 4-1 indicates the maximum acceptable CNEL exposure for new residential and non-residential land uses. There are five CNEL bands shown: 60-65, 65-70, 70-75, and 75 and greater. Each land use is color coded and shown as being either “Compatible,” “Conditionally Compatible,” or “Incompatible.” The numbers provided in cells shaded yellow for “Conditionally Compatible” indicate the required interior noise level that will render the land use “Compatible.” These terms are discussed in Section 4.2.1.1, *How to Use this Section*.
- 3) The land uses identified in Table 4-1 are derived from the zoning ordinances for the City of Rancho Cordova and Unincorporated Sacramento County, the land use agencies with jurisdiction over areas within the CNEL contours. Definitions for these land uses are provided in Section 1.7, *Definitions*. A land use not specifically listed in Table 4-1 and proposed for development in areas within the CNEL contours shown in Figure 4-1 shall be evaluated using the criteria for the nearest equivalent listed use.

NP-3 Application of Noise Contours to Individual Project Sites to Determine Compatibility

Future noise contours are inherently imprecise because variance in flight paths, uncertainty in aircraft operational forecast, and other factors such as weather may influence the generation of aircraft-related noise. Given this variability, the noise contours depicted in Figure 4-1 shall be utilized as follows in assessing the compatibility of a proposed land use at a specific development site:

- 1) In general, if a project site is split between CNEL contours, the compatibility criteria associated with the highest CNEL to which a project site would be exposed will be used in evaluating the compatibility of development over the entire site.
- 2) An exception to this policy is where no part of the structures proposed on the site fall within the higher CNEL range. In this case, the compatibility criteria for the CNEL range where the structures are located shall apply.

NP-4 New Residential Land Uses

The maximum airport-related noise level considered compatible for new residential development in the environs of Mather Airport is CNEL 60 dB.

- 1) The compatibility of new nonresidential development with Airport-related noise levels is indicated in Table 4-1.
- 2) Land uses not specifically listed shall be evaluated using criteria for similarly listed uses, as determined by the ALUC.

NP-5 Maximum Acceptable Interior Noise Levels

Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria, as indicated in Table 4-1.

- 1) The CNEL contours depicted in Figure 4-1 shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed. When structures are part of a proposed land use action submitted to the ALUC for review, evidence that proposed structures will be designed to comply with the sound attenuation requirements specified in Table 4-1 must be provided, when applicable.
- 2) When a proposed building lies within multiple CNEL exposure ranges, the most restrictive criteria shall apply for purposes of determining sound attenuation requirements.
- 3) Exceptions to the sound attenuation requirements specified in Table 4-1 may be allowed, as determined by the ALUC, where evidence is provided that the indoor noise generated by the use itself exceeds the indoor noise level criteria.

NP-6 Buyer Notification and Avigation Easements

Dedication of an Avigation Easement is required as a condition for approval of certain proposed development situated within the CNEL 60 dB contour in accordance with Policy 9.6, *Dedication of Avigation Easements*.

4.2.2 Safety

Compared to noise, safety can be a more difficult to address with compatibility policies. While noise policies deal with known, predictable events that occur with every aircraft operation, safety policies address uncertain events that may, or may not, occur with an occasional aircraft operation. Because aircraft accidents happen infrequently and the time, place, and consequences of their occurrence cannot be predicted, the concept of risk is central to the assessment of safety compatibility. From the standpoint of land use planning, two variables determine the degree of risk posed by potential aircraft accidents:

- **Accident Frequency:** Where and when aircraft accidents occur in the vicinity of an airport; and,
- **Accident Consequences:** Land uses and land use characteristics that affect the severity of an accident when one occurs.

4.2.2.1 How to Use this Section

There are seven safety compatibility policies provided in Section 4.2.2.4. The safety compatibility policies are to be used in conjunction with the safety zones depicted on Figure 4-3 and the safety/land use compatibility criteria presented in Table 4-2. Figure 4-3 can be used to identify the location of a property relative to the safety zones. Once the property location within a safety zone is identified, the applicable safety policies and compatibility criteria can be identified by

referring to Table 4-2. The safety compatibility policies only apply to the areas within the identified safety zones as shown on Figure 4-3. For information regarding parcels split by compatibility zone boundaries, see Policy SP-3, *Project Sites Lying Partially within a Safety Zone or within Two or More Safety Zones*. Application of the safety compatibility criteria for residential uses and non-residential uses are shown in flowcharts depicted on **Figure 4-4** and **4-5**, respectively. Table 4-2 includes guidance on the maximum non-residential intensity allowed in each safety zone. Methods for calculating non-residential intensities are provided in **Appendix H, Methods for Determining Concentrations of People**.

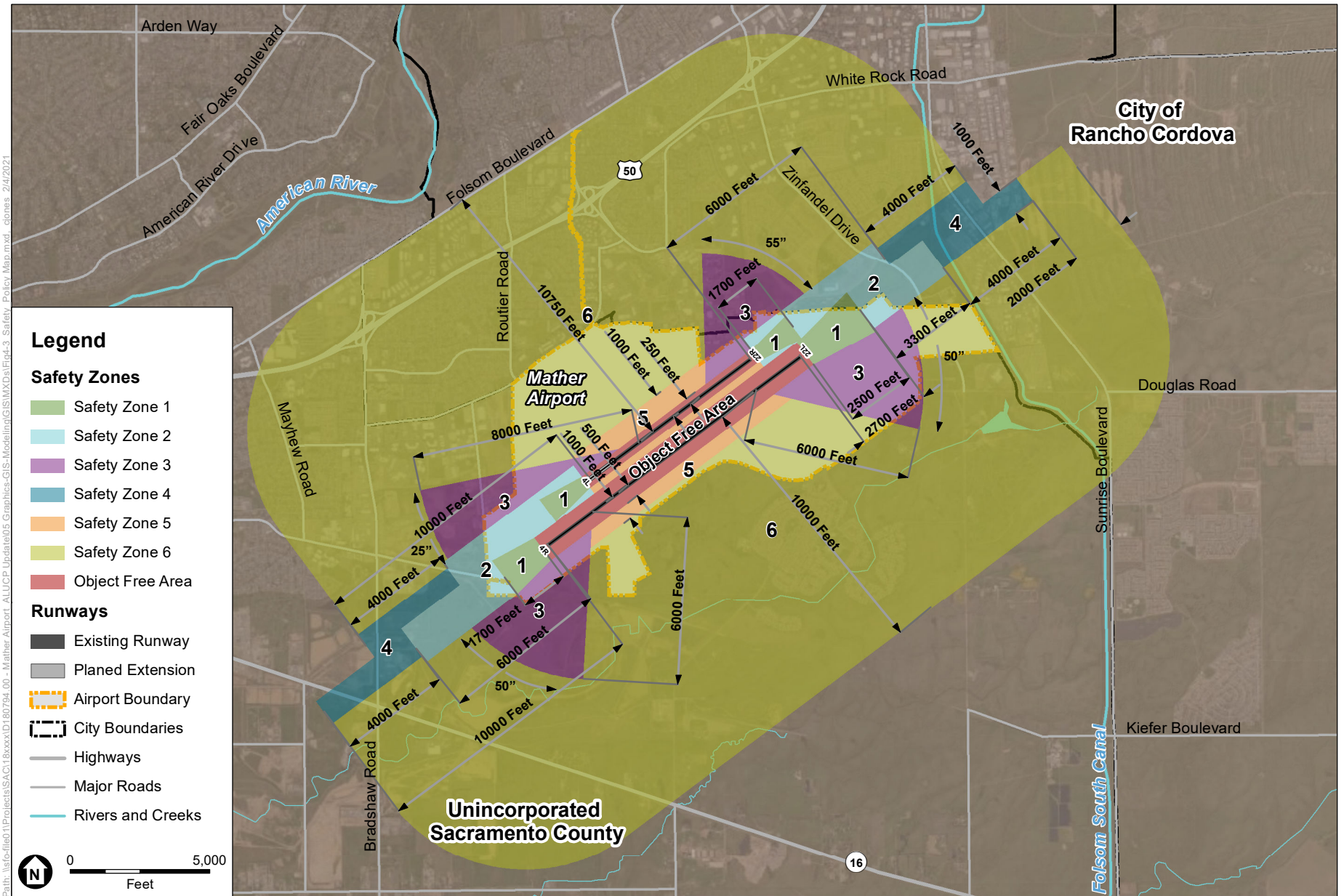
4.2.2.2 Safety Zones for Mather Airport

The Caltrans Handbook (the Caltrans Handbook is discussed in Section 1.3.2) provides a series of generic compatibility zones for general aviation airports. While the general dimensions of these zones are largely a function of the size of the corresponding runway, the geometric patterns of the zones were designed to capture areas in the vicinity of an airport where the risk of an aircraft accident are greatest. Where an aircraft accident may occur is driven by aeronautical considerations; that is, the geography of risk is determined by the runway configuration, approach and departure procedures, and other factors that determine where aircraft fly and where accidents occur.

In an attempt to define the geography of risk around an airport, the Caltrans Handbook includes an analysis of more than ten years of aircraft accident data; identifying general accident patterns. While precedent is not predictive of future events (i.e., because accidents occur in certain locations does not guarantee that it will happen again in the exact same places), this information provides a reasonable basis for defining broad areas within which a significant number of aircraft accidents have occurred in the past. Based on this data, the Handbook identifies a series of six safety zones, which are defined as follows:

- Safety Zone 1 (Runway Protection Zone)
- Safety Zone 2 (Inner Approach/Departure Zone)
- Safety Zone 3 (Inner Turning Zone)
- Safety Zone 4 (Outer Approach/Departure Zone)
- Safety Zone 5 (Sideline Zone)
- Safety Zone 6 (Airport Traffic Pattern Zone)

The safety zones proposed for Mather Airport are depicted on Figure 4-3. These Safety Zones are based on dimensions recommended in the Handbook for a long general aviation runway (i.e., 6,000 feet or more in length). Runway 4R-22L is 11,301 feet long and Runway 4L-22R is currently 6,440 feet long, eventually to be 7,600 feet long. The dimensions of Safety Zones 1 mirror the dimensions of the Runway Protection Zones at the Airport. Using the flight tracks used to model the theoretical capacity CNEL contour, Safety Zones 3 off all runway ends were adjusted to reflect where aircraft are turning once departing the runways. Similarly, Safety Zones 6 were adjusted to reflect touch and go activity at the Airport as well as the Airport's aircraft traffic pattern. No other adjustments to the safety zone boundaries were made.



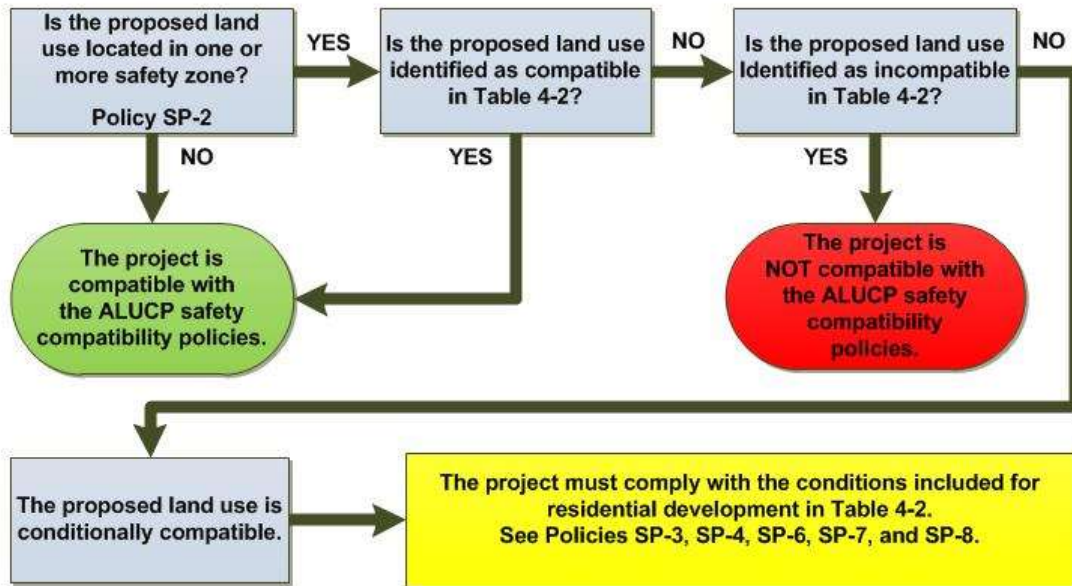
SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 4-3
Safety Policy Map
Mather Airport

The safety compatibility of proposed land uses within areas that fall within the safety zones for Mather Airport shall be evaluated in accordance with the policies set forth in this section. The safety zones, annotated with dimensions, are shown on Figure 4-5 and the safety compatibility criteria is provided in Table 4-2. *Policy SP-1*

Residential Land Uses

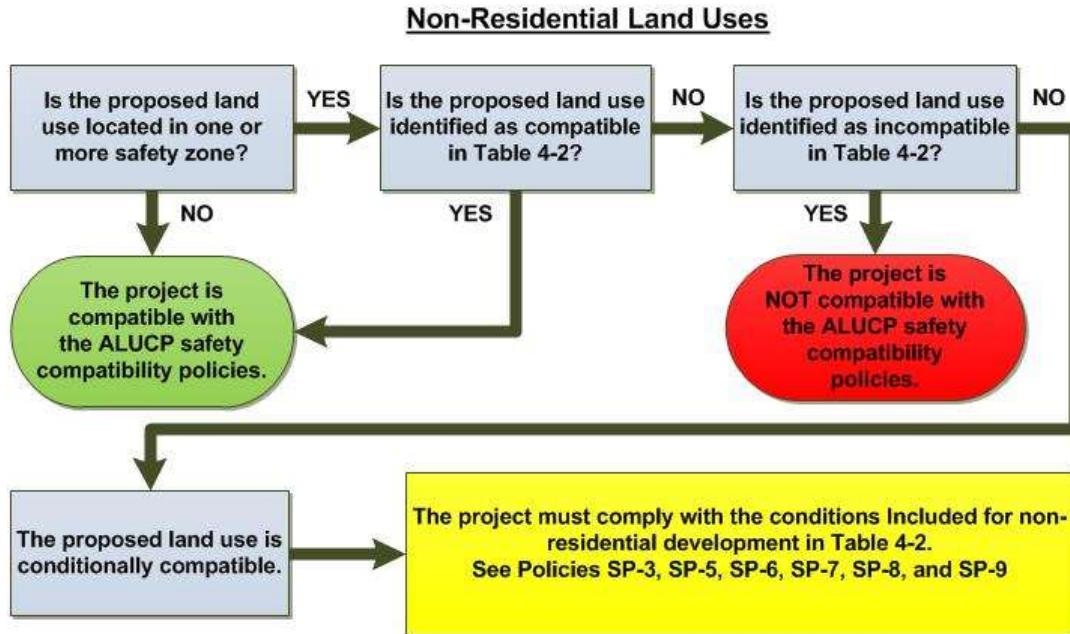


SOURCE: ESA Airports, 2019.

Mather Airport - Airport Land Use Compatibility Plan

Figure 4-4
Safety Compatibility Policies – Residential land Use

The safety compatibility of proposed land uses within areas that fall within the safety zones for Mather Airport shall be evaluated in accordance with the policies set forth in this section. The safety zones, annotated with dimensions, are shown on Figure 4-5 and the safety compatibility criteria is provided in Table 4-2. *Policy SP-1*



SOURCE: ESA Airports, 2019.

Mather Airport - Airport Land Use Compatibility Plan

Figure 4-5
Safety Compatibility Policies – Non-Residential
Land Use

4.2.2.3 Safety Compatibility Criteria

The compatibility criteria for the safety zones at Mather Airport are presented in Table 4-2. The compatibility criteria identify maximum residential density, non-residential intensity, and allowable land uses for each of the six safety zones. The land uses shown in Table 4-2 fall into one of three categories:

1. **Compatible:** the table cell is shaded green. This indicates that the proposed land use is considered acceptable in the safety zones indicated at the top of the column.
2. **Conditionally Compatible:** the table cell is shaded yellow. This indicates that the proposed land use must meet the applicable conditions shown in Table 4-2 to make it acceptable for development.
3. **Incompatible:** the proposed land use is not compatible under any circumstance.

**TABLE 4-2
SAFETY COMPATIBILITY CRITERIA**

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible				Conditionally Compatible		Incompatible
Assembly Uses							
Outdoor Major Assembly Facilities: Stadium, Outdoor Commercial Recreation (amphitheaters, amusement, and theme parks, stadiums and coliseums, water slides, zoos); Racetrack							6: Outdoor stadiums and similar high intensity uses should be avoided unless it can be demonstrated an alternative location is unavailable. If the parcel is partially located in Safety Zone 6, it is recommended that all buildings be located outside the safety zones to the extent practicable.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Outdoor Large Assembly Facilities: Outdoor Commercial Recreation (health and athletic clubs with outdoor facilities, miniature golf courses), General Recreation Facility, Outdoor							
Outdoor Small Assembly Facilities: Outdoor Commercial Recreation (golf driving ranges, skateboard parks, swim and tennis clubs)							4: Limited to buildings less than three-stories.
Indoor Large Assembly Facilities: Theaters and Auditoriums, Live/Motion Picture Theater and Performing Arts Center, Places of Worship or Other Religious Institution, Indoor Amusement/ Entertainment Facility, Nightclub, Dance Club or Hall, Event Center/Reception Hall, Community Centers/Civic Uses							
Indoor Recreation/Small Assembly Facilities: Indoor Fitness and Sports Facility, General Recreation Facility, Indoor, Clubs, Lodges, and Private Meeting Halls, Private Social Center, Social Club, Fraternal Hall/Lodge; Card Room							4: Limited to buildings less than three-stories.
Non-Group Recreation: Hunting Club, Gun Club, Outdoor Shooting Club; Driving Range							
Non-Group Recreation: Golf Courses/Clubhouses; Marina; Boat Dock/Launch, (Public or Private)							2, 3, 4: Must meet requirements of Policy AP-7, Wildlife Hazards
Campground; Recreation Vehicle Park; Travel Trailer Park							
Public Parks, Parks and Public Plazas, Snack Bar Incidental to a Park							

**TABLE 4-2
SAFETY COMPATIBILITY CRITERIA**

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Residential and Lodging Uses							
Single-Family Residential: Dwelling, Single-Family (Attached or Detached including Guest House/Accessory Dwelling Unit) Manufactured Home, Mobile Home, Agricultural Accessory Unit, Caretaker Dwelling/Housing							2: Limited to infill development in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above.
Multi-Family Residential: Dwellings (Two-Family, Multifamily/Multiple Family), Live-Work Units, Duplex or Halfplex							2: Limited to infill development in areas developed with similar land uses. 3, 4: See applicable Maximum Residential Density and Lot Coverage limits above.
Congregate Care Facilities: Residential Care Home/Facility, Social Rehabilitation Center, Transitional Housing							6. Congregate Care Facilities should be limited in Safety Zone 6 unless it has been demonstrated that a site outside Safety Zone 6 would not serve the intended function. If located in Safety Zone 6, the maximum intensity is limited to 300 people per acre. If the parcel is partially located in Safety Zone 6, it is recommended that all buildings be located outside the safety zones to the extent practicable.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Long-Term Lodging (>30 nights): Extended-Stay Hotels and Motels, Fraternity/Sorority House, Farmworker Housing, Single Room Occupancy (SRO), Boarding House, Group Residential							2: Limited to infill development in areas developed with similar land uses; Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.
Short-Term Lodging (> 30 nights): Hotels and Motels, Bed and Breakfast Inns, Vacation Rentals, Resort							2: Limited to infill development in areas developed with similar land uses. 2: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less. 5: Airport hotels allowed in Safety Zone 5.
Institutional and Quasi-Institutional Uses							
Child Day Care Center/Facility (More than 14 Children), Adult Day Care Facility (More than Six People)							6. Large day care facilities should be limited in Safety Zone 6 unless it has been demonstrated that a site outside Safety Zone 6 would not serve the intended function. If located in Safety Zone 6, the maximum intensity is limited to 300 people per acre. If the parcel is partially located in Safety Zone 6, it is recommended that all buildings be located outside the safety zones to the extent practicable.
Family Day Care Home, Large (Up to 14 Children)							

**TABLE 4-2
SAFETY COMPATIBILITY CRITERIA**

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Family Day Care Home, Small (Up to 8 Children), Adult Day Care Home (Six or Fewer People)							
School, K-12 (Private or Public)							6: K-12 Schools should be limited in Safety Zone 6 unless it has been demonstrated that a site outside Safety Zone 6 would not serve the intended function. If located in Safety Zone 6, the maximum intensity is limited to 300 people per acre. If the parcel is partially located in Safety Zone 6, it is recommended that all buildings be located outside the safety zones to the extent practicable.
Adult Schools, Private and Special/Studios; College, University; Trade School							2: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.
Libraries and Museums; Government and Local Agency Buildings and Use							2: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.
Cemeteries, Mausoleums							2: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, Risk Reduction Design Features) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
In-Patient Medical Services: Hospitals; Convalescent Hospital; Extended Care Medical Services; Psychiatric Facility; Residential Care Home; Congregate Care Facility							
Out-Patient Medical Services: General Medical Services							3, 4: Limited to buildings less than three-stories.
Public Safety Facilities: fire stations, other fire prevention and firefighting facilities, police and sheriff substations and headquarters, interim incarceration facilities; Ambulance Service							3, 4: Limited to buildings less than three-stories. 5: Limited to single-story buildings.
Temporary Supportive Housing: Emergency Shelter							3, 4: Limited to buildings less than three-stories. 5: Limited to single-story buildings.
Commercial, Office, and Service Uses							
General Retail: Art Gallery, Art Studio; Art, Antique, Collectable; Artisan Shops; Auto Parts Sales; Certified Farmers Market; Convenience Stores; Furniture, Furnishings, and Appliance Stores; Pawn Shop; Retail, General; Smoke Shops; Thrift/Consignment Store; Liquor Store/Off- Sale of Alcoholic Beverages; Neighborhood Convenience Store; Food Markets (Up to 6,000 sq. ft.) Neighborhood Market; Artisanal and Specialty Manufacture, Display and Sales; Check Cashing Business; Payday Loan, Check Cashing; Beauty or Barber Shop, Spa; Tanning; Tattoo Parlor							2, 5: Limited to single-story buildings. 3: Limited to buildings less than three-stories.
Major Retail: General Retail Sales (>350,000 sq. ft.)							2, 5: Limited to single-story buildings. 4: Limited to buildings less than three-stories.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Large Retail: General Retail Sales (50,000 – 350,000 sq. ft.)							2, 5: Limited to single-story buildings. 4: Limited to buildings less than three-stories.
Local Retail: General Retail Sales (Up to 49,999 sq. ft.); Grocery Stores/Supermarkets							2, 5: Limited to single-story buildings. 4: Limited to buildings less than three-stories.
Eating/Drinking Establishments: Restaurants, Restaurant, Carry- out/Drive-through/Sit-down; Brew Pub; Bars, Taverns, and Nightclubs; Internet café; Smokers' Lounge, Hookah Bar, E-Cigarette Lounge, Vapor Lounge; Tasting room – brewery, winery, distillery (off-site)							2, 3, 5: Limited to businesses selling food and/or beverages primarily for off-premises consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.). 2, 5: Limited to single-story buildings. 3: Limited to buildings less than three-stories.
Limited Retail/Wholesale: Agricultural Supplies and Services; Auto Sales, New and Used; Boat Sales and Rental; Building Materials Stores and Yards; Garden Center/Plant Nursery; Home Improvement Supplies; Retail, Warehouse Club; Wholesale, not otherwise listed; Public Auction, Flea Market							2: Limited to single-story buildings. 3: Limited to buildings less than three-stories.
Personal & Miscellaneous Services: Animal and Pet Services (Grooming, Boarding); Catering Service; Detailing/Car Wash; General Personal/Personal Services; General Repair Services; Maintenance and Repair, Small Equipment; Repair Services; Self-service Laundromat; Tool Repair, Sharpening, Reconditioning (i.e., Small Engines, Power Tools); Vehicle Services, Minor repair							2: Limited to single-story buildings only. 3: Limited to buildings three-stories or less.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	1	2	3	4	5	6	Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, Risk Reduction Design Features) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Office Uses: Offices, Business and Professional (e.g., insurance companies, utility companies, accounting, attorneys, employment, public relations, advertising, architectural, computer programming, photography studios, accountants, bookkeepers, collection, computer programing, counseling, personnel, insurance, public relations, advertising, real estate, dating services, interior decorator, building trades contractors office, travel or ticket agency); Medical, dental, or optical offices or clinics; Business Services, Intensive; Business Support Services, Broadcasting and Recording Studios; Laboratory-Medical, Dental, or Optical; Call Centers; Banks and Financial Services/General Financial Services							2: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.
Vehicle Repair: Vehicle Services, Major; Automobile Repair; Agricultural Equipment Repair, Maintenance and Manufacturing; Repair of Farm Equipment or Automobiles for Personal Use							
Industrial Uses							
Hazardous Materials: Gas Stations; Production: Storage of Flammable, Explosive, or Highly Corrosive Materials; Fuel Storage and Distribution; Hazardous Waste Storage/Disposal Facility; Gas or Oil Well							3, 4, 6: Allowed only if there is no alternative location available outside safety zones. Above ground use of hazardous materials should be avoided unless it can be demonstrated an alternative location is unavailable. If parcel is partially located in Safety Zone 6, hazardous materials storage should be situated outside the safety zone(s) to the extent feasible.

**TABLE 4-2
SAFETY COMPATIBILITY CRITERIA**

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	1	2	3	4	5	6	Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible				Conditionally Compatible		Incompatible
Heavy Industrial: Assembly, Manufacturing, and Processing – Heavy; Manufacturing, Major; Aircraft and Rocket Testing; Animal Slaughter, Tannery, and Rendering; Kill Floor							3, 4: Limited to buildings three-stories or less. Bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use.
Light Industrial, High Intensity: Assembly, Manufacturing, and Processing – Light; Manufacturing, Minor; Agricultural Products Processing; Canneries; Primary Processing of Agricultural Products; Food Processing Industry/Food Production and Wholesale; Concrete Batch Plant							3, 4: Limited to buildings three-stories or less. Bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use
Light Industrial, Low Intensity: Manufacturing, Small Scale; Assembly, Manufacturing, and Processing – Outdoor; Distilleries; Large Wineries/Breweries							5: Limited to single-story buildings only. Bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use.
Research and Development, Laboratory							2, 5: Limited to single-story buildings only. Bulk storage of hazardous (flammable, explosive, corrosive, or toxic) materials allowed only for on-site use.
Indoor Storage: Warehousing; Storage, Mini/Personal Storage							5: Limited to single-story buildings only.

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses	1	2	3	4	5	6	Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, Risk Reduction Design Features) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible				Conditionally Compatible		Incompatible
Outdoor Storage: Heavy Equipment Storage, Sales, Rental, Service, and Repair Yard; Truck and Large Vehicle Lease, Rent, Repair, Sales, or Service; Utility Trailer or Truck Rental or Storage, Accessory; Utility Truck and Trailer Rent, Sales, or Services; Small Vehicle and Trailer Lease, Rent, Repair, Sales, or Service; Auto and Vehicle Sales and Rental; Auto and Vehicle Sales, Wholesale; Automobile Lease or Rental, Limousine Service							5: Limited to single-story buildings only.
Mining: Borrow Mining, Short-Term; Surface Mining							5: Any associated structures limited to single-story buildings only.
Transportation Uses							
Airport: Airport; Heliport							
Bus and Transit Stops: Bus Depot; Bus Shelter; Transit Facilities; Transit Stations and Terminals; Park and Ride Facility							5: Allowed only if alternative site outside zone would not serve intended public function.
Freight Services: Freight Depot; Freight Yard/Truck; Freight Yard/Truck Terminal; Truck, Freight, or Draying Terminal							
Transportation Routes: Road, Rail Right-of-Way							
Parking and Storage: Parking Facility/Parking Lot or Garage; Auto and Vehicle Storage; Storage of Towed or Damaged Vehicles and Boats; Storage of Operable Boats, RVs, or Vehicles; Storage of Unregistered and/or Private Vehicles							

**TABLE 4-2
SAFETY COMPATIBILITY CRITERIA**

Land Use Category	Safety Zone						Criteria for Conditionally Compatible Land Uses
	1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses							Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells)
Maximum Residential Density (Units per Gross Acre)	0	0.1	0.5	0.5	1.0	No Limit	Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>	0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>	n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>	0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)	Compatible			Conditionally Compatible		Incompatible	
Utility Uses							
Communications Facilities: Telecommunication Facility; Wireless Communication Facilities							2 through 6: Allowed only if alternative site outside zone would not serve intended public function. 2, 5: Limited to single-story buildings only. 3, 4: Limited to buildings three-stories or less.
Renewables: Wind Turbine; Commercial Solar Facilities							3, 4: Limited to buildings three-stories or less; Must meet requirements of Policies AP-1 – AP-6.
Major Utilities: Major Utility (Power Generating Plant)							3, 4: Primary plants not allowed; peaker plants only. Limited to buildings three-stories or less.
Minor Utilities: Minor Utility (Electrical Substations)							2, 5: Allowed only if alternative site outside safety zone would not serve intended public function. Limited to single-story buildings only.
Water Facilities: Water Impoundment, Constructed Lake/Pond; Wastewater Disposal, Lagoon or Irrigation							2 through 6: Must meet requirements of Policy AP-7, Wildlife Hazards
Solid Waste Disposal Facilities: Solid Waste Facilities; Junkyard, Vehicle / Equipment Wrecking Yard, Scrap or Used Materials Yard; Junk Tire Handling; Auto and Vehicle Dismantling							
Greenwaste Facilities							2 through 6: Must meet requirements of Policy AP-7, Wildlife Hazards

TABLE 4-2
SAFETY COMPATIBILITY CRITERIA

Land Use Category		Safety Zone						Criteria for Conditionally Compatible Land Uses
		1	2	3	4	5	6	
Multiple land use categories and compatibility criteria may apply to a project Land uses not specifically listed shall be evaluated using criteria for similar uses		1	2	3	4	5	6	Maximum Residential Density, Maximum Non-Residential Intensity, and Lot Coverage limits apply to all conditionally compatible uses (Yellow Colored Cells) Numbers below refer to safety zones in which additional specified conditions are applicable beyond Maximum Residential Density, Maximum Non-Residential Intensity and Lot Coverage Limits)
Maximum Residential Density (Units per Gross Acre)		0	0.1	0.5	0.5	1.0	No Limit	
Maximum Intensity (People/Acre – Sitewide Average) <i>Non-Residential Development</i>		0	60	100	150	100	No Limit	
Maximum Single-Acre Intensity with Risk Reduction (See Policy SP-10, <i>Risk Reduction Design Features</i>) (people/acre– Sitewide Average) <i>Non-Residential Development</i>		n/a	75-90	150-200	225-300	150-200	No Limit	
Maximum Lot Coverage (bldg. footprint) <i>Applicable to all Development</i>		0%	50%	60%	70%	70%	100%	
Legend (see last page of table for interpretation)		Compatible			Conditionally Compatible		Incompatible	
Recycling Facilities: Collection Facility; Processing, Scrap, and Dismantling Facility								
Agricultural and Open Space Uses								
Wildlife Preserve; Resource-Related Recreation; Resource Protection and Restoration								2 through 6: Must meet requirements of Policy AP-7, <i>Wildlife Hazards</i> . See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
General Agricultural Uses; Crops: Raising/Harvesting; Beekeeping (Commercial and Non-Commercial); Aquaculture								2 through 6: Must meet requirements of Policy AP-7, <i>Wildlife Hazards</i> .
Livestock Uses: Feed Lot; Hog Farm; Incidental Agricultural Accessory Structures, Uses, and Keeping of Animals; Stables and Corrals; Equestrian Facility (Commercial or Hobby)								
	Compatible	Use is compatible if the basic criteria are met; no additional safety criteria apply (noise, airspace protection, and/or overflight limitations may apply).						
	Conditionally Compatible	Use is compatible if additional conditionals are met.						
	Incompatible	Use is not compatible under any circumstances.						

4.2.2.4 Safety Policies for Mather Airport

Maintaining control over aircraft operating procedures and the development of hazardous land uses in areas around airports can greatly reduce the likelihood of aircraft accidents. These precautions, however, cannot guarantee absolute safety. Policies can be established to prevent development of land use related hazards to air navigation and to limit casualties on the ground in the event of a crash. The objective of the safety zones for the Airport is to protect the safety and general welfare of people in the vicinity of the Airport by minimizing the public exposure to airport-related safety hazards. The following are ALUCP safety compatibility criteria and policies for Mather Airport.

SP-1 Evaluating Safety Compatibility for New Development

The safety compatibility of proposed land uses within areas that fall within the safety zones for Mather Airport shall be evaluated in accordance with the policies set forth in this section. The safety zones, annotated with dimensions, are shown on Figure 4-3 and the safety compatibility criteria is provided in Table 4-2.

- 1) The compatibility criteria provided in Table 4-2 indicates whether a particular land use is “compatible,” “conditionally compatible,” or “incompatible” within each safety zone. These terms are discussed in Section 4.2.2.3.
- 2) The land uses included in Table 4-2 are derived from the zoning ordinances for the City of Rancho Cordova and Unincorporated Sacramento County, the land use agencies with jurisdiction over areas within the safety zones. These land uses are defined in Section 1.7, *Definitions*. A land use not specifically listed in Table 4-2 and proposed for development in areas within the safety zones shown in Figure 4-3 shall be evaluated using the criteria for the nearest equivalent listed use.
- 3) In the event compatibility cannot be determined through use of the compatibility criteria provided in this ALUCP, the local jurisdiction should submit the project to the ALUC to make a determination.
- 4) The compatibility criteria presented in Table 4-2 addresses safety concerns only. Other compatibility restrictions associated with noise (please see Section 4.2.1, *Noise*), airspace protection (please see Section 4.2.3, *Airspace Protection*), or overflight (please see Section 4.4, *Overflight*) may also apply to specific projects under review.

SP-2 Project Sites Lying Partially within a Safety Zone or within Two or More Safety Zones

For the purposes of evaluating consistency with the compatibility criteria in Table 4-2, a parcel located within two or more safety zones shall be treated as if it were multiple parcels subject to the compatibility criteria, including residential densities, nonresidential intensities, and maximum lot coverage requirements, applicable within the safety zone the parcel portion is located. If a parcel is partially located within the safety zones and partially located outside the safety zones,

the compatibility criteria, including residential densities, nonresidential intensities, and maximum lot coverage requirements, apply only to the portion of the parcel within the safety zones. Guidelines regarding the clustering of residential and nonresidential development shall apply. For information on how to use the safety compatibility policies in this section, also see Section 4.2.2.1.

SP-3 Measures of Safety Compatibility

To minimize risks to people and property on the ground and to people on board aircraft, the safety compatibility criteria provided in Table 4-2 set limits on:

- 1) **Residential Densities.** The residential density limitations cannot be equated to the usage intensity limitations for nonresidential uses. Further, as suggested by the Caltrans Handbook, a greater degree of protection is warranted for residential uses.
- 2) **Nonresidential Intensities.** The intensity of nonresidential development in areas most susceptible to aircraft accidents.
- 3) **Special Safety Concerns.** The development or expansion of certain uses that represent special safety concerns regardless of the number of people present.
- 4) **Maximum Lot Coverage.** The extent to which development covers the project site and thus limits the options of where an aircraft in distress can attempt an emergency landing.

SP-4 Residential Development Criteria

Criteria applicable to proposed residential development in the vicinity of the Airport is provided in Table 4-2.

- 1) Residential building sites in Safety Zones 2, 3, 4, and 6 may need to be clustered in a manner that maximizes the "open space" on which an aircraft could execute an emergency landing.
 - a. Clustering is mandatory for land use actions of 10 or more acres, with one "open land" area to be dedicated per every 10 acres of the site (see Policy SP-8 for a definition of "open land").
 - b. For land use actions of less than 10 acres, compliance with the clustering conditions is desirable, but not required as a condition for land use action approval.
- 2) The following factors shall be taken into account in measuring the densities permitted by Table 4-2:
 - a. The acreage evaluated equals the project site size, which may include multiple parcels.

- b. The maximum allowable residential densities are intended to include any density bonuses that local agencies may provide for affordable housing developed in accordance with the provisions of state and/or local law. Residential densities above those indicated are not allowed irrespective of whether the increase in density is provided for affordable housing in connection with the density bonus or other allowance provisions. Therefore, local agencies must include any density bonus allowances for a land use action when determining whether a land use action meets the allowable densities.
- c. Accessory Dwelling Units (i.e., secondary units), as defined by state law (Gov. Code § 65852.150), shall be excluded from density calculations.
- d. Construction of a single-family home, including a secondary unit as defined by state law, on a legal lot of record, is allowed in all safety zones, except Safety Zones 1 and 5, if such use is permitted by local land use regulations.

SP-5 Non-Residential Development Criteria

- 1) For the purposes of this ALUCP, the fundamental measure of risk exposure for people on the ground in the event of an aircraft accident is the number of people per acre concentrated in areas most susceptible to aircraft accidents. This measure is the chief determinant of whether particular types of nonresidential development are designated as "incompatible," "conditionally compatible," or "compatible."
- 2) The maximum acceptable intensity is calculated as people per acre on a site-wide average. Appendix H, *Methods for Determining Concentrations of People*, provides the methodology for determining concentrations of people.
- 3) Land use types listed as "compatible" are presumed to meet the above usage intensity criteria without constraints on the development.
- 4) Maximum intensity calculations shall include all people (e.g., employees, customers, visitors) who may be on the property at any single point in time, whether indoors or outdoors.
- 5) Local agencies may make exceptions for rare special events (e.g., an air show at the Airport) for which a facility is not designed and normally not used, and for which extra safety precautions must be taken as appropriate.
- 6) Evaluation of the compatibility of a proposed nonresidential land use action shall be made using the land use types listed in Table 4-2.
- 7) Proposed development for which no land use type is listed shall be evaluated by ALUC staff using a comparable land use identified in the table. The appropriate evaluation criteria for any proposed land use shall be determined by ALUC staff.

SP-6 Mixed Use Development

Where a combination of separately listed land use types is proposed for a single land use action, the following policies apply:

- 1) Development in which residential uses are proposed to be located along with nonresidential uses on the same site must meet both the residential and nonresidential criteria of the applicable safety zone(s). Additionally, the occupancy of the residential portion shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage intensity criteria.
 - a) Except as limited by Paragraph b below, this mixed-use development policy is intended for dense, urban-type developments where the overall usage intensity and ambient noise levels are relatively high. The policy is not intended to apply to land use actions in which the residential component is isolated from the nonresidential uses of the site.
 - b) Mixed-use development shall not be allowed where the residential component would be exposed to noise levels above the limits set in Policy NP-4
- 2) Where proposed development will contain a mixture of separately listed nonresidential uses, each component use must comply with the applicable compatibility criteria.

SP-7 Maximum Lot Coverage

All "conditionally compatible" development in Safety Zones 2, 3, 4, and 5 shall adhere to the maximum lot coverage limitations shown in Table 4-2. No structures are permitted in Safety Zone 1 and there are no limits on lot coverage in Safety Zone 6. All structures, including parking structures and support buildings, shall be counted when determining maximum lot coverage. In addition:

- 1) On land use action sites of 10 acres or more, structures and other large objects shall be arranged so as to meet the "open land" criteria at the rate of one "open land" area per every 10 acres of the site.
- 2) On land use action sites of less than 10 acres, provision of "open land" areas is desirable, but not required.

SP-8 Open Land

In the event that a light aircraft is forced to land away from the airport, the risks to the people on board can best be minimized by providing as much "open land" area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site. For business jets and other large or fast aircraft, including most military aircraft, the provision of "open land" for emergency landing purposes has minimal benefit unless the areas are very large and flat.

- 1) To qualify as "open land", an area must:
 - a) Have minimum dimensions of approximately 75 feet by 300 feet (0.5 acres).
 - b) Consist of level (maximum 5% slope) ground with no major surface irregularities.

- c) Be free of most structures and other major obstacles, such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
 - d) Not have buildings or other large obstacles more than 15 feet in height situated within 100 feet beyond the ends of the "open land" area. Shorter objects and ground surface irregularities are allowed. This clear airspace is intended to enhance the potential for aircraft to descend to an "open land" area.
- 2) "Open land" areas should be oriented with the typical direction of aircraft flight over the location involved.
 - 3) Roads and automobile parking lots are acceptable as "open land" areas if they meet the above criteria.
 - 4) "Open land" criteria for each safety zone are most appropriately applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum size open area requirement. Consequently, the identification of "open land" areas must initially be accomplished at the general plan level or as part of large (10 acres or more) land use actions.
 - 5) Clustering of development, subject to the limitations noted in Policy SP-2, above, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of "open land" areas.
 - 6) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for land use actions located within the AIA. Portraying this information is intended to ensure that individual land use actions provide the "open land" areas identified in the applicable general plan.

SP-9 Limits on Clustering of Nonresidential Development

As used in this ALUCP, "clustering" refers to the concentration of development into part of a site, leaving other parts of a site as "open land" or relatively less developed. To a degree, clustering of development is desirable from an airport land use safety compatibility perspective in that more places where an aircraft can attempt an emergency landing would then potentially remain. However, clustering poses the risk that an out-of-control aircraft could strike the location where the development is clustered. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large project site are appropriate.

SP-10 Risk Reduction Design Features

Avoidance of intensive land use development is preferred; however, incorporating risk reduction design features into building design/construction may be acceptable to minimize risk and maximize the safety of building occupants. Incorporation of risk reducing design measures may allow for additional intensity of use beyond the maximum intensity limits (calculated as people per acre on a sitewide average). Intensities of use are presented in Table 4-2.

- 1) Buildings that incorporate the special risk reduction design features presented below are allowed to increase their maximum usage intensities as follows:
 - Within Safety Zone 2: up to 75 people per acre
 - Within Safety Zone 3: up to 150 people per acre
 - Within Safety Zone 4: up to 225 people per acre
 - Within Safety Zone 5: up to 150 people per acre
- 2) To qualify for the risk reduction intensity bonus, a building must include:
 - a) A zoned automatic fire sprinkler system (designed in a manner that destruction of one part of the system will not disable the entire system); and
 - b) Any two of the following four features:
 - One-hour construction (including interior partitions, structural walls, roofs, and floors);
 - At least one additional exit beyond the requirements of the California Building Code;
 - An upgraded roof strength beyond California Building Code requirements and no skylights;
 - Concrete or reinforced masonry exterior walls or other strengthening techniques approved by the local agency.
- 3) Buildings that incorporate a zoned automatic fire sprinkler system, as specified in Paragraph (2)(a), above, and all four risk reduction design features specified in Paragraph (2)(b) above are allowed maximum usage intensities as follows:
 - Within Safety Zone 2: up to 90 people per acre
 - Within Safety Zone 3: up to 200 people per acre
 - Within Safety Zone 4: up to 300 people per acre
 - Within Safety Zone 5: up to 200 people per acre
- 4) The local agency may substitute comparable risk reduction features to those specified in Paragraph (2)(b) above, provided that:
 - a) The feature(s) meet safe-building objectives defined in the ALUCP policies; and
 - b) The local agency and/or design architect/structural engineer certify that the feature(s) meet ALUCP policy objectives.

4.3 Review Area 2

Review Area 2 of the AIA is composed of airspace protection and the overflight notification areas. These compatibility factors and their associated policies and compatibility criteria are discussed further in the following sections.

4.3.1 Airspace Protection

Tall structures, trees, other objects, or high terrain on or near airports, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations require that the FAA be notified of proposals related to the construction of potentially hazardous structures. The FAA conducts “aeronautical studies” of proposed projects to determine whether they would pose risks to aircraft, but it does not have the authority to prevent their creation. The purpose of the ALUCP airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to avoid the creation of hazards to navigable airspace. In furtherance of this objective, the following airspace protection policies (AP) shall apply to the ALUCP.

4.3.1.1 Airspace Protection Surfaces for Mather Airport

The standards for determining obstructions to air navigation are established in Subpart C, Obstruction Standards, 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (see Appendix D). This regulation defines a set of imaginary surfaces with relation to an airport’s runway(s). The slope and dimension of each imaginary surface is based on the type of approach available or planned for each runway (e.g., visual, non-precision, precision). In addition, height limitations also apply in the runway end siting surfaces for both runway ends and the approach surface for Runway 18 as defined by the criteria in FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS).

The five types of imaginary surfaces for civil airports defined by 14 CFR Part 77 are:

- **Primary Surface**—The primary surface is longitudinally centered on a runway and has the same elevation as the elevation of the nearest point on the runway centerline. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. The width of the primary surface ranges from 250 to 1,000 feet depending on the existing or planned approach and runway type. The primary surface must be clear of all obstructions except those fixed by their function, such as runway edge lights, navigational aids, or airport signage. The majority of the primary surface is controlled by runway safety area criteria contained in FAA Advisory Circular 150/5300-13, Airport Design, and usually lies within airport-controlled property.
- **Approach Surface**—The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from the end of the primary surface. The slope of the approach surface is based upon the type of approach available or planned for each runway: 20:1 (visual), 34:1 (non-precision), or 50:1 (precision). The length of the approach surface varies from 5,000 to 50,000 feet depending on the approach type.
- **Transitional Surface**—The transitional surface extends outward and upward at right angles to the runway centerline and extends at a slope of seven feet horizontally for each one foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to the point at which they intercept the horizontal surface at a height of 150 feet above the established airport elevation (i.e., highest runway end elevation).

- **Horizontal Surface**—The horizontal surface is a horizontal plane located 150 feet above the established airport elevation and encompasses an area from the transitional surface to the conical surface.
- **Conical Surface**—The conical surface extends upward and outward from the periphery of the horizontal surface at a slope of 20 feet horizontally for every one-foot vertically (20:1) for a horizontal distance of 4,000 feet. Height limits for the surface range from 150 feet above the airport elevation at the inner edge to 350 feet at the outer edge.

Any object that penetrates one of the 14 CFR Part 77 imaginary surfaces, runway end siting surfaces, or TERPS approach surface, is deemed an obstruction to air navigation. However, not all obstructions are necessarily hazards. The determination of whether an object would be a hazard to air navigation is made as part of an aeronautical study conducted by the FAA. Subpart B, Notice of Construction or Alteration, of the 14 CFR Part 77 regulations requires that the FAA be notified of any proposed construction or alteration of objects within 20,000 feet of a runway and having a height that would exceed a 100:1 imaginary surface (1 foot upward per 100 feet horizontally) beginning at the nearest point of the runway. Notification is required for any public-use or military airport. Also requiring notification is any proposed structure or object more than 200 feet in height regardless of proximity to an airport. The airspace protection surfaces for Mather Airport are depicted on Figure 4-6.

4.3.1.2 Airspace Protection Compatibility Criteria and Policies for Mather Airport

The following are ALUCP airspace protection compatibility criteria and policies for Mather Airport. A flowchart depicting application of airspace protection policies is depicted on Figure 4-7.

AP-1 Evaluating Airspace Protection Compatibility for New Development

The airspace protection compatibility of proposed land uses within the AIA for Mather Airport shall be evaluated in accordance with the policies in this section, including the airspace protection surfaces depicted in Figure 4-6.

AP-2 Measures of Airspace Protection Compatibility

In establishing airspace protection policies, the ALUC primarily relies upon regulations enacted by the FAA and the State of California. The ALUC policies are intended to help implement federal and state regulations pertaining to airspace protection. Specific regulations are referenced in subsequent policies in this section of the document

- 1) The FAA has well-defined standards by which potential hazards to flight can be assessed. However, the agency has no authority to prevent creation of such hazards. That authority rests with state and local governments.

- 2) State airspace protection standards for the most part mirror those of the FAA. A key difference, though, is that state law gives the Caltrans Division of Aeronautics and local agencies the authority to enforce the standards.

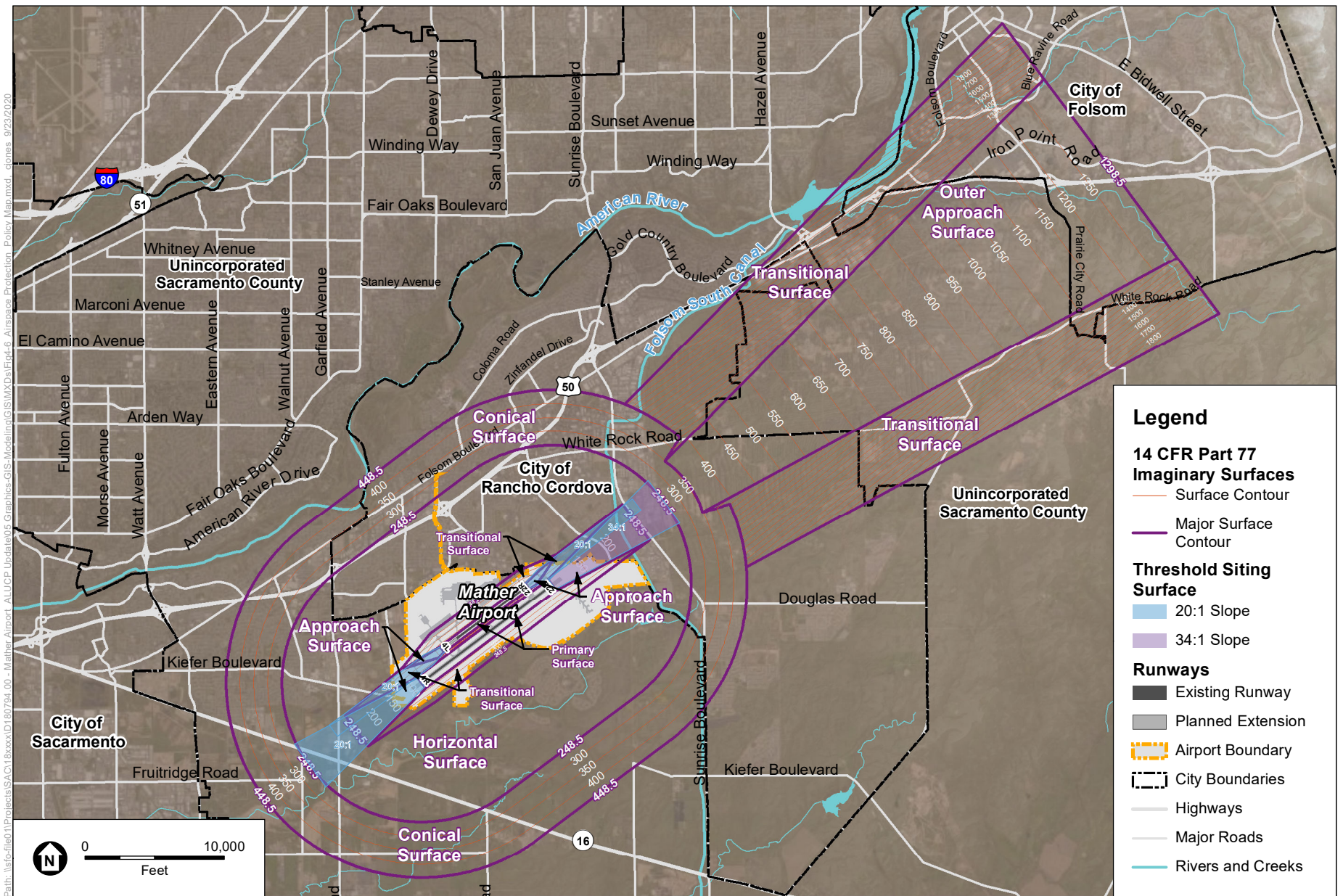
AP-3 Requirements for FAA Notification of Proposed Construction

Proponents of a land use action containing structures or other objects that may exceed the height standards defined in 14 CFR Part 77 must submit notification of the proposal to the FAA where required by the provisions of 14 CFR Part 77 and by Sections 21658 and 21659 of the California Public Utilities Code. (See **Appendix D** for the complete text of 14 CFR Part 77.) Notice to the FAA is accomplished by filing Form 7460-1, *Notice of Proposed Construction or Alteration*, via the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>). The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. These requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects, such as construction cranes.

- 1) Local agencies shall inform land use action proponents of the FAA notification requirements.
- 2) Any proposed land use action that includes construction of a structure or other object and that is required to be submitted to the ALUC for a consistency review shall include a copy of the completed 14 CFR Part 77 notification forms (Form 7460-1) to the FAA, if applicable, and a copy of the final FAA findings from its aeronautical study (i.e., notice of determination letter).
- 3) The requirement for notification to the FAA shall not trigger an airport compatibility review of an individual land use action by the ALUC unless the General Plan of the local agency in which the land use action is to be located has not been deemed consistent with this Compatibility Plan.

AP-4 Compliance with Findings of FAA Aeronautical Studies

Project proponents shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking or lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 4-6
 Airspace Protection Policy Map
 Mather Airport

AP-5 **Airspace Obstruction Criteria**

The ALUC criteria for determining the acceptability of a land use action with respect to height shall be based upon the standards set forth in 14 CFR Part 77; and applicable airport design standards published by the FAA. Additionally, where an FAA aeronautical study of a proposed object has been required, the ALUC shall take into account the study results.

- 1) Except as provided in Paragraphs 2 and 3 of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of the airspace protection surfaces depicted for the Airport in Figure 4-6. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.
- 2) Objects shall be limited in height consistent with airspace protection surfaces defined by 14 CFR Part 77 within portions of the airspace protection area (within the primary surface and beneath the approach and transitional surfaces). Elsewhere within the airspace protection area, no object shall be limited to a height of less than 35 feet above the ground even if the object would constitute an obstruction (i.e., penetrate 14 CFR Part 77 or TERPS surfaces).
- 3) A proposed object having a height that exceeds the Airport's airspace protection surfaces is compatible with airspace protection only if the following apply:
 - a) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation; or
 - b) FAA or other expert analysis conducted under the auspices of the ALUC or the airport operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object would not cause any of the following:
 - An increase in the ceiling or visibility minimums of the Airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA or that is consistent with the FAA-approved ALP);
 - A diminution of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced; or
 - Conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en route navigation to and from the Airport.
 - c) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed (Advisory Circular 70/7460-1L, Change 2, *Obstruction Marking and Lighting*, or any later guidance).
 - d) An aviation easement as described in Policy GP-9.6, *Dedication of Aviation Easements in Section*, 3.4.2 is dedicated to the County of Sacramento as owner of the Airport.
 - e) The land use action complies with all policies of this Compatibility Plan.

AP-6 Other Flight Hazards

Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at each Airport shall be allowed within the AIA only if the uses are consistent with FAA rules and regulations.

- 1) Specific characteristics to be avoided include:
 - a) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);
 - b) Distracting lights that could be mistaken for airport lights;
 - c) Sources of dust, steam, or smoke that may impair pilot visibility;
 - d) Sources of electrical interference with aircraft communications or navigation; and
 - e) Any proposed use that creates an increased attraction for wildlife (see Policy AP-7, Wildlife Hazards).
- 2) To resolve any uncertainties with regard to the significance of the above types of flight hazards, local agencies should consult with FAA officials and airport operators.

AP-7 Wildlife Hazards

The federal government has established regulations and policies addressing land uses with potential to attract hazardous wildlife on and near airports. The ALUC's role and policy with regard to regulating wildlife hazards in areas around the Airport is limited to new development as well as general plans, specific plans, master plans, and zoning ordinances that set standards for new development. As stated in Section 3.4.1, the ALUC has no authority to regulate existing land uses, including land uses such as agriculture that include characteristics that attract hazardous wildlife.

- 1) Any proposed Land Use Project that could attract wildlife to the Airport Influence Area is a potential concern. Federal regulations and guidelines referred to above identify specific land uses that the federal government deems incompatible near airports.
- 2) Crop selection and other routine agricultural activities that do not involve construction or otherwise constitute a land use project and do not need local agency approval are not subject to ALUC authority and are not regulated by the policies of this ALUCP.
- 3) Figure 4-8 depicts the Airport Operations Area for Mather Airport within the context of the AIA and the outer extent of the Airport's 14 CFR Part 77 airspace surfaces. For proposed land use projects located within 10,000 feet of the Mather Airport AOA, include a zoning amendment, and elements that could attract hazardous wildlife, the project proponent shall document consideration of current FAA or other federal regulations and guidelines pertaining to hazardous wildlife attractants.

- 4) A formal project review and compatibility determination by the ALUC shall not be required for projects located within the AIA, but outside the 10,000-foot AOA buffer, or for projects within 10,000 feet of the AOA that do not include a zoning amendment. It is recommended that the project proponent consider current FAA or other federal regulations and guidelines pertaining to hazardous wildlife attractants.

4.3.2 Overflight

4.3.2.1 Overflight Notification Area

The boundaries of the Overflight Notification Area are typically established using a variety of data inputs, including noise contours, flight tracks, and noise complaint locations. Given the geographic extent at which annoyance from aircraft overflights can occur, the boundary within which overflight policies are applicable generally is larger than the noise contours themselves.

Figure 4-9 shows the overflight notification area for Mather Airport. The overflight notification area was delineated using the location of noise complaints made to the Airport between the years 2015 and 2018 and the flight tracks used to develop the noise contours. The flight tracks represent the Airport's traffic patterns.

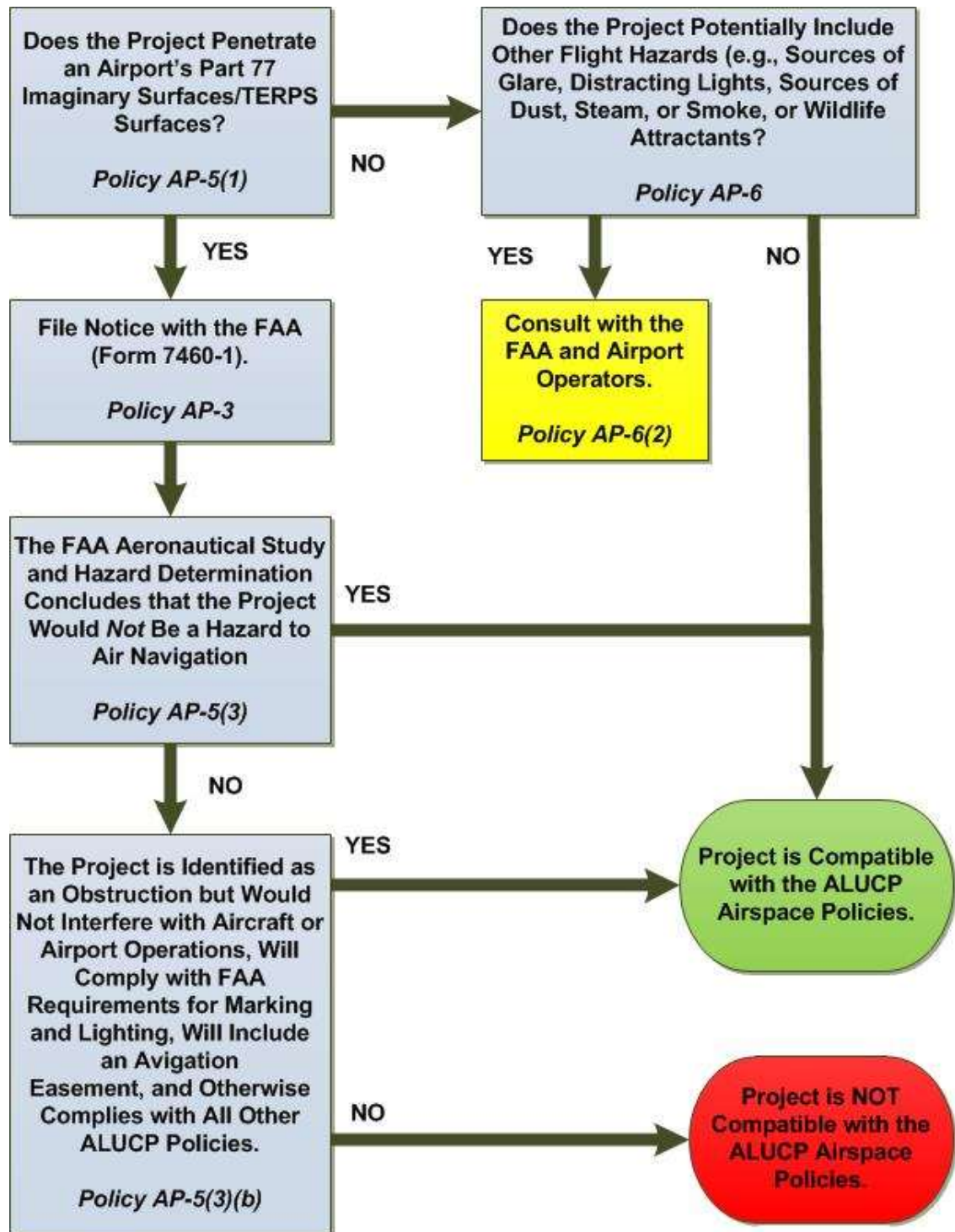
4.3.2.2 Overflight Policies

The following are ALUCP overflight compatibility criteria and policies for Mather Airport. **Figure 4-10** provides a flowchart showing application of the overflight notification policies.

OP-1 Real Estate Transfer Disclosure

Effective January 1, 2004, California statutes (Section 11010 of the Business and Professional Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code) require disclosure regarding whether a property is situated within an AIA as part of many residential real estate transactions.

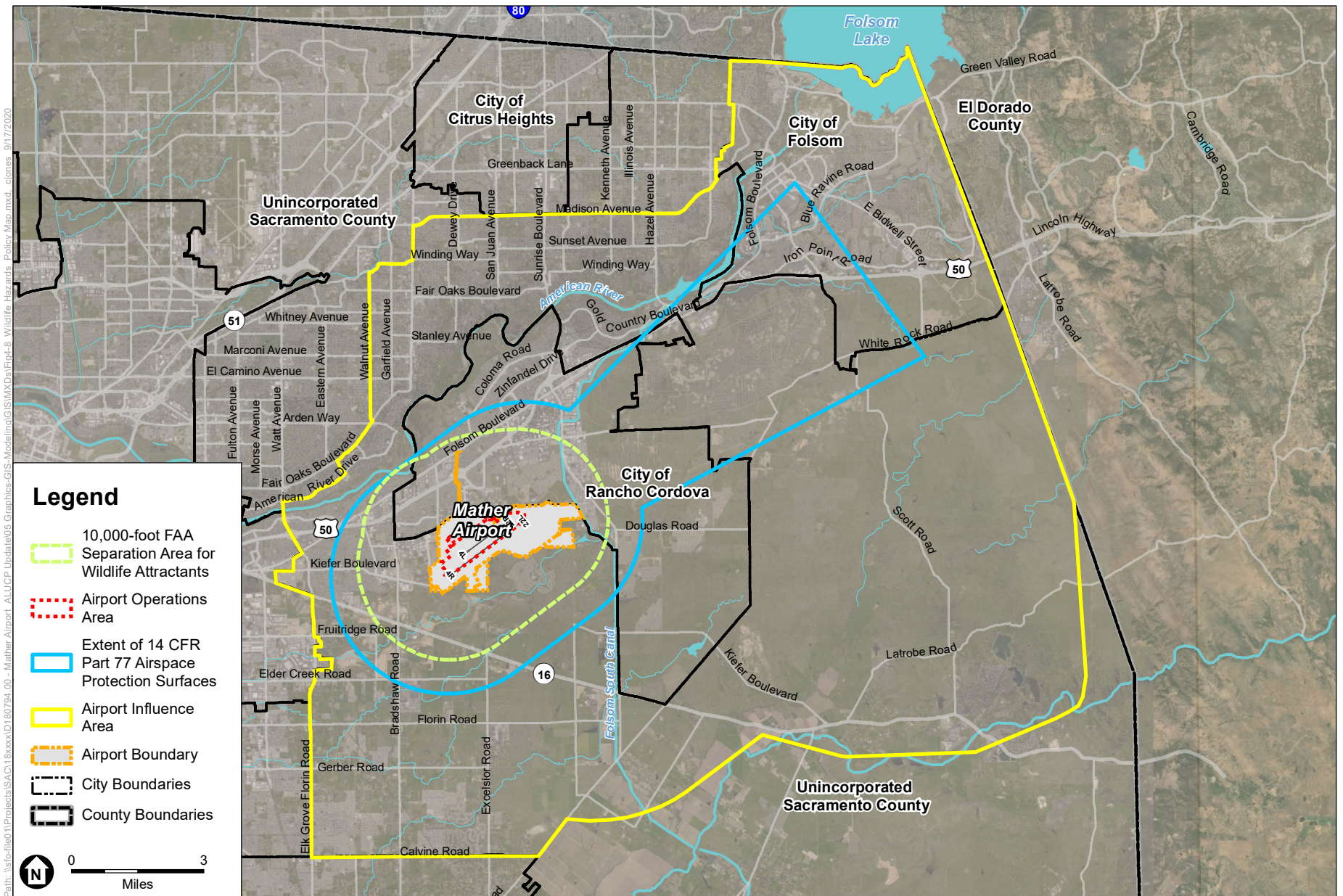
- 1) These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property.
- 2) The statutes define an airport influence area as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission."
- 3) The AIA for the Airport is identified in Chapters 1.
- 4) For the purposes of compliance with state statutes, ALUC policy is that the disclosure requirements shall apply within the entire AIA.



SOURCE: ESA Airports, 2019.

Mather Airport - Airport Land Use Compatibility Plan

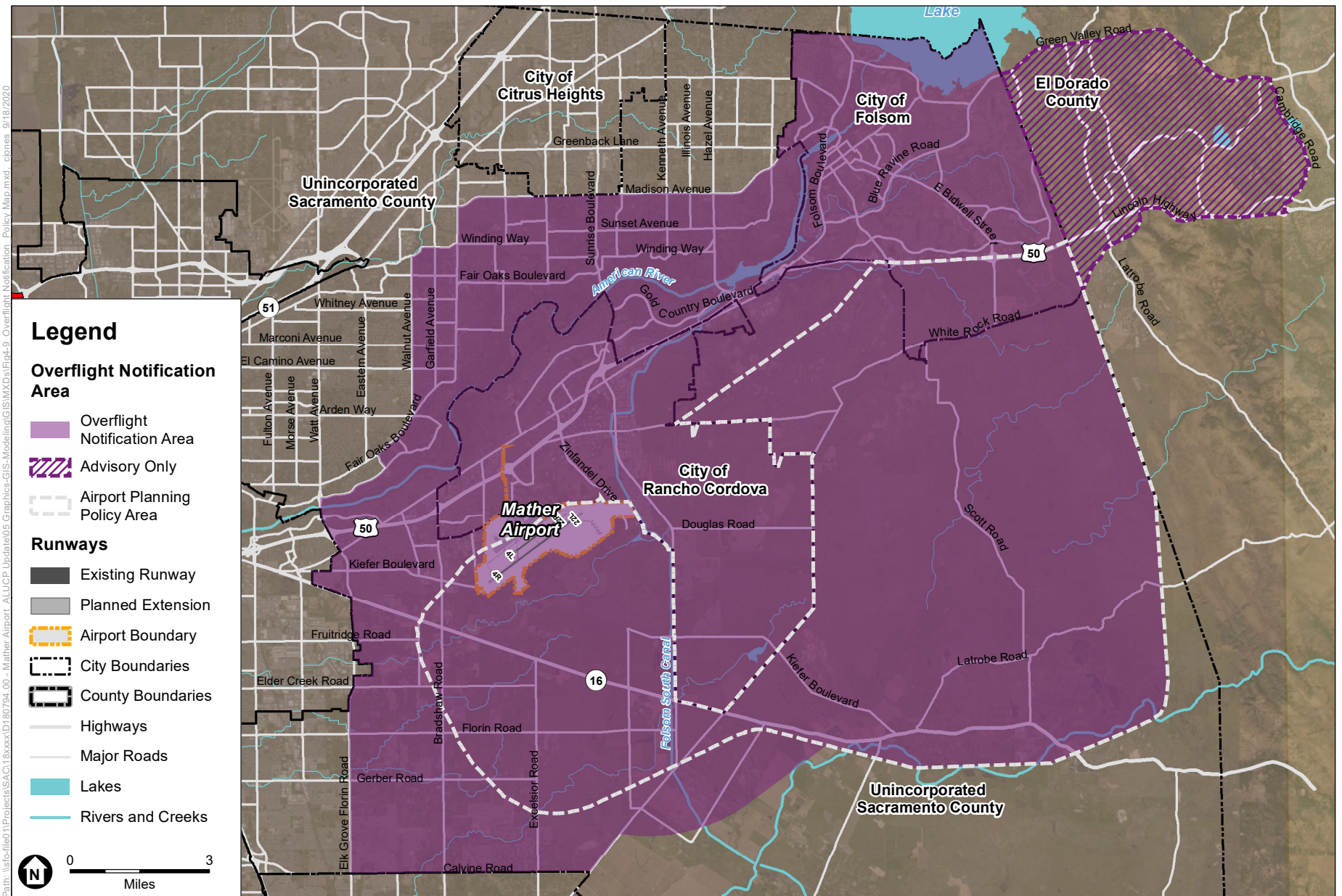
Figure 4-7
Airspace Compatibility Policies



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 4-8
Wildlife Hazards Policy Map
Mather Airport



SOURCE: County of Sacramento, 2019; Sacramento Area Council of Governments, 2019; U.S. Geological Survey, 2019; DigitalGlobe, 2017.

Mather Airport Land Use Compatibility Plan Update

Figure 4-9
Overflight Notification Policy Map
Mather Airport

Although the real estate transfer disclosure policy obligates sellers of real property to include disclosure of presence within an AIA in disclosure reports, the ALUC has no role in enforcing provision of such disclosures. Sellers who fail to provide adequate disclosure of presence within an AIA during transactions of real property will be liable for monetary damages per State law (Civ. Code § 1102.13). The onus to pursue action for adequate disclosure rests with purchasers.

OP-2 Airport Planning Policy Area

Property owners proposing new residential development on properties within the Airport Planning Policy Area depicted on Figure 4-10 will be subject to the conveyance of an avigation easement to the County of Sacramento.

- 1) Where disclosure is required, the State statutes dictate that the following statement shall be provided:

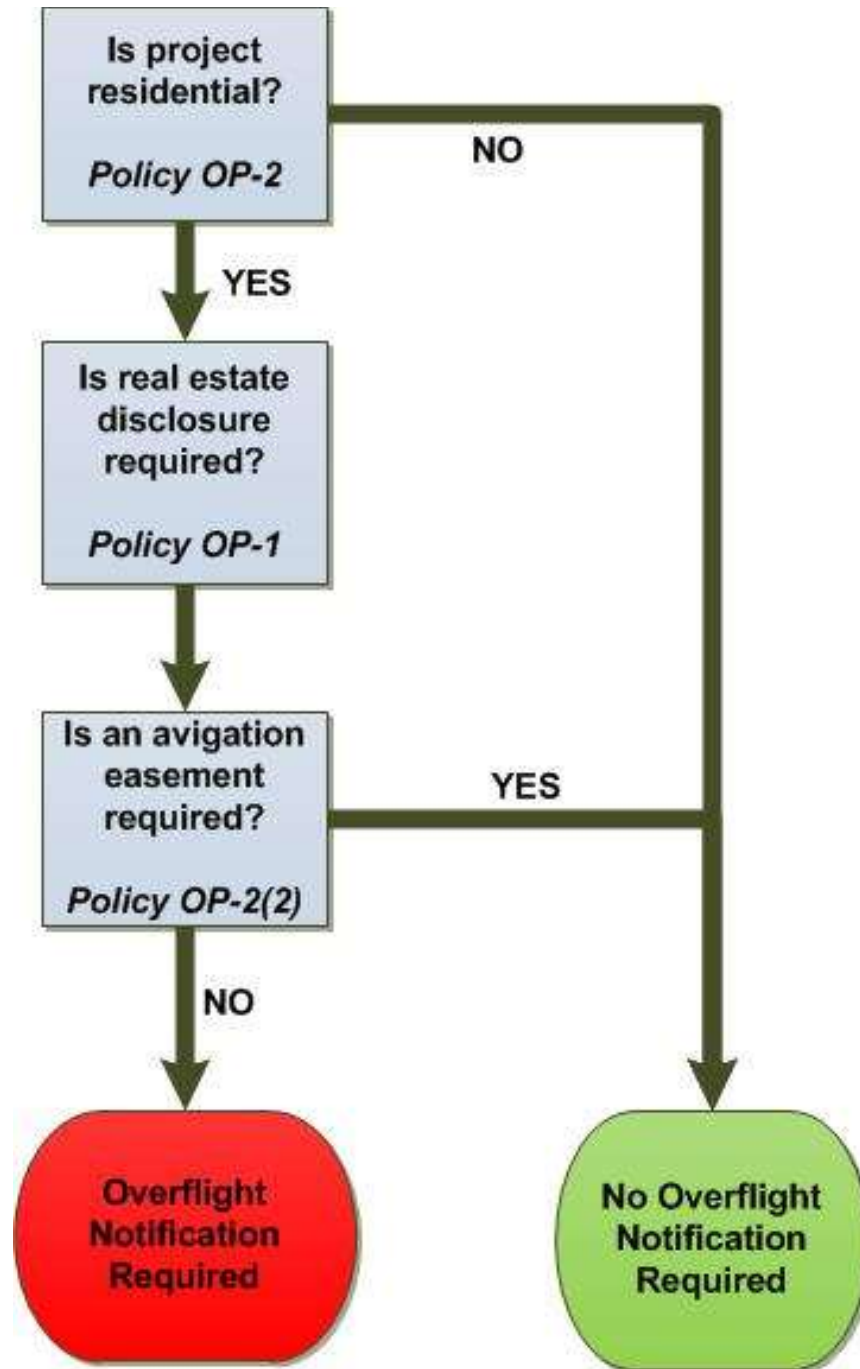
NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, 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) For the purposes of this Compatibility Plan, the disclosure provisions of state law are deemed mandatory for new development and shall continue in effect as ALUC policy even if the state law is revised or rescinded. In addition, ALUC policy requires that signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new land use action within the entire AIA.
- 3) Although not required by State law, the recommendation of the ALUC is that the above airport proximity disclosure should be provided as part of all real estate transactions involving private property within the entire AIA, especially any sale, lease, or rental of residential property. Furthermore, the ALUC recommends that each local agency affected by this Compatibility Plan adopt a policy designating these areas as the places where disclosure of airport proximity is required under state law or is otherwise appropriate. Although strongly encouraged, adherence to this policy is not mandatory as it applies to existing land uses over which the ALUC does not have authority.

OP-2 Overflight Notification

In addition to the preceding real estate disclosure requirements, an overflight notification document shall be recorded for any local agency approval of residential land use development within the overflight notification area.

- 1) The overflight notification document shall include a statement similar to the one provided in Policy OP-1.
- 2) A separate overflight notification document is not necessary where an aviation easement is required.
- 3) Recordation of an overflight notification document is not required for nonresidential development.
- 4) Nothing in this policy is intended to prevent a local agency from adopting and implementing an expanded form of overflight notification.
 - 1) Examples of overflight notification documents are provided in Appendix E.



SOURCE: ESA Airports, 2019.

Mather Airport - Airport Land Use Compatibility Plan

Figure 4-10
Overflight Compatibility Policies

This Page Intentionally Blank

Appendix A

Glossary

This page intentionally left blank

APPENDIX A

Glossary

Table A-1 lists aviation-related terms used throughout the ALUCP as well as their definitions. **Table A-2** lists land use-related terms used throughout the ALUCP as well as their definitions. Finally, **Table A-3** lists the acronyms used throughout the ALUCP.

TABLE A-1
AVIATION-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
14 CFR Part 77 Surfaces:	Imaginary airport surfaces established by federal regulations addressing navigable airspace. The surfaces are situated in relation to each runway at the Airport and consist of the following: horizontal surface, conical surface, primary surface, approach surface and transitional surface. (CFR, 2019)
Above Ground Level (AGL):	An elevation datum given in feet above ground level.
Above Mean Sea Level (AMSL or MSL):	An elevation datum given in feet above mean sea level
Aircraft Accident:	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage. (Title 49 CFR, § 830.2)
Aeronautics Act:	Except as indicated otherwise, Article 3.5 of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code (Pub. Util. Code § 21001 – 21709).
Aircraft Operation:	The landing, takeoff or touch-and-go procedure by an aircraft on a runway at an airport. (FAA, 2015)
Air Operations Area:	Any area of an airport used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron. (FAA, 2007)
Airport:	An area on land or water that is used or intended to be used for the landing and takeoff of aircraft and includes its buildings and facilities, if any. (FAA, 2012)
Airport Elevation:	The highest point on an airport's usable runways expressed in feet above mean sea level (MSL). (FAA, 2012)
Airport Layout Plan (ALP):	A scaled drawing (or set of drawings), in either traditional or electronic form, of current and future airport facilities that provides a graphic representation of the existing and long-term development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport to the satisfaction of the FAA. (FAA, 2012)
Airport Master Plan (AMP):	The airport's concept of the long-term development and use of an airport's land and facilities. (FAA, 2015)

TABLE A-1
AVIATION-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Airspace Protection Area:	The area beneath the airspace protection surfaces.
Airspace Protection Surfaces:	Imaginary surfaces in the airspace surrounding airports defined in accordance with criteria set forth in Title 14 of the Code of Federal Regulations, Part 77, Subpart C. (14 CFR Part 77).
Airport Traffic Control Tower (ATCT):	A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. The ATCT authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or nonradar). (FAA, 2014)
Ambient Noise Level:	Background noise level, the normal or existing level of environmental noise at a given location. It is usually a composite of sounds from many and varied sources near to and far from the receiver. (Caltrans, 2011)
Area Navigation (RNAV):	A navigation system allowing a pilot to fly a selected course to a predetermined point without the need to overfly ground-based navigation facilities, by using waypoints. (FAA, 2016)
Aviation-Related Use:	Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protection areas defined by the FAA, together with aircraft aprons, hangars, fixed-base operations facilities, terminal buildings, and related facilities.
Ceiling:	Height above the earth's surface to the lowest layer of clouds or obscuring phenomena.
Class D Airspace:	Generally, airspace from the surface to 2,500 feet above the airport elevation (charted in MSL) surrounding those airports that have an operational airport traffic control tower. (FAA, 2016)
Class E Airspace:	The controlled airspace not classified as Class A, B, C, or D airspace. (FAA, 2016)
Controlled Airspace:	A generic term that covers the different classifications of airspace and defined dimensions within which air traffic control (ATC) service is provided in accordance with the airspace classification. (FAA, 2016)
Federal Aviation Administration (FAA):	The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation's airports and airspace.
Fixed Base Operator (FBO):	A commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc. (FAA, 2006)
Flight Tracks:	The paths traveled by aircraft in flight.
Forecast:	A projected count of future aircraft operations.
General Aviation (GA):	All civil aviation other than commercial air carriers.
Glideslope:	Equipment in an Instrument Landing System (ILS) that provides vertical guidance to landing aircraft. (FAA, 2012)
Global Positioning System (GPS):	A satellite based navigational system that provides signals in the cockpit of aircraft defining aircraft position in terms of latitude, longitude and altitude. (FAA, 2015).
Helipad:	A small, designated area, usually with a prepared surface, on a heliport, airport, landing/takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. (FAA, 2014)

TABLE A-1
AVIATION-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Inner Approach/Departure Zone:	The rectangular area extending beyond the RPZ along the extended runway centerline and identified as safety zone 2. For runways with smaller RPZs, safety zone two begins at the runway end and extends around the RPZ. (Caltrans, 2011)
Inner Turning Zone:	A cone-shaped area extending at an angle from the sides of safety zones 2 and 5 where aircraft transition from the base to final approach legs on arrival and from takeoff to the climb leg of departures. The area is typically identified as safety zone 3. (Caltrans, 2011)
Instrument Approach Procedure (IAP):	A series of predetermined maneuvers for the orderly transfer of an aircraft under IFR from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. (FAA, 2016).
Instrument Flight Rules (IFR):	Rules and regulations established by the Federal Aviation Administration to govern flight under conditions in which flight by outside visual reference is not safe. IFR flight depends upon flying by reference to instruments in the flight deck, and navigation is accomplished by reference to electronic signals. (FAA, 2016)
Instrument Landing System (ILS):	An electronic system that provides both horizontal and vertical guidance to a specific runway, used to execute a precision instrument approach procedure. (FAA, 2016)
Itinerant Operations:	Operations by aircraft that leaves the local airspace. (FAA, 2015)
Local Operations:	Aircraft operations performed by aircraft that are based at the airport and that operate in the local traffic pattern or within sight of the airport, that are known to be departing for or arriving from flights in local practice areas within a prescribed distance from the airport, or that execute simulated instrument approaches at the airport. (FAA, 2015)
Localizer (LOC):	The portion of an ILS that gives left/right guidance information down the centerline of the instrument runway for final approach.
Mean Sea Level:	The average height of the surface of the sea at a particular location for all stages of the tide over a 19-year period. (FAA, 2016)
Navigational Aid (NAVAID):	Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight. (FAA, 2014)
Non-precision Approach:	A standard instrument approach procedure in which only horizontal guidance is provided. (FAA, 2016)
Obstruction:	Any object/obstacle exceeding the obstruction standards specified by 14 CFR Part 77, Subpart C. (FAA, 2014)
Outer Approach/Departure Zone:	A rectangular area extending outward from the Inner Approach/Departure Zone along the extended runway centerline and identified as safety zone 4. (Caltrans, 2011)
Overflight:	Any distinctly visible and audible passage of an aircraft in flight, not necessarily directly overhead. (Caltrans, 2011)
Precision Approach Procedure:	A standard instrument approach procedure in which an electronic glideslope/glidepath is provided; e.g., ILS, MLS, and PAR. (FAA, 2014)
Runway Edge Lights:	Lights used to outline the edges of runways at night or during low visibility conditions. These lights are classified according to the intensity they are capable of producing: high intensity runway lights (HIRL), medium intensity runway lights (MIRL), and low intensity runway lights (LIRL). (FAA, 2016)

TABLE A-1
AVIATION-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Runway Object Free Area (OFA):	An area centered on the ground on a runway centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. (FAA, 2012)
Runway Protection Zone (RPZ):	An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground. Indicated as safety zone 1. (FAA, 2012)
Runway Safety Area (RSA):	A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. (FAA, 2012)
Sideline Zone:	A rectangular area in close proximity and parallel to the runway. (Caltrans, 2011)
Standard Terminal Arrival Route (STAR):	A preplanned IFR ATC arrival procedure published for pilot use in graphic and/or textual form. (FAA, 2016)
Taxiway Design Group (TDG):	A classification of airplanes based on outer to outer Main Gear Width (MGW) and Cockpit to Main Gear distance (CMG). (FAA, 2012)
Terminal Area Forecast (TAF):	The official FAA forecast of aviation activity for U.S. airports. (FAA, 2019)
Terminal Instrument Procedures (TERPS):	Procedures for instrument approach and departure of aircraft to and from civil and military airports. There are four types of terminal instrument procedures: precision approach, non-precision approach, circling, and departure. (Caltrans, 2011)
Touch-and-Go:	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway. (FAA, 2014)
Traffic Pattern:	The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. (FAA, 2014)
Traffic Pattern Zone:	An elliptical area that includes the majority of other portions of regular air traffic patterns and pattern entry routes, and generally extends to the farthest point of 6,000-foot radius arcs from the centers of each of the primary surfaces and connecting lines tangent to those arcs. Identified as safety zone 6. (Caltrans, 2011)
Very-High Frequency Omnidirectional Range (VOR):	Electronic navigation equipment in which the flight deck instrument identifies the radial or line from the VOR station, measured in degrees clockwise from magnetic north, along which the aircraft is located. (FAA, 2016)
Visual Approach Slope Indicator (VASI):	A visual aid of lights arranged to provide descent guidance information during the approach to the runway. A pilot on the correct glideslope will see red lights over white lights. (FAA, 2016)
Visual Flight Rules (VFR):	Flight rules adopted by the FAA governing aircraft flight using visual references. VFR operations specify the amount of ceiling and the visibility the pilot must have in order to operate according to these rules. When the weather conditions are such that the pilot cannot operate according to VFR, he or she must use instrument flight rules (IFR). (FAA, 2016)

SOURCE: California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, Appendix L, *Glossary of Terms*, October 2011; Federal Aviation Administration, AC 150/5190-7, Minimum Standards for Commercial Aeronautical Activities, Appendix 1 Definitions, August 28, 2006 (FAA, 2006); Federal Aviation Administration, AC 150/5300-13A, Airport Design, September 28, 2012 (FAA, 2012); Federal Aviation Administration, Pilot/Controller Glossary, April 3, 2014 (FAA, 2014); Federal Aviation Administration, AC 150/5070-6B Change 2, Airport Master Plans, January 27, 2015 (FAA, 2015); Federal Aviation Administration, FAA-H-8083-25B, Pilot's Handbook of Aeronautical Knowledge, August 2016 (FAA, 2016); Federal Aviation Administration, AC 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, Appendix 1 Definitions of Terms Used in this Advisory Circular, August 28, 2007 (FAA, 2007); Federal Aviation Administration, Terminal Area Forecast (TAF) website, www.faa.gov/data_research/aviation/taf/, accessed June 25, 2019 (FAA, 2019), .

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Accessory Dwelling Unit:	An attached or a detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. (Govt. Code Sec. 65852.2(h)(i)(4))
Adult Day Care Center:	A licensed facility that provides an organized day program of personal care, daytime supervision, and social and support activities and services but excluding health care, to persons 55 years or older or other adults. (County, 2015)
Adult Day Care Facilities:	State-licensed facilities that provide supervised care of older adults, providing activities such as meals and socialization one or more days a week during specified daytime hours. The participants, primarily persons with physical and/or mental limitations who need socialization, physical assistance, and/or psychological assistance, return to their homes each evening. The program is often used as respite by family members caring for an older person who cannot be left alone safely in the home. Supervision for more than six adults for periods of less than 24 hours, with no overnight stays. (City, 2019)
Adult Day Care Home:	The provision of nonmedical care to six or fewer adults, including seniors, in the provider's own home, for a period of less than 24 hours at a time. Homes serving more than six adults are included in "Adult day care facilities." (City, 2019)
Agricultural Products Processing:	The act of changing an agricultural crop after harvest from its natural state to the initial stage of processing in order to prepare it for market and for further processing at an off-site location. Examples of this processing include nut hulling and shelling, bean cleaning, corn shelling and sorting, grape sorting and crushing, primary processing of fruits to juice and initial storage of the juice, without fermentation, cleaning and packing of fruits.
Agricultural Supplies and Service:	Retail sales of agricultural chemicals, fertilizer, feed, grain, and farm supplies, not including trucks, tractors, combines, and similar heavy equipment; and rental and incidental storage of farming equipment, not including trucks, tractors, combines, and similar heavy equipment. (County, 2015)
Agricultural Uses, General:	The primary use of the premises for agriculture, including the cultivation of the soil for the production and harvesting of crops, the care and breeding of livestock, poultry, pastureland, horticulture, dairying, viticulture, aquaculture, silviculture (timber management), floriculture, apiaries (beekeeping), and the storage and minor repair of agricultural vehicle and equipment used for the processing and transportation of the products grown on the premises. (County, 2015)
Airport Compatibility Zones:	Areas on and near an airport in which land use and development restrictions are established to protect the safety of the public and include the Runway Protection Zone, Inner Approach/Departure Zone, Inner Turning Zone, Outer Approach/Departure Zone, Sideline Zone, and the Traffic Pattern Zone. (Caltrans, 2011)
Airport Influence Area (AIA):	The area or areas in which current or future airport-related noise, over flight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The ALUC establishes its jurisdictional authority by designating one or more AIA(s). If the ALUC has not designated an AIA, PUC Section 21675.1(b) states that land within two miles of a public airport must be used instead. (Caltrans, 2011)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Airport Land Use Commission (ALUC):	A commission authorized under the provisions of California Public Utilities Code, Sections 21670 et seq. and established (in any county within which a public-use airport is located) for the purpose of promoting compatibility between airports and the land uses surrounding them. (Caltrans, 2011)
Airport Land Use Compatibility Plan (ALUCP):	A planning document that contains policies for promoting safety and compatibility between public use airports and the communities that surround them. The ALUCP is the foundation of the airport land use compatibility planning process. The ALUCP is adopted by the ALUC (or the body acting in that capacity per PUC Section 21670.1), and is based on a current Airport Master Plan (AMP) or Airport Layout Plan (ALP). (Caltrans, 2011)
Alley:	A public thoroughfare less than 30 feet in width, which affords only a secondary means of access to an abutting property. (Caltrans, 2011)
Ambulance Service:	Emergency medical care and transportation, including incidental storage and maintenance of vehicles. (City, 2019)
Aquaculture:	The cultivation of marine or freshwater fish, shellfish, or plants under controlled conditions. Aquaponics is a subset of aquaculture which integrates aquaculture with hydroponics by recycling the waste products from fish to fertilize hydroponically growing plants. (City, 2019)
Art, Antique, Collectable:	Retail sales uses including antique shops, art galleries, curio, gift, and souvenir shops, and the sales of collectible items including sports cards and comic books. Stores selling handcrafted items that are produced on the site are defined separately as "Artisan shops." (City, 2019)
Art Gallery, Art Studio:	Spaces used principally for art activities. (County, 2015)
Artisan Shops:	Retail stores selling art, glass, ceramics, jewelry, and other handcrafted items, where the facility includes an area for the crafting of the items being sold. (City, 2019)
Artisanal and Specialty Manufacture, Display and Sales:	The manufacture, display, and sales of specialty food and goods requiring the transformation of raw materials into products that may be edible, useful, or decorative. Outdoor display, sales and consumption on premises may be included subject to zoning and accessibility requirements, and any other state or local regulations such as, but not limited to, the California Uniform Food Facilities Law (CURFFL). (City, 2019)
Assembly, Manufacturing, and Processing, Heavy:	Allows fully enclosed manufacturing that can be expected to have some off- property impacts or that may involve quantities of hazardous materials, including, but not limited to: ore reduction; metal foundries, forges, smelters, and casting; paper and pulp manufacture; manufacturing or processing of paint, varnish, adhesive, or resin; chemical, or sodium compound manufacture; newspaper printing; animal rendering or reduction; processing of odorous food products; and leather tanning or curing. (County, 2015)
Assembly, Manufacturing, and Processing, Light:	Allows fully enclosed manufacturing uses with limited impacts (i.e., no smoke, noxious odors, vibration, dust, electromagnetic interference, excessive noise, etc. beyond the property line or outside of daytime hours) similar to purpose statement for M- 1, including but not limited to: cabinet, blacksmith, machine, or welding shop; printing plant; photographic processing plant; honey extraction; and manufacturing of ice, candy, toiletries, cosmetics, or pharmaceuticals. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Assembly, Manufacturing, and Processing, Outdoor:	Allows manufacturing and assembly activities that are not fully enclosed or where more than 20percent of the lot area is devoted to outdoor storage of feedstock or finished product, including but not limited to: Quarry or stone mill; lumber mill, brick yard, stockyard, or feeding pens; feed and fuel yard, and railroad repair shops; and tire reconditioning and rebuilding. (County, 2015)
Assembly Uses:	A location, auditorium, hall, or similar facility that is publicly or privately owned and is developed for the principal purpose of accommodating groups of persons for meetings, exhibitions, shows, and other public -interest events. (County, 2015)
Auto and Vehicle Sales and Rental:	Retail establishments selling and/or renting automobiles, trucks, and vans. This use listing includes the sales and rental of mobile homes, recreation vehicles, and boats. May also include repair shops and the sales of parts and accessories, incidental to vehicle dealerships. (City, 2019)
Auto and Vehicle Sales, Wholesale:	Wholesale establishments selling new and used vehicles and used vehicle parts. This use is normally developed as part of an auto wrecking yard, junkyard, or salvage yard. Conventional automobile dealerships are listed under "Auto and vehicle sales and rental." (City, 2019)
Automobile Service Station:	A retail commercial establishment devoted primarily to the retail sales of gasoline and similar motor fuels to the public and which may also include retail sales of motor oils, lubricants, travel aides, minor automobile accessories, and minor automobile servicing, repairs, and maintenance. An automobile service station does not include any commercial, business, or governmental establishment having on the premises a gas pump or pumps from which gasoline or other motor fuels are not sold at retail to the public on a regular basis. (County, 2015)
Automobile Repair, Major:	Major body and engine work and repairs to automobiles, other passenger vehicles, or boats. Examples include but are not limited to: rebuilding of radiator, transmission, and other major machine shop, body rebuilding, and painting. (County, 2015)
Automobile Repair, Minor:	Minor adjustments, service, and repairs to automobiles or other passenger vehicles. Examples include but are not limited to: radiator, transmission, muffler, and brake repair, lubricant shops, diagnosis and tune -up, smog inspection, auto glass repair and installation, automotive seat covers and re-upholstery, tire sales and service, and car washes. Shall not include body and engine work as defined in "Auto Repair, Major." (County, 2015)
Auto Parts Sales:	Stores that sell new automobile parts, tires, and accessories. May also include minor parts installation (see "Vehicle services – minor"). Does not include tire recapping establishments, which are found under "Vehicle services – major" or businesses dealing exclusively in used parts, which are included under "Auto and vehicle sales, wholesale." (City, 2019)
Auto Vehicle Dismantling:	Establishments for the dismantling of automobile vehicles, including the dismantling or wrecking of automobiles or other motor vehicles, and/or the storage or keeping for sale of parts and equipment resulting from such dismantling or wrecking. (City, 2019)
Aviation Related Use:	Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protected areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Banks and Financial Services:	Financial institutions such as banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, and investment companies. Also includes automated teller machines (ATM). (City, 2019)
Bar:	Any premises used or intended to be used for selling or serving alcoholic beverages to the public for consumption on the premises that does not qualify as or is not part of a "bona fide public eating place" as defined in Business and Professions Code Section 2303. (County, 2015)
Bars and Nightclubs:	Any bar, cocktail lounge, discotheque, or similar establishment, which may also provide live entertainment (e.g., music and/or dancing, comedy) in conjunction with alcoholic beverage sales. These facilities do not include bars that are part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. Bars and nightclubs may include outdoor food and beverage areas. (City, 2019)
Beauty/Barber Shop, Spa:	A place of business providing hairdressing or other cosmetic treatment services, including manicures, facials and similar services. Massage and the application of permanent cosmetics are allowed as incidental uses (County, 2015)
Bed and Breakfast Inn:	A dwelling containing a single living unit that serves as the residence for the owner or manager and not more than five guest rooms that, for compensation, provide temporary night to night lodging with or without meal. (County, 2015) Residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging, where meals may be provided subject to applicable health department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel and is included under the definition of "Hotels and motels." (City, 2019)
Bedroom:	Any room in a dwelling unit used or intended or designed to be used for sleeping purposes with no less than 70 square feet of floor area and no dimension less than seven (7) feet other than bathroom(s), kitchen, living, dining, family or any other room that meets the definition of a den. (County, 2015)
Beekeeping:	The keeping, maintaining, or allowing of any hive of any size on any parcel in the city. (City,
Beekeeping, Commercial:	Beekeeping in order to collect honey and other products (including beeswax, propolis, pollen, and royal jelly), to pollinate crops, or to produce bees for sale to other beekeepers or for rent. (County, 2015)
Beekeeping, Non-Commercial:	Beekeeping whereby any monies derived from the bees or the hive products is incidental to a permitted residential or non-residential use and not a significant source of the beekeeper's income nor the beekeeper's primary reason for practicing apiculture. (County, 2015)
Boarding House:	A building containing not more than five guest rooms where lodging or meals are provided for three or more guests for compensation and with the intent of the operation being a profit –making business. Shall not include a residential care facility providing care to six or fewer persons, exclusive of the operator's family or persons employed as facility staff. Further, the term does not include a residential dwelling being shared by individuals residing together in a single household. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Boat Dock, Private:	A pier or small structure at the edge of the water, where boats for personal or neighborhood use can tie up; not intended for public or commercial use. (County, 2015)
Borrow Mining Operations, Short-Term:	All, or any part of, the process involved in the removal of dirt, soil, sand, gravel, or other material from below grade of surrounding land for any purpose other than that necessary and incidental to site grading and building construction. (County, 2015)
Brew Pub:	A brew pub is an establishment that brews malt beverages on site for sale and consumption on the premises and that qualifies as a "bona fide public eating place" as defined in Business and Professions Code Section 2303, limited in production to a maximum of 6,000 barrels of malt beverages annually. A brew pub does not include wholesale or off- site sales of alcohol unless such alcohol sales are allowed as a primary use in the underlying zoning district. (County, 2015) An establishment that produces ales, beers, meads, hard ciders, and/or similar beverages to serve on site. Sale of beverages for off-site consumption is also permitted in keeping with the regulations of the ABC. Service of brewed beverages must be in conjunction with the service of food. Manufacturing activities shall occur entirely within an enclosed building or outdoor work area screened from public view and be separated from the restaurant portion of the facility by applicable building codes. All beverage tasting shall occur within the restaurant portion of the facility. Brew pubs may not produce more than 5,000 barrels of beverage (all types of beverage combined) annually per ABC licensing standards. May also include the wholesale distribution of beverages for off-site consumption. (City, 2019)
Breweries:	An establishment where malt beverages are manufactured on the premises. Breweries are classified as any use that manufactures more than 15,000 barrels of beverage (all beverages combined) annually. A brewery may include a tap room as part of the principal use as long as the floor area utilized for the tap room is less than or equal to 25 percent of the total floor area of the facility. (County, 2015)
Brewery, Winery, Distillery:	A facility where specific alcoholic beverages are manufactured. Incidental to the manufacturing process, a tasting area not to exceed 50 percent of the floor area is allowed. Tasting rooms must comply with retail hours of operation from 10:00 a.m. to 11:00 p.m. Tasting shall follow all guidelines established and enforced by Alcoholic Beverage Control. All manufacturing activities occur within a completely enclosed building or in an outdoor work area screened from view. Off-site sales of alcoholic beverages are allowed at this facility consistent with regulations of ABC licensure. Prior to occupancy, all breweries, wineries, or distilleries shall provide evidence of acquisition of all required state and federal permits. (City, 2019)
Broadcasting and Recording Studios:	Commercial and public communications uses including radio and television broadcasting and receiving stations and studios, with facilities entirely within buildings. Does not include transmission and receiving apparatus such as antennas and towers, which are under the definition of "Telecommunication facility." (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Building Materials Stores and Yards:	Retail establishments selling lumber and other large building materials, where most display and sales occur indoors. Includes stores selling to the general public, even if contractor sales account for a major proportion of total sales. Includes incidental retail ready-mix concrete operations, except where excluded by a specific zoning district. Establishments primarily selling electrical, plumbing, heating, and air conditioning equipment and supplies are classified in "Wholesaling and distribution." Hardware stores are listed in the definition of "Retail, general," even if they sell some building materials. Also see "Home improvement supplies" for smaller specialty stores. (City, 2019)
Bus and Transit Shelter:	A small structure designed for the protection and convenience of waiting transit passengers and that has a roof and usually two or three sides. (City, 2019)
Bus Depot:	A passenger station for publicly or privately operated bus lines. A bus depot is generally a major destination point and characterized as a transfer point between local bus lines or other modes of transportation and intercity and interstate bus operations. A bus depot may or may not include indoor operational facilities. A bus stop is not a bus depot. (County, 2015)
Bus Shelter:	A partially enclosed shelter for bus or other transit passengers located within or immediately adjacent to a public right-of-way. (County, 2015)
Business Services, General:	Service establishments primarily within buildings, providing other businesses with services including maintenance, repair and service, testing, rental, etc. Examples include but are not limited to addressing and mailing services; advertising business; computer programming, software, and systems; design; blueprinting-photocopying service; computer sales, rental, and lease; computer service and training; data processing service; mail or delivery service pickup station; locksmith/key and lock shop; mail order business; messenger service; office machines and equipment sales and minor repair; delivery service; drafting service; furniture rental agency; photocopy service; print shop; stenographic service; radio, television, or recording studio; telegraph office; telephone answering service; equipment rental agency, office related uses only. (County, 2015).
Business Services, Intensive:	Service establishments primarily within buildings, providing other businesses with services that have more intense operational impacts, requiring the separation or mitigation from sensitive receptors. Examples include but are not limited to disinfecting-fumigating service; janitorial service; pest control service; alarm or warning system sales and service; upholstery/furniture cleaning, and safe repair shop. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Business Support Services:	Establishments primarily within buildings, providing other businesses with services such as maintenance, repair and service, testing, rental, etc. Support services include, but are not limited to: • Equipment repair services (except vehicle repair; see "Vehicle services"); • Commercial art and design (production); • Computer-related services (rental, repair); • Copying, quick printing, and blueprinting services (other than those defined as "Printing and publishing"); • Equipment rental businesses within buildings (rental yards are "storage yards"); • Film processing laboratories; • Heavy equipment repair services where repair occurs on the client site; • Janitorial services; • Mail advertising services (reproduction and shipping); • Mailbox services; • Outdoor advertising services; and • Photocopying and photofinishing. (City, 2019)
Calamity:	An event causing great and often sudden damage or distress; a disaster. (Oxford)
California Environmental Quality Act (CEQA):	Statutes adopted by the state legislature for the purpose of maintaining a quality environment for the people of the state now and in the future. The Act establishes a process for state and local agency review of projects, as defined in the implementing guidelines, which may adversely affect the environment. (Caltrans, 2011)
Call Center:	An office equipped to handle a large volume of calls, especially for taking orders or servicing customers. (City, 2019)
Caltrans Handbook:	The most recent version (2011) of the California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics.
Campground:	An area or tract of land on which accommodations for temporary occupancy are located or may be placed, including cabins, tents, and major recreational equipment, without the need for on-site infrastructure or individual sewer hookups, and which is primarily used for recreational purposes and retains an open air or natural character. (County, 2015)
Canneries:	Any establishment where food is received in raw or partly processed form for the purpose of canning in hermetically sealed containers and where sterilization by heat is used, or where preservation of vegetable products is accomplished by the use of approved chemical preservatives, sugar, salt, or acidity factors introduced as ingredients or additives, or by freezing foods for sale as and for food in any other type of vessel, bottle, can, bag, container, or other type or form of package, and the products placed on the market for general consumption as food. The use shall not include the packing or preservation of products for private use or a food establishment that processes meat or poultry products under the supervision of the U.S. Department of Agriculture. (County, 2015)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Card Room:	Any place where gambling is conducted and to which the public is invited to participate. (County, 2015) Gambling establishments that offer card games for play by the public. (City, 2019)
Car Washing:	Permanent, drive-through, self-service, and/or attended car washing establishments, including fully mechanized facilities. May include detailing services. Temporary car washes (e.g., fundraising activities generally conducted at a service station or other automotive-related business, where volunteers wash vehicles by hand, and the duration of the event is limited to one day) are not part of this use classification. (City, 2019)
Caretaker Housing:	A residence that is accessory to a site with a nonresidential primary use and that is needed for security, 24-hour care or supervision, or monitoring of facilities, equipment, or other conditions on the site. (City, 2019)
Catering Service:	A place of business established to provide food service for parties, events, and institutions at off-site locations. (County, 2015)
Cemetery:	Land used or intended to be used for the burial of the dead and dedicated for cemetery purposes including columbaria, mausoleums, and funeral establishments when incidental to and operated in conjunction with and within the boundary of the cemetery. (County, 2015)
Check Cashing Business:	An establishment that, for compensation, engages in the business of cashing checks, warrants, drafts, money orders, title cashing, or other commercial paper serving a similar purpose. (City, 2019)
Child Day Care Center:	A facility providing a program for social development, pre - academic, or group training for children under 18 years of age; a facility, other than a family day care home, providing care and supervision of children on less than a 24-hour basis, with or without compensation or on a cooperative basis. Included within the definition are the following types of facilities: day nursery, nursery schools, group day care facilities, and day centers for persons with mental disabilities. Such facilities shall include those child care facilities operated in conjunction with a school or place of worship. (County, 2015)
Child Day Care Facility:	A state-licensed facility which provides nonmedical care, protection, and supervision to more than 14 children under 18 years of age, on a less than 24-hour basis. Commercial or nonprofit child day care facilities include infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use. (City, 2019)
Clubs, Lodges, and Private Meeting Halls:	Permanent, headquarters-type and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, including facilities for business associations; civic, social and fraternal organizations; labor unions and similar organizations; political organizations; professional membership organizations; and other membership organizations. (City, 2019)
College, University:	An educational institution offering advanced instruction beyond the secondary level in any academic field, but not including business, trade, or vocational schools. (County, 2015)
Combining District:	A zoning district which establishes development standards in areas of special concern over and above the standards applicable to basic underlying zoning districts. (Caltrans, 2011)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Community Centers/Civic Uses:	Multipurpose meeting and recreational facilities typically consisting of one or more meeting or multipurpose rooms, kitchens and/or outdoor barbecue facilities that are available for use by various groups for such activities as meetings, parties, receptions, dances, etc. (City, 2019)
Community Garden:	A garden established by an organization for the cultivation of fruit, vegetables, herbs and other produce on a vacant lot and maintained by any group of persons for the primary purpose of providing food for personal consumption. (County, 2015) A site used for growing plants for food, fiber, herbs, or flowers, which is shared and maintained by city residents. (City, 2019)
Community Noise Equivalent Level (CNEL):	The noise metric adopted by the State of California for evaluating airport noise. It represents the average daytime noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. (Caltrans, 2011)
Community Plan:	A Community Plan reflects the goals and policies of each individual community. Community Plan policies are intended to guide the physical development of a community on a more detailed basis than the General Plan. (County, 2015)
Community Stand:	A retail stand operated by a nonprofit organization, which sells shell eggs, locally grown crops, a limited amount of non-potentially hazardous prepackaged food and food preparation related items. (County, 2015)
Compatibility Plan:	As used herein, a plan, usually adopted by an Airport Land Use Commission, which sets forth policies for promoting compatibility between airports and the land uses which surround them. (Caltrans, 2011)
Concrete Batch Plant:	A facility that combines various ingredients in order to produce concrete. The final product is transported to job sites by trucks that may or may not be part of the establishment. (County, 2015)
Condominium:	A condominium is a residential dwelling unit, the title or ownership of that consists of an undivided interest (sometimes referred to as air space) in common in a portion of a parcel of real property together with a separate interest in space in a building located on such real property. (County, 2015)
Congregate Care Facility:	A residential facility or portion of a larger phased-living complex, offering independent living accommodations oriented to the particular needs of a segment of the population, (usually senior citizens) and including a variety of common facilities, equipment, or services available to the tenants. Also known as assisted living facilities, as a minimum requirement, a congregate care facility must maintain congregate cooking and dining programs, and may include a variety of congregate recreation, social, transportation, health maintenance, or counseling programs. If the facility offers only independent cooking facilities in private residential units or if common support services are optional, then the facility is defined as a multifamily complex. Also, if the facility offers extensive skilled nursing services, memory care, or more intensive medical care as licensed by the State Department of Public Health, then the facility is defined as a residential care home if non- institutional in character, or a convalescent hospital. (County, 2015)
Convenience Stores:	Easy-access retail stores of 5,000 square feet or less in gross floor area, which carry a range of merchandise oriented to convenience and travelers' shopping needs. These stores may be part of a service station or an independent facility. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Crematory:	A crematory is a furnace where human remains are burned and reduced to ashes. (County, 2015)
Crops, Raising/Harvesting:	The commercial raising and harvesting of agricultural and horticultural uses, including but not limited to production of grains, field crops, vegetables, fruits, nut trees, herbs, flowers and seed production, nursery stock and ornamental plant production (including plant s, trees, shrubs and ground covers grown in containers or green houses). Does not include the use intended for personal consumption (e.g., gardening). (County, 2015)
Dance Club/Hall:	A place where dancing is conducted, whether for profit or not for profit, and at which the public is allowed to dance, with or without charge. Also includes any club or association of persons which conducts dancing for its members or bona fide guests more often than once a month, and to which the public is not admitted. (County, 2015)
Decibel (dB):	A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear. (Caltrans, 2011)
Density:	The number of dwelling units per acre. (County, 2015)
Detailing or Waterless Car Wash:	A facility that offers interior or exterior cleaning of chrome trim, windows, wheels and other visible components on a vehicle's exterior. Cleaning typically includes the use of pre-mixed cleaners that are sprayed on and wiped off and very little use of water. (City, 2019)
Development:	Construction, erection, reconstruction, remodeling, alteration, maintenance, expansion, movement or similar. (County, 2015)
Distilleries:	Any establishment where spirituous liquors are manufactured. A distillery may include a tasting room as part of an accessory use as long as the floor area utilized for the tasting room is less than or equal to 25 percent of the total floor area of the facility. (County, 2015)
Division of Aeronautics:	California Department of Transportation, Division of Aeronautics, or any successor agency that may assume the responsibilities of the Division of Aeronautics. (Caltrans, 2011)
Dwelling, Accessory Unit:	An attached or detached dwelling unit which provides complete independent living facilities for one or more persons, with permanent provisions for living, sleeping, eating, cooking, and sanitation sited on the same parcel as the primary dwelling unit. This definition includes granny flats. (City, 2019)
Dwelling, Agricultural Accessory:	Single-family detached accessory structure that provides living quarters for an on-site agricultural employee receiving a major portion of his or her income from such employment. "Major portion" shall mean, for the purposes of this definition, greater than 50 percent of all income for the family residing in the accessory dwelling. This does not include farm worker housing. In addition, evidence of agricultural production or receipts may be required to verify necessity for such dwellings. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Dwelling, Duplex or Halfplex:	A duplex is a building designed for occupancy by two families living independently of each other, each in a separate dwelling unit. A halfplex is a building designed for occupancy by two families living independently of each other, where each dwelling unit is located on a lot that may be separately owned or conveyed. (County, 2015)
Dwelling, Multiple Family:	A building, other than a townhouse, rowhouse, or cluster development, that is designed and intended for occupancy by three or more families living independently of each other, each in a separate dwelling unit, including apartments for rent and condominiums. (County, 2015)
Dwelling, Single-Family Attached:	An attached dwelling unit, normally two (2) stories high and with an interior stairway to access the second story, such as rowhomes, townhomes, condominiums, or cluster developments. The unit must be entirely within a separate, privately owned lot located within a common lot owned by the project homeowners association. The property line describing the townhouse lot must follow the common wall of adjoining units and the outer edge of the unit's exterior walls, but may extend outward to include patios, detached garages, entry areas, parking spaces, and similar features. (County, 2015)
Dwelling, Single-Family Detached:	A detached building designed exclusively for occupancy by one family. Includes a residential care home or facility that serves six or fewer persons, not including the operator of the facility, members of the operator's family, or persons employed as facility staff. A single-family dwelling may be constructed as a conventional site-built product or as a factory-built (or modular home, as defined in the California Health and Safety Code, Division 13, Part 6, §19971) building. (County, 2015)
Dwelling, Two-Family:	An attached building (e.g., duplex) designed for occupancy by two families living independently of each other, where both dwellings are located on a single lot. (City, 2019)
E-Cigarette Lounge:	Any business, facility, building, establishment, structure or location, whether fixed or mobile, where customers or others utilize a heating element or other device that vaporizes a liquid solution that releases nicotine or flavored vapor, including but not limited to e-cigarettes, hookah pens, e-hookahs, or vape pipes. (City, 2019)
Emergency Facilities:	Temporary facilities to accommodate emergency public health and safety needs and activities. (City, 2019)
Emergency Shelter:	A public or private facility that provides immediate, short-term shelter (up to 120 days) for homeless individuals or families and that may involve supplemental services. An emergency shelter may consist of one or more buildings. An "emergency shelter program" includes all buildings that are on the same or adjacent parcels and operated by the same entity. (County, 2015)
Equestrian Facility, Commercial:	Commercial horse, donkey, and mule facilities including horse ranches, boarding stables, riding schools and academies, horse exhibition facilities (for shows or other competitive events), pack stations, and barns, stables, corrals, and paddocks accessory and incidental to these uses. (City, 2019)
Equestrian Facility, Hobby:	Stables, corrals, and paddocks used by the individual homeowners of corresponding property and their animals. (City, 2019)
Equipment Sales and Rental:	Service establishments with outdoor storage/rental yards, which may offer a wide variety of materials and equipment for rental (e.g., construction equipment). (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Event Center/Reception Hall:	A facility operated by a private entity that is open to the general public for the purpose of hosting of meetings, training seminars, conventions, parties, banquets, concerts, weddings, and other similar social functions. (County, 2015)
Existing Land Use:	The current actual use of the land or the proposed use of the land evidenced by a vested right in the land as of the effective date of this ALUCP.
Family Day Care Home:	A home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family day care home or a small family day care home. (County, 2015)
Family Day Care Home, Large:	State-licensed facilities that provide nonmedical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally for seven to 14 children. As described in the California Health and Safety Code, large day care homes may provide services for up to 16 children when specific conditions are met. (City, 2019)
Family Day Care Home, Small:	State-licensed facilities that provide nonmedical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally to six or fewer children. As described in the California Health and Safety Code, small day care homes for children may provide services for up to eight children when specific conditions are met. (City, 2019)
Farm:	A place where agricultural production is the primary use. (County, 2015)
Farmworker Housing:	Living quarters for agricultural (farm) employees and their families consisting of up to 45 beds in group quarter or up to 16 farmworker dwelling units or spaces designed for a single -family or household. The units may of an alternative housing type that meets state and federal standards for livability and durability, including manufactured housing, factory-built housing, other forms of prefabricated housing, and dormitory- and barracks-style housing is which residents share common cooking and bathroom facilities. Farm worker housing does not include a hotel, motel, bed and breakfast lodging, or recreational vehicle park. (County, 2015)
Farmer's Market, Certified:	A public marketplace for fruits, vegetables, and other products (primarily agricultural-related products), either indoors or out -of- doors that has been issued a direct marketing certificate by the County Agricultural Commissioner indicating that the marketplace is a certified farmers' market. (County, 2015)
Feedlot:	"Feedlot" shall mean any premises used principally for the raising or keeping of animals in a confined feeding area. "Feedlot" is not intended to otherwise preclude the raising of animals as part of a general farming or livestock operation or as an FFA, 4- H, or other student project in an agricultural zoning district. (County, 2015)
Financial Institution:	A public or private institution such as a bank or savings and loan that collects funds from the public or other institutions and invests them in financial assets. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Food Processing Industry:	An activity involving the storage, primary processing, or primary manufacturing of raw agricultural products or by products, and the secondary reprocessing, conversion, or compounding of previously processed bulk agricultural products so long as it occurs on the same site and in conjunction with an operation also involved in the primary process, except canneries, distilleries, wineries, and breweries. (County, 2015)
Food Production and Wholesales:	Includes the farming, production, and processing of food to sell to a retail food establishment such as a restaurant or grocery store; food manufacturers; or warehouse for food distribution. Examples include, but are not limited to, a wholesale baker or butcher. (County, 2015)
Fraternity House/Sorority House:	A building or structure housing a group of persons associated for their common interest, including eating, sleeping, and other such facilities. (County, 2015)
Fuel Storage and Distribution:	A large-scale facility where fuel (such as propane and gasoline) is stored and distributed without retail sales. (City, 2019)
Furniture, Furnishings, and Appliance Stores:	Stores engaged primarily in selling the following products and related services, including incidental repair services: draperies, floor coverings, furniture, glass and chinaware, home appliances, home furnishings, home sound systems, interior decorating materials and services, large musical instruments, lawn furniture, moveable spas and hot tubs, office furniture, other household electrical and gas appliances, outdoor furniture, refrigerators, stoves, and televisions. (City, 2019)
Garage, Public:	A public garage is any garage other than a private garage. (County, 2015)
Garden Center/Plant Nursery:	Establishments providing for the cultivation and sale of ornamental trees, shrubs, and plants, including the sale of garden and landscape materials (packaged and/or bulk sale of unpackaged materials) and equipment. (City, 2019)
General Plan:	A statement of policies, including text and diagrams, setting forth objectives, principles, standards, and plan proposals, for the future physical development of a city or county. (Caltrans, 2011)
General Retail Sales (Up to 49,999 square feet):	A large retail store or several stores, service facilities, and related uses predominantly commercial, with a maximum gross floor area not to exceed 50,000 square feet and using common facilities such as parking, landscaping, signing, and loading areas, where applicable. (County, 2015)
General Retail Sales (50,000–350,000 square feet):	A store, group of stores, service facilities, and related uses predominantly commercial possibly utilizing common facilities such as parking, landscaping, signing, and loading areas. Separate buildings and parcels of land may be considered a part of the shopping center if they are served by mutual parking agreements. (County, 2015)
General Retail Sales (> 350,000 square feet):	A shopping center where the gross floor area exceeds 350,000 square feet. (County, 2015)
Golf Courses/Clubhouse:	Golf courses and accessory facilities and uses including clubhouses with bar and restaurant, locker and shower facilities, driving ranges, “pro shops” for on-site sales of golfing equipment, and golf cart storage and sales facilities. (City, 2019)
Government and Local Agency Buildings and Use:	All buildings and uses owned and operated by a public entity, including but not limited to libraries, museums, and community centers. (County, 2015)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Greenwaste Facility:	Facility that accepts garden, wood, and other organic waste to reprocess into compost, wood chips, or other products, including the use of power -driven processing equipment. Facilities which receive greenwaste (garden, wood, or other organic waste) for shipment to another facility for reprocessing or composting are included in this type of facility. A greenwaste facility does not include the chipping and grinding of construction and demolition debris. (County, 2015)
Grocery Store/Supermarket:	A retail business of more than 15,000 square feet in size, where the majority of the floor area open to the public is occupied by food products packaged for preparation and consumption away from the site of the store. These full-service businesses do not typically have limited hours of operation. (City, 2019)
Group Residential:	Shared living quarters without separate kitchen and/or bathroom facilities for each room or unit. This classification includes residential hotels, fraternities, sororities, convents, rectories, and private residential clubs but does not include living quarters shared exclusively by a family. This category includes boarding houses, which are defined as a building other than a hotel or restaurant where meals or lodging or both meals and lodging are provided for compensation for four or more persons. (City, 2019)
Guest House:	A detached structure accessory to a single-family dwelling, accommodating living/sleeping quarters, but without kitchen or cooking facilities. (City, 2019)
Hazardous Material:	For the purposes of this Code, a hazardous material is any substance, material, or waste for which the filing of a Hazardous Material Disclosure form would be required pursuant to Section 6.96.040, Chapter 6.96, Title 6 of the Sacramento County Code. (County, 2015)
Hog Farm:	Any place where two or more head of swine are maintained, raised, fed, or fattened. (County, 2015)
Home Improvement Supplies:	Establishments (retail or wholesale) that sell kitchen, bath, furnishings, carpeting, and other home-oriented supplies. Other retail uses are permitted if accessory to the primary use. These uses may include an expansive showroom. This category does not include the sale of lumber and does not permit the outdoor display of merchandise. (City, 2019)
Hookah Bar:	Any business, facility, building, establishment, structure or location, whether fixed or mobile, where customers or others utilize hookahs, pipes, or other mechanisms placed at various locations throughout the establishment to smoke tobacco or other substances. (City, 2019)
Hookah/Smoke/Vape Lounge:	A place of business that offers smoking from a communal pipe device known as a "hookah" that is typically located at each table, and is used to smoke flavored tobacco or herbal products. Also, includes businesses known as "vape lounges" for the smoking of e-cigarettes. (County, 2015)
Hospital:	A health facility other than a facility for persons with mental disabilities having a duly constituted governing body with overall administrative and professional responsibility and having an organized medical staff that provides 24-hour inpatient care including the following basic services: medical, nursing, surgical, anesthesia, laboratory, radiology, pharmacy, dietary services, or psychiatric care and treatment. Hospital shall not include the use of land devoted exclusively to house personnel or private activities not related to hospital patients, such as classrooms, or private physicians' and other professional offices. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Hospital, Convalescent:	An institution providing skilled care for the recently hospitalized patient, or a facility providing skilled nursing care to persons needing care and attention on a 24-hour basis. Included within the definition are the following types of facilities: • Nursing or other care for non -ambulatory patients or persons with mental disabilities requiring nursing services. • Skilled nursing care facility. • Nursing home. • Convalescent home. • Adult day health care center. • Intermediate care facility. • Short-term respite care facility. • Resident schools for persons with mental disabilities • Treatment centers for persons with mental disabilities. • Group care facility. • Day treatment centers for persons with mental disabilities. The term shall not include a family day care home or residential care facility that serves six (6) or fewer persons not including the operator or members of the operator's family or persons employed as facility staff. (County, 2015)
Hotel, Motel:	A building designed for occupancy as the more or less temporary place of abode for individuals who are lodged with or without meals, in which there are six or more guest rooms, and in which no provision is made for cooking in the individual rooms or suites provided that an owner or manager may reside in the hotel in an apartment or penthouse with cooking facilities. Swimming pools, fitness centers, business centers, convention facilities, and food service are allowed as ancillary uses when intended to serve guests of the hotel. When such facilities are intended for or marketed to the general public, they shall be ancillary to an allowed primary hotel use (County, 2015) Facilities with guest rooms or suites, provided without kitchen facilities, rented to the general public for transient lodging (less than 30 days). Hotels provide access to most guest rooms from an interior walkway and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc. (City, 2019)
Hotels and Motels, Extended Stay:	Facilities with guest rooms or suites, provided with kitchen facilities, rented to the general public for transient lodging (less than 30 days) or for longer periods of time. Hotels provide access to most guest rooms from an interior walkway and typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Motels provide access to most guest rooms from an exterior walkway. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Incidental Use:	A use which is subordinate and of minor consequence to the primary use on the same site and occupies not more than 25 percent of the gross floor area and less than 25 percent of the outdoor storage area. (County, 2015)
Indoor Amusement/Entertainment Facilities:	Establishments providing indoor amusement and entertainment services for a fee or admission charge, including dance halls and ballrooms and electronic game arcades, as primary uses. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or less machines are not considered a land use separate from the primary use of the site. (City, 2019)
Indoor Fitness and Sports Facilities:	Predominantly participant sports and health activities conducted entirely within an enclosed building. Typical uses include bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer areas, athletic clubs, and health clubs. This use does not include special studios not a part of an athletic or health club (e.g., karate studio, dance studio, etc.). (City, 2019)
Infill:	Development which takes place on vacant property largely surrounded by existing development, especially development which is similar in character. (Caltrans, 2011)
Intensity:	A measure of the concentration of nonresidential development in a given area. Intensity can be expressed as number of people per acre using a net acreage calculation. (Caltrans, 2011)
Junk Tire Hand:	The receiving of junk tires with or without a fee for the purpose of storing, shredding, cutting, or splitting them. (County, 2015)
Junk Yard, Vehicle/Equipment Wrecking Yard, Scrap or Used Materials Yard:	Any lot or portion of a lot used for the wrecking or dismantling of machinery, automobiles or other motor vehicles, or for the storage or keeping for sale of parts and equipment resulting from such dismantling or wrecking, or for the storage or keeping of junk, including scrap metals or other scrap materials, with no burning permitted. (County, 2015)
Kennel, Cattery, Small Animal Boarding and Training:	Any lot, building, structure, enclosure, or premises where five or more dogs of four months of age or older are kept for more than five (5) days per year. Any lot, building, structure, enclosure or premises where five or more cats of six months of age or older are kept for more than five (5) days per year. The provision of shelter and care for small animals on a commercial basis including activities (e.g., feeding, exercising, grooming, and incidental medical care). (County, 2015)
Kennels, Commercial:	These facilities provide boarding of animals as the primary use of the facility. May also include day-time boarding and activity for animals (e.g., "doggie day care") and ancillary grooming facilities. (City, 2019)
Kennels, Hobby:	Facilities for the keeping, boarding, or maintaining of five or more dogs (four months of age or older) or five or more cats. Excludes dogs or cats for sale in pet shops or patients in animal hospitals. This includes a kennel where the animals are owned or kept by the owner or occupant for personal, noncommercial purposes, including hunting, tracking, exhibiting at shows, exhibitions, field trials or other competitions, or for enhancing or perpetuating a given breed, other than dogs or cats used in conjunction with an agricultural operation on the lot or premises. (City, 2019)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Kill Floor:	A small-scale, customer-oriented operation that provides facilities to persons for the purpose of slaughtering their own animals. Customers may bring their animals to the facility, but more often will purchase an animal at the facility. The animal is killed by trained and licensed personnel and immediately turned over to the customer. Kill floors are licensed and inspected by the State Department of Food and Agriculture under strict performance standards.
Laboratory:	A facility that provides controlled conditions in which scientific research, experiments, and measurements may be performed. (County, 2015)
Land Use Map:	A map showing land-use classifications as well as other important surface features such as roads, rail lines, waterways, and jurisdictional boundaries. Land Use Maps may show either existing or proposed land uses. (Caltrans, 2011)
Land Use Jurisdiction:	The County of Sacramento, the City of Rancho Cordova, and the Sacramento Area Council of Governments share land use regulatory jurisdiction in the AIA.
Land Use Policy Action:	Any city or county general plan, specific plan, or zoning ordinance (including zoning maps and/or text) or any amendment to a city or county general plan, specific plan, or zoning ordinance (zoning maps and/or text). A land use policy action also refers to any school district, community college district, or special district facilities master plans or amendments to such master plans.
Libraries and Museums:	Public or quasi-public facilities including aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally noncommercial in nature. (City, 2019)
Liquor Store and Off-Sale of Alcoholic Beverages:	Any retail business where 50 percent or more of shelf space is dedicated to alcoholic beverages. (County, 2015)
Live Theater/Motion Picture Theater:	An establishment primarily engaged in providing live theatrical productions or exhibiting motion picture productions that are intended for persons of all ages. (County, 2015)
Live Work Unit:	A residential occupancy, by a single housekeeping unit, or one or more rooms or floors in a building that includes: 1) cooking space and sanitary facilities in conformance with County building standards; and 2) adequate working space accessible from the living area, reserved for, and regularly used by, one or more persons residing therein. (County, 2015)
Local Agency:	A land use jurisdiction, school district, community college district, or other special district.
Lot of Record:	A parcel of land platted and recorded as of the effective date of this ALUCP.
Maintenance and Repair, Small Equipment:	Establishments providing on-site repair and accessory sales of supplies for appliances, office machines, home electronic/mechanical equipment, bicycles, tools, or garden equipment, conducted entirely within an enclosed building. This classification does not include maintenance and repair of vehicles. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Manufactured Home:	A structure that meets the following criteria: 1. Transportable in one or more sections; 2. When in the traveling mode, is eight body feet or more in width, or 40 body feet or more in length, or, when erected on site, is 320 or more square feet; 3. Built on a permanent chassis; 4. Designed to be used as a residential dwelling; 5. Erected with or without a permanent foundation when connected to the required utilities; 6. Includes the plumbing, heating, air conditioning, and electrical systems contained therein This term shall include any structure which meets all the requirements of this definition except the size requirements so long as the manufacturer voluntarily files a certification and complies with the standards established under this definition. (City, 2019)
Manufacturing, Major:	Manufacturing, fabrication, processing, and assembly of materials in a raw form. Uses in this category typically create greater than usual amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on site or on an adjacent site. Uses include but are not limited to batch plants, rendering plants, aggregate processing facilities, and plastics and rubber products manufacturing. (City, 2019)
Manufacturing, Minor:	Manufacturing, fabrication, processing, and assembly of materials from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create excessive amounts of smoke, gas, odor, dust, sound, or other objectionable influences that might be obnoxious to persons conducting business on site or on an adjacent site. Uses include but are not limited to furniture manufacturing and cabinet shops, laundry and dry cleaning plants, metal products fabrication, and food and beverage manufacturing, processing and assembly. (City, 2019)
Manufacturing, Small Scale:	Establishments manufacturing and/or assembling small products primarily by hand, including but not limited to jewelry, pottery and other ceramics, as well as small glass and metal art and craft products. This use category also includes minor manufacturing, so long as the activity occurs on a small scale and within spaces less than 20,000 square feet in size. (City, 2019)
Marina, Boat Dock, or Launch:	A location for boats or other water vessels to be moored or launched for private, public or commercial use. (County, 2015)
Market Garden:	A garden established by an individual or group as the primary use of a site for the cultivation of fruit, vegetables, herbs and other produce for sale or donation to the public. (County, 2015) The cultivation of fruits, vegetables, flowers, fiber, nuts, seeds that involves the sale or donation of its produce to the public to the public located outside of agricultural zoning districts. (City, 2019)
Medical Services, Extended Care:	Residential facilities providing nursing and health-related care as a primary use with inpatient beds, such as board and care homes, convalescent and rest homes, extended care facilities, and skilled nursing facilities. (City, 2019)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Medical Services, General:	Facilities primarily engaged in providing outpatient medical, mental health, surgical, and other personal health services, but which are separate from hospitals, including medical and dental laboratories, medical, dental and psychiatric offices, outpatient care facilities, and other allied health services. (City, 2019)
Medical Services, Hospitals:	Hospitals and similar facilities engaged primarily in providing diagnostic services and extensive medical treatment, including surgical and other hospital services. These establishments have an organized medical staff, inpatient beds, and equipment and facilities to provide complete health care. May include on-site accessory clinics and laboratories, accessory retail uses (see the separate definition of "Retail, accessory"), and emergency heliports. (City, 2019)
Mixed Use:	A variety of residential, commercial, and office uses typically associated with or along a transit corridor. (County, 2015)
Mobile Home Park:	A subdivision of plots designed for siting of mobile homes. Plots are generally rented or leased to mobile home owners and include water hookups and sewage disposal for each home. Mobile home parks typically contain all utilities, streets, parking and amenities such as swimming pools and clubhouses. Mobile-home parks may also be called trailer parks. (County, 2015) 1. A residential facility arranged or equipped for the accommodation of two or more mobile homes, with spaces for such mobile homes available for rent, lease, or purchase, and providing utility services and other facilities either separately or in common to mobile home spaces therein. 2. Any site that is planned and improved to accommodate two or more mobile homes used for residential purposes, or on which two or more mobile home lots are rented, leased, or held out for rent or lease, or were formerly held out for rent or lease and later converted to a subdivision, cooperative, condominium, or other form of resident ownership, to accommodate mobile homes used for residential purposes. (City, 2019)
Mobile/Manufactured Home:	A trailer, transportable in one or more sections, that is certified under the National Manufactured Housing Construction and Safety Standards Act of 1974, which is over eight feet in width and 40 feet in length, with or without a permanent foundation and not including a recreational vehicle, commercial coach, or factory-built (modular) housing (single-family dwelling). A mobile home on a permanent foundation is included under the definition of single-family dwellings. (City, 2019)
Mobile Home:	A transportable structure which is built on a permanent chassis and designed as a dwelling when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein (California Health and Safety Code Sections 18007 and 18008). A mobile home is included in the definition of "Manufactured home," and the minimum dimensions for a mobile home are eight feet wide, 40 feet long, and a total area of 320 square feet. (City, 2019)
Mortuaries and Funeral Homes:	Funeral homes and parlors, where the deceased are prepared for burial or cremation and funeral services may be conducted. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Neighborhood Convenience Store:	A market with a sales area of up to 6,000 square feet, frequently located near residential development, that offers a limited variety of food, household, and sundry items and that is operated primarily for the convenience of the walk -in shopper or someone purchasing just a few items, perhaps during the hours before or after larger facilities are open for business. (County, 2015)
Neighborhood Market:	A pedestrian-oriented grocery/specialty market store offering food products packaged for preparation and consumption away from the site of the store and oriented to the daily shopping needs of surrounding residential areas. Neighborhood markets are more than 5,000 square feet and less than 15,000 square feet in size and operate less than 18 hours per day. For larger stores, see "Grocery store/supermarket." Neighborhood markets may include deli or beverage tasting facilities that are ancillary to the market/grocery portion of the use. (City, 2019)
Nightclub:	An establishment typically open late at night, offering live music, dancing, alcohol, and sometimes serving food. (County, 2015)
Noise contours:	Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps. (Caltrans, 2011)
Nonconforming use:	An existing land use that does not conform to subsequently adopted or amended zoning or other land use development standards. (Caltrans, 2011)
Offices, Accessory:	Offices that are incidental and accessory to another business or sales activity that is the primary use (part of the same tenant space or integrated development). The qualification criteria for this definition is that the floor area of the accessory office use shall not exceed 50 percent of the total net habitable or leasable floor area of the tenant space for a single-use development or the combined floor area of an integrated development for a mixed-use project. (City, 2019)
Offices, Business and Professional:	Includes offices of administrative businesses providing direct services to consumers (e.g., insurance companies, utility companies), government agency and service facilities (e.g., post office, civic center), professional offices (e.g., accounting, attorneys, employment, public relations), and offices engaged in the production of intellectual property (e.g., advertising, architectural, computer programming, photography studios). (City, 2019)
Office Uses, General:	Includes but is not limited to such office -based business uses as accountants, bookkeepers, collection, computer programing, counseling, personnel, insurance, public relations, advertising, real estate, dating services, interior decorator, building trades contractors office, travel or ticket agency, or other business or professional offices having the same general characteristics. Also includes medical, dental, or optical offices or clinics. These are facilities under the supervision of one or more licensed medical professionals providing diagnosis and treatment of outpatients. (County, 2015)
Outdoor Commercial Recreation:	Facilities for various outdoor participant sports and types of recreation where a fee is charged for use (e.g., amphitheaters, amusement and theme parks, golf driving ranges, health and athletic clubs with outdoor facilities, miniature golf courses, skateboard parks, stadiums and coliseums, swim and tennis clubs, water slides, zoos). (City, 2019)
Overlay Zone:	See <i>Combining District</i> .

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Park and Ride Facility:	A designated area where a vehicle may be left in order to carpool with other commuters or to ride public transit. (City, 2019)
Parking Area, Off-Street:	An area, building, or space exclusive of street or alley rights-of-way, used for the parking of automobiles. (County, 2015)
Parking Area, Public:	An off-street parking area, publicly or privately owned, for public use whether free, for compensation, or as an accommodation for clients or customers. (County, 2015)
Parking Facility:	A parking lot or parking structure used for parking motor vehicles where the facility is the primary use of the site. Parking structures and lots that are developed in conjunction with another primary use of the site to satisfy the on-site parking requirements for the development are not included in this definition. (City, 2019)
Parking Garage or Lot:	A building or surface area lot used to comply with minimum off-street parking requirements, including spaces, aisles, and driveways but, where automotive vehicles may be stored whether free, for compensation, or as an accommodation for clients or customers for the purposes of temporary, daily, or overnight off-street parking (County, 2015)
Parks and Public Plazas:	Public parks including playgrounds and athletic fields/courts and public plazas and outdoor gathering places for community use. If privately owned and restricted to the public (e.g., require payment of fee), the same facilities are included under the definition of "Outdoor commercial recreation." (City, 2019)
Pawn Shop:	An establishment wherein the business of a pawnbroker is conducted. A pawnbroker shall be any person who lends or advances money or other things for profit on the pledge and possession of personal property, or other valuable things, other than securities or written or printed evidences of indebtedness; or, who deals in the purchasing of personal property or other valuable things on condition of selling the same back to the seller at a stipulated price. (County, 2015) Any room, store, building, or other place in which the business of pawn brokering, or the business of lending money upon personal property, pawns or pledges, or the business of purchasing articles from vendors or their assignees at prices agreed upon at or before the time of such purchase, is engaged in, carried on, or conducted. (City, 2019)
Payday Loan, Check Cashing:	A place of business that offers deferred deposit transaction services (short -term loans intended to cover a borrower's expenses until his or her next payday) and check cashing services that charge a percentage fee for cashing a check. (County, 2015)
Personal Services:	Establishments providing nonmedical services as a primary use, including, but not limited to, barber and beauty shops, clothing rental, dry cleaning pick-up stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), shoe repair shops, and tailors. These uses may also include accessory retail sales of products related to the services provided, spas and hot tubs for rent, and tanning salons. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Personal Services, General:	A place of business providing non-medical, personal care to individuals as a primary use. Examples include but are not limited to electrolysis; dressmaker; wig sales and service; laundromat, self - service; laundry or cleaning agency, retail (on -site cleaning permitted); laundry or cleaning pickup station; tailor; shoe shine parlor; photography studio, including incidental processing; picture framing shop; art studios; and jewelry repair. The use may also include accessory retail sales of products related to the services provided. (County, 2015)
Place of Worship or other Religious Institution:	A permanently located building, commonly used for religious worship and associated activities, excluding daily private schools, and includes incidental retail uses not to exceed 20 percent of the square footage devoted to the primary use. Includes short-term shelters as incidental use. (County, 2015)
Primary Processing of Agricultural Products:	The act of changing an agricultural crop, subsequent to its harvest, from its natural state to the initial stage of processing of that crop in order to prepare it for market or further processing at an off- site location. Examples of primary processing include nut hulling and shelling, bean cleaning, corn shelling and sorting, grape sorting and crushing, primary processing of fruits to juice and initial storage of the juice without fermentation, and cleaning and packing of fruits. (County, 2015)
Printing and Publishing:	Establishments engaged in printing by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other establishments serving the printing trade including bookbinding, typesetting, engraving, photoengraving, and electrotyping. This use also includes establishments that publish newspapers, books, and periodicals, and establishments manufacturing business forms and binding devices. Does not include "quick printing" services or desktop publishing, which are included in "Business support services." (City, 2019)
Private Garden:	A garden established for the cultivation of produce and/or the incidental keeping of animals, on an occupied parcel, accessory to a permitted residential or commercial use. (County, 2015) A private food-producing garden located in the front, side, or rear yard, courtyard, balcony, fence, wall, window sill or basement that is accessory to the primary use of a site. This definition does not include incidental fruit and vegetable plants as part of an ornamental garden for individual, rather than resale, use. (City, 2019)
Private Social Center, Social Club, Fraternal Hall/Lodge:	Facilities used for individuals to meet and socialize for mutual aid or benefit, those individuals being members of a common social, service, or fraternal organization. Examples include but are not limited to: labor union hall, Elks lodge, and social center. (County, 2015)
Psychiatric Facility, Social Rehabilitation Center:	An institution that provides services or training in a group setting to persons who temporarily need assistance, guidance, or counseling for physical, emotional, social, and vocational rehabilitation of people with disabilities, whether on an inpatient or outpatient basis. Included within the definition are the following types of facilities: • Rehabilitation center for people with disabilities • Halfway house providing experience in community living • Day training and activity center • Workshops for people with disabilities (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Public Auction, Flea Market:	A public sale in which property or items of merchandise are sold to the highest bidder; or an open air area not enclosed in a building where space is rented, leased to, or used by one or more vendors of new or used merchandise. (County, 2015)
Public Safety Facility:	A facility operated by public agencies including fire stations, other fire prevention and firefighting facilities, and police and sheriff substations and headquarters, including interim incarceration facilities. (City, 2019)
Public Utility, Public Service Facility, Major:	Generating plants, electrical substations, above ground electrical transmission lines, refuse collection or disposal facilities, water reservoirs, water or wastewater treatment plants, and similar facilities of public agencies or public utilities. (County, 2015)
Public Utility, Public Service Facility, Minor:	A Utility facility that is necessary to support a legally established use and involves only minor structures (e.g., electrical distribution lines). (County, 2015)
Race Track:	A public or private recreation facility constructed for the racing of animals, vehicles or athletes, and which may contain grandstands, concourses or other support facilities. (County, 2015)
Real Estate Disclosure:	A written statement that notifies the prospective purchaser of real estate, prior to completion of the purchase, of the potential annoyances or inconveniences associated with airport operations. Typically, a real estate disclosure is provided at the real estate sales or leasing offices. Real estate disclosure is required by state law as a condition of the sale of most residential property if the property is located in the vicinity of an airport and is within its AIA (see Bus. & Prof. Code, § 11010; Civ. Code, §§ 1102.6, 1103.4, 1353). State law does not require the real estate disclosure to be recorded in the chain of title for the affected property
Recreation Facility, Indoor:	A facility that is open to the general public for recreation activities, including but not limited to: bingo, schools and training facilities for self-defense, judo, boxing, and swimming; soccer; laser tag; physical fitness and body reducing or building studios; dance ballrooms; studios for dance, voice, music, gymnastics, aerobics; and charm or culture schools. (County, 2015)
Recreation Facility, Outdoor:	A facility that is open to members of the public, including groups, clubs, leagues, and organizations, that may or may not involve admission charges or compensation. The facility normally has boundaries and structures and is designed to comply with guidelines for a recreational activity. This use includes outdoor concerts, paint ball facilities and golf courses. (County, 2015)
Recreational Vehicle Park, Travel Trailer Park:	Any parcel, tract, or area of land that is rented, leased, or offered for rent or lease to owners or users of recreational vehicles for temporary occupancy. The presence of any one vehicle in the park shall be limited to a period not to exceed 180 days in any one -year period. In general, these types of parks provide more intensive infrastructure such as sewer hookups. (County, 2015) A site where one or more lots are used, or are intended to be used, by campers with recreational vehicles or tents. Recreational vehicle parks may include public restrooms, water, sewer, and electric hookups to each lot and are intended as a higher density, more intensively developed use than campgrounds. May include accessory retail uses where they are clearly incidental and intended to serve RV park patrons only. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Recycling Facility, Convenience:	A convenience recycling facility is a recycling facility located in a convenience zone as defined and certified by the California Department of Conservation under the California Beverage Container Recycling and Litter Reduction Act (Pub. Resources Code Section 14500 et seq.). Only cans, bottles, and plastic containers and other containers and material identified or adopted under the Public Resource Code Section 14500 et seq. are accepted at a convenience recycling facility. (County, 2015)
Recycling Facility – Collection:	A recycling facility used for the acceptance by donation, redemption, or purchase of recyclable materials from the public that does not occupy more than 500 square feet. This classification may include a mobile unit, kiosk-type units that may include permanent structures, and unattended containers placed for the donation of recyclable materials. This also includes so-called “reverse vending machines,” an automated mechanical device that accepts one or more types of empty beverage containers including, but not limited to, aluminum cans, glass bottles and plastic bottles, and issues a cash refund or a redeemable credit slip with value of not less than the container’s redemption value as determined by the state. (City, 2019)
Recycling Facility, Major:	A major recycling facility is a facility with an operation receiving/processing 50 tons or more of material per day; or that stores on-site stockpiled material of 5,000 tons or more; or that receives more than 50 truck trips per day; or with a site area that exceeds three (3) acres. A major facility does not include operations that are completely indoors. A major facility is not a greenwaste facility or a solid waste facility. (County, 2015)
Recycling Facility – Processing:	A recycling facility located in a building or enclosed space and used for the collection and processing of recyclable materials. “Processing” means the preparation of material for efficient shipment or to an end user’s specifications by such means as baling, briquetting, compacting, flattening, grinding, crushing, mechanical sorting, shredding, cleaning, and remanufacturing. Collection of recycling materials as the sole activity is included in the definition of “Recycling facility – collection.” (City, 2019)
Recycling Facility – Scrap and Dismantling:	Uses engaged in the assembling, breaking up, sorting, temporary storage, and distribution of recyclable or reusable scrap and waste materials. This use does not include landfills or other terminal waste disposal sites. Also see “Auto vehicle dismantling” for related use for automobiles. Collection of recycling materials as the sole activity is included in the definition of “Recycling facility – collection.” (City, 2019)
Religious Institutions:	Facilities operated by religious organizations for worship or the promotion of religious activities (e.g., churches, mosques, synagogues, temples) and accessory uses on the same site (e.g., living quarters for ministers and staff, child day care facilities which were authorized in conjunction with the primary use). Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals, and other potentially related operations (e.g., recreational camp), are classified according to their respective activities. (City, 2019)
Repair Services, General:	A place of business providing repair or maintenance services. This use does not include the maintenance and repair of vehicles. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Research and Development:	Indoor facilities for scientific research, and the design, development, and testing of electrical, electronic, magnetic, optical, and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes but is not limited to chemical and biotechnology research and development. Does not include computer software companies (see "Offices, business and professional"), soils and other materials testing laboratories (see "Business support services"), or medical laboratories (see "Medical services, general"). Does not include medical or recreational marijuana (cannabis) research facilities. (City, 2019)
Residential Care Facility:	A facility that provides 24-hour nonmedical care for more than six persons 18 years of age or older, or emancipated minors, with chronic, life-threatening illness in need of personal services, protection, supervision, assistance, guidance, or training essential for sustaining the activities of daily living or for the protection of the individual. This classification includes, but is not limited to, residential care facilities for the elderly, adult residential facilities, wards of the juvenile court, and other facilities licensed by the state of California. (City, 2019)
Residential Care Home:	A family home that is non-institutional in character and that provides 24-hour care, with or without compensation, to persons in need of personal services and training essential for the protection of the individual. Includes the following types of facilities licensed by the State of California: Foster Family Homes Group Homes Small Family Homes Adult Residential Facilities for adults who are unable to provide for their own needs, including those with disabilities Care homes for the chronically ill Care homes for the elderly Transitional housing as defined by the Housing and Urban Development Department Supportive housing as defined by the Housing and Urban Development Department, unless by nature of the facilities provided and as determined by the Director, such housing more closely meets the definition of a congregate care facility. (County, 2015)
Resort:	A place providing recreation and entertainment for vacationers. (County, 2015)
Resource Protection and Restoration:	Activities and management of an area to preserve, re-create, and enhance natural resource values such as fish and wildlife habitat, rare and endangered plants, vernal pools, erosion control, and floodwater conveyance. (City, 2019)
Resource-Related Recreation:	Facilities related to passive recreation in open space areas including bicycle and pedestrian trails, picnic areas, parking areas, and interpretive centers. (City, 2019)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Restaurant:	A retail business selling food and beverages prepared and/or served on the site, for on- or off-premises consumption. Includes eating establishments where customers are served from a walk-up ordering counter for either on- or off-premises consumption and establishments where most customers are served food at tables for on-premises consumption, but may include providing food for take-out. Also includes coffee houses and accessory cafeterias as part of office and industrial uses. (City, 2019)
Restaurant, Carry-Out/Sit-Down:	An establishment where food and drink are prepared, served, and consumed primarily within the principal building. A restaurant use may or may not have within its premises a bar for the sale of alcoholic beverages for on-site consumption. Reference "bona fide public eating place," as defined in the Business and Professions Code 2303. Does not include industrial or wholesale food production. Types of sit-down restaurants include but are not limited to coffee shop, café, cafeteria, delicatessen, ice cream parlor, pastry shop, soda fountain. A carry-out or drive-through restaurant is any establishment where ready-to-eat food, primarily intended for immediate consumption, is available upon a short waiting time and packaged or presented so that it can be readily eaten outside or inside the premises, including but not limited to fast food restaurants and donut shops. A drive-thru window to serve customers in motor vehicles or while parked may be a part of the restaurant operation. (County, 2015)
Retail, General:	Stores and shops selling multiple lines of merchandise. These stores and lines of merchandise include but are not limited to art galleries, bakeries (all production in support of on-site sales), clothing and accessories, collectibles, department stores, drug and discount stores, dry goods, fabrics and sewing supplies, florists and houseplant stores (indoor sales only; outdoor sales are plant nurseries and included in the definition of "Garden center/plant nursery"), furniture, home furnishings and equipment, general stores, gift shops, hardware, hobby materials, musical instruments, parts and accessories, newsstands, pet supplies, specialty shops, sporting goods and equipment, stationery, and variety stores. (City, 2019)
Retail, Warehouse Club:	Retail stores that emphasize the packaging and sale of products in large quantities or volumes, some at discounted prices. Sites and buildings are usually large and industrial in character. Patrons may be required to pay membership fees. (City, 2019)
Riding Stable, Corral:	A building, structure, or parcel occupied or used for the keeping, training, or pasturing of six or more horses not belonging to the owner, or where six or more horses are kept for hire or sale or kept as a business with the intention of gain or profit; or a riding stable or academy. (County, 2015)
Right-of-Way, Public:	That portion of real property granted to the County to utilize said property for public street purposes. This grant includes the right for use by public utilities. (County, 2015)
Right-of-Way, Public with Public Utilities and Public Facilities:	A public right-of-way that includes Public Utilities and Public Facilities (PUPF). The easement for PUPF combines the landscape buffer (adjacent to curb), sidewalk, and utility easement, outside of the street right-of-way. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Roadside Crop Sales:	Roadside sale of fresh vegetables, fruits, nuts, and other agricultural crops grown on the premises or off site. • Agricultural Market A market located within a permanent building, which sells eggs, locally grown crops, a limited amount of non - potentially hazardous prepackaged food, and agricultural and food preparation related items. • Community Event (Field Retail Stand, Farm Stand, Produce Stand, and Agricultural Market) A community event that is of a civic, political, public, or educational nature that is held on the premises of a field retail stand, farm stand, produce stand, or agricultural market and that may include additional booths. • Farm Stand A field retail stand that sells eggs, crops grown by the producer on premises controlled by the producer, a limited amount of non -potentially hazardous prepackaged food, and food preparation related items. • Field Retail Stand A retail stand that sells only shell eggs, crops grown by the producer on premises controlled by the producer and food preparation related items. • Non-Potentially Hazardous Food A food that does not require time or temperature control to limit pathogenic micro-organism growth or toxin formation. • Prepackaged Food Any properly labeled processed food, prepackaged to prevent any direct human contact with the food product under distribution from the manufacturer, food facility, or other approved source. • Produce Stand A retail stand, located within a permanent building, which sells eggs, locally grown crops and food preparation related items. (County, 2015)
Safety Zone:	For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.
School, K-12, Public:	An educational institution serving the public and comprised of the following divisions: • Elementary School A school, providing instruction for kindergarten through eighth grade. • Junior High School Any public or private school, other than a trade school, where instruction is given in the sixth through the ninth grades, inclusive, or in any one of grades seven, eight, or nine. • High School Any public or private school, other than a trade school, in which instruction is given in the ninth through twelfth grades, inclusive, or in any one of such grades. (County, 2015)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
School, Private:	A privately operated educational institution for instruction of business, trade, or vocational school for adults offering instruction in business skills such as clerical, bookkeeping, stenographic, office, and data processing machine or computer skills, including a college or university offering instruction beyond the secondary level when instruction focuses on business, management, administration, and similar fields and where instruction is provided in an office like setting; or a school offering instruction in technical, commercial, or trade skills, such as electronic, automotive, and aircraft technician schools; or a school offering instruction in vocations including, but not limited to, medical, dental, and animal health technicians, barbers, and beauty operators. (County, 2015)
Schools, Private and Special/Studio:	Includes private educational institutions (e.g., boarding schools, business, secretarial and vocational schools, colleges and universities, establishments providing for courses by mail or online), and special schools/studios (e.g., art, ballet and other dance, computers and electronics, drama, driver education, language, music, photography). This also includes dormitories as an accessory use to a private school. Also includes facilities, institutions, and conference centers that offer specialized programs in personal growth and development (e.g., fitness training studios, gymnastics instruction, and aerobics and gymnastics studios, environmental awareness, arts, communications, management). (City, 2019)
Schools, Public:	Public educational institutions such as community colleges, universities, elementary schools, middle/junior high schools, high schools, and military academies. This also includes dormitories as an accessory use to a public school. (City, 2019)
Self -Service Laundromat:	A business establishment with washing and drying machines operated by coins, where articles of clothing may be washed and dried by the customer, and which may include accessory uses by the operator. (County, 2015)
Service Station:	A retail business selling gasoline or other motor vehicle fuels. Vehicle services which are incidental to fuel services are included under "Vehicle services – minor." (City, 2019)
Single Room Occupancy (SRO) Facilities:	Multi-unit housing for very low income persons that typically consists of a single room and shared bath and also may include a shared common kitchen and common activity area. SROs may be restricted to seniors or be available to persons of all ages. Subsidized versions may be supervised by a government housing agency. (City, 2019)
Single Room Occupancy Residential Units (SRO):	A habitable room, suitable for living space and separate from common cooking, bathroom, or other areas, that typically houses one or two individuals. SRO units may have separate bathrooms or separate kitchens, but not both. (County, 2015)
Smoke Shop:	Establishment selling smoking, drug, and/or traditional or electronic tobacco paraphernalia or products where 15 percent or more of the shelf space is devoted to selling tobacco or any smoking-related paraphernalia and products. Limited sales of tobacco products that commonly occur within convenience stores or service stations are not included in this definition. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Social Rehabilitation Center:	An institution that provides services or training in a group setting to persons with disabilities who temporarily need assistance, guidance, or counseling for physical, emotional, social, and vocational rehabilitation, whether on an inpatient or outpatient basis. Included within the definition are the following types of facilities: • Rehabilitation center for people with disabilities • Halfway house providing experience in community living • Day training and activity center • Workshops for people with disabilities
Solar Facilities:	Solar energy facilities include solar panels (photovoltaic systems), solar thermal systems that convert solar energy to electricity by heating a working fluid to power a generator, and solar hot water systems designed to heat water for either domestic or commercial uses. (County, 2015)
Solar Facilities, Accessory:	Solar facilities that are designed to produce no more than what is necessary to meet on-site energy demand. There are two levels of accessory solar facilities: • Accessory I Rooftop mounted solar panels or solar hot water systems that cover less than one-half (½) acre. • Accessory II Ground-mounted solar panels or solar hot water systems that cover less than one-half (½) acre. (County, 2015)
Solar Facilities, Commercial:	Solar facilities that produce energy for off-site use. There are two levels of commercial solar facilities: • Commercial I Photovoltaic technologies (solar panels) or solar thermal technologies producing energy for off- site use, covering 10 acres or less. • Commercial II Photovoltaic technologies (solar panels) or solar thermal technologies producing energy for off- site use, covering more than 10 acres.
Solid Waste Facilities:	A facility that is a solid waste transfer or processing station, a disposal facility or other waste conversion facility, and also includes any solid waste operation that may be carried out pursuant to an enforcement agency notification, including a construction debris chip and grind facility that does not involve greenwaste. (County, 2015)
Stable, Commercial or Public:	A building, structure, or parcel occupied or used for the keeping, training, or pasturing of six or more horses not belonging to the owner, or where six or more horses are kept for hire or sale or kept as a business with the intention of gain or profit; or a riding stable or academy. (County, 2015)
Stadium:	A structure that is open or enclosed and used for games, concerts, and major events and is partly or completely surrounded by tiers of seats for spectators. (County, 2015)
Storage, Mini:	A building or group of buildings consisting of individual, small, self - contained units that are leased or owned for the storage of business and household goods or contractor supplies. (County, 2015)

**TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP**

TERM	DEFINITION
Storage, Personal Storage Facility:	A structure or group of structures containing generally small, individual, compartmentalized stalls or lockers rented as individual storage spaces and characterized by low parking demand. (City, 2019)
Storage, Towed or Damaged Vehicles:	An area providing storage of towed or damaged vehicles and boats. (County, 2015)
Storage, Warehouse:	A facility for the storage of furniture, household goods, or other commercial goods of any nature. Includes cold storage. Does not include warehouse, storage, or mini-storage facilities offered for rent or lease to the general public or warehouse facilities in which the primary purpose of storage is for wholesaling and distribution. (City, 2019)
Storage, Yards:	The storage of various materials outside of a structure other than fencing, either as an accessory or principal use. (City, 2019)
Supportive Housing:	A combination of affordable housing and services. Supportive housing is typically for individuals and families confronted with homelessness and who also have very low incomes and/or serious life challenges. Supportive housing can be coupled with such social services as job training, life skills training, alcohol and drug abuse programs, and case management to populations in need of assistance, including the developmentally disabled, those suffering from dementia, including Alzheimer's disease, and the frail elderly. (City, 2019)
Surface Mining Operations:	All, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, borrow pitting, streambed skimming, segregation and stockpiling of mined materials and recovery of the same or surface work incident to an underground mine. Surface mining operations shall include, but are not limited to in-place distillation, retorting or leaching, the production and disposal of mining waste, prospecting and exploratory activities, borrow pitting, streambed skimming, and segregation and stockpiling of mined materials and recovery of same. (County, 2015)
Taking:	Government appropriation of private land for which compensation must be paid as required by the Fifth Amendment of the U.S. Constitution. It is not essential that there be physical seizure or appropriation for a taking to occur, only that the government action directly interferes with or substantially disturbs the owner's right to use and enjoyment of the property. (Caltrans, 2011)
Tasting Room, Off-site:	A facility allowing beer, wine, or spirits tasting with on-site and off-site retail sales directly to the public (or shipped). The tasting room facility must be directly affiliated with a minimum of one brewery, winery, or distillery, meeting all applicable requirements of state and federal licensure. The tasting room may be operated as a standalone retail use. Food preparation is not permitted. Prepackaged foods may be sold on premises. Patrons may carry food on site for personal consumption. Tasting rooms must comply with the retail hours of operation of 10:00 a.m. to 11:00 p.m. (City, 2019)
Tattoo Parlor:	Any establishment that engages in the business of tattooing and/or branding human beings. (City, 2019)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Tattoo Shop:	A place of business whose principal activity is placing designs, letters, figures, symbols or other marks upon or under the skin of any person, using ink or other substances that result in the permanent coloration of skin by means of the use of needles or other instrument designed to contact or puncture the skin. (County, 2015)
Telecommunication Facility:	A facility designed and/or used for the purpose of transmitting, receiving, or relaying voice and/or data signals from various wireless communication devices, including a transmission tower, antenna, and/or other facility designed or used for that purpose. (City, 2019)
Temporary Concession:	Any individual retail sales operation or distribution activity from a location not involving a permanent building for the purpose of housing or conducting sales, distributions or transactions, to make goods or services available to the general public using a temporary table, stand, cart, or similar equipment; but not including a mobile vending vehicle licensed and operated pursuant to the provisions of the Sacramento County Code. The sale of food for on-site consumption is prohibited. (County, 2015).
Theaters and Auditoriums:	Indoor facilities for public assembly and group entertainment, other than sporting events (e.g., civic theaters, facilities for "live" theater and concerts, exhibition and convention halls, motion picture theaters, auditoriums). (City, 2019)
Thrift Store:	Thrift store means a retail establishment selling donated secondhand goods, either donated to the organization or obtained in bulk from an organization collecting donations, and does not include an antique or consignment store that sells secondhand items either on behalf of the original owner, who receives a percentage of the selling price, or that have been purchased elsewhere. (County, 2015)
Tool Repair, Sharpening, and Reconditioning:	A place of business providing repair or maintenance services for tools including, but not limited to: appliances; electronic equipment; televisions, radios, and shoe repair. This use does not include the maintenance and repair of vehicles. (County, 2015)
Trade School:	A type of higher learning school that focuses on job skill training rather than academics in the liberal arts. Trade schools focus on a particular set of skills that are taught to students looking to enter a certain career field. These schools help to train workers to perform the tasks needed to work in certain fields, and they usually do it in a shorter period of time than traditional universities. (City, 2019)
Transit Facilities:	Maintenance and service centers for the vehicles operated in a mass transportation system. Includes buses, taxis, railways, etc. (City, 2019)
Transit Stations and Terminals:	Passenger stations for vehicular and rail mass transit systems. (City, 2019)
Transitional Housing:	Housing containing sleeping, kitchen, and bathroom facilities that is used to ease the transition of homeless individuals to independent living within 24 months. Usually provided with supportive services to assist in finding and keeping permanent housing. (City, 2019)
Truck, Freight, or Draying Terminal:	A building or area in which freight brought by air, rail, or truck is assembled or stored for routing or refreshment; and in which semitrailers used for the business, including tractor/trailer units and other trucks, are parked or stored. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Truck and Large Vehicle and Trailer Lease, Rent, Repair, Sales, or Service:	A retail commercial establishment selling gas and similar motor fuels to the public that is primarily oriented toward trucks rather than automobiles. A truck service station does not include any commercial, business, or governmental establishment having on the premises a gas pump or pumps from which gasoline or other motor fuels are not sold at retail to the public on a regular basis. (County, 2015)
Urban Agricultural Stand:	A retail stand accessory to a private, market or community garden that sells fresh vegetables, fruits, nuts, and other agricultural crops, eggs, honey and products produced on site when processed and sold consistent with a cottage food permit and any other applicable permits and/or requirements. (County, 2015)
Utility Facilities and Infrastructure:	Includes the following: 1. Fixed-base structures and facilities serving as junction points for transferring utility services from one transmission voltage to another or to local distribution and service voltages. These uses include any of the following facilities that are not exempted from land use permit requirements by Government Code Section 53091: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields. 2. Pipelines for potable water, reclaimed water, natural gas, and sewage collection and disposal, and facilities for the transmission of electrical energy for sale, including transmission lines for a public utility company. Also includes telephone, telegraph, cable television, and other communications transmission facilities utilizing direct physical conduits. (City, 2019)
Urban Agriculture Stand:	A temporary produce stand that is accessory to an urban agriculture use. (City, 2019)
Vacation Rentals:	A property with a dwelling unit or guest house intended for permanent occupancy that is occupied by any person other than the primary owner for transient use less than 30 days per month, or is otherwise occupied or utilized on a transient basis. Vacation rental does not include a bed and breakfast inn, or occasional home exchanges that are not otherwise subject to Transient Occupancy Taxes. (County, 2015)
Vehicle Auction:	The sale of new or used vehicles offered to bidders by an auctioneer for money or other consideration. A vehicle is defined as any self-propelled or towable (trailer) unit designed primarily for transportation of persons or goods on land, water, or air. (County, 2015)
Vehicle Services – Major:	The repair, alteration, restoration, towing, painting, cleaning (e.g., self-service and attended car washes), or finishing of automobiles, trucks, recreational vehicles, boats, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes major repair and body work repair facilities dealing with entire vehicles; such establishments typically provide towing, collision repair, other body work, and painting services and may also include tire recapping establishments. (City, 2019)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Vehicle Services – Minor:	Minor facilities that specialize in limited aspects of repair and maintenance (e.g., muffler and radiator shops, quick-lube, smog check). Does not include repair shops that are part of a vehicle dealership on the same site (see “Auto and vehicle sales”) or automobile dismantling yards, which are included under “Recycling facility – scrap and dismantling.” (City, 2019)
Vehicle Storage:	Service establishments in the business of storing cars, buses, and other motor vehicles for clients. The definition includes sites where vehicles are stored for rental or leasing. The definition does not include wrecking yards or farm equipment storage. (County, 2015)
Vested Right:	A right to the proposed use of land manifested as of any of the following: • An unexpired vesting tentative map that has been approved pursuant to California Government Code section 66498.1; or • A development agreement that has been executed pursuant to California Government Code section 65866, and remains in effect; or • A valid building permit that has been issued, substantial work that has been performed, and substantial liabilities that have been incurred in good faith reliance on the permit, pursuant to the California Supreme Court decision in <i>Avco Community Developers, Inc. v. South Coast Regional Com.</i>, (1976) 17 Cal.3d 785,791, and its progeny.
Veterinarian, Animal Hospital:	Establishments where small animals receive medical and surgical treatment. (County, 2015)
Veterinary Facility:	A veterinary facility that is primarily enclosed, containing only enough cage arrangements as necessary to provide services for domestic and exotic animals requiring acute medical or surgical care with accessory outdoor use that provides long-term medical care. Grooming and boarding of animals is allowed only if accessory to the facility use. (City, 2019)
Warehousing:	A business engaged primarily in storage, wholesale, and distribution of manufactured products, supplies, and equipment. (County, 2015)
Wholesaling and Distribution:	Establishments engaged in selling merchandise to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes such establishments as agents, merchandise or commodity brokers, and commission merchants, assemblers, buyers and associations engaged in the cooperative marketing of farm products, merchant wholesalers, and stores primarily selling electrical, plumbing, heating and air conditioning supplies and equipment. (City, 2019)
Wholesale Store:	An outlet for the sale of commodities and goods for further resale, not including large retail establishments. In some cases, incidental retail sales may be permitted. (County, 2015)
Wildlife Preserve:	Wildlife preserves are those areas designated by a public agency and owned by a private or public entity for the purposes of protecting, maintaining, and studying important vegetative, water, fish and wildlife resources. (County, 2015)

TABLE A-2
LAND USE-RELATED TERMS USED IN THIS ALUCP

TERM	DEFINITION
Wind Turbine Facilities:	Wind turbine facilities convert wind energy to electricity, and include two types: • Small Wind Turbines Wind turbines rated 20KW or less, and designed to produce no more than what is necessary to meet on-site energy demand. • Large Wind Turbines Wind turbines not classified as small wind turbines.
Winery:	A bonded winery facility consisting of the building or buildings used to convert fruit juices into wine, and to age, bottle, store, distribute, and sell. A winery shall include any or all of the following activities and facilities; crushing, fermenting, bottling, blending, bulk and bottle storage, aging, shipping, receiving, tasting room, laboratory equipment, maintenance facilities, conference room space, sales and administrative offices. (County, 2015)
Wireless Facilities:	Equipment, including towers and antenna, necessary to accommodate a wireless communications system defined by the Federal Communications Commission as, "A high -capacity land mobile system in which spectrum assigned is divided into discrete channels that are assigned in groups to small geographic cells covering a defined service area," and further regulated by the Public Utilities Commission of the State of California. (County, 2015)
Zoning:	A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance consists of two parts: the text and a map. (Caltrans, 2011)

SOURCE: California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, Appendix L, *Glossary of Terms*, October 2011; City of Rancho Cordova, Rancho Cordova Municipal Code, Title 23, Zoning Code, Section 23.1104.040, March 18, 2019 (City, 2019); County of Sacramento, Planning and Environmental Review Department, Sacramento County Zoning Code, Section 7.3, *Code Terms and Use Definitions*, September 25, 2015 (County, 2015).

TABLE A-3
ACRONYMS USED IN THIS ALUCP

ACRONYM	DEFINITION
ADU	Accessory Dwelling Unit
AGL	Above Ground Level
AIA	Airport Influence Area
ALP	Airport Layout Plan
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
ATCT	Airport Traffic Control Tower
BID	Business Improvement District
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CLUP	Compatible Land Use Plan
CNEL	Community Noise Equivalent Level
dB	Decibel
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FBO	Fixed-Base Operator
FPASP	Folsom Plan Area Specific Plan
GA	General Aviation
GPS	Global Positioning System
HIRL	High Intensity Runway Lights
IAP	Instrument Approach Procedure
IFR	Instrument Flight Rules
ILS	Instrument Landing System
LOC	Localizer
MALSR	Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights
MDA	Minimum Descent Altitude
MIRL	Medium Intensity Runway Lights
MPO	Metropolitan Planning Organization
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Plan
NAVAID	Navigational Aid
NextGen	Next Generation Air Transportation System
OFA	Object Free Area
OHWD	Omoichumne-Hartnell Water District
PUC	Public Utilities Code

TABLE A-3
ACRONYMS USED IN THIS ALUCP

ACRONYM	DEFINITION
RDOSP	Rio Del Oro Specific Plan
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Assessment Plan
RNAV	Area Navigation
RPZ	Runway Protection Zone
RUCS	Rural-Urban Connections Strategy
SACOG	Sacramento Area Council of Governments
SASD	Sacramento Area Sewer District
SEL	Sound Exposure Level
SJWD	San Juan Water District
SMUD	Sacramento Utility District
SRPD	Southgate Recreation and Park District
SSWD	Sacramento Suburban Water District
STARs	Standard Terminal Arrival Routes
TAF	Terminal Area Forecast
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
UPS	United Parcel Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOR	Very-High Frequency Omnidirectional Range

SOURCE: California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, Appendix L, *Glossary of Terms*, October 2011; U.S. Department of Transportation, Federal Aviation Administration, 14 CFR 1, Definitions and Abbreviations (FAR 1); Federal Aviation Administration, AC 150/5300-13A, *Airport Design*, September 28, 2012; City of Folsom, Community Development Department, https://www.folsom.ca.us/community/planning/folsom_plan_area/default.asp, Accessed April 22, 2019; Omochochumne-Hartnell Water District, <http://ohwd.org/index.html>, Accessed April 18, 2019; Sacramento Area Council of Governments, <https://www.sacog.org/rural-urban-connections-strategy>, Accessed April 20, 2019.

Appendix B

Airport Layout Plan

This page intentionally left blank



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
San Francisco Airports District Office

1000 Marina Boulevard, Suite 220
Brisbane, California 94005-1835

November 14, 2014

Mr. J. Glen Rickelton
Manager, Planning and Environment
County of Sacramento
6900 Airport Boulevard
Sacramento, CA 95837

Dear Mr. Rickelton,

Subject: Federal Aviation Administration (FAA) Conditional Approval of Airport Layout Plan for the Sacramento Mather Airport (MHR); Airspace Case Study No. 2014-AWP-1123-NRA

The San Francisco Airports District Office (SFO-ADO) has completed the final review of the Sacramento Mather Airport's updated Airport Layout Plan (ALP). Accordingly, a **Conditional Approval** is issued for the subject ALP, dated **November 14, 2014**. A signed copy of the approved ALP is enclosed.

An aeronautical study, Airspace Case Study No. 2014-AWP-1123-NRA, was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

Please attach this letter to the Airport Layout Plan and retain it in the airport. We wish you great success in your plans for the development of the airport.

Sincerely,



Maverick Douglas
Assistant Manager, San Francisco Airports District Office

Enclosure: FAA Conditionally Approved ALP for the Sacramento Mather Airport

cc: CALTRANS Aeronautics Division
ATO Planning and Integration

This page intentionally left blank

Appendix C

State Laws Related to Airport Land Use Planning

This page intentionally left blank

State Laws Related to Airport Land Use

Planning Table of Contents

(as of March 2019)

Public Utilities Code Sections

21670–21679.5	Airport Land Use Commission	C–1
	(complete article)	
21402–21403	Regulation of Aeronautics	C–16
	(excerpts pertaining to rights of aircraft flight)	
21417	Regulation of Aeronautics	C–16
	(excerpts pertaining to meteorological towers)	
21655, 21658, 21659	Regulation of Obstructions	C–19
	(excerpts)	
21661.5, 21664.5	Regulation of Airports	C–21
	(excerpts pertaining to approval of new airports and airport expansion)	

Government Code Sections

65302.3	Authority for and Scope of General Plans	C–22
	(excerpts pertaining to general plans consistency with airport land use plans)	
65943–65945.7	Application for Development Projects	C–23
	(excerpts referenced in State Aeronautics Act)	
66030–66031	Mediation and Resolution of Land Use Disputes	C–28
	(excerpts applicable to ALUC decisions)	
66455.9	School Site Review	C–30
	(excerpts applicable to ALUCs)	

Education Code Sections

17215	School Facilities, General Provisions	C–31
	(excerpts pertaining to Department of Transportation review of elementary and secondary school sites)	
81033	Community Colleges, School Sites	C–33
	(excerpts pertaining to Department of Transportation review of community college sites)	

Public Resources Code Sections

21096	California Environmental Quality Act, Airport Planning	C-35
	(excerpts pertaining to projects near airports)	

Business and Professions Code Sections

11010	Regulation of Real Estate Transactions, Subdivided Lands.....	C-36
	(excerpts regarding airport influence area disclosure requirements)	

Civil Code Sections

1103-1103.4	Disclosure of Natural Hazards upon Transfer of Residential Property.....	C-37
1102.6a	Transfer.....	C-41

Legislative History Summary

Airport Land Use Commission Statutes.....	C-42
---	------

AERONAUTICS LAW
PUBLIC UTILITIES CODE
Division 9 — Aviation
Part 1 — State Aeronautics Act
Chapter 4 — Airports and Air Navigation Facilities

Article 3.5
AIRPORT LAND USE COMMISSION

(As of April 2015)

21670. Creation; Membership; Selection

(a) The Legislature hereby finds and declares that:

- (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
- (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission, except that the board of supervisors of the county may, after consultation with the appropriate airport operators and affected local entities and after a public hearing, adopt a resolution finding that there are no noise, public safety, or land use issues affecting any airport in the county which require the creation of a commission and declaring the county exempt from that requirement. The board shall, in this event, transmit a copy of the resolution to the Director of Transportation. For purposes of this section, "commission" means an airport land use commission. Each commission shall consist of seven members to be selected as follows:

- (1) Two representing the cities in the county, appointed by a city selection committee comprised of the mayors of all the cities within that county, except that if there are any cities contiguous or adjacent to the qualifying airport, at least one representative shall be appointed therefrom. If there are no cities within a county, the number of representatives provided for by paragraphs (2) and (3) shall each be increased by one.
- (2) Two representing the county, appointed by the board of supervisors.
- (3) Two having expertise in aviation, appointed by a selection committee comprised of the managers of all of the public airports within that county.

- (4) One representing the general public, appointed by the other six members of the commission.
- (c) Public officers, whether elected or appointed, may be appointed and serve as members of the commission during their terms of public office.
- (d) Each member shall promptly appoint a single proxy to represent him or her in commission affairs and to vote on all matters when the member is not in attendance. The proxy shall be designated in a signed written instrument which shall be kept on file at the commission offices, and the proxy shall serve at the pleasure of the appointing member. A vacancy in the office of proxy shall be filled promptly by appointment of a new proxy.
- (e) A person having an “expertise in aviation” means a person who, by way of education, training, business, experience, vocation, or avocation has acquired and possesses particular knowledge of, and familiarity with, the function, operation, and role of airports, or is an elected official of a local agency which owns or operates an airport.
- (f) It is the intent of the Legislature to clarify that, for the purposes of this article, that special districts, school districts, and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.

21670.1. Action by Designated Body Instead of Commission

- (a) Notwithstanding any other provision of this article, if the board of supervisors and the city selection committee of mayors in the county each makes a determination by a majority vote that proper land use planning can be accomplished through the actions of an appropriately designated body, then the body so designated shall assume the planning responsibilities of an airport land use commission as provided for in this article, and a commission need not be formed in that county.
- (b) A body designated pursuant to subdivision (a) that does not include among its membership at least two members having expertise in aviation, as defined in subdivision (e) of Section 21670, shall, when acting in the capacity of an airport land use commission, be augmented so that body, as augmented, will have at least two members having that expertise. The commission shall be constituted pursuant to this section on and after March 1, 1988.
- (c) (1) Notwithstanding subdivisions (a) and (b), and subdivision (b) of Section 21670, if the board of supervisors of a county and each affected city in that county each makes a determination that proper land use planning pursuant to this article can be accomplished pursuant to this subdivision, then a commission need not be formed in that county.
 - (2) If the board of supervisors of a county and each affected city makes a determination that proper land use planning may be accomplished and a commission is not formed pursuant to paragraph (1), that county and the appropriate affected cities having jurisdiction over an airport, subject to the review and approval by the Division of Aeronautics of the department, shall do all of the following:
 - (A) Adopt processes for the preparation, adoption, and amendment of the airport land use compatibility plan for each airport that is served by a scheduled airline or operated for the benefit of the general public.

- (B) Adopt processes for the notification of the general public, landowners, interested groups, and other public agencies regarding the preparation, adoption, and amendment of the airport land use compatibility plans.
 - (C) Adopt processes for the mediation of disputes arising from the preparation, adoption, and amendment of the airport land use compatibility plans.
 - (D) Adopt processes for the amendment of general and specific plans to be consistent with the airport land use compatibility plans.
 - (E) Designate the agency that shall be responsible for the preparation, adoption, and amendment of each airport land use compatibility plan.
- (3) The Division of Aeronautics of the department shall review the processes adopted pursuant to paragraph (2), and shall approve the processes if the division determines that the processes are consistent with the procedure required by this article and will do all of the following:
- (A) Result in the preparation, adoption, and implementation of plans within a reasonable amount of time.
 - (B) Rely on the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations.
 - (C) Provide adequate opportunities for notice to, review of, and comment by the general public, landowners, interested groups, and other public agencies.
- (4) If the county does not comply with the requirements of paragraph (2) within 120 days, then the airport land use compatibility plan and amendments shall not be considered adopted pursuant to this article and a commission shall be established within 90 days of the determination of noncompliance by the division and an airport land use compatibility plan shall be adopted pursuant to this article within 90 days of the establishment of the commission.
- (d) A commission need not be formed in a county that has contracted for the preparation of airport land use compatibility plans with the Division of Aeronautics under the California Aid to Airports Program (Chapter 4 (commencing with Section 4050) of Title 21 of the California Code of Regulations), Project Ker-VAR 90-1, and that submits all of the following information to the Division of Aeronautics for review and comment that the county and the cities affected by the airports within the county, as defined by the airport land use compatibility plans:
- (1) Agree to adopt and implement the airport land use compatibility plans that have been developed under contract.
 - (2) Incorporated the height, use, noise, safety, and density criteria that are compatible with airport operations as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation

regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, as part of the general and specific plans for the county and for each affected city.

- (3) If the county does not comply with this subdivision on or before May 1, 1995, then a commission shall be established in accordance with this article.

(e) (1) A commission need not be formed in a county if all of the following conditions are met:

(A) The county has only one public use airport that is owned by a city.

(B) (i) The county and the affected city adopt the elements in paragraph (2) of subdivision (d), as part of their general and specific plans for the county and the affected city.

(ii) The general and specific plans shall be submitted, upon adoption, to the Division of Aeronautics. If the county and the affected city do not submit the elements specified in paragraph (2) of subdivision (d), on or before May 1, 1996, then a commission shall be established in accordance with this article.

21670.2. Applicability to Counties Having over 4 Million in Population

- (a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.
- (b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.
- (c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use compatibility plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the airport land use compatibility plans are adopted.

21670.3. San Diego County

- (a) Sections 21670 and 21670.1 do not apply to the County of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, shall be responsible for the preparation, adoption, and amendment of an airport land use compatibility plan for each airport in San Diego County.
- (b) The San Diego County Regional Airport Authority shall engage in a public collaborative planning process when preparing and updating an airport land use compatibility plan.

21670.4. Intercounty Airports

- (a) As used in this section, “intercounty airport” means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department’s Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.
- (b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.
- (c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county’s two delegations, for any intercounty airport, may do either of the following:
 - (1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:
 - (A) One representing the cities in each of the counties, appointed by that county’s city selection committee.
 - (B) One representing each of the counties, appointed by the board of supervisors of each county.
 - (C) One from each county having expertise in aviation, appointed by a selection committee comprised of the managers of all the public airports within that county.
 - (D) One representing the general public, appointed by the other six members of the commission.
 - (2) In accordance with subdivision (a) or (b) of Section 21670.1, designate an existing appropriate entity as that airport’s land use commission.

21670.6

Any action brought in the superior court relating to this article may be subject to a mediation proceeding conducted pursuant to Chapter 9.3 (commencing with Section 66030) of Division 1 of Title 7 of the Government Code.

21671. Airports Owned by a City, District, or County; Appointment of Certain Members by Cities and Counties

In any county where there is an airport operated for the general public which is owned by a city or district in another county or by another county, one of the representatives provided by paragraph (1) of subdivision (b) of Section 21670 shall be appointed by the city selection

committee of mayors of the cities of the county in which the owner of that airport is located, and one of the representatives provided by paragraph (2) of subdivision (b) of Section 21670 shall be appointed by the board of supervisors of the county in which the owner of that airport is located.

21671.5. Term of Office

- (a) Except for the terms of office of the members of the first commission, the term of office of each member shall be four years and until the appointment and qualification of his or her successor. The members of the first commission shall classify themselves by lot so that the term of office of one member is one year, of two members is two years, of two members is three years, and of two members is four years. The body that originally appointed a member whose term has expired shall appoint his or her successor for a full term of four years. Any member may be removed at any time and without cause by the body appointing that member. The expiration date of the term of office of each member shall be the first Monday in May in the year in which that member's term is to expire. Any vacancy in the membership of the commission shall be filled for the unexpired term by appointment by the body which originally appointed the member whose office has become vacant. The chairperson of the commission shall be selected by the members thereof.
- (b) Compensation, if any, shall be determined by the board of supervisors.
- (c) Staff assistance, including the mailing of notices and the keeping of minutes and necessary quarters, equipment, and supplies shall be provided by the county. The usual and necessary operating expenses of the commission shall be a county charge.
- (d) Notwithstanding any other provisions of this article, the commission shall not employ any personnel either as employees or independent contractors without the prior approval of the board of supervisors.
- (e) The commission shall meet at the call of the commission chairperson or at the request of the majority of the commission members. A majority of the commission members shall constitute a quorum for the transaction of business. No action shall be taken by the commission except by the recorded vote of a majority of the full membership.
- (f) The commission may establish a schedule of fees necessary to comply with this article. Those fees shall be charged to the proponents of actions, regulations, or permits, shall not exceed the estimated reasonable cost of providing the service, and shall be imposed pursuant to Section 66016 of the Government Code. Except as provided in subdivision (g), after June 30, 1991, a commission that has not adopted the airport land use compatibility plan required by Section 21675 shall not charge fees pursuant to this subdivision until the commission adopts the plan.
- (g) In any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, the commission may continue to charge fees necessary to comply with this article until June 30, 1992, and, if the airport land use compatibility plans are complete by that date, may continue charging fees after June 30, 1992. If the airport land use compatibility plans are not complete by June 30, 1992, the commission shall not charge fees pursuant to subdivision (f) until the commission adopts the land use plans.

21672. Rules and Regulations

Each commission shall adopt rules and regulations with respect to the temporary disqualification of its members from participating in the review or adoption of a proposal because of conflict of interest and with respect to appointment of substitute members in such cases.

21673. Initiation of Proceedings for Creation by Owner of Airportz

In any county not having a commission or a body designated to carry out the responsibilities of a commission, any owner of a public airport may initiate proceedings for the creation of a commission by presenting a request to the board of supervisors that a commission be created and showing the need therefor to the satisfaction of the board of supervisors.

21674. Powers and Duties

The commission has the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676:

- (a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.
- (b) To coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.
- (c) To prepare and adopt an airport land use compatibility plan pursuant to Section 21675.
- (d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.
- (e) The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.
- (f) In order to carry out its responsibilities, the commission may adopt rules and regulations consistent with this article.

21674.5. Training of Airport Land Use Commission's Staff

- (a) The Department of Transportation shall develop and implement a program or programs to assist in the training and development of the staff of airport land use commissions, after consulting with airport land use commissions, cities, counties, and other appropriate public entities.
- (b) The training and development program or programs are intended to assist the staff of airport land use commissions in addressing high priority needs, and may include, but need not be limited to, the following:

- (1) The establishment of a process for the development and adoption of airport land use compatibility plans.
 - (2) The development of criteria for determining the airport influence area.
 - (3) The identification of essential elements that should be included in the airport land use compatibility plans.
 - (4) Appropriate criteria and procedures for reviewing proposed developments and determining whether proposed developments are compatible with the airport use.
 - (5) Any other organizational, operational, procedural, or technical responsibilities and functions that the department determines to be appropriate to provide to commission staff and for which it determines there is a need for staff training or development.
- (c) The department may provide training and development programs for airport land use commission staff pursuant to this section by any means it deems appropriate. Those programs may be presented in any of the following ways:
- (1) By offering formal courses or training programs.
 - (2) By sponsoring or assisting in the organization and sponsorship of conferences, seminars, or other similar events.
 - (3) By producing and making available written information.
 - (4) Any other feasible method of providing information and assisting in the training and development of airport land use commission staff.

21674.7. Airport Land Use Planning Handbook

- (a) An airport land use commission that formulates, adopts, or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation.
- (b) It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the division, and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Code of Federal Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675. This subdivision does not limit the jurisdiction of a commission as established by this article. This subdivision does not limit the authority of local agencies to overrule commission actions or recommendations pursuant to Sections 21676, 21676.5, or 21677.

21675. Land Use Plan

- (a) Each commission shall formulate an airport land use compatibility plan that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission's airport land use compatibility plan shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years. In formulating an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the airport influence area. The airport land use compatibility plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.
- (b) The commission shall include, within its airport land use compatibility plan formulated pursuant to subdivision (a), the area within the jurisdiction of the commission surrounding any military airport for all of the purposes specified in subdivision (a). The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport. This subdivision does not give the commission any jurisdiction or authority over the territory or operations of any military airport.
- (c) The airport influence area shall be established by the commission after hearing and consultation with the involved agencies.
- (d) The commission shall submit to the Division of Aeronautics of the department one copy of the airport land use compatibility plan and each amendment to the plan.
- (e) If an airport land use compatibility plan does not include the matters required to be included pursuant to this article, the Division of Aeronautics of the department shall notify the commission responsible for the plan.

21675.1. Adoption of Land Use Plan

- (a) By June 30, 1991, each commission shall adopt the airport land use compatibility plan required pursuant to Section 21675, except that any county that has undertaken by contract or otherwise completed airport land use compatibility plans for at least one-half of all public use airports in the county, shall adopt that airport land use compatibility plan on or before June 30, 1992.
- (b) Until a commission adopts an airport land use compatibility plan, a city or county shall first submit all actions, regulations, and permits within the vicinity of a public airport to the commission for review and approval. Before the commission approves or disapproves any actions, regulations, or permits, the commission shall give public notice in the same manner as the city or county is required to give for those actions, regulations, or permits. As used in this section, "vicinity" means land that will be included or reasonably could be included within the airport land use compatibility plan. If the commission has not designated an airport influence area for the airport land use compatibility plan, then "vicinity" means land within two miles of the boundary of a public airport.

- (c) The commission may approve an action, regulation, or permit if it finds, based on substantial evidence in the record, all of the following:
 - (1) The commission is making substantial progress toward the completion of the airport land use compatibility plan.
 - (2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.
 - (3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately inconsistent with the airport land use compatibility plan.
- (d) If the commission disapproves an action, regulation, or permit, the commission shall notify the city or county. The city or county may overrule the commission, by a two-thirds vote of its governing body, if it makes specific findings that the proposed action, regulation, or permit is consistent with the purposes of this article, as stated in Section 21670.
- (e) If a city or county overrules the commission pursuant to subdivision (d), that action shall not relieve the city or county from further compliance with this article after the commission adopts the airport land use compatibility plan.
- (f) If a city or county overrules the commission pursuant to subdivision (d) with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit.
- (g) A commission may adopt rules and regulations that exempt any ministerial permit for single-family dwellings from the requirements of subdivision (b) if it makes the findings required pursuant to subdivision (c) for the proposed rules and regulations, except that the rules and regulations may not exempt either of the following:
 - (1) More than two single-family dwellings by the same applicant within a subdivision prior to June 30, 1991.
 - (2) Single-family dwellings in a subdivision where 25 percent or more of the parcels are undeveloped.

21675.2. Approval or Disapproval of Actions, Regulations, or Permits

- (a) If a commission fails to act to approve or disapprove any actions, regulations, or permits within 60 days of receiving the request pursuant to Section 21675.1, the applicant or his or her representative may file an action pursuant to Section 1094.5 of the Code of Civil Procedure to compel the commission to act, and the court shall give the proceedings preference over all other actions or proceedings, except previously filed pending matters of the same character.
- (b) The action, regulation, or permit shall be deemed approved only if the public notice required by this subdivision has occurred. If the applicant has provided seven days advance notice to

the commission of the intent to provide public notice pursuant to this subdivision, then, not earlier than the date of the expiration of the time limit established by Section 21675.1, an applicant may provide the required public notice. If the applicant chooses to provide public notice, that notice shall include a description of the proposed action, regulation, or permit substantially similar to the descriptions which are commonly used in public notices by the commission, the location of any proposed development, the application number, the name and address of the commission, and a statement that the action, regulation, or permit shall be deemed approved if the commission has not acted within 60 days. If the applicant has provided the public notice specified in this subdivision, the time limit for action by the commission shall be extended to 60 days after the public notice is provided. If the applicant provides notice pursuant to this section, the commission shall refund to the applicant any fees which were collected for providing notice and which were not used for that purpose.

- (c) Failure of an applicant to submit complete or adequate information pursuant to Sections 65943 to 65946, inclusive, of the Government Code, may constitute grounds for disapproval of actions, regulations, or permits.
- (d) Nothing in this section diminishes the commission's legal responsibility to provide, where applicable, public notice and hearing before acting on an action, regulation, or permit.

21676. Review of Local General Plans

- (a) Each local agency whose general plan includes areas covered by an airport land use compatibility plan shall, by July 1, 1983, submit a copy of its plan or specific plans to the airport land use commission. The commission shall determine by August 31, 1983, whether the plan or plans are consistent or inconsistent with the airport land use compatibility plan. If the plan or plans are inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall have another hearing to reconsider its airport land use compatibility plans. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.
- (b) Prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to

overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the public record of any final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

- (c) Each public agency owning any airport within the boundaries of an airport land use compatibility plan shall, prior to modification of its airport master plan, refer any proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, propose to overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.
- (d) Each commission determination pursuant to subdivision (b) or (c) shall be made within 60 days from the date of referral of the proposed action. If a commission fails to make the determination within that period, the proposed action shall be deemed consistent with the airport land use compatibility plan.

21676.5. Review of Local Plans

- (a) If the commission finds that a local agency has not revised its general plan or specific plan or overruled the commission by a two-thirds vote of its governing body after making specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670, the commission may require that the local agency submit all subsequent actions, regulations, and permits to the commission for review until its general plan or specific plan is revised or the specific findings are made. If, in the determination of the commission, an action, regulation, or permit of the local agency is inconsistent with the airport land use compatibility plan, the local agency shall be notified and that local agency shall hold a hearing to reconsider its plan. The local agency may propose to overrule the commission after the hearing by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes of this article as stated in Section 21670. At least 45 days prior to the decision to overrule the commission, the local agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the local agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the local

agency governing body may act without them. The comments by the division or the commission are advisory to the local agency governing body. The local agency governing body shall include comments from the commission and the division in the final decision to overrule the commission, which may only be adopted by a two-thirds vote of the governing body.

- (b) Whenever the local agency has revised its general plan or specific plan or has overruled the commission pursuant to subdivision (a), the proposed action of the local agency shall not be subject to further commission review, unless the commission and the local agency agree that individual projects shall be reviewed by the commission.

21677. Marin County Override Provisions

Notwithstanding the two-thirds vote required by Section 21676, any public agency in the County of Marin may overrule the Marin County Airport Land Use Commission by a majority vote of its governing body. At least 45 days prior to the decision to overrule the commission, the public agency governing body shall provide the commission and the division a copy of the proposed decision and findings. The commission and the division may provide comments to the public agency governing body within 30 days of receiving the proposed decision and findings. If the commission or the division's comments are not available within this time limit, the public agency governing body may act without them. The comments by the division or the commission are advisory to the public agency governing body. The public agency governing body shall include comments from the commission and the division in the public record of the final decision to overrule the commission, which may be adopted by a majority vote of the governing body.

21678. Airport Owner's Immunity

With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation.

21679. Court Review

- (a) In any county in which there is no airport land use commission or other body designated to assume the responsibilities of an airport land use commission, or in which the commission or other designated body has not adopted an airport land use compatibility plan, an interested party may initiate proceedings in a court of competent jurisdiction to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, that directly affects the use of land within one mile of the boundary of a public airport within the county.
- (b) The court may issue an injunction that postpones the effective date of the zoning change, zoning variance, permit, or regulation until the governing body of the local agency that took the action does one of the following:

- (1) In the case of an action that is a legislative act, adopts a resolution declaring that the proposed action is consistent with the purposes of this article stated in Section 21670.
 - (2) In the case of an action that is not a legislative act, adopts a resolution making findings based on substantial evidence in the record that the proposed action is consistent with the purposes of this article stated in Section 21670.
 - (3) Rescinds the action.
 - (4) Amends its action to make it consistent with the purposes of this article stated in Section 21670, and complies with either paragraph (1) or (2), whichever is applicable.
- (c) The court shall not issue an injunction pursuant to subdivision (b) if the local agency that took the action demonstrates that the general plan and any applicable specific plan of the agency accomplishes the purposes of an airport land use compatibility plan as provided in Section 21675.
 - (d) An action brought pursuant to subdivision (a) shall be commenced within 30 days of the decision or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever is longer.
 - (e) If the governing body of the local agency adopts a resolution pursuant to subdivision (b) with respect to a publicly owned airport that the local agency does not operate, the operator of the airport shall be immune from liability for damages to property or personal injury from the local agency's decision to proceed with the zoning change, zoning variance, permit, or regulation.
 - (f) As used in this section, "interested party" means any owner of land within two miles of the boundary of the airport or any organization with a demonstrated interest in airport safety and efficiency.

21679.5. Deferral of Court Review

- (a) Until June 30, 1991, no action pursuant to Section 21679 to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport, shall be commenced in any county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan.
- (b) If a commission has been prevented from adopting the airport land use compatibility plan by June 30, 1991, or if the adopted airport land use compatibility plan could not become effective, because of a lawsuit involving the adoption of the airport land use compatibility plan, the June 30, 1991, date in subdivision (a) shall be extended by the period of time during which the lawsuit was pending in a court of competent jurisdiction.
- (c) Any action pursuant to Section 21679 commenced prior to January 1, 1990, in a county in which the commission or other designated body has not adopted an airport land use compatibility plan, but is making substantial progress toward the completion of the airport land use compatibility plan, which has not proceeded to final judgment, shall be held in

abeyance until June 30, 1991. If the commission or other designated body adopts an airport land use compatibility plan on or before June 30, 1991, the action shall be dismissed. If the commission or other designated body does not adopt an airport land use compatibility plan on or before June 30, 1991, the plaintiff or plaintiffs may proceed with the action.

- (d) An action to postpone the effective date of a zoning change, a zoning variance, the issuance of a permit, or the adoption of a regulation by a local agency, directly affecting the use of land within one mile of the boundary of a public airport for which an airport land use compatibility plan has not been adopted by June 30, 1991, shall be commenced within 30 days of June 30, 1991, or within 30 days of the decision by the local agency, or within the appropriate time periods set by Section 21167 of the Public Resources Code, whichever date is later.

AERONAUTICS LAW
PUBLIC UTILITIES CODE
Division 9, Part 1
Chapter 3 — Regulation of Aeronautics
(excerpts)

21402. Ownership; Prohibited Use of Airspace

The ownership of the space above the land and waters of this State is vested in the several owners of the surface beneath, subject to the right of flight described in Section 21403. No use shall be made of such airspace which would interfere with such right of flight; provided, that any use of property in conformity with an original zone of approach of an airport shall not be rendered unlawful by reason of a change in such zone of approach.

21403. Lawful Flight; Unauthorized and Forced Landings; Damages; Use of Highways; Burden of Proof; Within Airport Approach Zone

- (a) Flight in aircraft over the land and waters of this state is lawful, unless at altitudes below those prescribed by federal authority, or unless conducted so as to be imminently dangerous to persons or property lawfully on the land or water beneath. The landing of an aircraft on the land or waters of another, without his or her consent, is unlawful except in the case of a forced landing or pursuant to Section 21662.1. The owner, lessee, or operator of the aircraft is liable, as provided by law, for damages caused by a forced landing.
- (b) The landing, takeoff, or taxiing of an aircraft on a public freeway, highway, road, or street is unlawful except in the following cases:
 - (1) A forced landing.
 - (2) A landing during a natural disaster or other public emergency if the landing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road, or street.
 - (3) When the landing, takeoff, or taxiing has received prior approval from the public agency having primary jurisdiction over traffic upon the freeway, highway, road or street.

The prosecution bears the burden of proving that none of the exceptions apply to the act which is alleged to be unlawful.

- (c) The right of flight in aircraft includes the right of safe access to public airports, which includes the right of flight within the zone of approach of any public airport without restriction or hazard. The zone of approach of an airport shall conform to the specifications of Part 77 of the Federal Aviation Regulations of the Federal Aviation Administration, Department of Transportation.

AERONAUTICS LAW
PUBLIC UTILITIES CODE
Division 9, Part 1
Chapter 3 — Regulation of Aeronautics
(excerpts)

21417. Definitions for Meteorological Towers

- (a) As used in this section, the following terms have the following meanings.
- (1) “Meteorological instrument” means an instrument for measuring and recording the speed of the wind.
 - (2) “Meteorological tower” means a structure, including all guy wires and accessory facilities, on which a meteorological instrument is mounted for the purposes of documenting whether a site has wind resources sufficient for the operation of a wind turbine generator.
 - (3) “Prime agricultural land” means land that satisfies the requirements of paragraph (1), (2), or (4) of subdivision (c) of Section 51201 of the Government Code.
- (b) A meteorological tower below 200 feet in height and above 50 feet in height that is located on prime agricultural land, or within one mile of prime agricultural land, and erected after January 1, 2013, shall be marked as follows:
- (1) The full length of the meteorological tower shall be painted in equal, alternating bands of aviation orange and white, beginning with orange at the top of the tower and ending with orange at the bottom of the marked portion of the tower. The bands shall be between 20 and 30 feet in width.
 - (2) Two or more high visibility spherical marker balls, also called cable balls, that are aviation orange shall be attached to each outside guy wire that is connected to a meteorological tower.
 - (3) One or more seven-foot high visibility safety sleeves shall be placed at each anchor point and shall extend from the anchor point along each guy wire attached to the anchor point.
- (c) A light may be affixed to the highest point on a meteorological tower as an additional option for the marking of the meteorological tower.
- (d)
- (1) A local agency may incorporate any requirements of this section into any applicable land use permit that the agency administers.
 - (2) This section shall not be construed to authorize a local agency to require a new permit that applies to a meteorological tower.

- (3) To the extent that the requirements of this section conflict with local permitting requirements, the requirements of this section shall supersede those permitting requirements.
- (e) This section shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date.

AERONAUTICS LAW
PUBLIC UTILITIES CODE
Division 9, Part 1
Chapter 4 — Airports and Air Navigation Facilities

Article 2.7
REGULATION OF OBSTRUCTIONS
(excerpts)

21655. Proposed Site for Construction of State Building Within Two Miles of Airport; Investigation and Report; Expenditure of State Funds

Notwithstanding any other provision of law, if the proposed site of any state building or other enclosure is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the state agency or office which proposes to construct the building or other enclosure shall, before acquiring title to property for the new state building or other enclosure site or for an addition to a present site, notify the Department of Transportation, in writing, of the proposed acquisition. The department shall investigate the proposed site and, within 30 working days after receipt of the notice, shall submit to the state agency or office which proposes to construct the building or other enclosure a written report of the investigation and its recommendations concerning acquisition of the site.

If the report of the department does not favor acquisition of the site, no state funds shall be expended for the acquisition of the new state building or other enclosure site, or the expansion of the present site, or for the construction of the state building or other enclosure, provided that the provisions of this section shall not affect title to real property once it is acquired.

21658. Construction of Utility Pole or Line in Vicinity of Aircraft Landing Area

No public utility shall construct any pole, pole line, distribution or transmission tower, or tower line, or substation structure in the vicinity of the exterior boundary of an aircraft landing area of any airport open to public use, in a location with respect to the airport and at a height so as to constitute an obstruction to air navigation, as an obstruction is defined in accordance with Part 77 of the Federal Aviation Regulations, Federal Aviation Administration, or any corresponding rules or regulations of the Federal Aviation Administration, unless the Federal Aviation Administration has determined that the pole, line, tower, or structure does not constitute a hazard to air navigation. This section shall not apply to existing poles, lines, towers, or structures or to the repair, replacement, or reconstruction thereof if the original height is not materially exceeded and this section shall not apply unless just compensation shall have first been paid to the public utility by the owner of any airport for any property or property rights which would be taken or damaged hereby.

21659. Hazards near Airports Prohibited

- (a) No person shall construct or alter any structure or permit any natural growth to grow at a height which exceeds the obstruction standards set forth in the regulations of the Federal Aviation Administration relating to objects affecting navigable airspace contained in Title 14

of the Code of Federal Regulations, Part 77, Subpart C, unless a permit allowing the construction, alteration, or growth is issued by the department.

- (b) The permit is not required if the Federal Aviation Administration has determined that the construction, alteration, or growth does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. Subdivision (a) does not apply to a pole, pole line, distribution or transmission tower, or tower line or substation of a public utility.
- (c) Section 21658 is applicable to subdivision (b).

AERONAUTICS LAW
PUBLIC UTILITIES CODE
Division 9, Part 1, Chapter 4
Article 3
REGULATION OF AIRPORTS
(excerpts)

21661.5. City Council or County Board of Supervisors and ALUC Approvals

- (a) No political subdivision, any of its officers or employees, or any person may submit any application for the construction of a new airport to any local, regional, state, or federal agency unless the plan for construction is first approved by the board of supervisors of the county, or the city council of the city, in which the airport is to be located and unless the plan is submitted to the appropriate commission exercising powers pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9, and acted upon by that commission in accordance with the provisions of that article.
- (b) A county board of supervisors or a city council may, pursuant to Section 65100 of the Government Code, delegate its responsibility under this section for the approval of a plan for construction of new helicopter landing and takeoff areas, to the county or city planning agency.

21664.5. Amended Airport Permits; Airport Expansion Defined

- (a) An amended airport permit shall be required for every expansion of an existing airport. An applicant for an amended airport permit shall comply with each requirement of this article pertaining to permits for new airports. The department may by regulation provide for exemptions from the operation of this section pursuant to Section 21661, except that no exemption shall be made limiting the applicability of subdivision (e) of Section 21666, pertaining to environmental considerations, including the requirement for public hearings in connection therewith.
- (b) As used in this section, "airport expansion" includes any of the following:
 - (1) The acquisition of runway protection zones, as defined in Federal Aviation Administration Advisory Circular 150/1500-13, or of any interest in land for the purpose of any other expansion as set forth in this section.
 - (2) The construction of a new runway.
 - (3) The extension or realignment of an existing runway.
 - (4) Any other expansion of the airport's physical facilities for the purpose of accomplishing or which are related to the purpose of paragraph (1), (2), or (3).
- (c) This section does not apply to any expansion of an existing airport if the expansion commenced on or prior to the effective date of this section and the expansion met the approval, on or prior to that effective date, of each governmental agency that required the approval by law.

PLANNING AND ZONING LAW

**GOVERNMENT CODE
Title 7 — Planning and Land Use
Division 1 — Planning and Zoning
Chapter 3 — Local Planning**

**Article 5
AUTHORITY FOR AND SCOPE OF GENERAL PLANS
(excerpts)**

65302.3. General and Applicable Specific Plans; Consistency with Airport Land Use Plans; Amendment; Nonconcurrence Findings

- (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.
- (b) The general plan, and any applicable specific plan, shall be amended, as necessary, within 180 days of any amendment to the plan required under Section 21675 of the Public Utilities Code.
- (c) If the legislative body does not concur with any provision of the plan required under Section 21675 of the Public Utilities Code, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676 of the Public Utilities Code.
- (d) In each county where an airport land use commission does not exist, but where there is a military airport, the general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport.

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7, Division 1

Chapter 4.5 — Review and Approval of Development Projects

Article 3

APPLICATION FOR DEVELOPMENT PROJECTS

(excerpts)

Note: The following government code sections are referenced in Section 21675.2(c) of the ALUC statutes.

65943. Completeness of Application; Determination; Time; Specification of Parts not Complete and Manner of Completion

- (a) Not later than 30 calendar days after any public agency has received an application for a development project, the agency shall determine in writing whether the application is complete and shall immediately transmit the determination to the applicant for the development project. If the written determination is not made within 30 days after receipt of the application, and the application includes a statement that it is an application for a development permit, the application shall be deemed complete for purposes of this chapter. Upon receipt of any resubmittal of the application, a new 30-day period shall begin, during which the public agency shall determine the completeness of the application. If the application is determined not to be complete, the agency's determination shall specify those parts of the application which are incomplete and shall indicate the manner in which they can be made complete, including a list and thorough description of the specific information needed to complete the application. The applicant shall submit materials to the public agency in response to the list and description.
- (b) Not later than 30 calendar days after receipt of the submitted materials, the public agency shall determine in writing whether they are complete and shall immediately transmit that determination to the applicant. If the written determination is not made within that 30-day period, the application together with the submitted materials shall be deemed complete for purposes of this chapter.
- (c) If the application together with the submitted materials are determined not to be complete pursuant to subdivision (b), the public agency shall provide a process for the applicant to appeal that decision in writing to the governing body of the agency or, if there is no governing body, to the director of the agency, as provided by that agency. A city or county shall provide that the right of appeal is to the governing body or, at their option, the planning commission, or both.

There shall be a final written determination by the agency on the appeal not later than 60 calendar days after receipt of the applicant's written appeal. The fact that an appeal is permitted to both the planning commission and to the governing body does not extend the 60-day period. Notwithstanding a decision pursuant to subdivision (b) that the application and submitted materials are not complete, if the final written determination on the appeal is not

made within that 60-day period, the application with the submitted materials shall be deemed complete for the purposes of this chapter.

- (d) Nothing in this section precludes an applicant and a public agency from mutually agreeing to an extension of any time limit provided by this section.
- (e) A public agency may charge applicants a fee not to exceed the amount reasonably necessary to provide the service required by this section. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65943.5.

- (a) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving a permit application to a board, office, or department within the California Environmental Protection Agency shall be made to the Secretary for Environmental Protection.
- (b) Notwithstanding any other provision of this chapter, any appeal pursuant to subdivision (c) of Section 65943 involving an application for the issuance of an environmental permit from an environmental agency shall be made to the Secretary for Environmental Protection under either of the following circumstances:
 - (1) The environmental agency has not adopted an appeals process pursuant to subdivision (c) of Section 65943.
 - (2) The environmental agency declines to accept an appeal for a decision pursuant to subdivision (c) of Section 65943.
- (c) For purposes of subdivision (b), “environmental permit” has the same meaning as defined in Section 71012 of the Public Resources Code, and “environmental agency” has the same meaning as defined in Section 71011 of the Public Resources Code, except that “environmental agency” does not include the agencies described in subdivisions (c) and (h) of Section 71011 of the Public Resources Code.

65944. Acceptance of Application as Complete; Requests for Additional Information; Restrictions; Clarification, Amplification, Correction, etc.; Prior to Notice of Necessary Information

- (a) After a public agency accepts an application as complete, the agency shall not subsequently request of an applicant any new or additional information which was not specified in the list prepared pursuant to Section 65940. The agency may, in the course of processing the application, request the applicant to clarify, amplify, correct, or otherwise supplement the information required for the application.
- (b) The provisions of subdivision (a) shall not be construed as requiring an applicant to submit with his or her initial application the entirety of the information which a public agency may require in order to take final action on the application. Prior to accepting an application, each public agency shall inform the applicant of any information included in the list prepared

pursuant to Section 65940 which will subsequently be required from the applicant in order to complete final action on the application.

- (c) This section shall not be construed as limiting the ability of a public agency to request and obtain information which may be needed in order to comply with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code.
- (d)
 - (1) After a public agency accepts an application as complete, and if the project applicant has identified that the proposed project is located within 1,000 feet of a military installation or within special use airspace or beneath a low-level flight path in accordance with Section 65940, the public agency shall provide a copy of the complete application to any branch of the United States Armed Forces that has provided the Office of Planning and Research with a single California mailing address within the state for the delivery of a copy of these applications. This subdivision shall apply only to development applications submitted to a public agency 30 days after the Office of Planning and Research has notified cities, counties, and cities and counties of the availability of Department of Defense information on the Internet pursuant to subdivision (d) of Section 65940.
 - (2) Except for a project within 1,000 feet of a military installation, the public agency is not required to provide a copy of the application if the project is located entirely in an "urbanized area." An urbanized area is any urban location that meets the definition used by the United State Department of Commerce's Bureau of Census for "urban" and includes locations with core census block groups containing at least 1,000 people per square mile and surrounding census block groups containing at least 500 people per square mile.
- (e) Upon receipt of a copy of the application as required in subdivision (d), any branch of the United States Armed Forces may request consultation with the public agency and the project applicant to discuss the effects of the proposed project on military installations, low-level flight paths, or special use airspace, and potential alternatives and mitigation measures.
- (f)
 - (1) Subdivisions (d), (e), and (f) as these relate to low-level flight paths, special use airspace, and urbanized areas shall not be operative until the United States Department of Defense provides electronic maps of low-level flight paths, special use airspace, and military installations, at a scale and in an electronic format that is acceptable to the Office of Planning and Research.
 - (2) Within 30 days of a determination by the Office of Planning and Research that the information provided by the Department of Defense is sufficient and in an acceptable scale and format, the office shall notify cities, counties, and cities and counties of the availability of the information on the Internet. Cities, counties, and cities and counties shall comply with subdivision (d) within 30 days of receiving this notice from the office.

65945. Notice of Proposal to Adopt or Amend Certain Plans or Ordinances by City or County, Fee; Subscription to Periodically Updated Notice as Alternative, Fee

- (a) At the time of filing an application for a development permit with a city or county, the city or county shall inform the applicant that he or she may make a written request to receive notice

from the city or county of a proposal to adopt or amend any of the following plans or ordinances:

- (1) A general plan.
- (2) A specific plan.
- (3) A zoning ordinance.
- (4) An ordinance affecting building permits or grading permits.

The applicant shall specify, in the written request, the types of proposed action for which notice is requested. Prior to taking any of those actions, the city or county shall give notice to any applicant who has requested notice of the type of action proposed and whose development project is pending before the city or county if the city or county determines that the proposal is reasonably related to the applicant's request for the development permit. Notice shall be given only for those types of actions which the applicant specifies in the request for notification.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this subdivision, the fee shall be collected as part of the application fee charged for the development permit.

- (b) As an alternative to the notification procedure prescribed by subdivision (a), a city or county may inform the applicant at the time of filing an application for a development permit that he or she may subscribe to a periodically updated notice or set of notices from the city or county which lists pending proposals to adopt or amend any of the plans or ordinances specified in subdivision (a), together with the status of the proposal and the date of any hearings thereon which have been set.

Only those proposals which are general, as opposed to parcel-specific in nature, and which the city or county determines are reasonably related to requests for development permits, need be listed in the notice. No proposal shall be required to be listed until such time as the first public hearing thereon has been set. The notice shall be updated and mailed at least once every six weeks; except that a notice need not be updated and mailed until a change in its contents is required.

The city or county may charge the applicant for a development permit, to whom notice is provided pursuant to this subdivision, a reasonable fee not to exceed the actual cost of providing that notice, including the costs of updating the notice, for the length of time the applicant requests to be sent the notice or notices.

65945.3. Notice of Proposal to Adopt or Amend Rules or Regulations Affecting Issuance of Permits by Local Agency other than City or County; Fee

At the time of filing an application for a development permit with a local agency, other than a city or county, the local agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a rule or regulation affecting the issuance of development permits.

Prior to adopting or amending any such rule or regulation, the local agency shall give notice to any applicant who has requested such notice and whose development project is pending before the agency if the local agency determines that the proposal is reasonably related to the applicant's request for the development permit.

The local agency may charge the applicant for a development permit, to whom notice is provided pursuant to this section, a reasonable fee not to exceed the actual cost of providing that notice. If a fee is charged pursuant to this section, the fee shall be collected as part of the application fee charged for the development permit.

65945.5. Notice of Proposal to Adopt or Amend Regulation Affecting Issuance of Permits and Which Implements Statutory Provision by State Agency

At the time of filing an application for a development permit with a state agency, the state agency shall inform the applicant that he or she may make a written request to receive notice of any proposal to adopt or amend a regulation affecting the issuance of development permits and which implements a statutory provision.

Prior to adopting or amending any such regulation, the state agency shall give notice to any applicant who has requested such notice and whose development project is pending before the state agency if the state agency determines that the proposal is reasonably related to the applicant's request for the development permit.

65945.7. Actions, Inactions, or Recommendations Regarding Ordinances, Rules or Regulations; Invalidity or Setting Aside Ground of Error Only if Prejudicial

No action, inaction, or recommendation regarding any ordinance, rule, or regulation subject to this Section 65945, 65945.3, or 65945.5 by any legislative body, administrative body, or the officials of any state or local agency shall be held void or invalid or be set aside by any court on the ground of any error, irregularity, informality, neglect or omission (hereinafter called "error") as to any matter pertaining to notices, records, determinations, publications or any matters of procedure whatever, unless after an examination of the entire case, including evidence, the court shall be of the opinion that the error complained of was prejudicial, and that by reason of such error the party complaining or appealing sustained and suffered substantial injury, and that a different result would have been probable if such error had not occurred or existed. There shall be no presumption that error is prejudicial or that injury was done if error is shown.

65946. [Replaced by AB2351 Statutes of 1993]

PLANNING AND ZONING LAW

GOVERNMENT CODE

Title 7, Division 1

Chapter 9.3 — Mediation and Resolution of Land Use Disputes (excerpts)

66030.

- (a) The Legislature finds and declares all of the following:
- (1) Current law provides that aggrieved agencies, project proponents, and affected residents may bring suit against the land use decisions of state and local governmental agencies. In practical terms, nearly anyone can sue once a project has been approved.
 - (2) Contention often arises over projects involving local general plans and zoning, redevelopment plans, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), development impact fees, annexations and incorporations, and the Permit Streamlining Act (Chapter 4.5 (commencing with Section 65920)).
 - (3) When a public agency approves a development project that is not in accordance with the law, or when the prerogative to bring suit is abused, lawsuits can delay development, add uncertainty and cost to the development process, make housing more expensive, and damage California's competitiveness. This litigation begins in the superior court, and often progresses on appeal to the Court of Appeal and the Supreme Court, adding to the workload of the state's already overburdened judicial system.
- (b) It is, therefore, the intent of the Legislature to help litigants resolve their differences by establishing formal mediation processes for land use disputes. In establishing these mediation processes, it is not the intent of the Legislature to interfere with the ability of litigants to pursue remedies through the courts.

66031.

- (a) Notwithstanding any other provision of law, any action brought in the superior court relating to any of the following subjects may be subject to a mediation proceeding conducted pursuant to this chapter:
- (1) The approval or denial by a public agency of any development project.
 - (2) Any act or decision of a public agency made pursuant to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
 - (3) The failure of a public agency to meet the time limits specified in Chapter 4.5 (commencing with Section 65920), commonly known as the Permit Streamlining Act, or in the Subdivision Map Act (Division 2 (commencing with Section 66410)).

- (4) Fees determined pursuant to Chapter 6 (commencing with Section 17620) of Division 1 of Part 10.5 of the Education Code or Chapter 4.9 (commencing with Section 65995).
 - (5) Fees determined pursuant to the Mitigation Fee Act (Chapter 5 (commencing with Section 66000), Chapter 6 (commencing with Section 66010), Chapter 7 (commencing with Section 66012), Chapter 8 (commencing with Section 66016), and Chapter 9 (commencing with Section 66020)).
 - (6) The adequacy of a general plan or specific plan adopted pursuant to Chapter 3 (commencing with Section 65100).
 - (7) The validity of any sphere of influence, urban service area, change of organization or reorganization, or any other decision made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5).
 - (8) The adoption or amendment of a redevelopment plan pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 33000) of Division 24 of the Health and Safety Code).
 - (9) The validity of any zoning decision made pursuant to Chapter 4 (commencing with Section 65800).
 - (10) The validity of any decision made pursuant to Article 3.5 (commencing with Section 21670) of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.
- (b) Within five days after the deadline for the respondent or defendant to file its reply to an action, the court may invite the parties to consider resolving their dispute by selecting a mutually acceptable person to serve as a mediator, or an organization or agency to provide a mediator.
 - (c) In selecting a person to serve as a mediator, or an organization or agency to provide a mediator, the parties shall consider the following:
 - (1) The council of governments having jurisdiction in the county where the dispute arose.
 - (2) Any subregional or countywide council of governments in the county where the dispute arose.
 - (3) Any other person with experience or training in mediation including those with experience in land use issues, or any other organization or agency that can provide a person with experience or training in mediation, including those with experience in land use issues.
 - (d) If the court invites the parties to consider mediation, the parties shall notify the court within 30 days if they have selected a mutually acceptable person to serve as a mediator. If the parties have not selected a mediator within 30 days, the action shall proceed. The court shall not draw any implication, favorable or otherwise, from the refusal by a party to accept the invitation by the court to consider mediation. Nothing in this section shall preclude the parties from using mediation at any other time while the action is pending.

PLANNING AND ZONING LAW

**GOVERNMENT CODE
Title 7 — Planning and Land Use
Division 2 — Subdivisions
Chapter 3 — Procedure**

**Article 3
REVIEW OF TENTATIVE MAP BY OTHER AGENCIES
(excerpts)**

66455.9. Potential School Sites; Notice; Investigation

Whenever there is consideration of an area within a development for a public schoolsite, the advisory agency shall give the affected districts and the State Department of Education written notice of the proposed site. The written notice shall include the identification of any existing or proposed runways within the distance specified in Section 17215 of the Education Code. If the site is within the distance of an existing or proposed airport runway as described in Section 17215 of the Education Code, the department shall notify the State Department of Transportation as required by the section and the site shall be investigated by the State Department of Transportation required by Section 17215.

EDUCATION CODE
Title 1 — General Education Code Provisions
Division 1 — General Education Code Provisions
Part 10.5 — School Facilities
Chapter 1 — School Sites

Article 1
GENERAL PROVISIONS
(excerpts)

Note: SB 161, Statutes of 1997, replaced Education Code Section 39005 with Section 17215; SB 967, Statutes of 1995, deleted Sections 39006 and 39007.

17215.

- (a) In order to promote the safety of pupils, comprehensive community planning, and greater educational usefulness of schoolsites, before acquiring title to or leasing property for a new schoolsite, the governing board of each school district, including any district governed by a city board of education, or a charter school, shall give the State Department of Education written notice of the proposed acquisition or lease and shall submit any information required by the State Department of Education if the site is within two miles, measured by air line, of that point on an airport runway or a potential runway included in an airport master plan that is nearest to the site.
- (b) Upon receipt of the notice required pursuant to subdivision (a), the State Department of Education shall notify the Department of Transportation in writing of the proposed acquisition or lease. If the Department of Transportation is no longer in operation, the State Department of Education shall, in lieu of notifying the Department of Transportation, notify the United States Department of Transportation or any other appropriate agency, in writing, of the proposed acquisition or lease for the purpose of obtaining from the department or other agency any information or assistance that it may desire to give.
- (c) The Department of Transportation shall investigate the site and, within 30 working days after receipt of the notice, shall submit to the State Department of Education a written report of its findings including recommendations concerning acquisition or lease of the site. As part of the investigation, the Department of Transportation shall give notice thereof to the owner and operator of the airport who shall be granted the opportunity to comment upon the site. The Department of Transportation shall adopt regulations setting forth the criteria by which a site will be evaluated pursuant to this section.
- (d) The State Department of Education shall, within 10 days of receiving the Department of Transportation's report, forward the report to the governing board of the school district or charter school. The governing board or charter school may not acquire title to or lease the property until the report of the Department of Transportation has been received. If the report does not favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school may not acquire title to or lease the property. If the report does favor the acquisition or lease of the property for a schoolsite or an addition to a present schoolsite, the governing board or charter school shall hold a public hearing on the matter prior to acquiring or leasing the site.

- (e) If the Department of Transportation's recommendation does not favor acquisition or lease of the proposed site, state funds or local funds may not be apportioned or expended for the acquisition or lease of that site, construction of any school building on that site, or for the expansion of any existing site to include that site.
- (f) This section does not apply to sites acquired prior to January 1, 1966, nor to any additions or extensions to those sites.

EDUCATION CODE
Title 3 — Postsecondary Education
Division 7 — Community Colleges
Part 49 — Community Colleges, Education Facilities
Chapter 1 — School Sites

Article 2
SCHOOL SITES
(excerpts)

81033. Investigation: Geologic and Soil Engineering Studies; Airport in Proximity

- (c) To promote the safety of students, comprehensive community planning, and greater educational usefulness of community college sites, the governing board of each community college district, if the proposed site is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site and excluding them if the property is not so located, before acquiring title to property for a new community college site or for an addition to a present site, shall give the board of governors notice in writing of the proposed acquisition and shall submit any information required by the board of governors.

Immediately after receiving notice of the proposed acquisition of property which is within two miles, measured by air line, of that point on an airport runway, or runway proposed by an airport master plan, which is nearest the site, the board of governors shall notify the Division of Aeronautics of the Department of Transportation, in writing, of the proposed acquisition. The Division of Aeronautics shall make an investigation and report to the board of governors within 30 working days after receipt of the notice. If the Division of Aeronautics is no longer in operation, the board of governors, in lieu of notifying the Division of Aeronautics, shall notify the Federal Aviation Administration or any other appropriate agency, in writing, of the proposed acquisition for the purpose of obtaining from the authority or other agency any information or assistance it may desire to give.

The board of governors shall investigate the proposed site and, within 35 working days after receipt of the notice, shall submit to the governing board a written report and its recommendations concerning acquisition of the site. The governing board shall not acquire title to the property until the report of the board of governors has been received. If the report does not favor the acquisition of the property for a community college site or an addition to a present community college site, the governing board shall not acquire title to the property until 30 days after the department's report is received and until the board of governors' report has been read at a public hearing duly called after 10 days' notice published once in a newspaper of general circulation within the community college district, or if there is no such newspaper, then in a newspaper of general circulation within the county in which the property is located.

- (d) If, with respect to a proposed site located within two miles of an operative airport runway, the report of the board of governors submitted to a community college district governing board under subdivision (c) does not favor the acquisition of the site on the sole or partial basis of the unfavorable recommendation of the Division of Aeronautics of the Department of Transportation, no state agency or officer shall grant, apportion, or allow to that community college district for expenditure in connection with that site, any state funds otherwise made

available under any state law whatever for community college site acquisition or college building construction, or for expansion of existing sites and buildings, and no funds of the community college district or of the county in which the district lies shall be expended for those purposes. However, this section shall not be applicable to sites acquired prior to January 1, 1966, or to any additions or extensions to those sites.

If the recommendation of the Division of Aeronautics is unfavorable, the recommendation shall not be overruled without the express approval of the board of governors and the State Allocation Board.

- (e) No action undertaken by the board of governors or by any other state agency or by any political subdivision pursuant to this chapter, or in compliance with this chapter, shall be construed to affect any rights arising under Section 19 of Article I of the California Constitution.

PUBLIC RESOURCES CODE
California Environmental Quality Act Statutes
Division 13 — Environmental Quality
Chapter 2.6 — General
(excerpts)

21096. Airport Planning

- (a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with Section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.
- (b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

BUSINESS AND PROFESSIONS CODE
Division 4 — Real Estate
Part 2 — Regulation of Transactions
Chapter 1 — Subdivided Lands
Article 2 — Investigation, Regulation and Report
(excerpts)

11010.

- (a) Except as otherwise provided pursuant to subdivision (c) or elsewhere in this chapter, any person who intends to offer subdivided lands within this state for sale or lease shall file with the Bureau of Real Estate an application for a public report consisting of a notice of intention and a completed questionnaire on a form prepared by the bureau.
- (b) The notice of intention shall contain the following information about the subdivided lands and the proposed offering.

[Sub-Sections (1) through (12) omitted]

- (13)(A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

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, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

- (B) For purposes of this section, an “airport influence area,” also known as an “airport referral area,” is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

CIVIL CODE
Division 2 — Property
Part 4 — Acquisition of Property
Title 4 — Transfer
Chapter 2 — Transfer of Real Property
Article 1.7 — Disclosure of Natural and Environmental Hazards, Right-to-Farm,
and Other Disclosures Upon Transfer of Residential Property (excerpts)

1103.

- (a) For purpose of this article, the definitions in Chapter 1 (commencing with Section 10000) of Part 1 of Division 4 of the Business and Professions Code shall apply.
- (b) Except as provided in Section 1103.1, this article applies to a sale, exchange, real property sales contract, as defined in Section 2985, lease with an option to purchase, any other option to purchase, or ground lease coupled with improvements, of any single-family residential real property.
- (c) This article shall apply to the transactions described in subdivision (b) only if the seller or his or her agent is required by one or more of the following to disclose the property's location within a hazard zone:
 - (1) A seller's agent for a seller of real property that is located within a special flood hazard area (any type Zone "A" or "V") designated by the Federal Emergency Management Agency, or the seller if the seller is acting without a seller's agent, shall disclose to any prospective buyer the fact that the property is located within a special flood hazard area if either:
 - (A) The seller, or the seller's agent, has actual knowledge that the property is within a special flood hazard area.
 - (B) The local jurisdiction has compiled a list, by parcel, of properties that are within the special flood hazard area and a notice has been posted at the offices of the county recorder, county assessor, and county planning agency that identifies the location of the parcel list.
 - (2) ...is located within an area of potential flooding...shall disclose to any prospective transferee the fact that the property is located within an area of potential flooding...
 - (3) ...is located within a very high fire hazard severity zone, designated pursuant to Section 51178 of the Public Resources Code...shall disclose to any prospective transferee the fact that the property is located within a very high fire hazard severity zone and is subject to the requirements of Section 51182...

- (4) ...is located within an earthquake fault zone, designated pursuant to Section 2622 of the Public Resources Code...shall disclose to any prospective transferee the fact that the property is located within a delineated earthquake fault zone...
- (5) ...is located within a seismic hazard zone, designated pursuant to Section 2696 of the Public Resources Code...shall disclose to any prospective transferee the fact that the property is located within a seismic hazard zone...
- (6) ...is located within a state responsibility area determined by the board, pursuant to Section 4125 of the Public Resources Code, shall disclose to any prospective transferee the fact that the property is located within a wildland area that may contain substantial forest fire risks and hazards and is subject to the requirements of Section 4291...

(d) Any waiver of the requirements of this article is void as against public policy.

1103.1

(a) This article does not apply to the following sales:

- (1) Sales or transfers pursuant to court order, including, but not limited to, sales ordered by a probate court in administration of an estate, sales pursuant to a writ of execution, sales by any foreclosure sale, sales by a trustee in bankruptcy, sales by eminent domain, and sales resulting from a decree for specific performance.
- (2) Sales or transfers to a mortgagee by a mortgagor or successor in interest who is in default, sales to a beneficiary of a deed of trust by a trustor or successor in interest who is in default, transfers by any foreclosure sale after default, any foreclosure sale after default in an obligation secured by a mortgage, sale under a power of sale or any foreclosure sale under a decree of foreclosure after default in an obligation secured by a deed of trust or secured by any other instrument containing a power of sale, or sales by a mortgagee or a beneficiary under a deed of trust who has acquired the real property at a sale conducted pursuant to a power of sale under a mortgage or deed of trust or a sale pursuant to a decree of foreclosure or has acquired the real property by a deed in lieu of foreclosure.
- (3) Sales or transfers by a fiduciary in the course of the administration of a trust, guardianship, conservatorship, or decedent's estate. This exemption shall not apply to a sale if the trustee is a natural person who is a trustee of a revocable trust and the seller is a former owner of the property or an occupant in possession of the property within the preceding year.
- (4) Sales or transfers from one coowner to one or more other coowners.
- (5) Sales or transfers made to a spouse, or to a person or persons in the lineal line of consanguinity of one or more of the sellers.
- (6) Transfers between spouses resulting from a judgment of dissolution of marriage or of legal separation of the parties or from a property settlement agreement incidental to that judgment.
- (7) Sales or transfers by the Controller in the course of administering Chapter 7 (commencing with Section 1500) of Title 10 of Part 3 of the Code of Civil Procedure.
- (8) Sales or transfers under Chapter 7 (commencing with Section 3691) or Chapter 8 (commencing with Section 3771) of Part 6 of Division 1 of the Revenue and Taxation Code.

(9) Sales, transfers, or exchanges to or from any governmental entity.

(b) Sales and transfers not subject to this article may be subject to other disclosure requirements, including those under Sections 8589.3, 8589.4, and 51183.5 of the Government Code and Sections 2621.9, 2694, and 4136 of the Public Resources Code. In sales not subject to this article, agents may make required disclosures in a separate writing.

(c) Notwithstanding the definition of sale in Section 10018.5 of the Business and Professions Code and Section 2079.13, the terms “sale” and “transfer,” as they are used in this section, shall have their commonly understood meanings. The changes made to this section by Assembly Bill 1289 of the 2017–18 Legislative Session shall not be interpreted to change the application of the law as it read prior to January 1, 2019.

1103.2

(a) The disclosures required by this article are set forth in, and shall be made on a copy of, the following Natural Hazard Disclosure Statement: [content omitted].

(b) If an earthquake fault zone, seismic hazard zone, very high fire hazard severity zone, or wildland fire area map or accompanying information is not of sufficient accuracy or scale that a reasonable person can determine if the subject real property is included in a natural hazard area, the seller or seller’s agent shall mark “Yes” on the Natural Hazard Disclosure Statement. The seller’s agent may mark “No” on the Natural Hazard Disclosure Statement if the seller attaches a report prepared pursuant to subdivision (c) of Section 1103.4 that verifies the property is not in the hazard zone. Nothing in this subdivision is intended to limit or abridge any existing duty of the seller or the seller’s agent to exercise reasonable care in making a determination under this subdivision.

[Sub-Sections (c) through (h) omitted]

[Section 1103.3 omitted]

1103.4

(a) Neither the seller nor any seller’s agent or buyer’s agent shall be liable for any error, inaccuracy, or omission of any information delivered pursuant to this article if the error, inaccuracy, or omission was not within the personal knowledge of the seller or the seller’s agent or buyer’s agent and was based on information timely provided by public agencies or by other persons providing information as specified in subdivision (c) that is required to be disclosed pursuant to this article, and ordinary care was exercised in obtaining and transmitting the information.

(b) The delivery of any information required to be disclosed by this article to a prospective buyer by a public agency or other person providing information required to be disclosed pursuant to this article shall be deemed to comply with the requirements of this article and shall relieve the seller, seller’s agent, and buyer’s agent of any further duty under this article with respect to that item of information.

(c) The delivery of a report or opinion prepared by a licensed engineer, land surveyor, geologist, or expert in natural hazard discovery dealing with matters within the scope of the professional’s license or expertise shall be sufficient compliance for application of the exemption provided by subdivision (a) if the information is provided to the prospective buyer pursuant to a request therefor, whether written or oral. In responding to that request, an expert may indicate, in writing, an understanding that the information provided will be

used in fulfilling the requirements of Section 1103.2 and, if so, shall indicate the required disclosures, or parts thereof, to which the information being furnished is applicable. Where such a statement is furnished, the expert shall not be responsible for any items of information or parts thereof, other than those expressly set forth in the statement.

(1) In responding to the request, the expert shall determine whether the property is within an airport influence area as defined in subdivision (b) of Section 11010 of the Business and Professions Code. If the property is within an airport influence area, the report shall contain the following statement:

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.

[Remainder of Article 1.7 omitted]

CIVIL CODE
Division 2, Part 4
Title 4 — Transfer
Chapter 2 — Transfer of Real Property
Article 1 — Disclosures Upon Transfer of
Residential Property

1102.6a.

(a) On and after July 1, 1990, any city or county may elect to require disclosures on the form set forth in subdivision (b) in addition to those disclosures required by Section 1102.6. However, this section does not affect or limit the authority of a city or county to require disclosures on a different disclosure form in connection with transactions subject to this article pursuant to an ordinance adopted prior to July 1, 1990. An ordinance like this adopted prior to July 1, 1990, may be amended thereafter to revise the disclosure requirements of the ordinance, in the discretion of the city council or county board of supervisors.

(b) Disclosures required pursuant to this section pertaining to the property proposed to be sold, shall be set forth in, and shall be made on a copy of, the following disclosure form:

PRINTER PLEASE NOTE: TIP-IN MATERIAL TO BE INSERTED

(c) This section does not preclude the use of addenda to the form specified in subdivision (b) to facilitate the required disclosures. This section does not preclude a city or county from using the disclosure form specified in subdivision (b) for a purpose other than that specified in this section.

(d) (1) On and after January 1, 2005, if a city or county adopts a different or additional disclosure form pursuant to this section regarding the proximity or effects of an airport, the statement in that form shall contain, at a minimum, the information in the statement “Notice of Airport in Vicinity” found in Section 11010 of the Business and Professions Code, or Section 1103.4 or 4255.

(2) On and after January 1, 2006, if a city or county does not adopt a different or additional disclosure form pursuant to this section, then the provision of an “airport influence area” disclosure pursuant to Section 11010 of the Business and Professions Code, or Section 1103.4 or 4255, or if there is not a current airport influence map, a written disclosure of an airport within two statute miles, shall be deemed to satisfy any city or county requirements for the disclosure of airports in connection with sales of real property.

LEGISLATIVE HISTORY SUMMARY

PUBLIC UTILITIES CODE Section 21670 et seq. Airport Land Use Commission Statutes

- 1967 Original ALUC statute enacted.
- Establishment of ALUCs required in each county containing a public airport served by a certificated air carrier.
 - The purpose of ALUCs is indicated as being to make recommendations regarding height restrictions on buildings and the use of land surrounding airports.
- 1970 Assembly Bill 1856 (Badham) Chapter 1182, Statutes of 1970 — Adds provisions which:
- Require ALUCs to prepare comprehensive land use plans.
 - Require such plans to include a long-range plan and to reflect the airport's forecast growth during the next 20 years.
 - Require ALUC review of airport construction plans (Section 21661.5).
 - Exempt Los Angeles County from the requirement of establishing an ALUC.
- 1971 The function of ALUCs is restated as being to require new construction to conform to Department of Aeronautics standards.
- 1973 ALUCs are permitted to establish compatibility plans for military airports.
- 1982 Assembly Bill 2920 (Rogers) Chapter 1041, Statutes of 1982 — Adds major changes which:
- More clearly articulate the purpose of ALUCs.
 - Eliminate reference to “achieve by zoning.”
 - Require consistency between local general and specific plans and airport land use commission plans; the requirements define the process for attaining consistency, they do not establish standards for consistency.
 - Eliminate the requirement for proposed individual development projects to be referred to an ALUC for review once local general/specific plans are consistent with the ALUC's plan.
 - Require that local agencies make findings of fact before overriding an ALUC decision.
 - Change the vote required for an override from 4/5 to 2/3.
- 1984 Assembly Bill 3551 (Mountjoy) Chapter 1117, Statutes of 1984 — Amends the law to:
- Require ALUCs in all counties having an airport which serves the general public unless a county and its cities determine an ALUC is not needed.
 - Limit amendments to compatibility plans to once per year.
 - Allow individual projects to continue to be referred to the ALUC by agreement.
 - Extend immunity to airports if an ALUC action is overridden by a local agency not owning the airport.
 - Provide state funding eligibility for preparation of compatibility plans through the Regional Transportation Improvement Program process.
- 1987 Senate Bill 633 (Rogers) Chapter 1018, Statutes of 1987 — Makes revisions which:

- Require that a designated body serving as an ALUC include two members having “expertise in aviation.”
 - Allows an interested party to initiate court proceedings to postpone the effective date of a local land use action if a compatibility plan has not been adopted.
 - Delete sunset provisions contained in certain clauses of the law.
 - Allows reimbursement for ALUC costs in accordance with the Commission on State Mandates.
- 1989 Senate Bill 255 (Bergeson) Chapter 54, Statutes of 1989 —
- Sets a requirement that comprehensive land use plans be completed by June 1991.
 - Establishes a method for compelling ALUCs to act on matters submitted for review.
 - Allows ALUCs to charge fees for review of projects.
 - Suspends any lawsuits that would stop development until the ALUC adopts its plan or until June 1, 1991.
- 1989 Senate Bill 235 (Alquist) Chapter 788, Statutes of 1989 — Appropriates \$3,672,000 for the payment of claims to counties seeking reimbursement of costs incurred during fiscal years 1985-86 through 1989-90 pursuant to state-mandated requirement (Chapter 1117, Statutes of 1984) for creation of ALUCs in most counties. This statute was repealed in 1993.
- 1990 Assembly Bill 4164 (Mountjoy) Chapter 1008, Statutes of 1990 — Adds section 21674.5 requiring the Division of Aeronautics to develop and implement a training program for ALUC staffs.
- 1990 Assembly Bill 4265 (Clute) Chapter 563, Statutes of 1990 — With the concurrence of the Division of Aeronautics, allows ALUCs to use an airport layout plan, rather than a long-range airport master plan, as the basis for preparation of a compatibility plan.
- 1990 Senate Bill 1288 (Beverly) Chapter 54, Statutes of 1990 — Amends Section 21670.2 to give Los Angeles County additional time to prepare compatibility plans and meet other provisions of the ALUC statutes.
- 1991 Senate Bill 532 (Bergeson) Chapter 140, Statutes of 1991 —
- Allows counties having half of their compatibility plans completed or under preparation by June 30, 1991, an additional year to complete the remainder.
 - Allows ALUCs to continue to charge fees under these circumstances.
 - Fees may be charged only until June 30, 1992, if plans are not completed by then.
- 1993 Senate Bill 443 (Committee on Budget and Fiscal Review) Chapter 59, Statutes of 1993 — Amends Section 21670(b) to make the formation of ALUCs permissive rather than mandatory as of June 30, 1993. (Note: Section 21670.2 which assigns responsibility for coordinating the airport planning of public agencies in Los Angeles County is not affected by this amendment.)
- 1994 Assembly Bill 2831 (Mountjoy) Chapter 644, Statutes of 1994 — Reinstates the language in Section 21670(b) mandating establishment of ALUCs, but also provides for an alternative airport land use planning process. Lists specific actions which a county and affected cities must take in order for such alternative process to receive Caltrans’

approval. Requires that ALUCs be guided by information in the Caltrans' Airport Land Use Planning Handbook when formulating airport land use plans.

- 1994 Senate Bill 1453 (Rogers) Chapter 438, Statutes of 1994 — Amends California Environmental Quality Act (CEQA) statutes as applied to preparation of environmental documents affecting projects in the vicinity of airports. Requires lead agencies to use the Airport Land Use Planning Handbook as a technical resource when assessing the airport-related noise and safety impacts of such projects.
- 1997 Assembly Bill 1130 (Oller) Chapter 81, Statutes of 1997 — Added Section 21670.4 concerning airports whose planning boundary straddles a county line.
- 2000 Senate Bill 1350 (Rainey) Chapter 506, Statutes of 2000 — Added Section 21670(f) clarifying that special districts are among the local agencies to which airport land use planning laws are intended to apply.
- 2001 Assembly Bill 93 (Wayne) Chapter 946, Statutes of 2001—Added Section 21670.3 regarding San Diego County Regional Airport Authority's responsibility for airport planning within San Diego County.
- 2002 Assembly Bill 3026 (Committee on Transportation) Chapter 438, Statutes of 2002—Changes the term “comprehensive land use plan” to “airport land use compatibility plan.”
- 2002 Assembly Bill 2776 (Simitian) Chapter 496, Statutes of 2002—Requires information regarding the location of a property within an airport influence area be disclosed as part of certain real estate transactions effective January 1, 2004.
- 2002 Senate Bill 1468 (Knight) Chapter 971, Statutes of 2002—Changes ALUC preparation of airport land use compatibility plans for military airports from optional to required. It requires that the plans be consistent with the safety and noise standards in the Air Installation Compatible Use Zone for that airport. Requires that the general plan and any specific plans be consistent with these standards where there is military airport, but an airport land use commission does not exist.
- 2003 Assembly Bill 332 (Mullin) Chapter 351, Statutes of 2003—Clarifies that school districts and community college districts are subject to compatibility plans. Requires local public agencies to notify ALUC and Division of Aeronautics at least 45 days prior to deciding to overrule the ALUC.

Adds that prior to granting building construction permits, local agencies shall be guided by the criteria established in the Airport Land Use Planning Handbook and any related federal aviation regulations to the extent that the criteria has been incorporated into their airport land use compatibility plan.

- 2004 Senate Bill 1223 (Committee on Transportation) Chapter 615, Statutes of 2004—Technical revisions eliminating most remaining references to the term “comprehensive land use plan” and replacing it with “airport land use compatibility plan.” Also replaces the terms “planning area” and “study area” with “airport influence area.”

- 2005 Assembly Bill 1358 (Mullin) Chapter 29, Statutes of 2005—Requires a school district to notify the Department of Transportation before leasing property for a new school site. Also makes these provisions applicable to charter schools.
- 2007 Senate Bill 10 (Kehoe) Chapter 287, Statutes of 2007—The San Diego County Regional Airport Authority Reform Act of 2007. Restructures the airport authority established in 2001 by AB 93 (Wayne), with a set of goals related to governance, accountability, planning and operations at San Diego International Airport.

This page intentionally left blank

Appendix D

Title 14, Code of Federal Regulations, Part 77

This page intentionally left blank

Title 14, Code of Federal Regulations, Part 77

Subpart A GENERAL

Amdt. 77-13, as of May 24, 2017.

77.1 Purpose.

This part establishes:

- (a) The requirements to provide notice to the FAA of certain proposed construction, or the alteration of existing structures;
- (b) The standards used to determine obstructions to air navigation, and navigational and communication facilities;
- (c) The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities or equipment; and
- (d) The process to petition the FAA for discretionary review of determinations, revisions, and extensions of determinations.

77.3 Definitions.

For the purpose of this part:

Non-precision instrument runway means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

Planned or proposed airport is an airport that is the subject of at least one of the following documents received by the FAA:

- (1) Airport proposals submitted under 14 CFR part 157.
- (2) Airport Improvement Program requests for aid.
- (3) Notices of existing airports where prior notice of the airport construction or alteration was not provided as required by 14 CFR part 157.
- (4) Airport layout plans.
- (5) DOD proposals for airports used only by the U.S. Armed Forces.
- (6) DOD proposals on joint-use (civil-military) airports.
- (7) Completed airport site selection feasibility study.

Precision instrument runway means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.

Public use airport is an airport available for use by the general public without a requirement for prior approval of the airport owner or operator.

Seaplane base is considered to be an airport only if its sea lanes are outlined by visual markers.

Utility runway means a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less.

Visual runway means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

Subpart B
NOTICE REQUIREMENTS

77.5 Applicability.

- (a) If you propose any construction or alteration described in §77.9, you must provide adequate notice to the FAA of that construction or alteration.
- (b) If requested by the FAA, you must also file supplemental notice before the start date and upon completion of certain construction or alterations that are described in §77.9.
- (c) Notice received by the FAA under this subpart is used to:
 - (1) Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;
 - (2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;
 - (3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting.
 - (4) Determine other appropriate measures to be applied for continued safety of air navigation; and
 - (5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

77.7 Form and Time of Notice.

- (a) If you are required to file notice under §77.9, you must submit to the FAA a completed FAA Form 7460-1, Notice of Proposed Construction or Alteration. FAA Form 7460-1 is available at FAA regional offices and on the Internet.
- (b) You must submit this form at least 45 days before the start date of the proposed construction or alteration or the date an application for a construction permit is filed, whichever is earliest.
- (c) If you propose construction or alteration that is also subject to the licensing requirements of the Federal Communications Commission (FCC), you must submit notice to the FAA on or before the date that the application is filed with the FCC.
- (d) If you propose construction or alteration to an existing structure that exceeds 2,000 ft. in height above ground level (AGL), the FAA presumes it to be a hazard to air navigation that results in an inefficient use of airspace. You must include details explaining both why the proposal would not constitute a hazard to air navigation and why it would not cause an inefficient use of airspace.

- (e) The 45-day advance notice requirement is waived if immediate construction or alteration is required because of an emergency involving essential public services, public health, or public safety. You may provide notice to the FAA by any available, expeditious means. You must file a completed FAA Form 7460-1 within 5 days of the initial notice to the FAA. Outside normal business hours, the nearest flight service station will accept emergency notices.

77.9 Construction or Alteration Requiring Notice.

If requested by the FAA, or if you propose any of the following types of construction or alteration, you must file notice with the FAA of:

- (a) Any construction or alteration that is more than 200 ft. AGL at its site.
- (b) Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
 - (1) 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway more than 3,200 ft. in actual length, excluding heliports.
 - (2) 50 to 1 for a horizontal distance of 10,000 ft. from the nearest point of the nearest runway of each airport described in paragraph (d) of this section with its longest runway no more than 3,200 ft. in actual length, excluding heliports.
 - (3) 25 to 1 for a horizontal distance of 5,000 ft. from the nearest point of the nearest landing and takeoff area of each heliport described in paragraph (d) of this section.
- (c) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) or (b) of this section.
- (d) Any construction or alteration on any of the following airports and heliports:
 - (1) A public use airport listed in the Airport/Facility Directory, Alaska Supplement, or Pacific Chart Supplement of the U.S. Government Flight Information Publications.
 - (2) A military airport under construction, or an airport under construction that will be available for public use.
 - (3) An airport operated by a Federal agency or the DOD.
 - (4) An airport or heliport with at least one FAA-approved instrument approach procedure.
- (e) You do not need to file notice for construction or alteration of:

- (1) Any object that will be shielded by existing structures of a permanent and substantial nature or by natural terrain or topographic features of equal or greater height, and will be located in the congested area of a city, town, or settlement where the shielded structure will not adversely affect safety in air navigation.
- (2) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device meeting FAA-approved siting criteria or an appropriate military service siting criteria on military airports, the location and height of which are fixed by its functional purpose.
- (3) Any construction or alteration for which notice is required by any other FAA regulation.
- (4) Any antenna structure of 20 feet or less in height, except one that would increase the height of another antenna structure

77.11 Supplemental Notice Requirements.

- (a) You must file supplemental notice with the FAA when:
 - (1) The construction or alteration is more than 200 feet in height AGL at its site; or
 - (2) Requested by the FAA.
- (b) You must file supplemental notice on a prescribed FAA form to be received within the time limits specified in the FAA determination. If no time limit has been specified, you must submit supplemental notice of construction to the FAA within 5 days after the structure reaches its greatest height.
- (c) If you abandon a construction or alteration proposal that requires supplemental notice, you must submit notice to the FAA within 5 days after the project is abandoned.
- (d) If the construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Subpart C
STANDARDS FOR DETERMINING OBSTRUCTIONS TO AIR NAVIGATION OR
NAVIGATIONAL AIDS OR FACILITIES

77.13 Applicability.

This subpart describes the standards used for determining obstructions to air navigation, navigational aids, or navigational facilities. These standards apply to the following:

- (a) Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used and any permanent or temporary apparatus.
- (b) The alteration of any permanent or temporary existing structure by a change in its height, including appurtenances, or lateral dimensions, including equipment or material used therein.

77.15 Scope.

- (a) This subpart describes standards used to determine obstructions to air navigation that may affect the safe and efficient use of navigable airspace and the operation of planned or existing air navigation and communication facilities. Such facilities include air navigation aids, communication equipment, airports, Federal airways, instrument approach or departure procedures, and approved off-airway routes.
- (b) Objects that are considered obstructions under the standards described in this subpart are presumed hazards to air navigation unless further aeronautical study concludes that the object is not a hazard. Once further aeronautical study has been initiated, the FAA will use the standards in this subpart, along with FAA policy and guidance material, to determine if the object is a hazard to air navigation.
- (c) The FAA will apply these standards with reference to an existing airport facility, and airport proposals received by the FAA, or the appropriate military service, before it issues a final determination.
- (d) For airports having defined runways with specially prepared hard surfaces, the primary surface for each runway extends 200 feet beyond each end of the runway. For airports having defined strips or pathways used regularly for aircraft takeoffs and landings, and designated runways, without specially prepared hard surfaces, each end of the primary surface for each such runway shall coincide with the corresponding end of the runway. At airports, excluding seaplane bases, having a defined landing and takeoff area with no defined pathways for aircraft takeoffs and landings, a determination must be made as to which portions of the landing and takeoff area are regularly used as landing and takeoff pathways. Those determined pathways must be considered runways, and an appropriate primary surface as defined in §77.19 will be considered as longitudinally centered on each such runway. Each end of that primary surface must coincide with the corresponding end of that runway.
- (e) The standards in this subpart apply to construction or alteration proposals on an airport (including heliports and seaplane bases with marked lanes) if that airport is one of the following before the issuance of the final determination:

- (1) Available for public use and is listed in the Airport/Facility Directory, Supplement Alaska, or Supplement Pacific of the U.S. Government Flight Information Publications; or,
- (2) A planned or proposed airport or an airport under construction of which the FAA has received actual notice, except DOD airports, where there is a clear indication the airport will be available for public use; or,
- (3) An airport operated by a Federal agency or the DOD; or,
- (4) An airport that has at least one FAA-approved instrument approach.

77.17 Obstruction Standards.

- (a) An existing object, including a mobile object, is, and a future object would be an obstruction to air navigation if it is of greater height than any of the following heights or surfaces:
 - (1) A height of 499 feet AGL at the site of the object.
 - (2) A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet.
 - (3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.
 - (4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.
 - (5) The surface of a takeoff and landing area of an airport or any imaginary surface established under §77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.
- (b) Except for traverse ways on or near an airport with an operative ground traffic control service furnished by an airport traffic control tower or by the airport management and coordinated with the air traffic control service, the standards of paragraph (a) of this section apply to traverse ways used or to be used for the passage of mobile objects only after the heights of these traverse ways are increased by:
 - (1) 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance.

- (2) 15 feet for any other public roadway.
- (3) 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road.
- (4) 23 feet for a railroad.
- (5) For a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it.

77.19 Civil Airport Imaginary Surfaces

The following civil airport imaginary surfaces are established with relation to the airport and to each runway. The size of each such imaginary surface is based on the category of each runway according to the type of approach available or planned for that runway. The slope and dimensions of the approach surface applied to each end of a runway are determined by the most precise approach procedure existing or planned for that runway end.

- (a) *Horizontal surface.* A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:
 - (1) 5,000 feet for all runways designated as utility or visual.
 - (2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.
- (b) *Conical surface.* A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
- (c) *Primary surface.* A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; but when the runway has no specially prepared hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is:
 - (1) 250 feet for utility runways having only visual approaches.
 - (2) 500 feet for utility runways having non-precision instrument approaches.
 - (3) For other than utility runways, the width is:
 - i. 500 feet for visual runways having only visual approaches.

- ii. 500 feet for non-precision instrument runways having visibility minimums greater than three-fourths statute mile.
 - iii. 1,000 feet for a non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-fourths of a statute mile, and for precision instrument runways.
 - iv. The width of the primary surface of a runway will be that width prescribed in this section for the most precise approach existing or planned for either end of that runway.
- (d) *Approach surface.* A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.
- (1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:
 - i. 1,250 feet for that end of a utility runway with only visual approaches;
 - ii. 1,500 feet for that end of a runway other than a utility runway with only visual approaches;
 - iii. 2,000 feet for that end of a utility runway with a non-precision instrument approach;
 - iv. 3,500 feet for that end of a non-precision instrument runway other than utility, having visibility minimums greater than three-fourths of a statute mile;
 - v. 4,000 feet for that end of a non-precision instrument runway, other than utility, having a non-precision instrument approach with visibility minimums as low as three-fourths statute mile; and
 - vi. 16,000 feet for precision instrument runways.
 - (2) The approach surface extends for a horizontal distance of:
 - i. 5,000 feet at a slope of 20 to 1 for all utility and visual runways;
 - ii. 10,000 feet at a slope of 34 to 1 for all non-precision instrument runways other than utility; and
 - iii. 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40 to 1 for all precision instrument runways.
 - (3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.
- (e) *Transitional surface.* These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

77.21 Department of Defense (DOD) Airport Imaginary Surfaces.

- (a) *Related to airport reference points.* These surfaces apply to all military airports. For the purposes of this section, a military airport is any airport operated by the DOD.
- (1) *Inner horizontal surface.* A plane that is oval in shape at a height of 150 feet above the established airfield elevation. The plane is constructed by scribing an arc with a radius of 7,500 feet about the centerline at the end of each runway and interconnecting these arcs with tangents.
 - (2) *Conical surface.* A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20 to 1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation.
 - (3) *Outer horizontal surface.* A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.
- (b) *Related to runways.* These surfaces apply to all military airports.
- (1) *Primary surface.* A surface located on the ground or water longitudinally centered on each runway with the same length as the runway. The width of the primary surface for runways is 2,000 feet. However, at established bases where substantial construction has taken place in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria.
 - (2) *Clear zone surface.* A surface located on the ground or water at each end of the primary surface, with a length of 1,000 feet and the same width as the primary surface.
 - (3) *Approach clearance surface.* An inclined plane, symmetrical about the runway centerline extended, beginning 200 feet beyond each end of the primary surface at the centerline elevation of the runway end and extending for 50,000 feet. The slope of the approach clearance surface is 50 to 1 along the runway centerline extended until it reaches an elevation of 500 feet above the established airport elevation. It then continues horizontally at this elevation to a point 50,000 feet from the point of beginning. The width of this surface at the runway end is the same as the primary surface, it flares uniformly, and the width at 50,000 is 16,000 feet.
 - (4) *Transitional surfaces.* These surfaces connect the primary surfaces, the first 200 feet of the clear zone surfaces, and the approach clearance surfaces to the inner horizontal surface, conical surface, outer horizontal surface or other transitional surfaces. The slope of the transitional surface is 7 to 1 outward and upward at right angles to the runway centerline.

77.23 Heliport Imaginary Surfaces.

- (a) *Primary surface.* The area of the primary surface coincides in size and shape with the designated take-off and landing area. This surface is a horizontal plane at the elevation of the established heliport elevation.

- (b) *Approach surface.* The approach surface begins at each end of the heliport primary surface with the same width as the primary surface, and extends outward and upward for a horizontal distance of 4,000 feet where its width is 500 feet. The slope of the approach surface is 8 to 1 for civil heliports and 10 to 1 for military heliports.
- (c) *Transitional surfaces.* These surfaces extend outward and upward from the lateral boundaries of the primary surface and from the approach surfaces at a slope of 2 to 1 for a distance of 250 feet measured horizontally from the centerline of the primary and approach surfaces.

Subpart D
AERONAUTICAL STUDIES AND DETERMINATIONS

77.25 Applicability.

- (a) This subpart applies to any aeronautical study of a proposed construction or alteration for which notice to the FAA is required under §77.9.
- (b) The purpose of an aeronautical study is to determine whether the aeronautical effects of the specific proposal and, where appropriate, the cumulative impact resulting from the proposed construction or alteration when combined with the effects of other existing or proposed structures, would constitute a hazard to air navigation.
- (c) The obstruction standards in subpart C of this part are supplemented by other manuals and directives used in determining the effect on the navigable airspace of a proposed construction or alteration. When the FAA needs additional information, it may circulate a study to interested parties for comment.

77.27 Initiation of Studies.

The FAA will conduct an aeronautical study when:

- (a) Requested by the sponsor of any proposed construction or alteration for which a notice is submitted; or
- (b) The FAA determines a study is necessary.

77.29 Evaluating Aeronautical Effect.

- (a) The FAA conducts an aeronautical study to determine the impact of a proposed structure, an existing structure that has not yet been studied by the FAA, or an alteration of an existing structure on aeronautical operations, procedures, and the safety of flight. These studies include evaluating:
 - (1) The impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules.
 - (2) The impact on arrival, departure, and en route procedures for aircraft operating under instrument flight rules.
 - (3) The impact on existing and planned public use airports.
 - (4) Airport traffic capacity of existing public use airports and public use airport development plans received before the issuance of the final determination.
 - (5) Minimum obstacle clearance altitudes, minimum instrument flight rules altitudes, approved or planned instrument approach procedures, and departure procedures.

- (6) The potential effect on ATC radar, direction finders, ATC tower line-of-sight visibility, and physical or electromagnetic effects on air navigation, communication facilities, and other surveillance systems.
 - (7) The aeronautical effects resulting from the cumulative impact of a proposed construction or alteration of a structure when combined with the effects of other existing or proposed structures.
- (b) If you withdraw the proposed construction or alteration or revise it so that it is no longer identified as an obstruction, or if no further aeronautical study is necessary, the FAA may terminate the study.

77.31 Determinations.

- (a) The FAA will issue a determination stating whether the proposed construction or alteration would be a hazard to air navigation, and will advise all known interested persons.
- (b) The FAA will make determinations based on the aeronautical study findings and will identify the following:
 - (1) The effects on VFR/IFR aeronautical departure/arrival operations, air traffic procedures, minimum flight altitudes, and existing, planned, or proposed airports listed in §77.15(e) of which the FAA has received actual notice prior to issuance of a final determination.
 - (2) The extent of the physical and/or electromagnetic effect on the operation of existing or proposed air navigation facilities, communication aids, or surveillance systems.
- (c) The FAA will issue a Determination of Hazard to Air Navigation when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard and would have a substantial aeronautical impact.
- (d) A Determination of No Hazard to Air Navigation will be issued when the aeronautical study concludes that the proposed construction or alteration will exceed an obstruction standard but would not have a substantial aeronautical impact to air navigation. A Determination of No Hazard to Air Navigation may include the following:
 - (1) Conditional provisions of a determination.
 - (2) Limitations necessary to minimize potential problems, such as the use of temporary construction equipment.
 - (3) Supplemental notice requirements, when required.
 - (4) Marking and lighting recommendations, as appropriate.
- (e) The FAA will issue a Determination of No Hazard to Air Navigation when a proposed structure does not exceed any of the obstruction standards and would not be a hazard to air navigation.

77.33 Effective Period of Determinations.

- (a) The effective date of a determination not subject to discretionary review under 77.37(b) is the date of issuance. The effective date of all other determinations for a proposed or existing structure is 40 days from the date of issuance, provided a valid petition for review has not been received by the FAA. If a valid petition for review is filed, the determination will not become final, pending disposition of the petition.
- (b) Unless extended, revised, or terminated, each Determination of No Hazard to Air Navigation issued under this subpart expires 18 months after the effective date of the determination, or on the date the proposed construction or alteration is abandoned, whichever is earlier.
- (c) A Determination of Hazard to Air Navigation has no expiration date.

[Doc. No. FAA-2006-25002, 75 FR 42303, July 21, 2010, as amended by Amdt. 77-13-A, 76 FR 2802, Jan. 18, 2011]

77.35 Extensions, terminations, revisions and corrections.

- (a) You may petition the FAA official that issued the Determination of No Hazard to Air Navigation to revise or reconsider the determination based on new facts or to extend the effective period of the determination, provided that:
 - (1) Actual structural work of the proposed construction or alteration, such as the laying of a foundation, but not including excavation, has not been started; and
 - (2) The petition is submitted at least 15 days before the expiration date of the Determination of No Hazard to Air Navigation.
- (b) A Determination of No Hazard to Air Navigation issued for those construction or alteration proposals not requiring an FCC construction permit may be extended by the FAA one time for a period not to exceed 18 months
- (c) A Determination of No Hazard to Air Navigation issued for a proposal requiring an FCC construction permit may be granted extensions for up to 18 months, provided that:
 - (1) You submit evidence that an application for a construction permit/license was filed with the FCC for the associated site within 6 months of issuance of the determination; and
 - (2) You submit evidence that additional time is warranted because of FCC requirements; and
 - (3) Where the FCC issues a construction permit, a final Determination of No Hazard to Air Navigation is effective until the date prescribed by the FCC for completion of the construction. If an extension of the original FCC completion date is needed, an extension of the FAA determination must be requested from the Obstruction Evaluation Service (OES).
 - (4) If the Commission refuses to issue a construction permit, the final determination expires on the date of its refusal.

Subpart E
PETITIONS FOR DISCRETIONARY REVIEW

77.37 General.

- (a) If you are the sponsor, provided a substantive aeronautical comment on a proposal in an aeronautical study, or have a substantive aeronautical comment on the proposal but were not given an opportunity to state it, you may petition the FAA for a discretionary review of a determination, revision, or extension of a determination issued by the FAA.
- (b) You may not file a petition for discretionary review for a Determination of No Hazard that is issued for a temporary structure, marking and lighting recommendation, or when a proposed structure or alteration does not exceed obstruction standards contained in subpart C of this part.

77.39 Contents of a Petition.

- (a) You must file a petition for discretionary review in writing and it must be received by the FAA within 30 days after the issuance of a determination under §77.31, or a revision or extension of the determination under §77.35.
- (b) The petition must contain a full statement of the aeronautical basis on which the petition is made, and must include new information or facts not previously considered or presented during the aeronautical study, including valid aeronautical reasons why the determination, revisions, or extension made by the FAA should be reviewed.
- (c) In the event that the last day of the 30-day filing period falls on a weekend or a day the Federal government is closed, the last day of the filing period is the next day that the government is open.
- (d) The FAA will inform the petitioner or sponsor (if other than the petitioner) and the FCC (whenever an FCC-related proposal is involved) of the filing of the petition and that the determination is not final pending disposition of the petition.

77.41 Discretionary Review Results.

- (a) If discretionary review is granted, the FAA will inform the petitioner and the sponsor (if other than the petitioner) of the issues to be studied and reviewed. The review may include a request for comments and a review of all records from the initial aeronautical study.
- (b) If discretionary review is denied, the FAA will notify the petitioner and the sponsor (if other than the petitioner), and the FCC, whenever a FCC-related proposal is involved, of the basis for the denial along with a statement that the determination is final.
- (c) After concluding the discretionary review process, the FAA will revise, affirm, or reverse the determination.

This page intentionally left blank

Appendix E

Sample Implementation Documents

This page intentionally left blank

Sample Implementation Documents

The responsibility for implementation of the compatibility criteria set forth in the compatibility plan for Mather Airport rests largely with the affected local jurisdictions. Modification of general plans and applicable specific plans for consistency with compatibility plans is the major step in this process. However, not all of the detailed policies necessary for achieving full general plan consistency are necessarily included in general plans and specific plans — many can be established through other documents. This appendix contains examples of three types of implementation documents.

- **Avigation Easement** — Avigation easements transfer certain property rights from the owner of the underlying property to the owner of an airport or, in the case of military airports, to a local government agency on behalf of the federal government. ALUCs may require avigation easement dedication as a condition for approval of development on property subject to high noise levels or a need to restrict heights of structures and trees to less than might ordinarily occur on the property. Also, airports may require avigation easements in conjunction with programs for noise insulation of existing structures in the airport vicinity.
- **Recorded Deed Notice** — Deed notices are a form of buyer awareness measure whose objective is to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport's impact on the property. Unlike easements, deed notices do not convey property rights from the property owner to the airport and do not restrict the height of objects. They only document the existence of certain conditions which affect the property — such as the proximity of the airport and common occurrence of aircraft overflights at or below the airport traffic pattern altitude.
- **Airport Combining Zone Ordinance** — One local option for compatibility criteria implementation is adoption of an airport combining zone ordinance. An airport combining zone ordinance is a way of collecting various airport-related development conditions into one local policy document. Adoption of a combining zone is not required, but is suggested as an option.

Typical Avigation Easement

This indenture made this _____ day of _____, 20__, between _____ hereinafter referred to as Grantor, and the [Insert County or City name], a political subdivision in the State of California, hereinafter referred to as Grantee.

The Grantor, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant to the Grantee, its successors and assigns, a perpetual and assignable easement over the following described parcel of land in which the Grantor holds a fee simple estate. [For military airports: Grantee shall hold said easement on behalf of the United States Government.] The property which is subject to this easement is depicted as _____ on "Exhibit A" attached and is more particularly described as follows:

[Insert legal description of real property]

The easement applies to the Airspace above an imaginary plane over the real property. The plane is described as follows:

The imaginary plane above the hereinbefore described real property, as such plane is defined by Part 77 of the Federal Aviation Regulations, and consists of a plane [describe approach, transition, or horizontal surface]; the elevation of said plane being based upon the _____ Airport official runway end elevation of _____ feet Above Mean Sea Level (AMSL), as determined by [Insert name and Date of Survey or Airport Layout Plan that determines the elevation] the approximate dimensions of which said plane are described and shown on Exhibit A attached hereto and incorporated herein by reference.

The aforesaid easement and right-of-way includes, but is not limited to:

- (1) For the use and benefit of the public, the easement and continuing right to fly, or cause or permit the flight by any and all persons, or any aircraft, of any and all kinds now or hereafter known, in, through, across, or about any portion of the Airspace hereinabove described; and
- (2) The easement and right to cause or create, or permit or allow to be caused or created within all space above the existing surface of the hereinabove described real property and any and all Airspace laterally adjacent to said real property, such noise, vibration, turbulence, currents, odors, vapors, fumes, fuel particle emissions, exhaust, smoke, dust, and other effects of air, illumination, and fuel consumption as may be inherent in, or may arise or occur from or during the operation of aircraft of any and all kinds, now or hereafter known or used, for navigation of or flight in air; and
- (3) A continuing right to clear and keep clear from the Airspace any portions of buildings, structures, or improvements of any kinds, and of trees or other objects, including the right to remove or demolish those portions of such buildings, structures, improvements, trees, or other things which extend into or above said Airspace, and the right to cut to the ground level and remove, any trees which extend into or above the Airspace; and
- (4) The right to mark and light, or cause or require to be marked or lighted, as obstructions to air navigation, any and all buildings, structures, or other improvements, and trees or other objects, which extend into or above the Airspace; and

- (5) The right of ingress to, passage within, and egress from the hereinabove described real property, for the purposes described in subparagraphs (3) and (4) above at reasonable times and after reasonable notice.
- (6) The prohibition against creating on the real property electrical and electronic interference, glint, glare, and other conditions that would impair the vision of pilots, high-velocity exhaust plumes, and other interference with radio, radar, microwave, or means of aircraft communication, and uses or features that make it difficult for pilots to distinguish between airfield navigation lights and visual aids and other lights, and other potential hazards to flight.

For and on behalf of itself, its successors and assigns, the Grantor hereby covenants with the [Insert County or City name], for the direct benefit of the real property constituting the _____ Airport hereinafter described, that neither the Grantor, nor its successors in interest or assigns will construct, install, erect, place or grow in or upon the hereinabove described real property, nor will they permit to allow, any building structure, improvement, tree or other object which extends into or above the Airspace, or which constitutes an obstruction to air navigation, or which obstructs or interferes with the use of the easement and rights-of-way herein granted.

The easements and rights-of-way herein granted shall be deemed both appurtenant to and for the direct benefit of that real property which constitutes the _____ Airport, in the [Insert County or City name], State of California; and shall further be deemed in gross, being conveyed to the Grantee for the benefit of the [for public-use airports: Grantee and any and all members of the general public] [for military airports: United States Government] who may use said easement or right-of-way, in landing at, taking off from or operating such aircraft in or about the _____ Airport, or in otherwise flying through said Airspace.

Grantor, together with its successors in interest and assigns, hereby waives its right to legal action against Grantee, its successors, or assigns for monetary damages or other redress due to impacts, as described in Paragraph (2) of the granted rights of easement, associated with aircraft operations in the air or on the ground at the airport, including future increases in the volume or changes in location of said operations. Furthermore, Grantee, its successors, and assigns shall have no duty to avoid or mitigate such damages through physical modification of airport facilities or establishment or modification of aircraft operational procedures or restrictions. However, this waiver shall not apply if the airport role or character of its usage (as identified in an adopted airport master plan, for example) changes in a fundamental manner which could not reasonably have been anticipated at the time of the granting of this easement and which results in a substantial increase in the impacts associated with aircraft operations. Also, this grant of easement shall not operate to deprive the Grantor, its successors or assigns, of any rights which may from time to time have against any air carrier or private operator for negligent or unlawful operation of aircraft.

These covenants and agreements run with the land and are binding upon the heirs, administrators, executors, successors and assigns of the Grantor, and, for the purpose of this instrument, the real property firstly hereinabove described is the servient tenement and said _____ Airport is the dominant tenement.

DATED: _____

STATE OF}

COUNTY OF}

On_____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared_____, and_____known to me to be the persons whose names are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Notary Public

Sample Deed Notice

A statement similar to the following should be included on the deed for any real property subject to the deed notice requirements set forth in the [Insert ALUC name] Airport Land Use Compatibility Plan. Such notice should be recorded by the county of [Insert County name]. Also, this deed notice should be included on any parcel map, tentative map, or final map for subdivision approval.

For military airports:

The [Insert ALUC name] Airport Land Use Compatibility Plan and [Insert County / City Name] Ordinance (Ordinance No. _____) identify a [Insert Airport name] Airport Influence Area. Properties within this area are routinely subject to overflights by aircraft using this military airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. State law (Public Utilities Code Section 21670 et seq.) supports the importance of military airports in protection of the public interest of the people of the United States and the state of California. Residents of property near such airports should therefore be prepared to accept the inconvenience, annoyance, or discomfort from normal aircraft operations. Residents also should be aware that the current volume of aircraft activity may increase in the future in response to federal military needs. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

Possible Airport Combining Zone Components

An airport compatibility combining zoning ordinance might include some or all of the following components:

- **Airspace Protection** — A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, Subpart C. Additions or adjustment to take into account instrument approach (TERPS) surfaces should be made as necessary. Provisions prohibiting smoke, glare, hazardous wildlife attractions, and other hazards to flight should also be included.
- **FAA Notification Requirements** — Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project which exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.
- **State Regulation of Obstructions** — State law prohibits anyone from constructing or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would or does not constitute a hazard to air navigation (Public Utilities Code, Section 21659). Additionally, a permit from the Department of Transportation is required for any structure taller than 500 feet above the ground unless the height is reviewed and approved by the Federal Communications Commission or the FAA (Section 21656).
- **Designation of High Noise-Impact Areas** — California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings.
- **Maximum Densities/Intensities** — Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre for residential uses and people per acre for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be

more detailed than typically provided by general plan or zoning ordinance land use designations.

- **Open Areas for Emergency Landing of Aircraft** — In most circumstances in which an accident involving a small aircraft occurs near an airport, the aircraft is under control as it descends. When forced to make an off-airport emergency landing, pilots will usually attempt to do so in the most open area readily available. To enhance safety both for people on the ground and the occupants of aircraft, airport compatibility plans often contain criteria requiring a certain amount of open land near airports. These criteria are most effectively carried out by planning at the general or specific plan level, but may also need to be included in a combining district so that they will be applied to development of large parcels. Adequate open areas can often be provided by clustering of development on adjacent land.
- **Areas of Special Compatibility Concern** — A significant drawback of standard general plan and zoning ordinance land use designations is that they can be changed. Uses that are currently compatible are not assured of staying that way in the future. Designation of areas of special compatibility concern would serve as a reminder that airport impacts should be carefully considered in any decision to change the existing land use designation.
- **Real Estate Disclosure Policies** — The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance.

This page intentionally left blank

Appendix F

General Plan Consistency Checklist

This page intentionally left blank

GENERAL PLAN CONSISTENCY CHECKLIST

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies.

For additional guidance see Caltrans Handbook:

COMPATIBILITY CRITERIA

GENERAL PLAN DOCUMENT

Page 6-12

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP.

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.
 - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits.
 - No new land uses of a type listed as specifically prohibited should be shown within affected areas.

Page 3-2

- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).

ZONING OR OTHER POLICY DOCUMENTS

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

Page 4-26; Appendix G

- **Intensity Limitations on Nonresidential Uses**—The ALUCP establishes limits on the usage intensities of commercial, industrial, and other nonresidential land uses. The ALUC has created a detailed matrix of land uses which are allowable and/or not allowable within each safety zone, along with the acceptable usage intensity.

Pages 3-11, 4-29, Figures 4B-G

- **Identification of Prohibited Uses**—The ALUCP prohibits certain land uses within parts of the airport influence area. This includes areas within the CNEL contours and safety zones for the Airport. The ALUCP includes a noise compatibility criteria matrix and a safety compatibility criteria matrix.

<u>ZONING OR OTHER POLICY DOCUMENTS (cont.)</u>	
Page 4-31	• Open Land Requirements—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
Page 3-29, Page 4-35	• Height Limitations and Other Hazards to Flight—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds).
Pages 3-9, 4-14	• Buyer Awareness Measures—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an aviation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
Page 4-41	• Nonconforming Uses and Reconstruction—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.
<u>REVIEW PROCEDURES</u>	
	In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.
Page 6-1	• Actions Always Required to be Submitted for ALUC Review—Section 21676 of the Public Utilities Code identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
Page 6-5	• Other Land Use Actions Potentially Subject to ALUC Review—The ALUCP identifies certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.

Pages 5-10, 6-13	• Process for Compatibility Reviews by Local Agencies—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
Page 6-9	• Variance Procedures—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.
Page 5-10	• Enforcement—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.

SOURCE: California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, Table 5-A, October 2011.

This page intentionally left blank

Appendix G

**Sacramento Mather Airport
Theoretical Capacity Noise
Contour**

This page intentionally left blank

MEMORANDUM

Date: November 5, 2018

To: Mr. Chad A. Willis, Senior Airport Planner
Sacramento County Department of Airports

From: Mr. Mark R. Johnson, Director 

Subject: SACRAMENTO MATHER AIRPORT THEORETICAL CAPACITY NOISE EXPOSURE ANALYSIS

In March 2018, the Sacramento County Department of Airports (the Department) engaged Ricondo to conduct a Theoretical Capacity Noise Exposure Analysis at Sacramento Mather Airport (MHR or the Airport) in support of land use compatibility planning. The resulting noise exposure contours depict conditions in the year 2045 based on cargo operations at theoretical capacity.

This memorandum documents the methodology, assumptions, and results of the analyses of operational air cargo capacity, derivative operations forecasts, and aircraft noise exposure for the year 2045.

CARGO APRON CAPACITY ASSUMPTIONS

An analysis of future cargo apron capacity was conducted to support development of a cargo operations forecast. The following assumptions were used in assessing MHR's cargo apron capacity.

1. Future Cargo Tenant Mix at Capacity

- The future air cargo tenant mix at the Airport would include three categories of carriers:
 - Integrated Carriers—airlines such as UPS and FedEx that perform complete door-to-door logistics and delivery services from the shipper to the receiver with a combination of air and ground transportation. These companies own all their aircraft, truck fleets (tractor trailers and pick-up/delivery vans), and service equipment.
 - All-Cargo Carriers—airlines such as AirBridgeCargo, Atlas Air, and Cargolux that provide airport-to-airport cargo services utilizing dedicated cargo aircraft. These companies rely upon the freight-forwarding community to consolidate freight at the airports they serve.
 - Regional Feeders—airlines that operate small and mid-size general aviation aircraft and "feed" cargo to the integrated and all-cargo carriers by serving smaller communities in the region (e.g., Ukiah, Modesto, Stockton).
- Four air cargo tenants would be located at the Airport:
 - UPS, with a continued west coast regional hub operation with five to six daily jet flights (to its national hub and other regional hubs like Ontario International, Rockford International, and Dallas-Fort Worth International airports) and five to six regional feeder aircraft serving markets in northern California and southern Oregon.



- Amazon, with a major hub involving six to eight daily jet flights (with B-767F aircraft) and five to six regional feeder aircraft as well as significant trucking operations that link the company's fulfillment and sort centers. This is in line with Amazon's current U.S. network development strategy, and, as indicated by recent information obtained by Ricondo, Amazon is planning for 10 jet aircraft at one of its larger airport operations.
- Two all-cargo airlines with service to the Northern California market (new potential service and/or a potential move from San Francisco International Airport) that would include the development of a freight-forwarder consolidation center. These potential flights are expected to be flown by all-cargo airlines like AirBridgeCargo utilizing B-747-400F aircraft. Several cargo airlines are beginning to incorporate the larger B-747-800F, an Airplane Design Group (Group) VI aircraft, into their fleets. Because the MHR Airport Layout Plan (ALP) is based on Group V design standards, it is assumed for this analysis that the B-747-800F would not serve the Airport.

2. Cargo Aircraft Fleet Mix at Theoretical Capacity

- The largest proportion of integrated carrier operations would comprise various Group IV aircraft such as the B-767 or A-300. A small percentage (less than 5 percent) of integrated carrier operations would comprise larger Group V aircraft (e.g., B-747-400).
- All-cargo carriers would operate a mix of Group IV and Group V aircraft types (e.g., B-767, A-300, and B-747-400), with the possibility of up-gauging to Group VI aircraft (e.g., B-747-800) if special operating procedures could be developed to accommodate them at the Airport. (As noted above, the noise analysis assumes that no Group VI aircraft would serve MHR.)
- Regional feeder operations would comprise approximately 50 percent single-engine props (e.g., C-208) and 50 percent twin-engine turboprops (e.g., C-402) or equivalent aircraft.

3. Operating Characteristics

- Utilization thresholds were identified for each cargo carrier category – integrated carriers, all-cargo carriers, and regional feeders. The utilization thresholds ranged between 1.0 and 1.5 average turns per parking position per day. Compared to passenger aircraft positions, which can turn 5 to 10 times per day, these utilization levels are relatively low because cargo operations are typically concentrated in banks that occur only once in a 24-hour cycle. The following assumptions were applied to each category of cargo tenant.
 - Integrated carrier parking positions would support an average of 1.5 aircraft turns per day.
 - All-cargo parking positions would support an average of 1.0 aircraft turn per day.
 - Regional feeder parking positions would support an average of 1.0 aircraft turn per day.

4. Apron Layout (see **Exhibit 1**)

- The existing northern apron segment (currently used by UPS) will be decommissioned by the end of 2020 and, therefore, was not considered in this analysis of theoretical cargo capacity at MHR.
- The northeast end of the main cargo apron would be laid out to provide a double-loaded Group IV taxiway and a row of aircraft parking positions. In addition, a feeder aircraft layout would

accommodate a circular, power-in, power-out operations area. The apron is flanked on each side by a 25-foot service road

- The southwest portion of the main cargo apron would provide a Group V taxiway to accommodate large aircraft operated by all-cargo airlines.

AVERAGE DAILY CARGO OPERATIONS AT THEORETICAL CAPACITY

Table 1 summarizes the average daily cargo operations that can be accommodated given the analysis of future cargo apron capacity. As shown, the cargo apron capacity was estimated to support 78 total average daily cargo operations. Of these, 42 are assumed to be integrated carrier and Amazon jet aircraft; 32 would be regional feeder operations, and 4 would be all-cargo carrier operations.

TABLE 1 AVERAGE DAILY CARGO OPERATIONS AT THEORETICAL CAPACITY

CARGO CARRIER CATEGORY	# OF PARKING POSITIONS	DAILY TURNS PER POSITION	AVERAGE DAILY TURNS	AVERAGE DAILY OPERATIONS
<i>Integrated Carriers/Amazon</i>				
Jet Aircraft	14	1.50	21	42
<i>Regional Feeder Carriers</i>				
Prop and Turboprop Aircraft	16	1.00	16	32
<i>All-Cargo Carriers</i>				
Jet Aircraft	2	1.00	2	4
Total	32	1.22	39	78

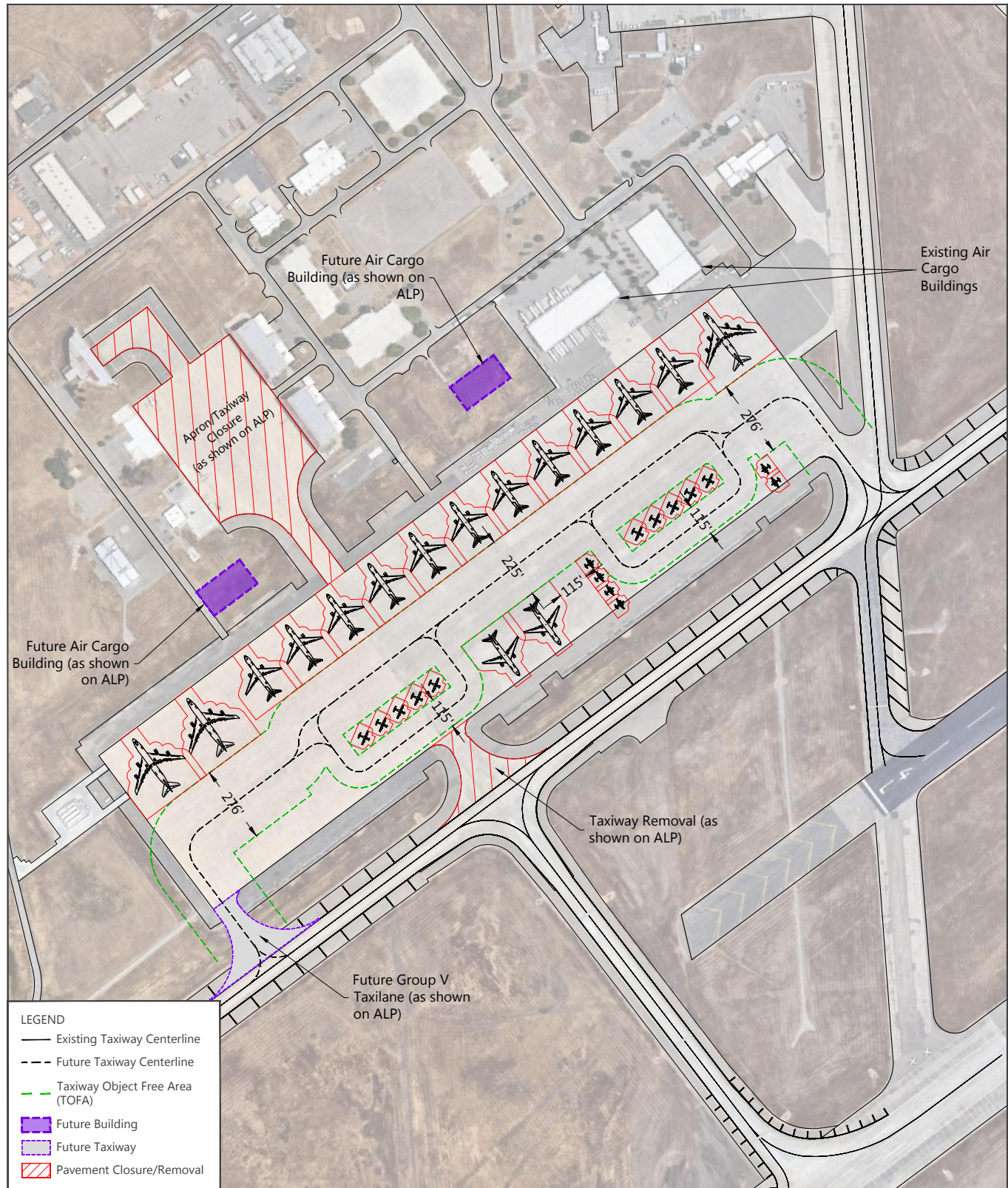
SOURCE: Ricondo & Associates, Inc., June 2018.

In preparing stage length assignments for cargo operations, it was assumed that approximately 70 percent of integrated/Amazon air cargo operations would be regional hub operations, and 30 percent would be local express or second day operations (e.g., to and from hubs in the Midwest). Regional feeder operations would serve communities in the region, while all-cargo carriers would serve long-distance markets. Based on these assumptions, departure operations were assigned to the stage length categories presented in **Table 2**, representing the distances aircraft departing MHR are expected to travel to their destinations.

TABLE 2 CARGO DEPARTURE OPERATION PERCENTAGES BY STAGE LENGTH

CARGO CARRIER CATEGORY	STAGE LENGTH				TOTAL
	I 0 – 500 NM	II 500 – 1,000 NM	III 1,000 – 1,500 NM	IV 1,500 – 2,500 NM	
Integrated Carriers/Amazon	15%	30%	5%	50%	100%
Regional Feeders	100%	0%	0%	0%	100%
All-Cargo Carriers	0%	0%	0%	100%	100%

SOURCE: Ricondo & Associates, Inc., June 2018.



SOURCES: Google Earth Pro, March 2018 (aerial basemap); Sacramento Department of Airports, Airport Layout Plan, 2017 (future conditions).

EXHIBIT 1

REFINED CARGO AREA RAMP AND FACILITIES



NORTH

0 500 ft

The assumed distribution of air cargo flights by time-of-day, summarized in **Table 3**, is based upon current (December 2017) UPS flight schedules at the Airport and observations for Amazon and all-cargo airline operations at west coast airports.

TABLE 3 CARGO OPERATION PRECENTAGES BY TIME OF DAY

CARGO CARRIER CATEGORY	TIME-OF-DAY			TOTAL
	DAY	EVENING	NIGHT	
Integrated Carriers/Amazon	35%	15%	50%	100%
Regional Feeders	100%	0%	0%	100%
All-Cargo Carriers	5%	55%	40%	100%

SOURCE: Ricondo & Associates, Inc., June 2018.

DERIVATIVE AIRCRAFT OPERATIONS FORECAST

The most recent FAA-approved aircraft operations forecasts for the Airport were developed through 2023 for the EVA Air Flight Training Academy Environmental Assessment (EVA EA).¹ The year 2045 was chosen as the long-term forecast year because it corresponds with the long-term year in the current edition (2017) of FAA Terminal Area Forecasts.² Therefore, to be consistent with the FAA's TAF, the operations and fleet mix forecasts from the EVA EA, excluding cargo operations and the EVA Air Flight Training operations, were extrapolated to the year 2045, using the EVA EA forecast growth rates for each aircraft category from 2018 to 2023.³ The cargo operations at theoretical capacity (see Table 1) were added to the extrapolated operations forecast as were the EVA Air Flight Training operations, which were held constant at 2018 levels.⁴ **Table 4** presents the forecasts for 2018, 2023, 2035, and 2045.

¹ ESA Airports, Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California, prepared for Sacramento County Department of Airports, April 2015, Appendix A, p. A-31. Steve Alverson, ESA Airports, "Aviation Activity Forecasts for the EVA Air Flight Training Academy Environmental Assessment," letter to J. Glen Rickelton, Airport Manager, Planning and Environment, Sacramento County Department of Airports, September 19, 2014. Fernando Yanez, FAA Airports District Office, "Federal Aviation Administration (FAA) Review of Aviation Activity Forecast; Sacramento Mather Airport," letter to Kelly Moulton, Airport Planner, Planning and Environment, County of Sacramento Department of Airports, January 12, 2015.

² Federal Aviation Administration, Terminal Area Forecast, <https://taf.faa.gov/> (accessed December 28, 2017).

³ Mark R. Johnson, Ricondo & Associates, Inc., "Updated Theoretical Capacity Noise Analysis for Mather Airport – Forecast Methodology," memorandum to Kelly Moulton, Sacramento County Airport System, May 24, 2018. For aircraft operations other than EVA Air Flight Training, the EVA EA used the 2013 Master Plan forecasts. The annual growth rates were: 0.54 percent for air carrier, 0.52 percent for air taxi, 0.16 percent for general aviation, and 0.0 percent for military.

⁴ According to the EVA EA, the EVA Air Flight Training operation is assumed to be operating at full capacity in 2018, with 42,400 total operations by Diamond DA40 and Diamond Twin Star DA42 aircraft. It was assumed that EVA operations would remain constant after that time (ESA Airports, *Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California*, prepared for Sacramento County Department of Airports, April 2015, p. 1-17 and p. A-31). For purposes of this theoretical capacity analysis, EVA operations are assumed to remain constant through the year 2045.



TABLE 4 OPERATIONS FORECAST FOR MATHER AIRPORT

AIRCRAFT CATEGORY	OPERATIONS BY YEAR			
	2018	2023	2035	2045
Air Carrier				
Cargo	2,840	2,930	3,510	16,790*
Passenger	1,940	1,980	2,060	2,101
Air Taxi				
Cargo	3,290	3,470	4,420	11,680*
Passenger	9,590	9,750	10,170	10,709
General Aviation				
non-EVA	37,510	38,170	39,810	41,633
EVA	42,400	42,400	42,400	42,400
Military				
	25,870	25,870	25,870	25,870
Total	123,440	124,570	128,240	151,183

NOTE: * Represents air cargo operations at theoretical capacity.

SOURCES: Leigh Fisher Associates, *Mather Airport Master Plan*, Draft Report, prepared for Sacramento County Department of Airports, revised May 2013, p. 3-48 (2035 forecast); ESA Airports, *Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California*, prepared for Sacramento County Department of Airports, April 2015, p. 1-17 and p. A-31 (2018 and 2023 forecasts, EVA Air Flight Training activity); Ricondo & Associates, Inc., June 2018 (theoretical cargo capacity, extrapolation of non-cargo air carrier, air taxi, and non-EVA general aviation activity for 2045).

NOISE MODELING METHODOLOGY AND INPUT DATA

The Federal Aviation Administration's (FAA) Aviation Environmental Design Tool (AEDT), version 2d, was used to model noise exposure for operating conditions at MHR for the 2045 forecast year. Community Noise Equivalent Level (CNEL) contours from 60 to 75 were calculated.

The AEDT requires considerable user-supplied input data for the analysis of aircraft noise, including the numbers of operations by specific aircraft types during day, evening, and nighttime periods, flight track locations, flight track and runway use, and aircraft operating characteristics. Each set of input data is described in the following sections.

Aircraft Operations by Time of Day

The CNEL metric applies additional weights to aircraft operations during the evening and nighttime hours.⁵ Therefore, the average annual daily numbers of operations by aircraft type during the evening and nighttime periods are required inputs to the AEDT. Day, evening, and night split assumptions for cargo operations

⁵ An additional 4.8 decibels are added to evening operations and 10 decibels to nighttime operations.

were developed as described in the preceding forecast section. For non-cargo operations, the time-of-day assumptions were taken from the EVA EA noise analysis.⁶

Table 5 shows the annual operations by aircraft category and time of day. In Table 5, the touch-and-goes are shown as they are represented in AEDT, with each including one arrival and one departure. To match the total operations presented in Table 4, the touch-and-goes in Table 5 must be multiplied by two.

TABLE 5 ANNUAL OPERATIONS BY AIRCRAFT CATEGORY AND TIME OF DAY – 2045 FORECAST

AIRCRAFT CATEGORY	OPERATIONS												
	ARRIVALS				DEPARTURES				TOUCH-AND-GO ¹				ANNUAL TOTAL
	DAY ²	EVENING ³	NIGHT ⁴	TOTAL	DAY ²	EVENING ³	NIGHT ⁴	TOTAL	DAY ²	EVENING ³	NIGHT ⁴	TOTAL	
Air Carrier	3,679	0	5,767	9,446	3,752	1,533	4,161	9,446	0	0	0	0	18,891
Jets													
Jets	8,103	917	223	9,243	7,750	221	1,314	9,285	4,420	121	90	4,631	23,159
Turboprop	3,186	1,976	1,533	6,694	6,336	72	287	6,694	2,283	168	141	2,593	15,982
Prop	21,477	5,861	1,894	29,233	23,062	3,796	2,348	29,206	8,544	2,162	509	11,215	69,653
Helicopter	1,941	442	146	2,530	2,384	73	73	2,530	0	0	0	0	5,059
Total	38,386	9,196	9,563	57,146	43,283	5,695	8,182	57,161	15,246	2,451	741	18,439	132,745¹

NOTES:

Totals may not sum as indicated due to rounding.

1 Each touch-and-go operation includes one arrival and one departure. To calculate the average annual day operations total, the touch-and-go count should be multiplied by 2 to yield the total operations level of 151,183 reported in Table 4.

2 Day – 7:00 a.m. to 6:59 p.m.

3 Evening – 7:00 p.m. to 9:59 p.m.

4 Night – 10:00 p.m. to 6:59 a.m.

SOURCE: Ricondo & Associates, Inc., June 2018.

Average Daily Aircraft Fleet Mix, Time of Day, and Stage Length

The assumed aircraft fleet mix, stage length, and number of operations by time of day for an average day at Mather Airport in 2045 are provided in **Table 6**.

The stage length represents the gross takeoff weight assigned to each aircraft type by factoring in the fuel load based on the distance to the aircraft's destination. The aircraft weight is the basis for determining the appropriate departure thrust and climb profiles used for modeling. Aircraft noise characteristics vary depending on the rate of climb and thrust. For example, a fully loaded aircraft departing on a long flight would typically weigh more than the same aircraft departing on a shorter flight because of the greater fuel load. The heavier aircraft gains altitude at a slower rate than the lighter aircraft. The heavier aircraft may also require higher takeoff thrust levels for a longer period. Thrust levels and distances from the ground are two important factors related to aircraft noise exposure on the ground. The more power applied to the

⁶ ESA Airports, *Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California*, prepared for Sacramento County Department of Airports, April 2015, Appendix A.

engines, the louder the noise from the source. The closer the aircraft is to the ground, the shorter the distance for noise to be attenuated. The AEDT provides multiple departure stage lengths for large aircraft. Most small aircraft only have one departure stage length profile included in the AEDT. All arrivals, regardless of aircraft type, have a single approach stage length, because of similarities in the final approach profiles of all aircraft (i.e., all should be following a three-degree glide slope).

All departures for this analysis were assigned one of the following stage length categories:

- Departure stage length 1: 0 to 500 nautical miles
- Departure stage length 2: 501 to 1,000 nautical miles
- Departure stage length 3: 1,001 to 1,500 nautical miles
- Departure stage length 4: 1,501 miles to 2,500 nautical miles

Departure stage length information for cargo operations was taken from Table 2. Stage lengths for non-cargo operations were based on the EVA EA noise analysis.⁷

Runway Geometry and Use

AEDT requires coordinates for the physical ends of the runways. The primary runway at MHR, Runway 4R-22L, is 11,301 feet in length. The inboard Runway 4L-22R currently is 6,040 feet long, and the Department plans to extend it to 7,178 feet in the future according to the latest Airport Layout Plan (ALP).⁸ For the noise analysis, the planned extension of Runway 4L-22R was considered to be in place by 2045.

For this analysis, one helicopter landing/takeoff location situated between Taxiway A and B and west of Runway 22R was modeled.

The runway use was adjusted to reflect the operations after the lengthening of Runway 4L-22R. It is assumed that approximately 2 percent of the operations by air carrier and other jets from the outboard runway (4R-22L) will be moved to the extended Runway 4L-22R.⁹ **Table 7** provides the runway use data assumptions for 2045 by time of day, by air carrier jet, other jet, prop, and turboprop aircraft categories.

⁷ ESA Airports, *Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California*, prepared for Sacramento County Department of Airports, April 2015, Appendix A.

⁸ Mather Airport, Airport Master Plan, Sacramento County, California, February 2015, Sheet 4, Airport Layout Plan.

⁹ This is consistent with the assumptions made in the EVA EA about the use of the lengthened runway. ESA Airports, *Final Environmental Assessment, Proposed EVA Air Flight Training Academy, Sacramento Mather Airport, Sacramento County, California*, prepared for Sacramento County Department of Airports, April 2015, Appendix A, Tables A-17 and A-18.



TABLE 6 (1 OF 2) AVERAGE ANNUAL DAY OPERATIONS BY AIRCRAFT CATEGORY, AEDT AIRCRAFT TYPE, TIME OF DAY AND DEPARTURE STAGE LENGTH – 2045 FORECAST

AIRCRAFT		ARRIVALS			DEPARTURES												TOUCH-AND-GO ¹			
					STAGE LENGTH 1 (0-500 NM)			STAGE LENGTH 2 (500-1,000 NM)			STAGE LENGTH 3 (1,000-1,500 NM)			STAGE LENGTH 4 (1,500-2,500 NM)						
CATEGORY	AEDT TYPE	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	TOTAL
Air Carrier Jets	737700	2.878	0.000	0.000	0.000	0.000	0.000	2.878	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.757
	747400	0.900	0.000	1.103	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.100	1.100	0.802	0.000	0.000	0.000	4.006
	757PW	1.300	0.000	2.909	0.000	0.000	0.602	0.000	0.000	1.304	0.200	0.000	0.000	1.300	0.600	0.201	0.000	0.000	0.000	8.416
	767300	3.100	0.000	7.423	0.000	0.000	1.605	0.000	0.000	3.109	0.500	0.000	0.000	3.100	1.600	0.602	0.000	0.000	0.000	21.040
	A300-622R	1.900	0.000	4.413	0.000	0.000	0.903	0.000	0.000	1.906	0.300	0.000	0.000	1.900	0.900	0.401	0.000	0.000	0.000	12.624
	Subtotal ⁵	10.079	0.000	15.848	0.000	0.000	3.109	2.878	0.000	6.319	1.000	0.000	0.000	6.401	4.200	2.006	0.000	0.000	0.000	51.842
Other Jets	CNA560XL	3.458	0.431	0.254	3.470	0.232	0.475	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.702	0.068	0.082	9.172
	EMB145	5.341	1.166	0.019	4.480	0.000	2.048	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.054
	F16A	0.901	0.000	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.802
	LEAR25 ⁶	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	9.922	0.126	0.000	10.047
	LEAR35	6.779	0.768	0.339	6.513	0.375	1.086	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.404	0.126	0.166	17.556
	T-38A ⁶	5.725	0.147	0.000	5.871	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	11.743
	Subtotal ⁵	22.204	2.512	0.613	21.236	0.606	3.609	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.028	0.320	0.249	63.375
Turbo Props	C130E	0.406	0.000	0.034	0.443	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.725	0.000	0.032	1.640
	CNA208	0.900	4.500	3.611	9.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.013
	CNA441	7.423	0.913	0.564	7.917	0.196	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.529	0.461	0.357	24.148
	Subtotal ⁵	8.730	5.413	4.209	17.362	0.196	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.254	0.461	0.388	43.801



TABLE 6 (2 OF 2) AVERAGE ANNUAL DAY OPERATIONS BY AIRCRAFT CATEGORY, AEDT AIRCRAFT TYPE, TIME OF DAY AND DEPARTURE STAGE LENGTH – 2045 FORECAST

AIRCRAFT		ARRIVALS			DEPARTURES												TOUCH-AND-GO ¹			
					STAGE LENGTH 1 (0-500 NM)			STAGE LENGTH 2 (500-1,000 NM)			STAGE LENGTH 3 (1,000-1,500 NM)			STAGE LENGTH 4 (1,500-2,500 NM)						
CATEGORY	AEDT TYPE	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	DAY ²	EVENING ³	NIGHT ⁴	TOTAL ⁵
Props	BEC58P	11.502	6.556	3.861	16.688	1.831	3.378	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.362	1.368	0.770	50.316
	CNA172	21.951	1.934	0.590	22.294	1.173	1.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.406	0.380	0.196	54.934
	CNA182	1.028	0.190	0.000	1.148	0.036	0.036	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.862	0.193	0.030	4.523
	CNA206	2.602	0.021	0.008	1.295	0.003	1.284	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.213
	GASEPV	21.764	7.358	0.746	21.764	7.358	0.746	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	11.781	3.983	0.404	75.904
	Subtotal ⁵	58.848	16.060	5.205	63.190	10.400	6.453	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	23.410	5.924	1.399	190.890
Helicopters	B206L	0.513	0.011	0.000	0.524	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.048
	S70	4.806	1.201	0.400	6.531	0.200	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.815
	Subtotal ⁵	5.319	1.212	0.400	6.531	0.200	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.863
Total ⁵		105.180	25.198	26.275	108.318	11.403	14.159	2.878	0.000	6.319	1.000	0.000	0.000	6.401	4.200	2.006	41.692	6.705	2.036	363.171

NOTES:

- 1 One touch-and-go operation equals one arrival and one departure. To calculate average annual day count total, the touch-and-go count should be multiplied by 2.
- 2 Day – 7:00 a.m. to 6:59 p.m.
- 3 Evening – 7:00 p.m. to 9:59 p.m.
- 4 Night – 10:00 p.m. to 6:59 a.m.
- 5 Totals may not sum as indicated due to rounding.
- 6 For modeling purposes, touch-and-go operations by the T38 were modeled with the Lear25 because AEDT lacks a touch-and-go profile for the T38. The Lear 25 is the business jet in AEDT with a noise footprint most closely resembling the T38.

SOURCE: Ricondo & Associates, Inc., June 2018.



TABLE 7 2045 PROJECTED RUNWAY USE BY CATEGORY

AIRCRAFT CATEGORY	RUNWAY ID	ARRIVALS				DEPARTURES				TOUCH-AND-GO			TOTAL ⁴
		DAY ²	EVENING ³	NIGHT ⁴	TOTAL	DAY ²	EVENING ³	NIGHT ⁴	TOTAL	DAY ¹	EVENING ³	NIGHT ³	
Air Carrier Jet	4L	0.0%	0.0%	0.0%	0.0%	1.9%	0.3%	0.4%	1.0%	0.0%	0.0%	0.0%	0.0%
	4R	0.6%	0.0%	0.0%	0.2%	4.9%	4.5%	10.0%	7.1%	0.0%	0.0%	0.0%	0.0%
	22L	97.1%	0.0%	98.0%	97.6%	85.8%	93.0%	87.8%	87.9%	0.0%	0.0%	0.0%	0.0%
	22R	2.4%	0.0%	2.0%	2.1%	7.4%	2.1%	1.8%	4.1%	0.0%	0.0%	0.0%	0.0%
Air Carrier Jet Total⁴		100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Small Jet	4L	1.0%	0.9%	0.0%	0.9%	1.6%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%
	4R	8.1%	10.7%	4.2%	8.3%	2.5%	2.3%	1.6%	2.4%	0.0%	0.0%	0.0%	0.0%
	22L	77.0%	81.6%	89.7%	77.8%	75.8%	84.6%	92.6%	78.4%	96.9%	98.0%	100.0%	97.0%
	22R	13.9%	6.7%	6.1%	13.0%	20.0%	13.1%	5.8%	17.8%	3.1%	2.0%	0.0%	3.0%
Small Jet Total⁴		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Prop	4L	3.0%	3.5%	4.4%	3.2%	9.7%	0.8%	80.8%	14.3%	0.3%	0.0%	0.0%	0.2%
	4R	1.7%	1.7%	2.9%	1.8%	1.0%	1.7%	1.4%	1.2%	0.6%	0.0%	0.0%	0.4%
	22L	27.0%	19.3%	23.5%	25.2%	21.8%	33.3%	5.2%	22.0%	73.7%	83.0%	80.0%	75.8%
	22R	68.4%	75.4%	69.1%	69.9%	67.5%	64.1%	12.7%	62.6%	25.4%	17.0%	20.0%	23.5%
Prop Total⁴		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Turbo Prop	4L	3.8%	2.4%	3.1%	3.2%	12.4%	2.2%	74.5%	15.0%	0.1%	0.0%	0.0%	0.1%
	4R	6.2%	2.4%	8.7%	5.7%	2.6%	0.0%	2.4%	2.6%	0.1%	0.0%	0.0%	0.0%
	22L	47.4%	38.0%	69.6%	49.7%	49.6%	46.4%	10.5%	47.9%	94.6%	91.3%	95.9%	94.4%
	22R	42.6%	57.3%	18.6%	41.4%	35.3%	51.4%	12.6%	34.5%	5.3%	8.7%	4.1%	5.4%
Turbo Prop Total⁴		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total⁴		66.7%	16.0%	17.3%	100.0%	74.8%	10.3%	14.9%	100.0%	82.7%	13.3%	4.0%	100.0%

NOTES:

1 Day – 7:00 a.m. to 6:59 p.m.

2 Evening – 7:00 p.m. to 9:59 p.m.

3 Night – 10:00 p.m. to 6:59 a.m.

4 Totals may not sum as indicated due to rounding.

SOURCE: Ricondo & Associates, Inc., June 2018.



NOISE MODELING RESULTS

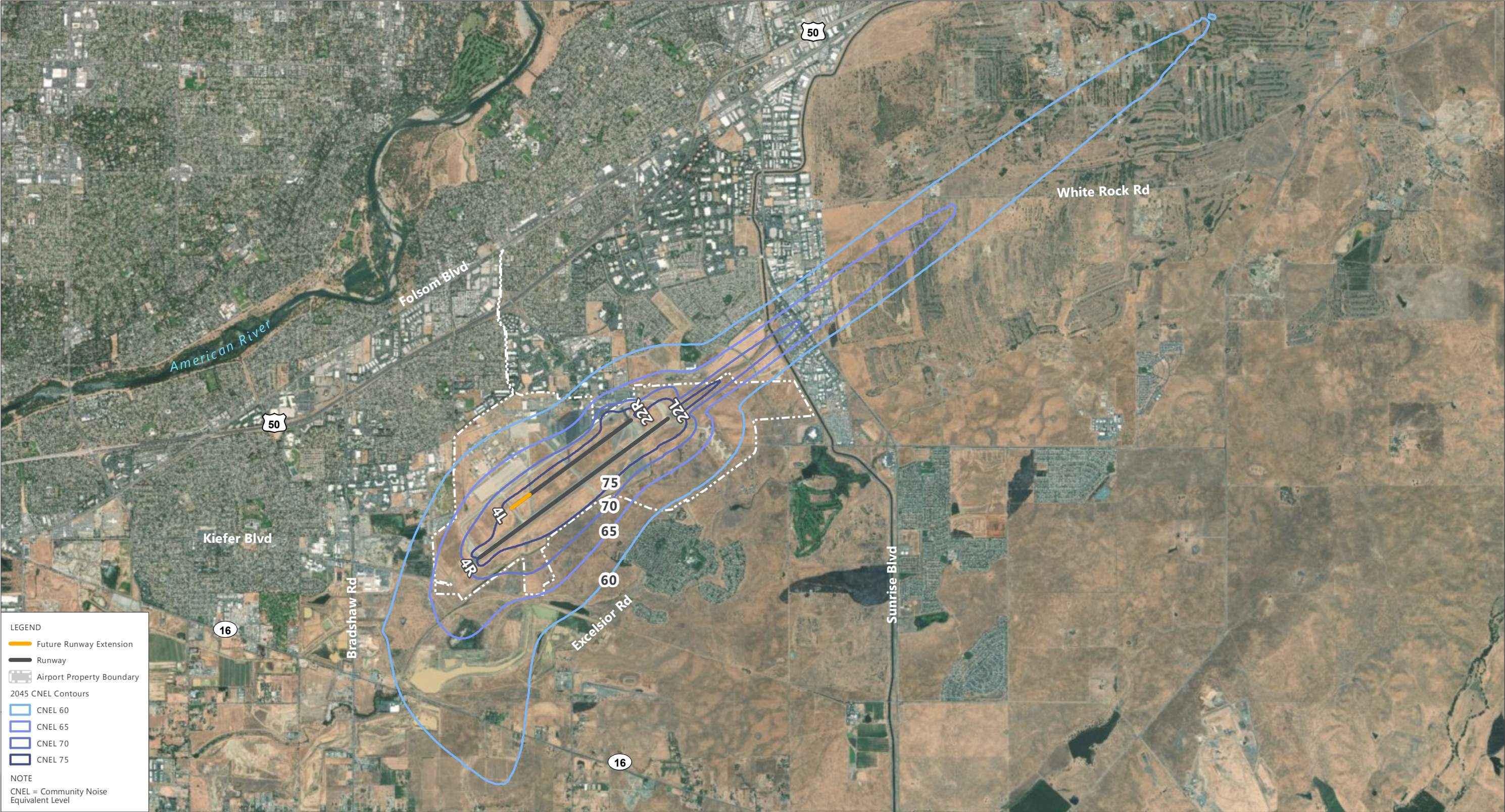
Exhibit 2 depicts the resulting CNEL contours at MHR at the 2045 theoretical cargo capacity demand level. The noise contours are influenced by the predominant use of Runways 22L and 22R for arrivals and departures. The long and narrow shape of the contours to the northeast are typical of a runway used predominantly for approaches. The length of the approach contours reflects the future use of the Airport by large cargo aircraft. The broader shape of the contours to the southwest are typical of a runway used predominantly for departures.

On the southwest side of the Airport, the noise contours curve toward the southeast because of the left turns made by aircraft departing from Runways 22L and 22R. Also, the preferred left-hand traffic for touch-and-go operations on Runway 22L contributes to the curvature of the noise contours on the southeast side of the Airport.

As shown on the exhibit, the disconnected island of noise at the northeast tip of 60 CNEL is due to the higher terrain at that location.

cc: 16-14-0965-8
Mr. Dharma Thapa, Director (Ricondo)
Mr. Ken Bukauskas, Associate Director (Ricondo)
Mr. Stephen C. Smith, Director (Ricondo)

c:\users\mjohanson\documents\projects\scas\mhr_theoretic_capacity_noise_analysis\reports_to_client\mhr_theoretical_capacity_tech_memo_final_11-05-2018.docx



SOURCES: ESRI Basemap, Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, August 2017 (imagery basemap); Sacramento Department of Airports, Airport Layout Plan, 2017 (runway, Airport boundary); Ricondo & Associates, Inc., Aviation Environmental Design Tool, Version 2d, November 2018 (CNEL contours).

EXHIBIT 2



2045 THEORETICAL CAPACITY NOISE EXPOSURE – SACRAMENTO MATHER AIRPORT

This page intentionally left blank

Appendix H

Methods for Determining Concentrations of People

This page intentionally left blank

Methods for Determining Concentrations of People

One criterion used in many compatibility plans is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- **Parking Ordinance** - The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.
- **Maximum Occupancy** -The Uniform or California Building Code (CBC) can be used as a standard for determining the maximum occupancy of certain uses. **Table H-1** indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50 percent of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50 percent) to reflect the actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the CBC-based methodology typically produces intensities at the high end of the likely range.
- **Survey of Similar Uses** - Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Appendix H1 shows sample calculations.

TABLE H-1
MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT¹

Function of Space	Occupant Load Factor ²
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Exhibit Gallery and Museum	30 net
Assembly with fixed seats	See Section 1004.4 ³
Assembly without fixed seats	
Concentrated (chairs only—not fixed)	7 net
Standing space	5 net
Unconcentrated (tables and chairs)	15 net
Business areas	100 gross
Courtrooms	40 net
Day care	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
Group H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	100 gross
Institutional Areas	
Inpatient treatment areas	240 gross
Outpatient areas	100 gross
Sleeping areas	100 gross
Kitchens, commercial	200 gross
Laboratory	
Educational	50 net
Laboratories, non-educational	100 net
Laboratory suite ⁴	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Mall buildings – covered and open	See Section 402.8.2 ⁵
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross

NOTES:

1. For SI: 1 square foot = 0.929 m²
2. Floor area in square feet per occupant.
3. **Section 1004.4 Fixed seating.**

For areas having fixed seats and aisles, the occupant load shall be determined by the number of fixed seats installed therein. The occupant load for areas in which fixed seating is not installed, such as waiting spaces, shall be determined in accordance with Section 1004.1.2 and added to the number of fixed seats.

The occupant load of wheelchair spaces and the associated companion seat shall be based on one occupant for each wheelchair space and one occupant for the associated companion seat provided in accordance with Section 1108.2.3.

For areas having fixed seating without dividing arms, the occupant load shall not be less than the number of seats based on the number of seats based on one person for each 18 inches (457 mm) of seating length.

The occupant load of seating booths shall be based on one person for each 24 inches (610 mm) of booth seat length measured at the backrest of the seating booth.

4. **Section 443.2 Definitions.** The following terms are defined in Chapter 2 [of the CBC]:

Laboratory suite.

[F] Liquid tight floor.

5. **Section 402.8.2 Determination of occupant load.**

The occupant load permitted in any individual tenant space in a covered or open mall building shall be determined by this code. Means of egress requirements for individual tenant spaces shall be based on the occupant load thus determined.

402.8.2.1 Occupant formula

In determining required means of egress of the mall, the number of occupants for whom means of egress are to be provided shall be based on gross leasable area of the covered or open mall building (excluding anchor buildings) and the occupant load factor as determined by Equation 4-1.

$$OLF = (0.00007) (GLA) + 25$$

Equation 4-1

where:

OLF = The occupant load factor (square feet per person)

GLA = The gross leasable area (square feet).

Exception: Tenant spaces attached to a covered or open mall building but with a means of egress system that is totally independent of the open mall of an open mall building or of a covered mall building shall not be considered as gross leasable area for determining the required means of egress for the mall building.

402.8.2.2 OLF range. The occupant load factor (OLF) is not required to be less than 30 and shall not exceed 50.

402.8.2.3 Anchor buildings. The occupant load of anchor buildings opening into the mall shall not be included in computing the total number of occupants for the mall.

402.8.2.4 Food courts. The occupant load of a food court shall be determined in accordance with Section 1004. For the purposes of determining the means of egress requirements for the mall, the food court occupant load shall be added to the occupant load of the covered or open mall building as calculated above.

SOURCE: California Building Code (2013), Table 1004.1.2 (p. 372)

Appendix H1

Sample People-Per-Acre Calculations

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross area of the site is 3.5± acres.

A. Calculation Based on Parking Space Requirements

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data from traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the number of people on the property is assumed to equal 1.5 times the number of parking spaces.

The average usage intensity would therefore be calculated as follows:

- 1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 required parking spaces
- 2) 134 parking spaces x 1.5 people per space = 201 people maximum on site
- 3) 200 people / 3.5 acres gross site size = 57 people per acre average for the site

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

- 1) 20,000 sq. ft. bldg. / 2 stories = 10,000 sq. ft. bldg. footprint
- 2) 10,000 sq. ft. bldg. footprint / 43,560 sq. ft. per acre = 0.23 acre bldg. footprint
- 3) Building footprint <1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre

B. Calculation Based on California Building Code

Using the CBC (Appendix G1) as the basis for estimating building occupancy yields the following results for the above example:

- 1) 40,000 sq. ft. bldg. / 100 sq. ft./occupant = 400 people max. bldg. occupancy (under UBC)
- 2) 400 max. bldg. occupancy x 50% adjustment = 200 people maximum on site
- 3) 200 people / 3.5 acres gross site size = 57 people per acre average for the site

Conclusions: In this instance, both methodologies give the same results. For different uses and/or different assumptions, the two methodologies are likely to produce different numbers. In most such cases, the CBC methodology will indicate a higher intensity.