CHAPTER 1
Introduction

1.1 Plan Overview

The *Westover Field Airport Land Use Compatibility Plan* (hereafter referred to as the ALUCP or the Plan) is intended to promote compatibility between the functions and operations of Amador County Airport (hereafter referred to as Westover Field or the Airport) and the land uses surrounding the Airport. In order to achieve this goal, the ALUCP establishes a set of compatibility criteria that are applicable to new development, along with policies that are designed to limit the range of future land uses in the vicinity of the Airport. It must also be noted that while this ALUCP may influence future development in the vicinity of Westover Field, this Plan does not have any authority over existing land uses, even those found to be incompatible with the requirements set forth in this ALUCP. Similarly, this ALUCP has no authority over airport operations.

The policies set forth in this ALUCP pertain to the County of Amador, as well as the Cities of Jackson and Sutter Creek. Accordingly, the compatibility criteria defined within the policies of this ALUCP are also meant to be reflected in the general plans and other policy instruments adopted by these same neighboring affected jurisdictions. Special districts, school districts, and community college districts within these jurisdictions are also defined as involved agencies and shall also be subject to the policies of this ALUCP. Federal and State agencies and tribal lands are not subject to the provisions of this ALUCP.

1.2 How to Use the Westover Field ALUCP

In this update to the Westover Field ALUCP, there are three chapters that inform the reader of the requirements for Westover Field, along with review procedures and implementation strategies. Chapter 2, Westover Field and Surrounding Environs, provides an overview of Amador County and the affected jurisdictions, as well as the existing and proposed operations and facilities at the Airport. Chapter 3, Policies, provides the policies used to direct land use actions in and around the Airport.

1.3 Airport Land Use Compatibility Planning Framework

The California State Aeronautics Act (Public Utilities Code §21670 et seq.) establishes the regulatory framework for the creation of airport land use commissions (ALUCs) and the drafting of airport land use compatibility plans, and allows for the Amador County ALUC to assert its role in land use development review. The following discussion provides a general synopsis of airport land use compatibility planning, indicating the following facets of airport land use compatibility review: who prepares ALUCPs, how they are established, the implications ALUCPs have on local and regional planning, and the specific enabling legislation for this process.

1.3.1 Airport Land Use Commissions

The role of an airport land use commission (ALUC) is to conduct airport land use compatibility planning for the purpose of protecting the public's health, safety, and welfare. To accomplish this goal, an ALUC ensures 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 land uses.

Pursuant to California Public Utilities Code (PUC) §21674, an ALUC has the following powers and duties:

- To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses.
- 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.
- To prepare and adopt an airport land use compatibility plan pursuant to §21675.
- To review the plans, regulations, and other actions of local agencies and airport operators pursuant to §21676.
- The powers of the commission shall in no way be construed to give the commission jurisdiction over the operation of any airport.

Lastly, pursuant to §21674(f), in order to carry out its responsibilities, the Commission may adopt rules and regulations consistent with this article.

Amador County ALUC

Pursuant to PUC §21670(b), the Amador County ALUC consists of two members representing the Amador County Board of Supervisors; two members representing the Cities in the County, appointed by a selection committee comprised of the mayors of all the Cities within the County;

two members representing the airports within the County appointed by the Airport Manager; and one member representing the general public, appointed by the other six members of the ALUC.

1.3.2 Airport Land Use Compatibility Plans

One of the primary responsibilities of an ALUC is the preparation and adoption of an airport land use compatibility plan (PUC §21674(c) and 21675). The ALUCP provides the basis for compatible planning within the vicinity of a public airport. These plans may include land use measures specifying land use, height restrictions, and building standards, which could include but are not limited to soundproofing (PUC §21675(a)). The planning boundary of the airport land use compatibility plan is the "airport influence area" or AIA, and is established by the ALUC after a hearing and consultation with the involved agencies (PUC §21675 (c)). Involved agencies are primarily the affected cities and the County, but may also include special districts, school districts, and community college districts (PUC §21670(f)).

Update of the Westover Field Airport Land Use Plan

This ALUCP serves as an update to the previous plan that was first adopted in 1987, and subsequently amended in 1990. Since the 1990 amendment, numerous factors and conditions have changed related to Westover Field and airport land use compatibility planning, thus, warranting this update. ALUCPs are required to reflect the anticipated growth of an airport during at least the next 20 years.

First, the airport master plan and airport layout plan (ALP) for Westover Field were updated in 2005,[1] pursuant to PUC §21675(a). ALUCs must base their airport land use compatibility plans on a long-range airport master plan adopted by the airport owner (or if no such plan exists, an ALP may be used upon the approval of Caltrans' Division of Aeronautics). Westover Field's ALP was subsequently updated in 2013.

The 2005 Master Plan is the primary source of information used for this ALUCP update regarding long-range development plans for Westover Field. Development proposals in the Master Plan include the future 600-foot length extension and 75-foot width extension of Runway 1-19. Aircraft activity projections set forth in the Master Plan have been updated for the purposes of this ALUCP in order to meet the 20-year planning requirement set forth by the State Aeronautics Act (see Appendix X for the Aircraft Noise Exposure Analysis). As further described in Chapter 2 of this ALUCP, this forecast anticipates aircraft operations increasing from approximately 25,000 operations (landings and takeoffs) in 2016 to 60,300 operations by 2032.

Secondly, the *California Airport Land Use Planning Handbook* (hereafter referred to as the Handbook), the guidance document set forth by Caltrans' Division of Aeronautics that informs

[1] Master plans are planning tools that provide a 20-year forecast of activity at an airport, and propose a variety of improvements necessary for accommodating the forecasted growth. An ALP graphically depicts the layout of an airport, in both its current and ultimate (20-year build-out) state, and is a component of the airport master plan.

the development of airport land use compatibility plans, was updated in 2011. In addition to providing guidance for meeting baseline safety and compatibility goals, the Handbook also provides new information on the role of the California Environmental Quality Act (CEQA) in airport land use compatibility planning, re-examines aircraft accident statistics, explains exemptions and unique circumstances, and clarifies earlier concepts and processes described in the 2002 Handbook.

Pursuant to State law, the Handbook has provided guidance for the compatibility policies set forth in this ALUCP. The Handbook was used in this update to structure the compatibility policies set forth in this ALUCP and to establish the procedures to be followed by the ALUC and local agencies in implementation of the policies. Furthermore, guidance provided in the Handbook was used to prepare Westover Field's safety zones, as shown in Chapter 3.

1.3.3 Relationship with Local Government and the Airport

The State Aeronautics Act sets the foundation for the relationship between ALUCs and ALUCPs with local government and airport plans. The following sections below describe these relationships.

Relationship between ALUCs and Local Government

ALUCs are independent entities that operate separately from local agencies. They have the authority to adopt compatibility plans, and, under certain circumstances, review projects within the boundary of the AIA. ALUCs must engage involved agencies regarding the establishment of an AIA boundary (PUC §21675(c)). Engagement with these outside agencies is critical to effecting land use changes, as existing incompatible uses are the concern of the airport and of the city or county having jurisdiction over the affected area, and policies should be developed with the intention of addressing existing non-conforming land uses. ALUCs do not have land use authority to implement the policies adopted by other jurisdictions set forth in the compatibility plan.

The responsibility for implementing an adopted airport land use compatibility plan ultimately depends on the affected local agencies that are located within the AIA. Per Government Code §65302.3, every county and city affected by an airport land use compatibility plan must make its general plan (and specific plans) consistent with the compatibility plan. Local agencies also have the option to overrule ALUC policies, as described later in this chapter.

As the ALUCP states, local agencies are also required to submit their plans and certain proposed land use actions to the ALUC for review. Per PUC §21676(b), local agencies are required to submit general plans, specific plans, zoning ordinances, and building regulations to the ALUC for consistency review prior to their adoption or amendment. Individual development projects are not typically subject to ALUC review unless an agency's general or specific plan has not been made consistent with the adopted airport land use compatibility plan (and the local agency has not adopted an override of the compatibility plan).

1.3.4 Relationship between Compatibility Plans and Airport Plans

As described earlier in this Chapter, ALUCPs must be based on either a long-range airport master plan or an ALP (PUC §21675(a)). Conversely, PUC §21676(c) requires that any proposed modification to an airport master plan be submitted to the ALUC for review to determine if the updated master plan is consistent with the airport land use compatibility plan. In situations such as these, ALUCs generally review master plans to ensure that proposed master plan projects remain compliant with established compatibility criteria, and that any potential off-airport impacts are adequately addressed. In the event that a master plan proposes alterations to an airport's runway(s) (i.e., lengthening or widening a runway), the associated ALUCP should be updated to reflect these changes.

1.4 General Plan Consistency

State law requires that, once an ALUC has adopted or amended an ALUCP, general plans and any applicable specific plans be amended, as necessary, in order to be consistent with the compatibility plan (Government Code §65302.3(a)-(b)). This action must be taken within 180 days of when the ALUC adopts or amends its plan.

Alternatively, local agencies have the option of taking the steps necessary to overrule all or part of the compatibility plan. Should a local agency choose to overrule an ALUC, four mandatory steps must be taken:

- At least 45 days prior to any decision to overrule the commission, the local agency must provide the local ALUC and Caltrans' Division of Aeronautics a copy of the proposed decision and findings;
- The holding of a public hearing;
- The making of specific findings that the action proposed is consistent with the State Aeronautics Act; and
- Approval of the proposed action by a two-thirds vote of the agency's governing body.

For more information on the overrule process, please refer to PUC §21676.5(a) or the Caltrans Handbook (http://dot.ca.gov/hq/planning/aeronaut/documents/alucp/lu_p03_protecting_our_airports_and_communities.htm).

Jurisdictions affected by this ALUCP, which include the County of Amador and the Cities of Jackson and Sutter Creek, may need to modify their general plans, specific plans, and other policy documents for consistency with this ALUCP. Jurisdictions can ensure consistency with this ALUCP through one of these strategies:

- **Incorporate Policies into One or More Existing General Plan Element(s)**—One method of achieving the necessary planning consistency is to modify existing general plan elements.

For example, jurisdictions could insert airport land use compatibility policies into the land use element, and relevant policies into the noise and safety elements. The primary compatibility criteria and associated maps, along with the procedural policies, could be incorporated into the land use element. By using this approach, direct conflicts would be eliminated and a local agency could fully incorporate a majority of mechanisms and procedures into its general plan to ensure compliance with compatibility criteria.

- **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a local agency's general plan also needs to address on-airport development and operational issues. The jurisdiction would still need to address the issue of modification of other plan elements in order to provide cross-referencing and eliminate conflicts.

- **Adopt the ALUCP as Stand-Alone Document**—Local agencies selecting this option could simply adopt the relevant portions of the ALUCP as a local policy document. Changes to the community's existing plan(s) would be minimal. The local agency would need to add policy reference(s) to the separate ALUCP document and remove any direct land use or other conflicts with compatibility planning criteria from local plan(s). Local plan(s) could include a limited discussion of compatibility planning issues, but the substance of most compatibility policies would appear only in the stand-alone ALUCP. The key to this method lies in ensuring that the provisions of the stand-alone document carry over to discretionary and ministerial development project approvals.

- **Adopt Airport Combining District or Overlay Zoning Ordinance**—Local agency adoption of an airport combining district or overlay zoning ordinance allows for jurisdictions to codify airport compatibility criteria identified only in concept in the local plan(s). Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would essentially be accomplished solely through the zoning ordinance. The general plan and applicable specific plans would require some (usually minimal) changes to refer to the ALUCP and the overlay zone.

Any of the above identified methods, or a combination of methods, are acceptable approaches for ensuring consistency between local planning documents and this ALUCP. Overall, when updating their planning documents, local agencies need to focus on 1) addressing compatibility issues either directly in a general plan, or indirectly through reference to a zoning ordinance or other policy document, and 2) avoiding direct conflicts with the compatibility criteria set forth in this ALUCP.

CHAPTER 2
Westover Field and Surrounding Environs

2.1 Introduction

The physical and operational characteristics of Westover Field, as well as the land uses (both existing and planned) that surround the Airport, provide the vital information and setting upon which this ALUCP is formed. Understanding the operations of an airport, and how it may affect the community around it, plays a vital role in formulating an airport land use compatibility plan. This information is also utilized for determining potential impacts to the environment that may result from implementation of this ALUCP, as a part of the California Environmental Quality Act (CEQA) process.

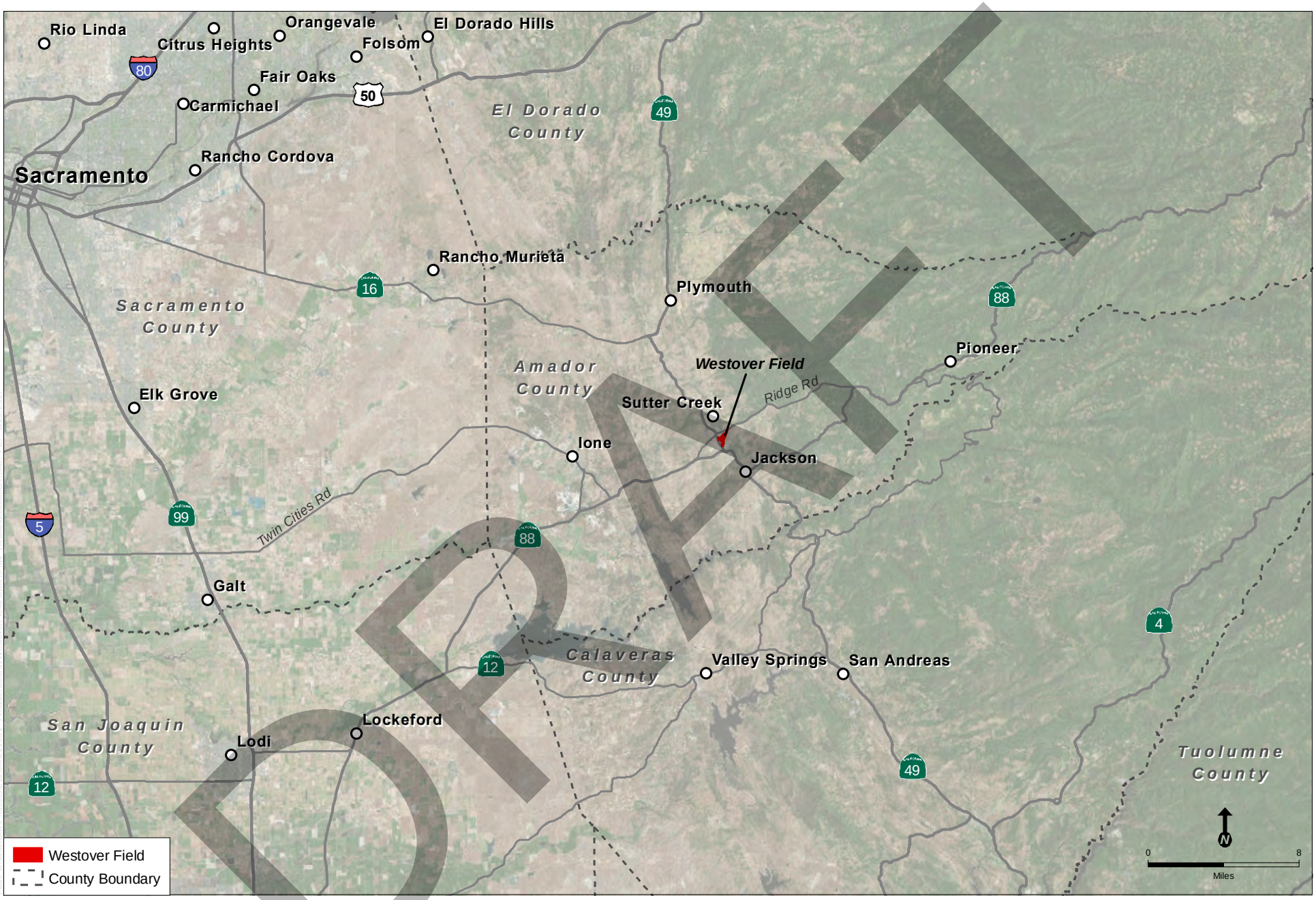
2.2 Westover Field

2.2.1 Location and History

Westover Field is a general aviation facility owned and operated by Amador County, under the General Services Administration. It is located approximately 2.2 miles north of Jackson, less than two miles south of Sutter Creek, 40 miles southeast of Sacramento, and approximately 96 miles northeast of San Francisco (see **Figure 2-1**). Amador County Airport was officially opened on April 5th, 1931. The Airport originally operated as a private field, but was transferred to public use in 1936. Major development of the Airport did not occur until after World War II. In the late 1940s, aviation officials at the federal, state, and county levels administered a $50,000 development project to create a Class 1 airport for the County. The funds were used to improve the runway and construct a new hangar and office, a new apron, a parking area, and a road leading from State Route (SR) 49 to the airport. Another major expansion was undertaken in the late 1970s which resulted in the addition of more property and the construction of the present 3,400-foot runway.[1]

Bill Westover acted as assistant airport manager in 1946 and was promoted to airport manager in 1955. He served in this position until 1967. In honor of his twenty years of service, Amador County Airport was renamed Westover Field. Although Westover Field appears to be the more common names, this airport does utilize both names.

[1] Larry Cenotto. 2006. Logan's Alley, Amador County Yesterdays in Picture and Prose, Volume V. Cenotto Publications. Jackson: California.



SOURCE: ESA, 2017; ESRI Mapping Services

Amador County Westover Field ALUCP . 211961

Figure 2-1

Regional Location

ESA

DRAFT FOR DELIBERATIVE PURPOSES ONLY

2.2.2 Facilities and Operations

Westover Field is an Airport Reference Code (ARC) B-1 category facility, which caters to most GA aircraft (12,500 pound gross weight maximum). This corresponds to aircraft approach speed Category B (91 – 121 knots) and Airplane Design Group 1 (ADG 1), which allow up to a 49-foot wingspan. The most current airport layout plan (ALP) for the Airport is depicted in **Figure 2-2**.

Current Airport Facilities

Westover Field's single runway (1-19) is oriented north-to-south, and is 3,401 feet long and 60 feet wide. A 30-foot wide parallel taxiway is located on the west side of Runway 1-19, which provides a total of four connecting taxi lanes. A helicopter landing pad is located to the west of the parallel taxiway.

Landside facilities at the Airport include 96 aircraft tie-down positions, which are available for both based and transient aircraft, 48 portable hangars, 24 T-hangars, and 17 box hangars for a total aircraft parking capacity of 185. In addition to these facilities, the Airport also accommodates six large, fixed-based operation (FBO) hangars, which are used for aircraft maintenance. Based or transient aircraft can refuel at one of two fuel tanks located west of Runway 1-19; one 12,000-gallon tank is available for 100 LL (low lead) avgas (aviation gasoline), and another 12,000-gallon tank provides Jet-A fuel. All of Westover Field's landside facilities are located to the west of Runway 1-19.

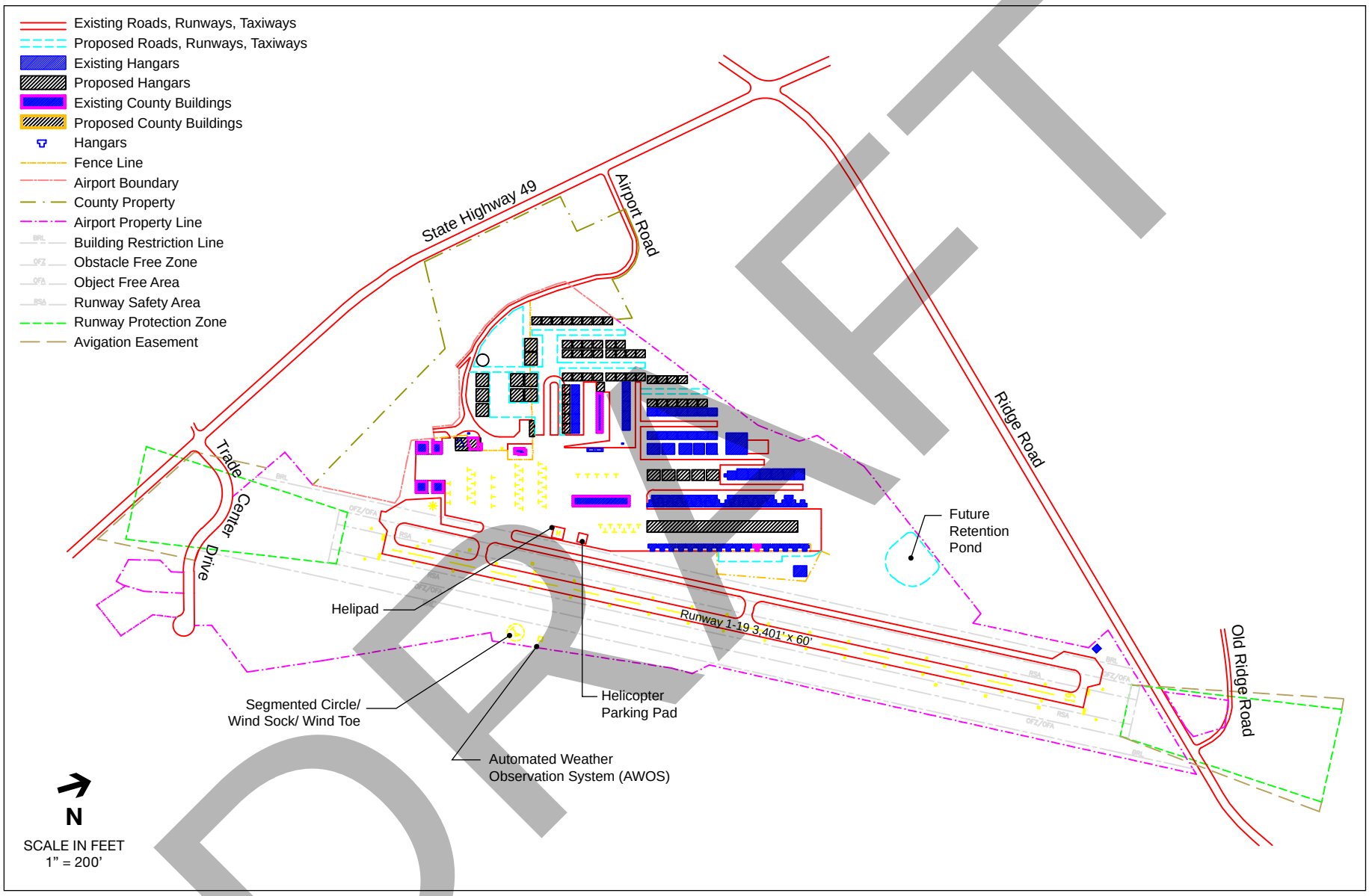
Other facilities at Westover Field include the administration building, which is located in the southwest portion of the Airport, approximately 50 vehicle parking spots, as well as a large gravel area between the main apron and access road, which can accommodate an additional 50-100 vehicles.[2]

Future Airport Facilities

In order to ensure that the Airport continues to function adequately, meets FAA standards, and serves the needs of the aviation community, as well as accommodates the forecasted growth in the number of based aircraft and operations at the Airport, the 2005 *Westover Field Master Plan* (Master Plan) identified several projects intended to improve the functionality of the Airport, as well as to expand its capacity. Projects proposed in the Master Plan include runway safety area (RSA) and stopway[3] improvements; airfield drainage improvements; taxiway improvements; lighting improvements; pavement maintenance; runway widening; and remodeling of the existing terminal/administration building.

2 Amador County. 2005. Westover Field Airport Master Plan. Pages 2.5 to 2.6.

3 Runway "stopways," or "overruns," are located on either end of a runway, and are intended to provide additional length to a runway in the event that an aircraft must abort a takeoff, or requires longer roll-out distance on landing.



SOURCES: Cortright & Seibold, 2013; ESA 2016

Amador County Westover Field ALUCP. 211961

Figure 2-2

Airport Layout Plan

In addition to these improvements, the Master Plan proposes the development of a variety of aircraft parking, so as to accommodate the forecasted growth of general aviation operations. The selected alternative in the Master Plan identified the removal of some existing tie downs and T-hangars, while adding new portable hangars, box hangars, and large (corporate-style) hangars. In total, the Master Plan's preferred alternative for aircraft parking would result in 253 aircraft parking spaces (a net gain of 68 parking spaces above current conditions).

The projects identified in the 2005 Master Plan were forecasted to occur in three stages over a 20-year planning cycle, and would be developed on an as-needed basis.

Airport Operations

Current Based Fleet Mix and Operations

Westover Field currently has 132 aircraft based at the Airport. Of these 132 based aircraft, 122 are single-engine piston airplanes, five are multi-engine airplanes, four are helicopters, and one is a glider.[4] This number is an increase of approximately 4.7 percent from the number of aircraft that were based at the Airport at the time the *Westover Field Airport Master Plan* (Master Plan) was prepared in 2005, which was 126.

According to the most current operations data available, over a one-year period, Westover Field averaged 68 operations (takeoff and landing) a day, for a total of approximately 25,000 annual operations.[5]

Forecasted Based Fleet Mix and Operations

The 2005 Master Plan provides forecasts of the based fleet mix and operations at Westover Field through 2020. However, pursuant to Public Utilities Code (PUC) §21675(a), an ALUCP shall be based on either a master plan or ALP that "reflects the anticipated growth of the airport during at least the next 20 years." Pursuant to these guidelines, the 2020 forecasts set forth in the Master Plan would be inadequate for the purposes of this ALUCP. In order to ensure that the 20-year forecasting standard set forth by State guidelines is met for this ALUCP, the based fleet mix and operations were updated using current data and methodologies set forth in the Master Plan.

In determining the number of based aircraft at Westover Field over a 20-year forecast period, the Master Plan utilized a high/low forecast range (rather than a single value) for each future year in order to account for uncertainty in federal and State economic trends. As such, the annual growth rates used in the Master Plan ranged from 1.3 – 1.9% (for low and high forecast values, respectively). The Master Plan developed a forecast of general aviation aircraft operations by using the "high-range" of based aircraft forecasted for Westover Field, with an estimate of

4 Dave Sheppard, Amador County Airport Manager, electronic communication to Brian Grattidge, April 26, 2012.
5 Dave Sheppard, Amador County Airport Manager, electronic communication, March 8, 2011. For a 12-month period ending February 28, 2010.

approximately 300 operations per based aircraft. For itinerant operations, the Master Plan assumes a distribution of 45% itinerant operations to 55% local operations.

Given that the current number of based aircraft and annual operations at Westover Field (as described above) are below the Master Plan forecast level for this timeframe, the ALUCP forecast operations have been adjusted accordingly. The 1.9% growth rate has been retained for projections over the next 20 years. Economic trends at both the national and state levels, as well as the local population growth rate (up 0.8% from 2001), suggest relatively slow to modest growth in regional general aviation operations; though this does not preclude the possibility that future economic improvements would result in the growth of the general aviation market. **Table 2-1** provides the based aircraft and operations developed for the ALUCP forecast.

TABLE 2-1
WESTOVER FIELD FORECASTED OPERATIONS 2012 – 2032

Year	Based Aircraft*	Annual Operations per Based Aircraft	Annual Operations	Operations Distribution	
				Itinerant (45%)	Local (55%)
2012	132	300	39,600	17,820	21,780
2015	141	300	42,300	19,035	23,265
2020	156	300	46,800	21,060	25,740
2025	171	300	51,300	23,085	28,215
2030	186	300	55,800	25,110	30,690
2032	201	300	60,300	27,135	33,165

NOTE:
* The based fleet in each forecast year includes one (1) glider aircraft. This aircraft was not included in any of the noise modeling prepared in support of this ALUCP.

Source: Amador County, 2012; ESA Airports, 2012.

The revised forecast of based aircraft is within the theoretic maximum capacity of Westover Field, as identified in the Master Plan's preferred alternative; which envisioned a maximum of 253 aircraft parking spaces. Therefore, full build-out of Westover Field, as described in the Master Plan, would more than adequately accommodate the updated forecast of based aircraft and operations over the next 20 years. Furthermore, while FAA's terminal area forecast (TAF) indicates no future growth of operations at Westover Field over the 20-year planning horizon, it is prudent to predict a reasonable level of growth for the purposes of airport land use compatibility planning. While the number of based aircraft has declined since the 2005 Master Plan was adopted, four based aircraft have been added over the last two years, which is consistent with a 1.3 – 1.9% growth range assumed in the Master Plan.

Using the above growth rates, **Table 2-2** provides a breakdown of the forecasted based fleet mix by aircraft type that was developed for this ALUCP. Forecasted operations used for the purpose of preparing the noise contours depicted in Chapter 3 of this ALUCP, broken down by aircraft type, are provided in **Table 2-3**.

TABLE 2-2
PERCENTAGE OF BASED FLEET BY AIRCRAFT TYPE (2032)

Aircraft Type	Percentage (%) of Based Fleet
Single-engine Piston	93
Multi-engine Piston	3
Helicopter	4
Total	100

Source: Amador County, 2012; ESA Airports, 2012.

TABLE 2-3
FORECASTED OPERATIONS BY AIRCRAFT TYPE (2032)

Aircraft Type	Operations	
	Itinerant	Local
Single-engine Piston	25,145	30,690
Multi-engine Piston	1,031	330
Multi-turbo	N/A	330
Helicopter	824	1,650
Total	27,000	33,000

Source: Amador County, 2012; ESA Airports, 2012.

The time-of-day distribution for forecasted operations were determined to break down to 95 percent occurring during daytime hours (7:00:00 am – 6:59:59 pm), three percent occurring during the evening hours (7:00:00 pm – 9:59:59 pm), and two percent occurring during the nighttime hours (10:00:00 pm – 6:59:59 am).

Runway Utilization and Air Traffic Procedures

The runway use percentages for departures and arrivals for daytime, evening, and nighttime activity for 2032 are included in **Tables 2-4** and **2-5** for fixed wing and helicopters, respectively. The majority of the aircraft operations, both fixed wing and helicopter, will be made to the south using Runway 19. All helicopter departures are expected to utilize the Airport's helipad for departure.

TABLE 2-4
2032 PROJECTED FIXED WING RUNWAY USE PERCENTAGES

Runway	Day	Evening	Night
01	25%	15%	5%
19	75%	85%	95%
Total	**100%**	**100%**	**100%**

SOURCE: Amador County, 2012

TABLE 2-5
2032 PROJECTED HELICOPTER RUNWAY AND HELIPAD USE PERCENTAGES

Runway/ Helipad	Day		Evening		Night	
	Departure	Arrival	Departure	Arrival	Departure	Arrival
01		25%		15%		5%
19		75%		85%		95%
HELO	100%		100%		100%	

SOURCE: Amador County, 2012.

The Airport traffic pattern is a standard left-turn on the east and west sides of the runway. A close-in traffic pattern has been established for Runway 19 (east side) in order to minimize aircraft noise exposure on nearby residents. The traffic pattern altitude is 2,690 feet above Mean Sea Level (MSL) (1,000 feet above ground level [AGL]). During calm weather conditions, the preferred runway is Runway 19. Pilots are requested to maintain runway heading until reaching 2,200 feet MSL for noise abatement purposes.

According to the Master Plan, FAA-approved instrument flight rule (IFR) approach procedures exist based upon the Linden VORTAC (VOR/DME Runway 1) and a global positioning satellite (GPS) approach (GPS Runway 1). The lowest straight-in minimums are 400-foot ceiling and one-mile visibility with the local altimeter setting.[6]

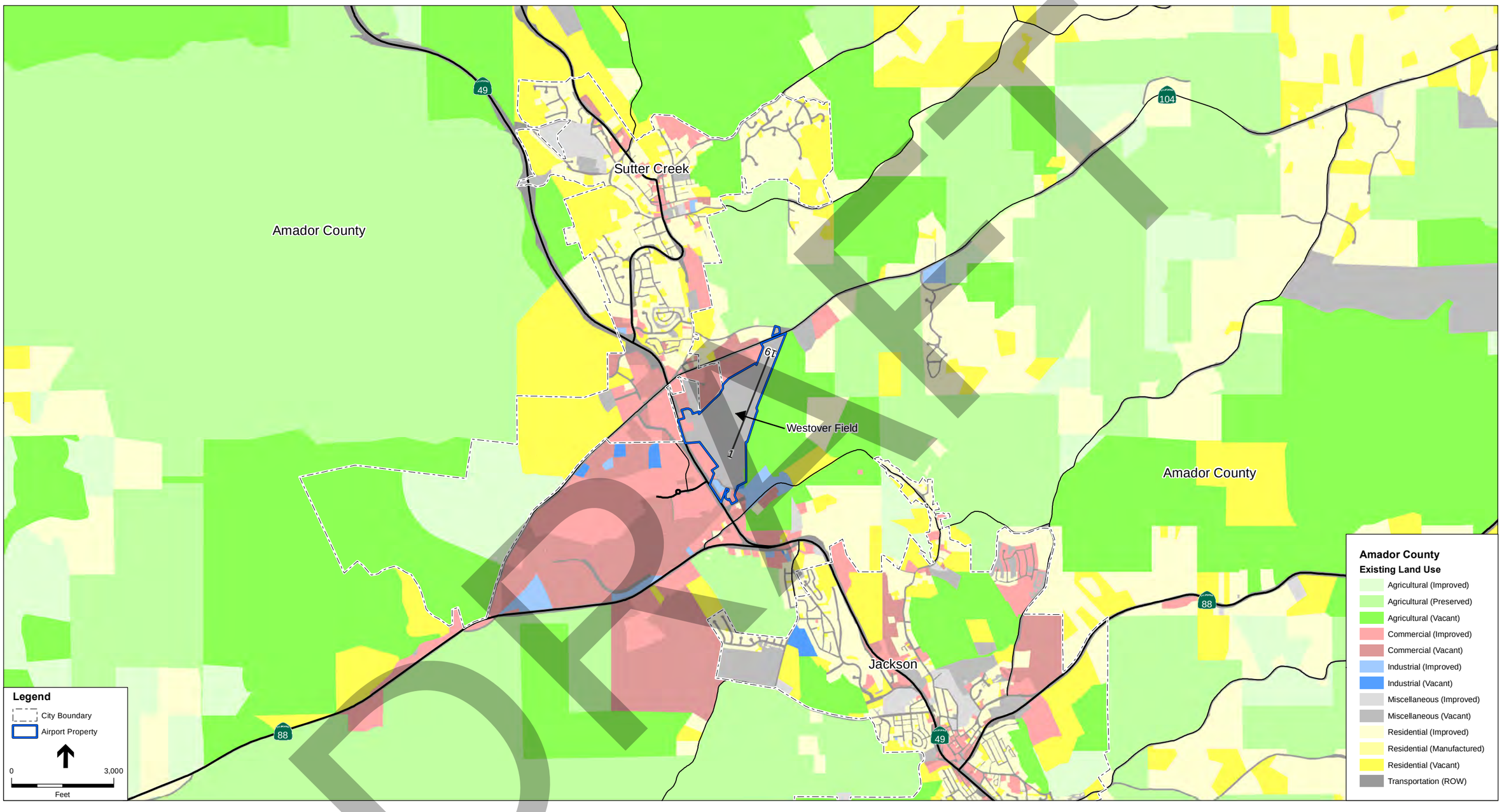
2.3 Existing and Planned Land Uses in the Vicinity of Amador County Airport

2.3.1 Amador County

Westover Field is located within the unincorporated community of Martell in western Amador County, between the cities of Sutter Creek and Jackson, which are located north and south of the Airport, respectively.

Existing County land uses in the vicinity of Westover Field include commercial and industrial uses to the south and west of the Airport, agricultural uses to the east of Runway 1-19; and a mix of residential, commercial, and agricultural uses to the north of the Airport (see **Figure 2-3**).

6 Amador County. 2005. Westover Field Airport Master Plan. Page 2.6.

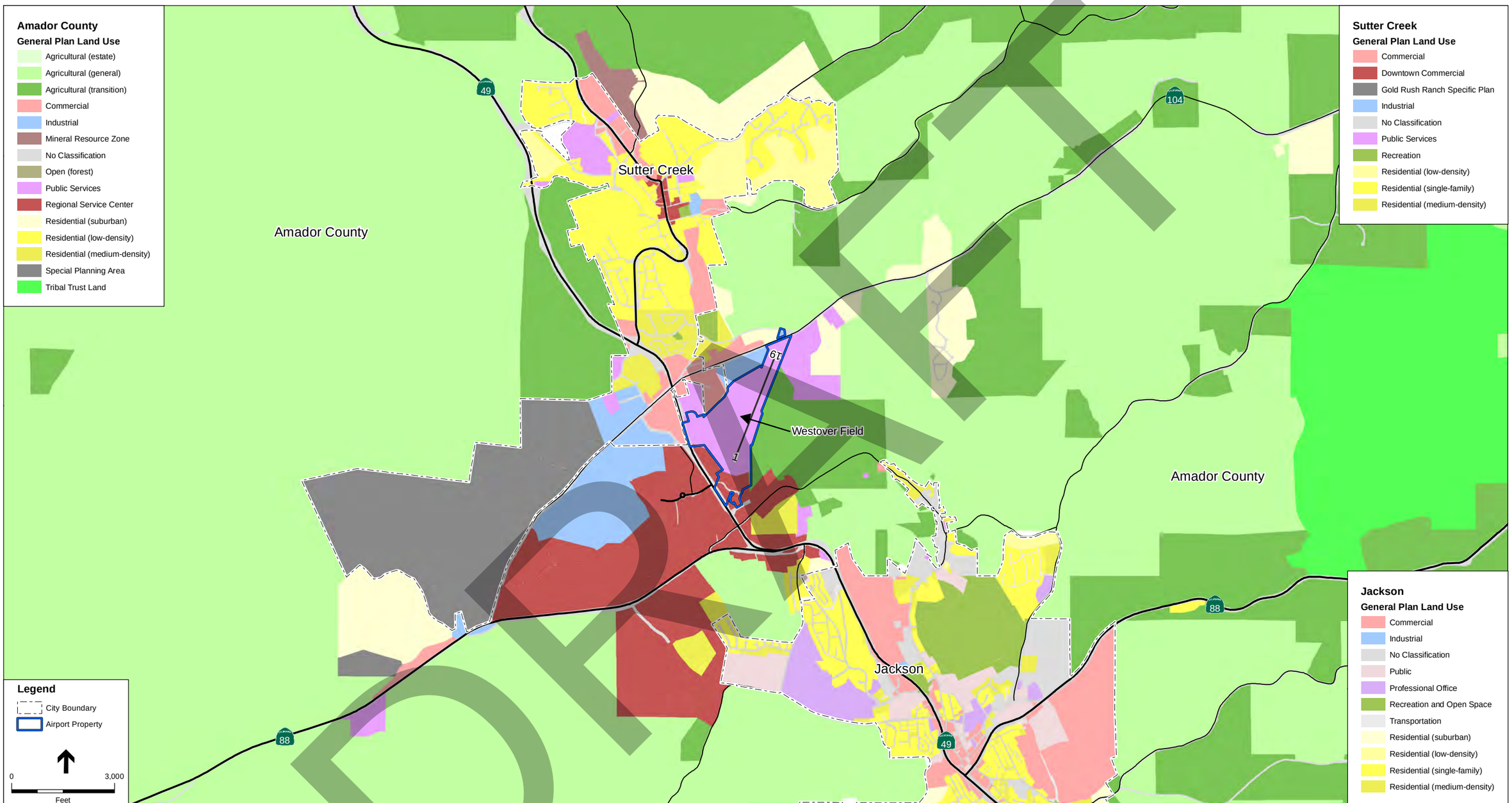


SOURCE: Amador County Transportation Commission, 2017; and ESA, 2017

Amador County Westover Field ALUCP . 211961

Figure 2-3

Generalized Existing Land Uses



SOURCE: Amador County Transportation Commission, 2016; City of Jackson, 2016; City of Sutter Creek, 2016; and ESA, 2017

Amador County Westover Field ALUCP . 211961

Figure 2-4

Generalized Planned Land Uses

The Land Use Element of the *Amador County General Plan* (County General Plan) designates the Airport as Public Services. County General Plan land use designations north of the Airport include residential (suburban) uses, commercial uses, public services, industrial uses, and agriculture. Land to the east of the Airport is designated as agriculture (estate), residential (suburban) uses, and public services. County land use designations south of Westover Field are predominately industrial and regional service center (see **Figure 2-4**).

2.3.2 City of Jackson

Existing land uses within the vicinity of Westover Field associated with the City of Jackson include residential and agricultural uses to the southeast of Runway 1-19 and residential uses and Argonaut High School to the south of Runway 1-19.

The Land Use Element of the *City of Jackson General Plan* identifies the City's Sphere of Influence (SOI) as extending north and abutting the eastern portion of Airport property. The City of Jackson identifies this area within its SOI as Urban Reserve. According to the General Plan Land Use Element, "the Urban Reserve Designation is intended to preserve undeveloped lands surrounding the City until such time that conversion to urban/suburban uses are determined appropriate and feasible." The Land Use Element goes on to state that future development within the Urban Reserve designation would be intensified in the areas closest to the City center, with increasingly reduced densities as the development moves away from the City towards adjacent agricultural uses.[7]

Planned land uses on the northwest end of the City of Jackson, closest to the Airport, include a mix of General Plan designations such as low- to medium-density residential, public, and commercial uses south of SR 49, and low- to medium-density residential, commercial, open space and recreation, and public uses north of State Route 49 (see **Figure 2-4**).

2.3.3 City of Sutter Creek

Existing land uses associated with the City of Sutter Creek that are in the vicinity of the Airport include commercial uses east of State Route 49, a recreation area (Italian Society Park) west of SR 49, and industrial uses to the west of SR 49 (south of Ridge Road). These areas, as shown in **Figure 2-3**, are designated for commercial and industrial uses. Existing land uses to the north of Ridge Road include a mix of commercial and residential uses north of Ridge Road and east of SR 49, and commercial, residential, and industrial uses to the west of SR 49.

The Land Use Element of the *City of Sutter Creek General Plan* identifies its SOI extending south past Ridge Road, and encompassing Westover Field and portions of unincorporated Amador County. In addition to a variety of other land use overlays, the City of Sutter Creek General Plan recognizes Westover Field's Airport Safety Area (ASA), within which proposed

[7] City of Jackson. 2008. City of Jackson Land Use Element. Adopted November 10, 2008 (City Council Resolution 2008-44). Page 14.

City of Sutter Creek land uses must be compatible with the policies set forth in the 1988 *Airport Land Use Plan for Westover Field*.

CHAPTER 3
Policies

3.1 Introduction

3.1.1 Purpose of the Compatibility Policies

The policies set forth in this Chapter serve two functions:

(a) To articulate the procedures to be used by the Amador County ALUC and affected local agencies for the purpose of performing airport land use compatibility review as required in the California State Aeronautics Act (PUC §21670 et seq.), while also encouraging the development of land uses that are both appropriate and beneficial to the Amador County and the neighboring affected jurisdictions; and

(b) To identify the compatibility criteria that the ALUC shall use in the review of projects involving land use development within the Westover Field airport influence area (AIA); including the Airport Master Plan and other development plans for Westover Field. Similarly, local agencies such as Amador County, the cities of Jackson and Sutter Creek, and any special districts that may be affected by this document shall use this ALUCP to modify their respective general or specific plans and zoning ordinances for consistency with this ALUCP.

3.1.2 Effective Date

The policies presented in this ALUCP shall become effective on the date that the Amador County ALUC adopts the plan.

(a) The previous plan for Westover Field was adopted in 1987 and amended in 1990. The earlier plan shall remain valid until the ALUC adopts this ALUCP, or shall become effective if a court action invalidates the entirety of this ALUCP.

(b) Any project or phase of a project that qualifies as an existing land use (see definition in Policy 3.2), for which an application has been completed, prior to the date of adoption of this ALUCP shall not be required to comply with the policies set forth in this Plan. For projects that qualify as an existing land use prior to the adoption of this ALUCP, the policies of the 1990 compatibility plan shall apply.

3.2 Definitions

Definitions of terms for the purposes of the policies set forth in this document are as follows. Additional definitions are found in the Glossary.

- 14 CFR Part 77: The part of the Federal Aviation Regulations that addresses objects affecting navigable airspace, per the Title 14 Code of Federal Regulations.

- 14 CFR Part 77 Surfaces: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.

- Above Field Elevation (AFE): Height that is expressed, in feet, of an object measured from the elevation of Westover Field.

- Above Ground Level (AGL): Height that is expressed, in feet, of an object measured from the ground.

- Aeronautics Act: Except as indicated otherwise, the article of the California Public Utilities of the California Public Utilities Code (Section 21670 et seq.).

- Aircraft Accident: An occurrence incident to flight in which, as a result of the operation of an aircraft, a person (occupant or non-occupant) receives fatal or serious injury or an aircraft receives substantial damage.

  Except as provided below, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.

  Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered substantial damage.

- Aircraft Incident: A mishap associated with the operation of an aircraft in which neither fatal nor serious injuries nor substantial damage to the aircraft occurs.

- Aircraft Mishap: The collective term for an aircraft accident or an incident.

- Aircraft Operation: The airborne movement of aircraft at an airport or about an en-route fix or at other point where counts can be made. There are two types of operations: local and itinerant. An operation is counted for each landing and each departure, such that a touch-and-go flight is counted as two operations.

- Airport: Westover Field, or an area of land or water that is used or intended to be used for the landing and taking off of aircraft, including its buildings and facilities.

- Airport Elevation: The highest point of an airport's usable runways, measured in feet above mean sea level.

- Airport Influence Area (AIA): The area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. In most circumstances, the airport influence area is designated by the ALUC as its planning area boundary for the airport and the two terms can be considered synonymous. The term airport influence area is synonymous with the term planning area referred to in State Aeronautics Act, PUC Section 21675.

- Airport Land Use Commission (ALUC): The Amador County Airport Land Use Commission. A commission authorized under the provisions of the 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.

- Airport Land Use Compatibility Plan (ALUCP): As used herein, a plan, usually adopted by an ALUC, which sets forth policies for promoting compatibility between airports and the land uses which surround them.

- Airport Layout Plan (ALP): A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

- Airport Master Plan (AMP): A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based.

- Ambient Noise Level: The level of noise that is all-encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

- Approach Protection Easement: A form of easement which both conveys all of the rights of an avigation easement and sets specified limitations on the type of land uses allowed to be developed on the property.

- Approach Speed: The recommended speed contained in aircraft manuals used by pilots when making an approach to landing. This speed will vary for different segments of an approach as well as for aircraft weight and configuration.

- 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 (FAA), together with aircraft aprons, hangars, terminal buildings, etc.

- Avigation Easement: A type of easement that typically conveys the following rights:

  – A right-of-way for free and unobstructed passage of aircraft through the airspace over the property at any altitude above a surface specified in the easement (usually set in accordance with the 14 CFR Part 77 criteria).

  – A right to subject the property to noise, vibrations, fumes, dust, and fuel particle emissions associated with normal airport activity.

  – A right to prohibit the erection or growth of any structure, tree, or other object that would enter the acquired airspace.

  – A right-of-entry onto the property, with proper advance notice, for the purpose of removing, marking, or lighting any structure or other object that enters the acquired airspace.

  - A right to prohibit electrical interference, glare, misleading lights, visual impairments, wildlife hazards, or other hazards to aircraft flight from being created on the property.

- Based Aircraft: Aircraft stationed at an airport on a long-term basis.

- 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.

- Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for evaluating airport noise. It represents the average 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.

- 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. Often referred to as a Comprehensive Land Use Plan (CLUP).

- Controlled Airspace: Any of several types of airspace within which some or all aircraft may be subject to air traffic control.

- Day-Night Average Sound Level (DNL): The noise metric adopted by the U.S. Environmental Protection Agency for measurement of environmental noise. It represents the average daytime noise level during a 24-hour day, measured in decibels and adjusted to account for the lower tolerance of people to noise during nighttime periods. The mathematical symbol is L_{dn}.

- 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.

- Deed Notice: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

- Designated Body: A local government entity, such as a regional planning agency or a county planning commission, chosen by the county board of supervisors and the selection committee of city mayors to act in the capacity of an airport land use commission.

- Displaced Threshold: A landing threshold that is located at a point on the runway other than the designated beginning of the runway (see *Threshold*).

- Easement: A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

- Equivalent Sound Level (Leq): The level of constant sound which, in the given situation and time period, has the same average sound energy as does a time-varying sound.

- Existing Land Use: A land use that either physically exists or else for which government approvals have been obtained through one or more of the following:

  – A valid building permit has been issued;

  – A legally valid development agreement has been approved and remains in effect, pursuant to Government Code Section 65866 which provides that *"A development agreement shall specify duration of the agreement, the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes."*;

  – A vesting tentative parcel or subdivision map has been approved, pursuant to Government Code, Section 66498.1(b), which "*confer a vested right to proceed with development standards in effect at the time the vesting tentative map is approved or conditionally approved*";

  – A final subdivision map has been recorded;

  – A use permit or other discretionary entitlement has been approved and not yet expired; or

  – A use permit, PUD, or PD indicating the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes that has been approved and not yet expired.

- Federal Aviation Administration (FAA): The U.S. government agency which is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

- Federal Aviation Regulations (FAR): Regulations formally issued by the FAA to regulate air commerce.

- Findings: Legally relevant subconclusions which expose a government agency's mode of analysis of facts, regulations, and policies, and which bridge the analytical gap between raw data and ultimate decision.

- General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers.

- Glide Slope: An electronic signal radiated by a component of an ILS to provide vertical guidance for aircraft during approach and landing.

- Global Positioning System (GPS): A navigational system which utilizes a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of nonprecision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.

- Height Review Overlay Zone: The area around an airport where the ground lies above a 14 CFR Part 77 surface or less than 35 feet beneath a 14 CFR Part 77 surface.

- 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.

- Heliport: A facility used for operating, basing, housing, and maintaining helicopters.

- Infill: Development that takes place on vacant property largely surrounded by existing development, especially development that is similar in character.

- Land Use Density: A measure of the concentration of land use development in an area. Mostly the term is used with respect to residential development and refers to the number of dwelling units per acre. Unless otherwise noted, policies in this compatibility plan refer to gross rather than net acreage.

- Land Use Intensity: A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre attracted by the land use. Unless otherwise noted, policies in this compatibility plan refer to gross rather than net acreage.

- Local Agency: Amador County or any city or other government agency (excluding federal agencies and tribes) having jurisdiction over land uses within its boundaries.

- Major Land Use Action: Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law.

- Mean Sea Level: Height that is expressed, in feet, of an object measured using mean sea level as its reference elevation.

- Meteorological Tower: A structure used for the measurement, collection, or monitoring of air quality, barometric pressure, temperature, wind speed, and wind energy resource data, and includes the tower, base plate, anchors, guy cables and hardware, anemometers (wind speed indicators), wind direction vanes, booms to hold equipment anemometers and vanes, data logger, instrument wiring, and any telemetry devices that are used to monitor or transmit wind speed and wind flow characteristics over a period of time for either instantaneous wind information or to characterize the wind resource at a given location.

- National Transportation Safety Board (NTSB): The U.S. government agency responsible for investigating transportation accidents and incidents.

- 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.

- Noise Level Reduction (NLR): A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.

- Nonconforming Use: In general, a land use, parcel, or building that does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the

plan or ordinance was adopted. For the purposes of the airport land use compatibility plan for Westover Field in Amador County, a nonconforming use is one that exists (see definition of "existing land use" in Policy XX) as of the plan's adoption date, but which does not conform to the compatibility criteria set forth herein.

- Obstruction: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of 14 CFR Part 77, Objects Affecting Navigable Airspace.

- Overflight: Any distinctly visible and audible passage of an aircraft in flight, not necessarily directly overhead.

- Overflight Easement: An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

- Overflight Zone: The area(s) where aircraft maneuver to enter or leave the traffic pattern, defined by flight tracks modeled at Westover Field.

- Overrule: An action taken by a local agency, in accordance with state law, in which an agency adopts or approves a general or specific plan, zoning ordinance, building regulation, or an airport master plan, when an ALUC has found the action to be inconsistent with this ALUCP.

- Planning Area Boundary: An area surrounding an airport designated by an ALUC for the purpose of airport land use compatibility planning conducted in accordance with provisions of the State Aeronautics Act.

- Project; Land Use Action; Development Proposal: Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this ALUCP.

- Redevelopment: Construction of a new use (though this does not have to be a new land use type) to replace an existing land use at a density or intensity that may differ from the existing use.

- Renewable Energy Generation: Methods of generating electrical power which do not require the combustion of fossil fuels such as oil and natural gas. Renewable energy generation might include (but is not limited to) solar, wind, and geothermal power, or the generation of energy from biomass or other sources.

- Riparian Habitat: Areas adjacent to rivers and streams with a differing density, diversity, and productivity of plant and animal species relative to nearby uplands.

- 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. These zones are also used in this ALUCP for the purpose of determining land use compatibility.

- Single-Event Noise: As used in herein, the noise from an individual aircraft operation or overflight.

- Single Event Noise Exposure Level (SENEL): A measure, in decibels, of the noise exposure level of a single event, such as an aircraft flyby, measured over the time interval between the initial and final times for which the noise level of the event exceeds a threshold noise level and normalized to a reference duration of one second. SENEL is a noise metric established for use in California by the state Airport Noise Standards and is essentially identical to Sound Exposure Level (SEL).

- Solar Facility, Commercial: A solar energy conversion system consisting of solar arrays, and associated control or conversion electronics that convert solar energy to utility power for the primary purpose of resale or off-site use.

- Solar Facility, Non-commercial: A facility that converts sunlight into electricity either through photovoltaic, concentrated solar thermal, or solar hot water devices that are accessory to, and incorporated into, the development of an authorized use of the property, and which are designed for the purpose of reducing or meeting on-site energy needs.

- Sound Exposure Level (SEL): A time-integrated metric (i.e., continuously summed over a time period) which quantifies the total energy in the A-weighted sound level measured during a transient noise event. The time period for this measurement is generally taken to be that between the moments when the A-weighted sound level is 10 dB below the maximum.

- Touch-and-Go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

- Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

- Visual Approach: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

- Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum-generally, a 1,000-foot ceiling and three-mile visibility.

- Wind Turbine Generator, Commercial: A wind-driven machine, generating a total of 1.5 kilowatts (KW) or greater on-site, that converts wind energy into production of electrical power, either for the primary purpose of on-site use or resale or off-site use.

- Wind Turbine Generator, Non-commercial: A wind-driven machine, generating a total of less than 1.5 kilowatts (KW) on-site that converts wind energy into production of electrical power for the primary purpose of on-site use and not for resale.

- Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

3.3 Airport Influence Area

The AIA is the area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The AIA is determined by the ALUC, based on the location and configuration of the airport, the extent of the noise and safety impacts associated with the airport(s), and other compatibility factors as appropriate (such as airspace protection). Where an ALUC has not formally adopted an AIA, the default distance is two miles from the runway (per PUC Section 21675.1[b]). The AIA is important, as it defines the jurisdiction of the ALUCP. The AIA is established by the ALUCP after consulting with the involved agencies and the holding of a public hearing.

The AIA for the 1987 Airport Land Use Plan was based on the inner horizontal airspace surface (14 CFR Part 77 surface), which corresponds with the Plan's Safety Zone 3 ("Overflight Zone"). This AIA was subsequently shown in the general plans, and or zoning maps, of the County, and the cities of Jackson and Sutter Creek.

For this 2017 update of the ALUCP, the AIA incorporates the entirety of the six safety zones and all of the CNEL contours, which range from 55 to 70 dB. Due to FAA-approved changes in the Airport Layout Plan (ALP), the inner horizontal surface is now larger than the 1990 Plan. The decision to include all safety zones in the AIA has occurred for the following reasons:

- It provides relative continuity with the 1987 Airport Land Use Plan (as revised in 1990);
- It is a distinct area recognized by the FAA (although it does not represent the full area of the FAA's regulatory concern);
- It identifies the area within which height restrictions may be of most concern to local agencies with jurisdiction over development projects (while recognizing that the 14 Part 77 surfaces, and corresponding restrictions and procedures, extend farther);
- It is very similar (though not identical) to the Safety Zone (Zone 6) as calculated per the 2011Handbook.

With these factors in mind, the Safety Zones are shown in **Figure 3-1**.

3.4 Actions Subject to ALUC Review

3.4.1 Actions Requiring ALUC Review

3.4.1.1 General and Specific Plans, Zoning Ordinances, and Building Regulations

Pursuant to state law, prior to the approval of the following types of actions, the local agency must refer the action to the ALUC for review of consistency with this ALUCP:

(a) The adoption or amendment of any new or existing general or specific plan that affects the property located within the AIA (PUC §21676(b)).

(b) The adoption or amendment of any new or existing zoning ordinance or building regulation that affects land within the AIA (PUC §21676(b)).

(c) Any proposal for expansion of an existing airport or heliport, if such expansion will require an amended airport permit from the state of California (State Aeronautics Act Section 21664.5).

(d) Any proposal for a new airport, heliport, or military airfield, whether for public use or private use (State Aeronautics Act Section 21661.5), if the facility requires an Airport Permit or Heliport Permit issued by the California Department of Transportation.

3.4.1.2 Airport Actions

Pursuant to state law, the following airport actions are subject to ALUC review for consistency with this ALUCP, prior to approval by Westover Field:

(a) Adoption or amendment of a master plan for Westover Field (PUC §21676(c)).

(b) Any proposal to expand Westover Field, provided that such expansion will require an amended airport permit from the state (PUC §21664.5). An "expansion" may includes the construction of a new runway; the extension or realignment of an existing runway; and/or the acquisition of runway protection zones or any interest in land for the purpose of the previous previously mentioned actions.

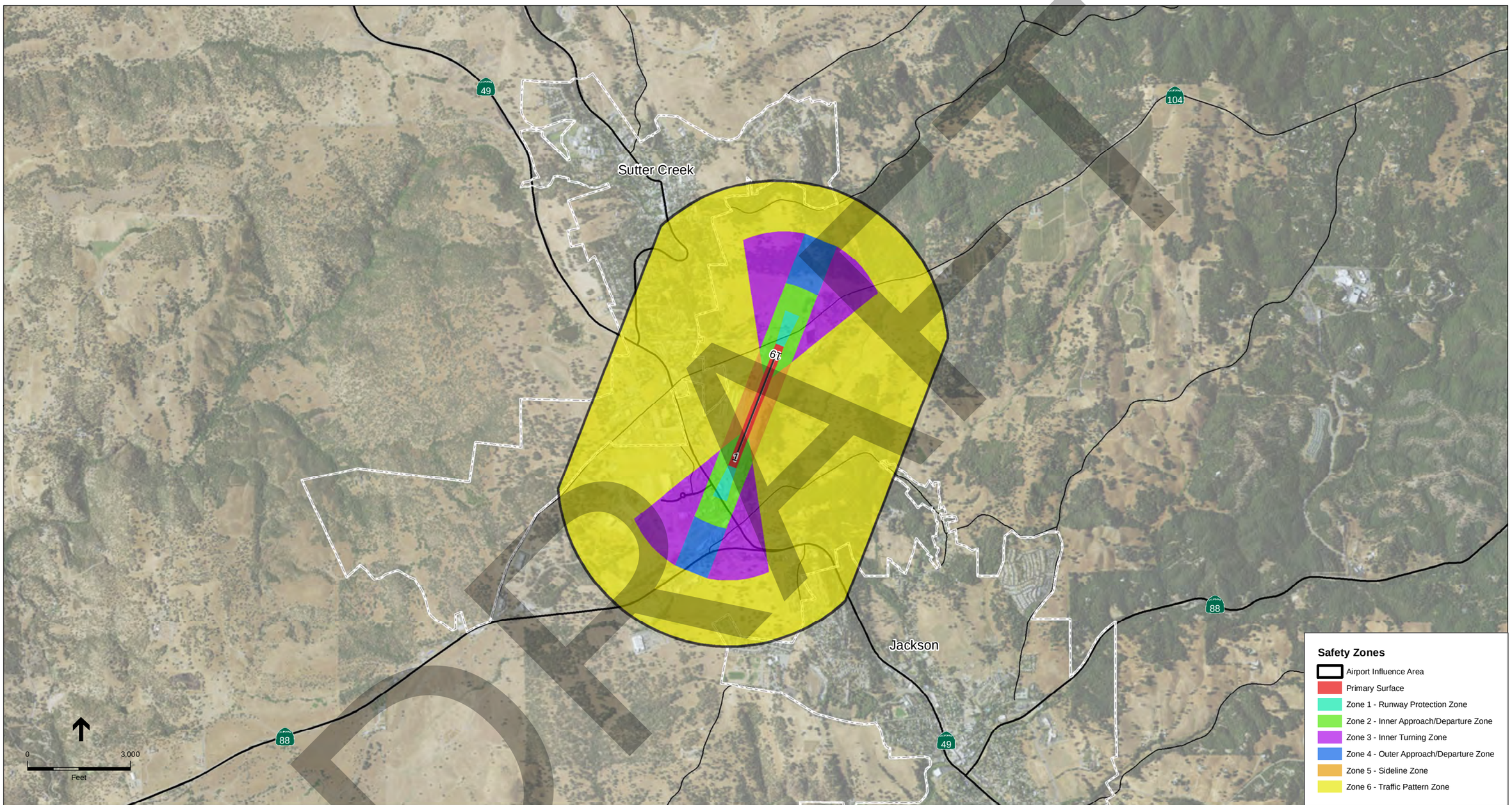
3.4.2 Other Actions Potentially Subject to ALUC Review

Other types of land use actions (including regulations and permits) within the established AIA are potentially subject to ALUC review under the following circumstances:

(a) Until such time that either (1) the ALUC finds that a local agency's general or specific plan is consistent with this ALUCP as currently adopted or as amended in the future or (2) the local agency has overruled the ALUC's determination of inconsistency, state law requires the local agency to refer all actions, regulations, and permits involving land within an AIA to the ALUC for a formal review and consistency determination (PUC §21676.5(a)).

1. For the purposes of this ALUCP, only *major land use actions*, as defined in Policy 3.4.2.1, shall be submitted for review.

(b) After a local agency has revised its general plan or specific plan to be consistent with this ALUCP, or has overruled the ALUC, the ALUC no longer has the authority under state law to require that all actions, regulations, and permits be referred for further review. However, the ALUC and local agency can agree that the ALUC should continue to receive, review, and comment upon individual projects (PUC §21676.5(b)).



SOURCE: ESRI; and ESA, 2016

Amador County Westover Field ALUCP . 211961

Figure 3-1

AIA and Safety Zones

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1. ALUC review of actions under these circumstances is "advisory" only, and would not represent a formal determination. Therefore, the local agency would not be required to implement any of the design changes or conditions recommended by the ALUC.

2. For the purposes of this ALUCP, only *major land use actions*, as defined in Policy 3.4.2.1, shall be submitted for review.

(c) Proposed redevelopment of property for which the existing use is consistent with the applicable general and/or specific plan, but is inconsistent with the policies set forth in this ALUCP, shall be subject to ALUC review.

1. In circumstances where a general or specific plan land use designation does not conform with this ALUCP, but had been deemed an "existing land use" at the time the plan was reviewed, and therefore was considered compatible, proposed redevelopment of such lands voids the consistency status. Proposed redevelopment of such land uses is to be treated as new development, and is subject to ALUC review even if the proposed use is consistent with the local general or specific plan.

3.4.2.1 Major Land Use Actions

"Major land use actions," for the purposes of this ALUCP, are actions that, due to their size, nature, detail, or a combination of these or other factors, present a potential compatibility concern. The circumstances under which ALUC review of these actions is required are indicated in Policy 3.4.2(a) and (b). The following are considered, for the purposes of this ALUCP, major land use actions:

(a) Any proposed expansion of a sphere of influence of a city or special district.

(b) Proposed pre-zoning associated with future annexation of land to a city.

(c) Any off-airport, nonaviation use of land within a clear zone at Westover Field.

(d) New development agreements or amendments to such agreements.

(e) Major capital improvements (i.e., sewer, water, and roads) which would promote urbanization in undeveloped areas where such land uses were not previously reviewed in a general or specific plan.

(f) Proposed land acquisition by a government entity for the development of any facility that may accommodate the congregation of people (i.e., a school or hospital).

(g) The proposed construction of any object that may be of a height requiring review by the FAA, pursuant to 14 CFR Part 77.

(h) Non-aviation development of airport property not previously shown on an approved ALP.

(i) Any project having the potential to attract hazardous wildlife within the vicinity of Westover Field.

(j) Any proposed commercial and non-commercial wind turbine projects greater than 100 feet in height Above Field Elevation (AFE).

(k) Any proposed new commercial-scale solar facilities.

3.5 Review Process

3.5.1 General

(a) Timing of Project Submittal. Proposed actions listed in Policy 3.4 should be referred to the ALUC at the earliest feasible point in time in order to ensure that local jurisdictions are given the appropriate amount of time to consider ALUC review. The timing of an ALUC's review of a proposed land use action may vary depending on the type of project submitted for review.

1. Depending upon the type of plan or project and the normal scheduling of meetings, ALUC review can occur before, after, or concurrently with review by the local planning commission and other advisory bodies, but must be accomplished before final action by the local agency.

(b) Fees. Any applicable review fees as established by the ALUC shall accompany the submittal of actions for ALUC or ALUC Administrative Officer review.

(c) Public Noticing. Where applicable, the ALUC shall provide public notice and obtain public input in accordance with the California Public Utilities Code (PUC Section 21675.2(d)) and general plan law (Government Code, Section 65090) before action on any plan, regulation, or other land use proposal under consideration.

3.5.2 General Plans, Specific Plans, Zoning Ordinance, and Building Regulations

3.5.2.1 Initial Review of Consistency

In conjunction with adoption of this ALUCP, the ALUC shall review the general plans, specific plans, and zoning ordinances of affected local agencies to determine their consistency with the ALUCP.

(a) Within 180 days of the ALUC's adoption or amendment of the ALUCP, each local agency must amend its general plan and any applicable specific plan to be consistent with the ALUCP or, alternatively, adopt findings and override the ALUC in accordance with PUC §21676(b) (Government Code §65302.3).

(b) Prior to taking action on a proposed amendment to a general plan or specific plan, the local agency must submit a draft of the proposal to the ALUC for review and approval, in accordance with PUC §21676(b).

(c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the ALUC modify the areas defined as "infill" in

accordance with Policy 3.2. The ALUC will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.

(d) After a local agency has revised its general plan or specific plan for consistency with the ALUCP, subsequent land use proposals within the AIA (which are consistent with the applicable general plan, specific plans, and zoning ordinances) are subject to ALUC review only under the conditions indicated in Policy 3.4.2.

3.5.2.2 Subsequent Reviews of Land Use Development Proposals

As indicated in Policies 6.1.4 (a)(1) and 6.1.4 (a)(2), prior to taking action to adopt a new or amended (or amendment to) a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an AIA as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the ALUC for review. Subsequent land use development that is consistent with applicable, previously reviewed, local plans, ordinances, and regulations is subject to ALUC review only under the conditions indicated in Policies 6.1.4 (b) and 6.2.3 (d).

3.5.2.3 Required Project Submittal Information

Copies of the complete text and maps of the plan, ordinance, or regulation proposed for adoption or amendment must be submitted to the ALUC for review. Any applicable supporting material documenting that the proposed action is consistent with this ALUCP should be included.

3.5.2.4 ALUC Action Choices

When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the ALUCP, the ALUC has three choices of action:

(a) Find the plan, ordinance, or regulation consistent with the ALUCP. If a local agency wishes to proceed with adoption or amendment of a general or specific plan, zoning ordinance, or building regulation that has been determined to be inconsistent with this ALUCP, the agency must follow the overrule provisions of PUC §21676(a).

(b) Find the plan, ordinance, or regulation consistent with the ALUCP, subject to conditions and/or modifications that the ALUC may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.

(c) Find the plan, ordinance, or regulation inconsistent with the ALUCP. In making a finding of inconsistency, the ALUC shall note the specific conflicts upon which its determination is based.

3.5.2.5 Response Time

The ALUC must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (PUC §21676(d)).

(a) The date of submittal shall be the date on which all applicable project information, as specific in Policy 3.5.2.3, is received by the ALUC Administrative Officer.

(b) If the ALUC fails to make a determination within that period, the proposed action shall be deemed consistent with the ALUCP.

(c) The 60-day review period may be extended if the submitting agency or project applicant agrees to the request in writing or so acknowledges at the ALUC hearing on the action.

(d) Regardless of ALUC action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.

(e) The referring agency shall be notified of the ALUC's action in writing.

3.5.3 Airport Plans

3.5.3.1 Required Submittal Information

Any proposal for a new airport or heliport, or an airport or heliport master or development plan, submitted to the ALUC for review shall contain sufficient information to enable the ALUC to adequately assess the noise, overflight, safety, and airspace protection impacts of airport activity upon surrounding land uses.

(a) At a minimum, information to be submitted shall include:

1. A layout plan drawing of the facility showing the location of:

   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.

2. Airspace surfaces in accordance with FAR, Part 77.

3. Activity forecasts, including the number of operations by each type of aircraft proposed to use the airport, the percentage of day, evening, and night operations, and the distribution of takeoffs and landings for each runway direction.

4. Proposed flight track locations and projected noise contours or other relevant noise impact data.

5. 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.

6. Any environmental document (initial study, draft environmental impact report, etc.) that has been prepared for the project.

7. Identification and proposed mitigation of impacts on surrounding land uses.

(b) Any applicable review fees as established by the ALUC shall accompany the application.

3.5.3.2 ALUC Action Choices for Plans of an Existing Airport

When reviewing airport master plans or expansion plans for existing airports, the ALUC has three action choices:

(a) Find the airport or heliport plan consistent with the ALUCP.

(b) Find the airport or heliport plan inconsistent with the ALUCP.

(c) Modify the ALUCP (after duly noticed public hearing) to reflect the assumptions and proposals in the airport or heliport plan.

3.5.3.3 Response Time

The ALUC must respond to the submittal of an airport master plan or development plan within 60 days from the date of submittal (PUC §21676(d)).

(a) If the ALUC fails to make a consistency determination within the specified time period, the proposed action is deemed consistent with this ALUCP.

(b) Amador County, as the airport operator, shall be notified of the ALUC's action in writing.

3.5.4 Major Land Use Actions

3.5.4.1 Required Submittal Information

A proposed major land use action submitted for ALUC (or ALUC Administrative Officer) review should include the following information (additional information may be requested as needed during ALUC evaluation of the proposed project):

(a) Indication, in writing, that the proposed local action is referred to the ALUC for mandatory review and comment.

(b) Site maps to indicate the location of the proposed local action.

(c) Any development or development application has been proposed to the referring jurisdiction or is known by the referring jurisdiction to be in preparation in conjunction with the local action, and the identities of the applicant or applicants.

(d) A full project description and map of the geographic area. The map and description must indicate:

1. The geographic area encompassed by the proposed local action;

2. The relationship of the proposed local action to the Airport;

3. The relationship of the proposed local action to the safety zones as defined by the ALUCP in force; and

4. The relationship of the proposed local action to airport noise contours, as defined by the ALUCP.

(e) A description of uses, land use densities, residential land use densities, and open space conservation proposed for the local action.

(f) An analysis of the maximum elevation of improvements (i.e., site elevation plus height of improvements) that would be permissible under the terms and conditions of the proposed local action, and of the relationship of the maximum allowable elevation of improvements to the applicable imaginary airport surfaces as defined in 14 CFR Part 77.

(g) A copy of any Initial Study, Environmental Impact Report, Environmental Assessment, Environmental Impact Statement, noise study, or other environmental evaluation prepared or required in conjunction with the proposed local action.

(h) A written assurance that for residential property within the AIA offered for sale or lease the notice of intention filed with the Department of Real Estate shall include the following (as per the provisions of Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353):

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: overflights, 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.

3.5.4.2 ALUC Administrative Officer's Choices

The ALUC Administrative Officer is authorized to review major land use actions in accordance with Policy 3.4.2(a). Determinations shall be made in writing and describe, in detail, the basis for the decision. When reviewing major land use actions, the ALUC Administrative Officer has three choices of action:

(a) Find the project consistent with this ALUCP.

(b) Find the project consistent with this ALUCP, subject to conditions specified by the ALUC Administrative Officer.

(c) Find the project inconsistent with this ALUCP. In making this finding, the ALUC Administrative Officer shall note the specific conflicts leading to this determination.

3.5.4.3 Appeal of the ALUC Administrative Officer's Determination

Consistency determinations made by the ALUC Administrative Office in accordance with Policy 3.4.2(a) may be appealed by an affected agency or project applicant. In such circumstances, the

ALUC shall review the proposed action, the Administrative Officer's determination, and information supporting the appeal. The ALUC will then make a final determination regarding the proposed action's consistency with this ALUCP. Appeals must be submitted within 30 days of Administrative Officer's date of determination.

3.5.4.4 Response Time

When reviewing major land use actions submitted by local agencies or project proponents, the following policies apply:

(a) When conducting a mandatory review of a major land use action submitted in accordance with Policy 3.4.2(a):

1. Reviews by the ALUC Administrative Officer must be completed within 30 days of submittal.

2. The start of the review period shall commence once all applicable project information, as specified in Policy 3.5.4.1, has been received by the ALUC Administrative Officer.

3. Reviews of projects appealed to the ALUC shall be completed within 60 days of the date of appeal.

4. If a consistency determination is not reached within the timeframes specified above, the project shall be deemed consistent with this ALUCP.

(b) When a major land use action is submitted for review in accordance with Policy 3.4.2(b), the ALUC Administrative Officer shall complete this review within 30 days of receipt of all necessary information, as specified in Policy 3.5.4.1. In doing so, decision-making-bodies will be given ample opportunity to consider the comments of the ALUC.

(c) The referring agency or project proponent shall be notified of the ALUC's findings in writing.

3.6 Compatibility Criteria

3.6.1 Noise

The noise contours established for the purpose of evaluating the noise compatibility of land use development in the vicinity of Westover Field are depicted on **Figure 3-2**. As shown, the 55, 60, 65, and 70 decibel (dB) Community Noise Equivalent Level (CNEL) contours associated with the forecasted (2032) Westover Field operations remain within the AIA. **Table 3-1** identifies land uses that are compatible within the 55, 60, 65, and 70 dB CNEL contours.

(a) This assessment of potential noise impacts shall be made with respect to potential future noise levels. These noise levels are described in Appendix A.

TABLE 3-1
NOISE COMPATIBILITY CRITERIA

Land Use Category	Location[1] CNEL (dB) 55-65[2]	65-70	>70
Residential			
Single-family Residential	-	--	--
Multi-family Residential	-	--	--
Public			
Schools, Libraries	o	-	--
Churches	o	-	--
Cultural Centers	o	-	--
Commercial and Industrial			
Commercial Uses	+	o	-
Industrial	+	o	o
Agricultural and Recreational			
Cropland	++	++	+
Livestock Breeding	o	o	-
Parks, Playgrounds, Zoos	+	o	-
Golf Courses, Riding Stables, Water Recreation	+	o	o
Outdoor Spectator Sports	+	o	-
Amphitheaters	-	--	--

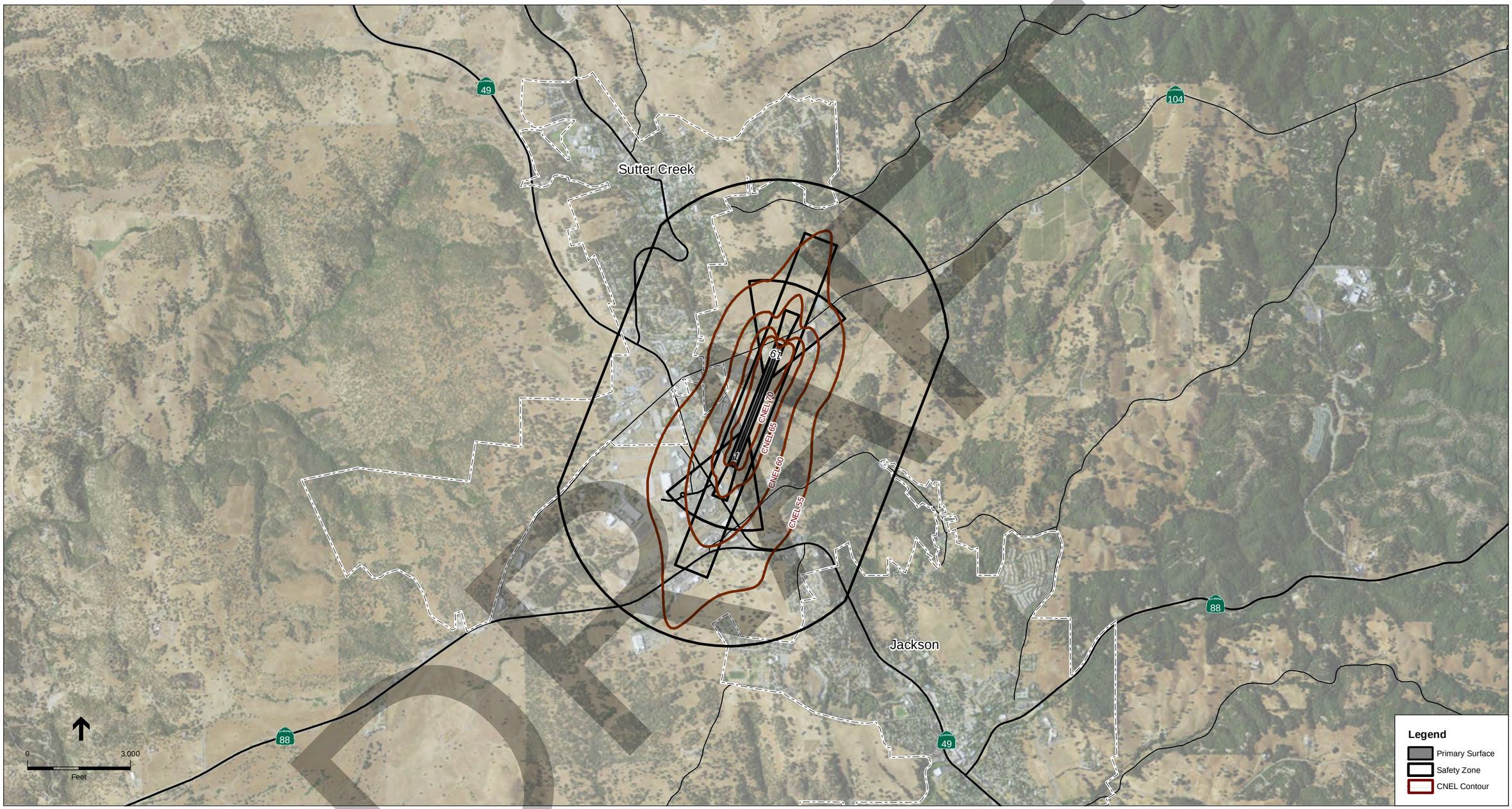
	Land Use Acceptability	Interpretation/Comments
++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise should generally be avoided.
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

NOTES:

1 See Figure 3-2 for locations of the CNEL contours.

2 Due to the relatively rural nature of this airport and its environs, 55 CNEL has been included in the noise compatibility analysis. Per page 4-6 of the 2011 Handbook:

Under these assumptions (for a small airport in a quiet location), a total correction of minus 10 dB would be applied to the basic criterion of CNEL 65 dB. A community fitting these conditions therefore may find that a criterion of CNEL 55 dB should be set as the maximum acceptable noise exposure for new residential and other noise-sensitive land use development.



SOURCE: ESRI; INM 7.0c; and ESA, 2016

Amador County Westover Field ALUCP . 211961

Figure 3-2

2032 Noise Contours

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(b) The ALUC should periodically review the projected noise level contours and update them as the ALUC finds appropriate. Reviews should be done at least every five years and should be done sooner if the mission of the Airport or the characteristics of aircraft operations change in a manner not reflected in this ALUCP.

3.6.1.1 Objective

Noise compatibility policies are established in order to prevent the development of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise.

3.6.1.2 Evaluation

The noise compatibility policies set forth in this section shall be used in conjunction with **Figure 3-2** and **Table 3-1** during the evaluation of proposed land uses within the AIA for Westover Field.

(a) The criteria in this section indicate the maximum acceptable airport-related noise levels, which are measured in terms of CNEL, for a range of land uses.

(b) Noise compatibility policies only apply to the identified noise contours. Within the identified noise exposure ranges, each land use type is shown as "clearly compatible," normally compatible," "marginally compatible," "normally unacceptable," or "clearly unacceptable." The meaning of these terms is provided in **Table 3-1** and differ for indoor versus outdoor uses.

(c) Land uses not specifically listed in **Table 3-1** shall be evaluated using the criteria for similar listed uses.

3.6.1.3 Measurement

The magnitude of exposure experienced by land around Westover Field to airport-related noise shall be described in terms of CNEL.

The noise contours depict the greatest annualized noise impact, measured in terms of CNEL, anticipated to be generated by the airport over the planning timeframe, which in accordance with state law, extends at least 20 years into the future.

The noise contours depicted in **Figure 3-2** were created for this ALUCP for the purpose of establishing the noise compatibility criteria herein. The ALUC should periodically review the projected CNEL contours and update them if and when appropriate. (Please see Appendix A for further information on the development of these noise contours.)

The threshold for evaluation is the projected 55 dB CNEL contour. All proposed land use changes that would sustain noise exposure at a level that is less than 55 CNEL are considered consistent with the noise compatibility policies. As the 2011 Handbook states:

> Under these assumptions (for a small airport in a quiet location), a total correction of minus 10 dB would be applied to the basic criterion of CNEL 65 dB. A community fitting these conditions therefore may find that a criterion of CNEL 55 dB should be set as the maximum acceptable noise exposure for new residential and other noise-sensitive land use development.[1]

3.6.1.4 Factors Determining Noise Criteria

The factors considered during the development of noise criteria include the following:

(a) Established federal and state regulations and guidelines;

(b) Established local noise-abatement policies, general and specific plan policies;

(c) The degree to which noise would affect the activity associated with a particular land use, and ordinances; and

(d) The extent of outdoor activity associated with a particular land use.

3.6.2 Safety

To depict the relative risks of aircraft accidents near airport environs, Caltrans' 2011 *California Airport Land Use Planning Handbook* (Handbook) identifies a set of safety zones and the risk contours upon which they are based. These zones are designed to minimize the risks to people and property on the ground in the event of an off-airport aircraft accident or emergency landing. The most stringent land use controls shall be applied to the areas with greatest potential risk. The risk contours are derived from the accident location database described in the Handbook and show the relative concentrations of accidents near the ends of runways of different lengths. The safety zones are developed using this data and are created for varying runway lengths and operational characteristics, while at the same time taking into account aeronautical factors that affect where aircraft accidents are most likely to occur. Although the accident database is national in scope, the safety zones established for Westover Field are based on accident data from general aviation airports with similar operational characteristics (e.g., runway lengths, classes of aircraft flow, traffic patterns, etc.) as those found at the Westover Field.

Figure 3-1 presents a total of six different safety zones. The choice of safety zone criteria appropriate for a particular zone is largely a function of risk acceptability. For example, some land uses (e.g., schools and hospitals) represent intolerable risks when located near aircraft operation areas and are prohibited. Where the risks associated with a particular land use are considered significant but tolerable, restrictions may be established to reduce the risk to an acceptable level. Acceptable land uses generally require no limitations. (**Table 3-2** presents a list of compatible land uses within each safety zone and **Table 3-3** presents standards for residential densities and nonresidential intensities within each safety zone.)

[1] California Department of Transportation (Caltrans), Division of Aeronautics. 2011. California Airport Land Use Planning Handbook. October. Page 4-6.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Residential Uses							
Single-family	Incompatible	Conditional	Conditional	Conditional	Compatible	Compatible	In Safety Zone 2, housing density standards may be maintained if less than 1 dwelling unit per 10 acres. Compatible in Safety Zones 3 and 4 for very low densities.
Two-family (duplexes)	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-1 are met.
Multi-family Dwelling	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-1 are met.
Group Quarters	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-1 are met.
Mobile Home Parks or Courts	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-1 are met.
Custodial Care Facilities (e.g., retirement homes, assisted living facilities, and other care facilities)	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-1 are met.
Public and Quasi-Public Uses							
Hospitals	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Preschool	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Government Services	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Schools	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Cultural Activities; e.g., Churches, Libraries	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Medical and Other Health Clinics	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Medical and Health Care Offices	Incompatible	Conditional	Conditional	Conditional	Compatible	Compatible	Offices less than three stories in height are compatible in Safety Zone 2. Compatible in Safety Zones 3 and 4 if nonresidential intensity criteria in Table 3-3 are met.
Cemeteries	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	
Other Public and Quasi-public Services	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Commercial Uses							
Daycare Facilities	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Compatible	
Wholesale Warehousing and Sales	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Building Materials – Retail	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
General Merchandise – Retail	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Food – Retail	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Automotive Service, Sales, or Repair	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Apparel and Accessories – Retail	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Eating and Drinking Places	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Furniture, Home Furnishing – Retail	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Other Retail Trade	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Offices – Professional Services, Finance, Civic, Real Estate	Incompatible	Conditional	Conditional	Conditional	Compatible	Compatible	Offices less than three stories in height are compatible in Safety Zone 2. Compatible in Safety Zones 3 and 4 if nonresidential intensity criteria in Table 3-3 are met.
Residential Hotels	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-3 are met.
Transient Lodging – Hotels, Motels	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if noise criteria in Table 3-3 are met.
Finance, Insurance and Real Estate	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Personal Services (e.g., salons, beauty shops, print shops, gyms,	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
car washes)							criteria in Table 3-3 are met.
Repair Services – Automobile	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Contract Construction Services, Yard	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Indoor Recreation Services (e.g., fitness centers)	Incompatible	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible in Safety Zone 3 if nonresidential intensity criteria in Table 3-3 are met.
Other Services	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Industrial Uses							
Food Production and Processing	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Textile Mill Products	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Apparel	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Lumber and Wood Products Storage	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Furniture and Fixtures	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Paper and Allied Products	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Printing, Publishing	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Chemicals and Allied Products	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	In Safety Zone 6, additional evaluation required from permitting agencies to evaluate whether additional special measures are required to minimize hazards if struck by aircraft.
Petroleum Refining and Related Industries	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	In Safety Zone 6, additional evaluation required from permitting agencies to evaluate whether additional special measures are required to minimize hazards if struck by aircraft.
Rubber and Miscellaneous Plastic	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Stone, Clay, and Glass Products	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Primary Metal Industries	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Fabricated Metal Products	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Miscellaneous Manufacturing	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.
Warehousing/Storage	Incompatible	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 2 if nonresidential intensity criteria in Table 3-3 are met.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Agricultural and Recreational							
Agricultural Production	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria. Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Permanent Open Space	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria. Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Water Areas	Incompatible	Incompatible	Compatible	Compatible	Compatible	Compatible	Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Wholesale Horticultural Production	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria.
Livestock Farming, Animal Breeding	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	
Neighborhood Parks	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	
Community and Regional Uses	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	
Nature Exhibits	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Spectator Sports, Stadiums, Arenas	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Golf Course, Riding Stables	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	Refer to Section 3.6.5 for additional policies for Wildlife Hazards.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Water Based Recreational Areas	Incompatible	Compatible	Compatible	Compatible	Compatible	Compatible	Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Resort and Group Camps	Incompatible	Incompatible	Conditional	Conditional	Conditional	Compatible	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Auditoriums, Concert Halls	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Outdoor Amphitheaters, Music Shells	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Conditional	Compatible in Safety Zone 6 if nonresidential intensity criteria in Table 3-3 are met.
Transportation, Communication, and Utilities							
Railroad	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria.
Highway and Street Rights-of-way	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria.
Auto Parking Lots/Airplane Parking Areas	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria.
Communications	Incompatible	Conditional	Conditional	Conditional	Conditional	Conditional	Requires ALUC review in Safety Zones 2-6 if greater than 200 feet AFE.
Utilities	Incompatible	Conditional	Conditional	Conditional	Conditional	Conditional	Requires ALUC review in Safety Zones 2-6 if greater than 200 feet AFE. Refer to Section 3.6.5 for additional policies for Wildlife Hazards.
Energy Generating Facilities	Incompatible	Conditional	Conditional	Compatible	Compatible	Compatible	Refer to Policy 3.6.3.7 for additional regulations pertaining to power plants as potential flight hazards.

TABLE 3-2
LAND USE COMPATIBILITY BY SAFETY ZONE

Land Use Category	Compatibility with Safety Zone (Compatible, Conditional, Incompatible)						
	Safety Zone 1	Safety Zone 2	Safety Zone 3	Safety Zone 4	Safety Zone 5	Safety Zone 6	Notes
Other Transportation, Communication, and Utilities	Conditional	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible in Safety Zone 1 pending the proposed uses meet FAA criteria.

SOURCE: California Department of Transportation (Caltrans), 2011; Amador County, 2017; ESA Airports, 2017.

TABLE 3-3
LAND USE COMPATIBILITY CRITERIA

Safety Zone	Maximum Residential Density (du)	Maximum Nonresidential Intensity (people per acre)	Maximum Single Acre (people per acre)
1	0	0*	0
2	1 per 10 ac	40	80
3	1 per 2 ac	70	210
4	1 per 2 ac	100	300
5	1 per 1 ac	70	210
6	No limit – consider noise and overflight standards	200	800

NOTE:
* Exceptions can be made agricultural activities, roads, and automobile parking, provided that FAA criteria are established.

Source: California Department of Transportation (Caltrans). 2011. California Airport Land Use Planning Handbook. October

3.6.2.1 Objective

Land use safety compatibility criteria are intended to minimize the risks to people and property on the ground as well as those people in an aircraft in the event of an accident or emergency landing occurring outside the airport boundary. Policies set forth in this section focus on reducing the potential consequences of such events when they occur. The most stringent land use controls will be applied to the areas with greatest risk potential. **Table 3-3** provides the density and intensity limitations for the various safety zones.

3.6.2.2 Evaluation

The safety compatibility of proposed uses within Westover Field's AIA should be evaluated in accordance with the policies set forth in this section, including the safety zones presented on **Figure 3-1** and the criteria listed in **Table 3-2**.

(a) The criteria provided in **Tables 3-2** and **3-3**, along with the discussions provided in Policies 3.6.2.6 through 3.6.2.11 indicate whether a particular type of land use is "compatible", "conditional", or "incompatible" with the exposure to aircraft accident risks.[2]

(b) Land uses not specifically listed should be evaluated using the criteria for similar listed uses.

[2] The following definitions apply for "compatible," "conditional," and "incompatible."
Compatible is defined as satisfying requirements for noise, safety, and airspace protection criteria.
Conditional is defined as compatible if indicated usage intensity, lot coverage, and other listed conditions are met.
Incompatible is defined as not permitted under any circumstances.

3.6.2.3 Measurement

The concept of risk is essential to maintaining a high degree of safety in an airport environment. For the purposes of this ALUCP, the risk that potential aircraft accidents pose to land around Westover Field shall be defined in terms of the geographic distribution of where accidents are most likely to occur. Due to the infrequency of aircraft accidents, the pattern of accidents at any one airport cannot be used to predict where future accidents are most likely to occur around a particular airport. The safety zones depicted in the Handbook, and upon which the safety zones in the ALUCP are based, were formulated using the accident distribution patterns presented in the Handbook for similar general aviation airports nationwide.

However, state law provides that ALUCs, while required to be guided by the Handbook, may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports within the AIA (per PUC §21675(a)). The ALUC will also take into consideration the type of and location of proposed land uses apart from aircraft accident distribution patterns within the AIA, in order to minimize exposure to excessive noise and safety hazards within areas around Westover Field to the extent that the areas are not already devoted to incompatible uses, and to safeguard against safety problems related to airport use.

3.6.2.4 Factors Determining Safety Criteria

In determining criteria for each safety zone and the overall approach to this compatibility factor, the following issues were considered:

(a) Locations, delineated in respect to the runway, where aircraft accidents near general aviation airports typically occur. The most stringent land use controls will be applied to the areas where the greatest risk of aircraft accidents is likely to occur (as delineated by the Caltrans Handbook), or where land uses put vulnerable populations at an intolerable risk from potential aircraft accidents.

(b) Runway length and approach categories for each runway at Westover Field. These factors are reflected in the safety zone shapes and sizes, and are based upon zones suggested in the Caltrans Handbook.

(c) Encroachment of incompatible land uses is one of the primary concerns when preparing an airport land use compatibility plan. The Handbook suggests that, “because many general aviation airports are located on the fringes of urban areas, both the threat of new incompatible development and the opportunity for ALUCs to help preserve a compatible airport land use relationship are great.” Westover Field is located in a rural setting between the Cities of Jackson and Sutter Creek. While Westover Field does not currently face the encroachment of incompatible uses experience at other general aviation airports in California, the goal of this ALUCP is to preserve the open space around the Airport, in order to reduce the risk of aircraft accident for those living and working in the vicinity of Westover Field.

(d) The ALUC recognizes buildings with higher and/or vulnerable populations present an added risk and are therefore, restricted within some safety zones. Where not restricted,

the California Building Code (CBC) requires additional safety measures for these types of buildings.

3.6.2.5 Westover Field Safety Zones

A total of six different safety zones were identified based on runway length and flight patterns (see **Figure 3-1**). As described above, the choice of safety zone criteria appropriate for a particular zone is largely a function of risk acceptability. Land uses (e.g., schools and hospitals) which, for a given proximity to the airport, are judged to represent intolerable risks must be prohibited. Where the risks of a particular land use are considered significant but tolerable, establishment of restrictions may reduce the risk to an acceptable level. Uses which are basically acceptable generally require no limitations.

In certain situations, the potential risk of an aircraft accident occurring in a location where large numbers of people assemble or have restricted mobility, such as sports stadiums, amphitheaters, etc., may be perceived as an intolerable risk no matter where it may be located within an AIA.

(a) The following six safety zones are identified for the purpose of presenting safety policies:

1. Zone 1: Runway Protection Zone
2. Zone 2: Inner Approach / Departure Zone
3. Zone 3: Inner Turning Zone
4. Zone 4: Outer Approach / Departure Zone
5. Zone 5: Sideline Zone
6. Zone 6: Traffic Pattern Zone

3.6.2.6 Safety Zone 1

Safety Zone 1 consists of Runway 1-19, along with the immediately adjoining areas that are located within the runway primary surface and clear zones. Within this zone, all new structures and residential land uses are prohibited. Nonresidential land uses are to be avoided, but some exceptions could be made for certain agricultural activities, roads, and automobile parking, provided that FAA criteria are satisfied.

3.6.2.7 Safety Zone 2

Safety Zone 2 comprises the areas immediately adjacent to each end of Runway 1-19, surrounding Safety Zone 1, involving the inner approach and departure areas near the airport. Typically, residential uses are generally restricted, apart from infill within developed areas. Non-residential uses that include agriculture, non-group recreational uses (that result in minimal concentrations of people), storage of low-hazard materials, low-intensity light industrial land uses, and auto, aircraft, and marine repair services are all normally allowed within this zone.

3.6.2.8 Safety Zone 3

Safety Zone 3 contains the areas where pilots turn to their final descent. In this safety zone, in addition to uses allowed in Safety Zone 2, greenhouses, low-hazard materials storage, mini-storage, warehouses, light industrial uses, and vehicle repair services are normally allowed. Very low residential densities and low-intensity offices and commercial uses are limited within this zone, while uses with higher concentrations of people and children are prohibited.

3.6.2.9 Safety Zone 4

Safety Zone 4 is provided for the long final approach for approaching aircraft, and is located behind Safety Zone 2. Normally, uses that are allowed in Zone 3, restaurants, and retail and industrial uses are allowed in this zone. Higher intensity retail uses and offices are to be avoided in this zone, while buildings and uses that result in larger assemblages of people and children are prohibited.

3.6.2.10 Safety Zone 5

Safety Zone 5 is the sideline zone and is designed as an area not typically overflown and runs outside and parallel to Runway 1-19. Normally, all uses in Zone 4 and common aviation-related activities are allowed, provided they meet FAA height criteria and airspace protection, and uses limited in Safety Zone 3 are also limited in this zone. All residential uses are meant to be avoided unless they are related to the airport, and higher-intensity non-residential uses and other uses that result in higher assemblages of people and children are prohibited.

3.6.2.11 Safety Zone 6

Safety Zone 6 comprises the traffic pattern zone, and this larger zone covers regular traffic patterns and pattern entry routes both into and out of the Airport. This zone also contains the 55 dB CNEL contour. While residential uses in this zone are only restricted in relation to noise and overflight impacts, no other prohibitions exist within this zone. However, outdoor stadiums and similar uses that would result in very high intensities should be avoided.

3.6.3 Airspace Protection

The airspace protection zones established for the purpose of evaluating the airspace compatibility of land use development are depicted on **Figure 3-3**. The zones represent the imaginary surfaces defined for Westover Field in accordance with Title 14 Code of Federal Regulation Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace* (14 CFR Part 77). For more information about the 14 CFR Part 77 and airspace protection, refer to **Appendix X**.

SOURCE: USDOT. FAA. 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, July 21, 2010; ESA, 2016, ESRI

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Figure 3-3

14 CFR Part 77 Imaginary Surfaces

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3.6.3.1 Objective

Similar to safety policies, airspace protection criteria are intended to reduce the risk of harm to people and property resulting from an aircraft accident. This is accomplished by the establishment of compatibility policies that seek to prevent the creation of land use features that can be hazards to the airspace used by aircraft in flight and have the potential to cause an aircraft accident to occur. Such hazards may be physical, visual, or electronic.

3.6.3.2 Evaluation

Tall structures, trees, and other objects, or high terrain on or near airports, may constitute hazards to aircraft. 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 construction. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazards to the navigable airspace are avoided. The policies set forth in this section apply to the entire AIA.

3.6.3.3 Measurement

14 CFR Part 77 provides guidance for the height of objects that may affect normal aviation operations (see **Appendix X**). The guidance provided by 14 CFR Part 77 is not absolute, however. Deviation from the 14 CFR Part 77 standards does not necessarily mean that a safety hazard exists, only that offending objects must be evaluated by the FAA and that mitigation, such as marking or lighting may be required if appropriate. **Figure 3-3** depicts the 14 CFR Part 77 surfaces associated with Westover Field.

3.6.3.4 Factors Determining Airspace Protection Criteria

As described above, airspace protection policies rely upon regulation enacted by FAA and the state of California; ALUC policies are intended to help implement the federal and state regulations.

(a) FAA has well-defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. However, FAA has no authority to prevent the creation of such hazards; that authority rests with state and local officials.

(b) California airspace protection standards mostly mirror those of the FAA; the primary difference being that state law gives the California Department of Transportation, Division of Aeronautics and local agencies the authority to enforce the standards.

3.6.3.5 FAA Notification

Proponents of a project that may exceed the elevation of a 14 CFR Part 77 surface must notify the FAA as required by 14 CFR Part 77, Subpart B, by the State Aeronautics Act, and by Public

Utilities Code Sections 21658 and 21659 (Notification to the FAA under 14 CFR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix X of this document for a copy of these sections of the state codes and to Appendix X for the specific FAA notification requirements. A copy of the form to be submitted to the FAA — FAA Form 7460, Notice of Proposed Construction or Alteration — is included in Appendix X as well.).

(a) Local jurisdictions shall inform project proponents of the requirements for notifying the FAA.

(b) FAA notification shall not automatically trigger an airport compatibility review of a project by the ALUC, unless the general plan of the jurisdiction in which the project is located has not been deemed compatible with this ALUCP.

(c) FAA review is required for any proposed structure more than 200 feet AFE. All such proposals also shall be submitted to the ALUC for review regardless of where in the county the object would be located.

(d) Any project submitted to the ALUC for airport land use compatibility review for reasons of height issues shall include a copy of the 14 CFR Part 77 notification to the FAA and the results of the FAA's analysis. Determination from the FAA may represent only one aspect of a project's many compatibility factors. Thus, a no-hazard determination from the FAA does not ensure ALUCP compatibility and ALUC approval.

(e) Jurisdictions or project proponents are encouraged to utilize guidance for the evaluation of projects within a civil airport's imaginary surfaces contained in **Appendix X** (see Section 77.19). Should further assistance be required in determining the potential for a proposed structure to penetrate Westover Field's imaginary surfaces, please contact the ALUC staff person, or airport manager.

3.6.3.6 Obstruction Marking and Lighting

In general, the FAA or the California Division of Aeronautics will determine the need for marking and lighting of an obstruction as part of aeronautical studies conducted in accordance with 14 CFR Part 77. Under most circumstances, when reviewing proposed structures that exceed the height criteria, the ALUC is expected to abide by the FAA's conclusions regarding marking and lighting requirements. However, situations may arise in which the ALUC, because of its particular knowledge of local airports and airspace, may reach a different conclusion than that of the FAA. In such instances, the ALUC may determine either that a proposed structure is unacceptable or that it is acceptable only if marked and lighted. Any marking and lighting that the ALUC may require shall be consistent with FAA standards as to color and other features.

3.6.3.7 Other Flight Hazards

Land uses that may cause visual, electronic, navigational, or bird strike hazards to aircraft in flight shall be allowed within the airport influence area only if the uses are consistent with FAA rules and regulations, and/or have demonstrated consideration/application of appropriate FAA guidelines.

(a) Specific characteristics to be avoided include:

1. Glare or distracting lights that could be mistaken for airport lights;

2. Sources of dust, heat, steam, smoke that may impair pilot vision;

3. Sources of steam or other emissions that may cause thermal plumes or other forms of unstable air that generate turbulence within the flight path;

4. Sources of electrical interference with aircraft communications or navigation; and

5. Features that create an increased attraction for wildlife as identified in FAA rules, regulations, and guidelines including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, and Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*. Land uses with the possibility of attracting hazardous wildlife include landfills and certain recreational or agricultural uses that attract large flocks of birds. Section 3.6.5 provides policies that regulate land uses that could potentially attract wildlife hazards.

(b) Due to their propensity to generate smoke, steam, and other visual and physical hazards to aircraft in flight, power plants should be avoided in the AIA. However, given the varying types of power plants (i.e., thermal, solar farms, wind farms, etc.), proposed land uses of this type should be evaluated on a case-by-case basis, and in accordance with FAA criteria and the policies set forth in this Plan.

(c) In order to resolve any uncertainties or differences with regard to the significance of the above types of flight hazards, local agencies should consult with FAA officials and Westover Field management.

3.6.3.8 Height Restriction Criteria

The general criteria to be used in assessing whether objects may represent airspace obstructions are established by 14 CFR Part 77. In general, the height of objects in the vicinity of Westover Field shall be limited so as not to exceed the imaginary airspace surfaces defined for the airport, in accordance with 14 CFR Part 77 criteria.

(a) A simplified diagram of the 14 CFR Part 77 Subpart C surfaces for Westover Field is depicted in **Figure 3-3**.

(b) In certain circumstances, objects may need to be restricted to heights less than the limits indicated by **Figure 3-3**.

(c) All height requirements shall be measured AFE in all other locations.

3.6.4 Overflight

The overflight zones established for the purpose of providing overflight notification for land uses near Westover Field are depicted in **Figure 3-4**, along with touch and go and fixed-wing flight tracks. These zones are established to reflect standard traffic patterns and suggested approach and

departure paths in the vicinity of Westover Field, and are based on aircraft noise exposure occurring in the vicinity of the Airport.

3.6.4.1 Objective

Noise from the overhead flight of aircraft can be annoying and intrusive in locations beyond the limits of the noise contours identified in **Figure 3-2**. While sensitivity to aircraft overflights will vary from person to person, the basic intent of overflight policies is to warn people near an airport of the presence of aircraft so that they have the ability to make informed decisions regarding the acquisition or lease of property within the influence area of an airport.

3.6.4.2 Evaluation

Unlike other compatibility factors such as noise, safety, or airspace protection, overflight compatibility policies do not restrict how land can be developed or used; rather, the policies in this section form the requirements for notification about airport proximity and aircraft overflights. These policies are to be applied by the ALUC when evaluating new development. The boundaries of the overflight zone around Westover Field are identified in **Figure 3-4**.

3.6.4.3 Measurement

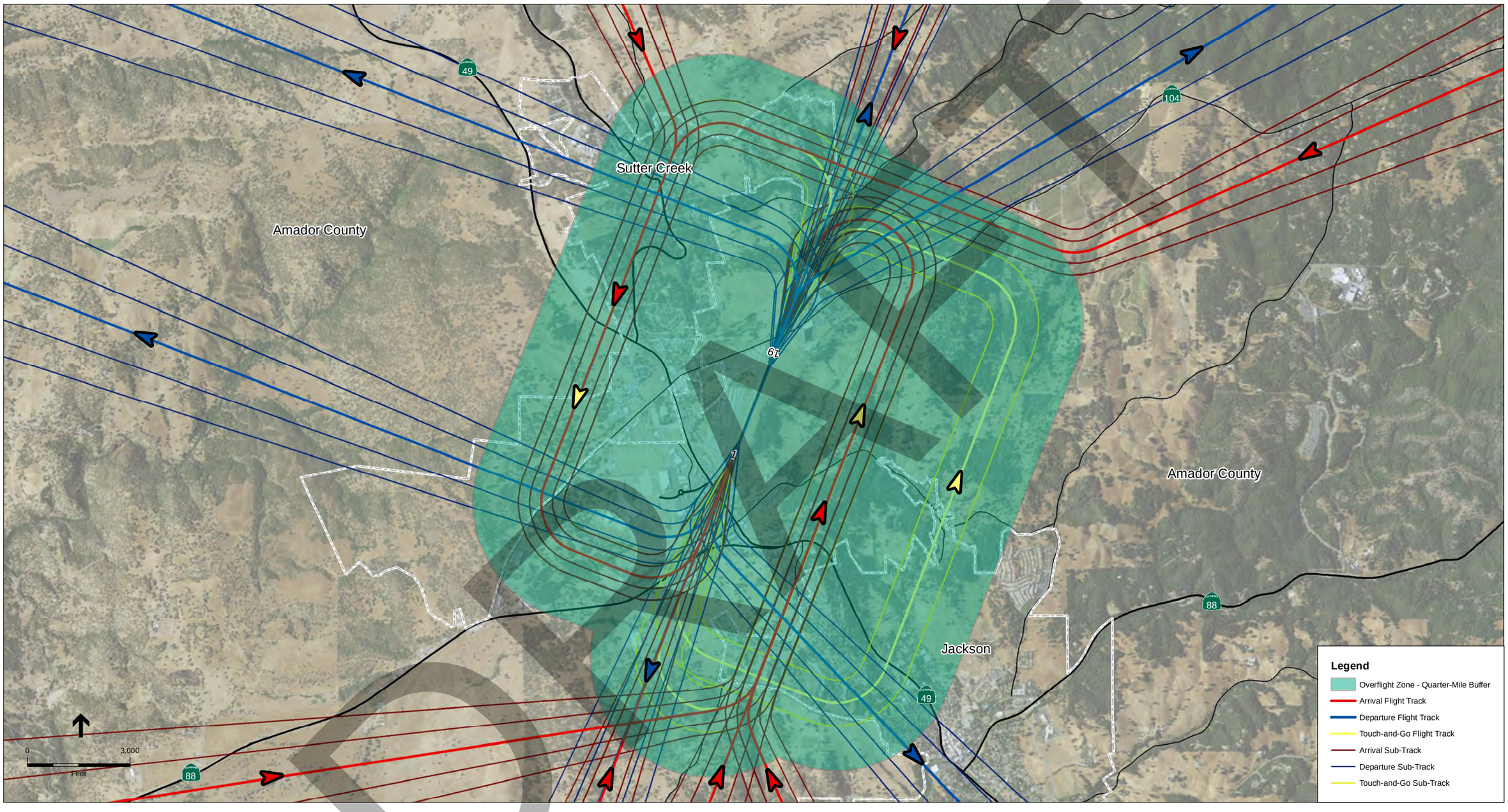
Determining the boundaries of overflight noise exposure is difficult to determine as these locations extend well beyond the defined CNEL contours normally associated with areas of high noise exposure. The general locations over which aircraft routinely fly, including when they approach and depart an airport is generally used as an indicator of overflight annoyance concern. Furthermore, the FAA has determined that for the purposes of NEPA, changes in Aircraft Flight tracks below 3,000 feet above ground level (AGL) require more rigorous environmental review than those changes occurring above 3,000 feet AGL.

3.6.4.4 Factors Determining Overflight Criteria

In determining the overflight criteria for Westover Field, the following factors were considered:

(a) Limitations of ALUC authority of existing land uses. In order to be most effective, overflight policies would ideally apply to all real estate transactions; existing and new. However, the ALUC only has authority to set requirements for new development and to define the boundaries within which real estate transfer disclosure under state law is appropriate.

(b) Need for continuity of real estate disclosure to future property owners and tenants. It is recommended that real estate notifications run with the land and is provided to prospective future owners and tenants.



SOURCE: ESRI; and ESA, 2016

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Figure 3-4

Overflight Zone

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3.6.4.5 Overflight Policies

Based upon the requirements of the 2032 forecast contours reflected in Appendix A, the ALUC shall enforce the following policies:

(a) Concurrent with the noise standards, the ALUC should periodically review the maximum mission noise exposure level contours and update them if appropriate. Reviews should occur at least every five years and should take place sooner if the forecast number of the aircraft operations, or the aircraft fleet mix change in a manner not reflected in this ALUCP.

(b) Disclosure Requirements: Realtors shall provide disclosure notices to all new home buyers for any properties located within the AIA, indicating the overflight impacts for the said property.

3.6.5 Wildlife Hazards

Figure 3-5 depicts two wildlife hazard zones, the 5,000-foot Perimeter A and the 5-mile Perimeter B, which contain specific development requirements. Perimeter A is delineated by a radius 5,000 feet from the runway centerlines. The Perimeter B is located five miles from the farthest edge of the Airport's air operations area (AOA), which the FAA recommends for any hazardous wildlife attractant if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace. FAA Advisory Circular 150/5200-33B provides guidance for minimizing the risks that certain wildlife species pose to aircraft. Perimeter A is based on the fact that Westover Field serves piston-powered aircraft, while Perimeter B is required for all airports. Together, these perimeters encompass portions of all safety zones and present additional conditions on certain types of land uses that are known to attract wildlife that are hazardous to aircraft operations. See FAA Circular 150/5200-33B in Appendix X for specific land use details and restrictions, including a description of conflicting land uses. The following regulations do not apply to existing land uses.[3]

(a) Perimeter A: Within Perimeter A as shown on **Figure 3-5**, new or expanded land uses involving discretionary review that has the potential to attract wildlife and cause bird strikes are required to prepare a wildlife hazard analysis (WHA). Reviewing agencies shall prepare a WHA for projects that have the potential to attract wildlife that could cause bird strikes. Expansion of existing wildlife attractants includes newly created areas and increases in enhanced or restored areas. The WHA must demonstrate wildlife attractants that may pose hazards to aircraft in flight will be minimized.

(b) Perimeter B: Outside the Perimeter A but within the Perimeter B, as shown on **Figure 3-5**, any new or expanded land use involving discretionary review that has the potential to attract the movement of wildlife and cause bird strikes is required to prepare a WHA. Expansion of existing wildlife attractants includes newly created areas and

[3] Land uses in existence that do not meet the wildlife hazard policies of this ALUCP, upon adoption, are not required to eliminate existing wildlife hazards. Thus, existing activities and uses would be allowed to remain, and only new or expanded land uses are required to meet the aforementioned standards. It should be noted that these regulations are not intended to prohibit existing agricultural activities.

increases in enhanced or restored areas. The WHA must demonstrate wildlife movement that may pose hazards to aircraft in flight will be minimized.

(c) All discretionary projects located within the Perimeter A and Perimeter B are required to consider the potential for the project to attract hazardous wildlife, wildlife movement, or bird strike hazards as part of environmental review process required by the California Environmental Quality Act (CEQA).

(d) Because biological and hazard impacts are required to be examined in the context of CEQA compliance, it is anticipated that most projects will develop the information necessary to prepare a WHA and demonstrate compliance with this Policy 5.8.2 as part of the CEQA process, and that separate documentation will not be needed. Proposed projects within the Perimeter A that have the potential to cause a significant adverse impact under Policy 3.6.5(c), with or without mitigation, shall be reviewed by the ALUC (including but not limited to projects requiring an environmental impact report, mitigated negative declaration, or equivalent document).

(e) The following land uses have the potential to attract wildlife activity and movement and, in accordance with parts (a) and (b), require WHA preparation:

1. Waste disposal operations, which include municipal solid waste landfills;

2. Water management facilities, which include drinking water intake and treatment facilities, stormwater and wastewater treatment facilities, associated retention and settling ponds, ponds built for recreational use, and ponds that result from mining activities;

3. Wetlands;

4. Dredge spoil containment areas (also known as confined disposal facilities);

5. Agricultural activities; and

6. Golf courses, landscaping, and other land uses that could attract wildlife activity and/or movement.

SOURCE: ESRI; and ESA, 2016

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Figure 3-5

Wildlife Hazard Analysis Boundaries

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