

**STAFF REPORT TO AMADOR COUNTY AIRPORT LAND USE COMMISSION  
FOR MEETING OF MONDAY, APRIL 17, 2017**

**ITEM NO. 4 - Review of the preliminary draft of the proposed Update to the Westover Field Airport Land Use Compatibility Plan (ALUCP) and provide direction to staff. The purpose of an ALUCP is to establish compatible land uses in the vicinity surrounding an airport. It also provides for the orderly growth of the airport and the area surrounding the airport while safeguarding the general welfare of the inhabitants within the vicinity of the airport and the public in general. The proposed Airport Influence Area, that area affected by the ALUCP, is a 5000' perimeter along the sides and ends of the runway.**

**Applicant:** Amador County Airport Land Use Commission

**Location:** Westover Field Airport is located on Airport Rd. just south and east of the Highway 49/Ridge Rd. intersection in Martell.

- A. History.** The current ALUCP was adopted in 1987 and amended in 1988 and 1990. In 1988 language related to non-conforming uses was added and the width dimensions of Safety Zones 1 and 2 were reduced on both ends of the runway from 500 and 2000 feet to 250 and 1250 feet. Safety Zone 1 on the south end of the runway was modified pursuant to the Garamendi Settlement Agreement (Book 416 of Official Records of Amador County, pages 343-353) by matching the configuration of Safety Zone 1 to that of the aviation easement purchased by the County (Exhibit B of the Settlement Agreement).

Safety Zone 2 on the south end of the runway was also shortened from 5000 feet to 3000 feet (overall length when combined with Safety Zone 1. The length of Safety Zones 1 and 2 on the north end of the runway were not altered. See Exhibit A, attached.

In 1990, automotive service, sales or repair was added as an allowed use on the south end of the runway only, subject to Footnote 2 related to the maximum concentration of persons allowed.

- B. Background.** A comprehensive update to the County's Westover Field Airport Land Use Compatibility Plan (ALUCP) was initiated in 2011 in part because the County was also undertaking a comprehensive update to its General Plan and also because the State Division of Aeronautics' Airport Land Use Planning Handbook had been updated. A workshop was conducted in June of 2012. The preliminary draft has been prepared and is now ready for the Commission's and the public's review and comment. Additional information is contained in the Draft ALUCP on the purpose, history, and use of the Plan.

An overview of the draft Plan will be provided by the consultant and the Commission will review the various topics identified by staff and the consultant for which direction is needed. Other items presented by the public or Commissioners may be discussed as well. Correspondence received to date is attached. Any subsequent correspondence received will be provided to the Commissioners prior to, or at, the meeting.

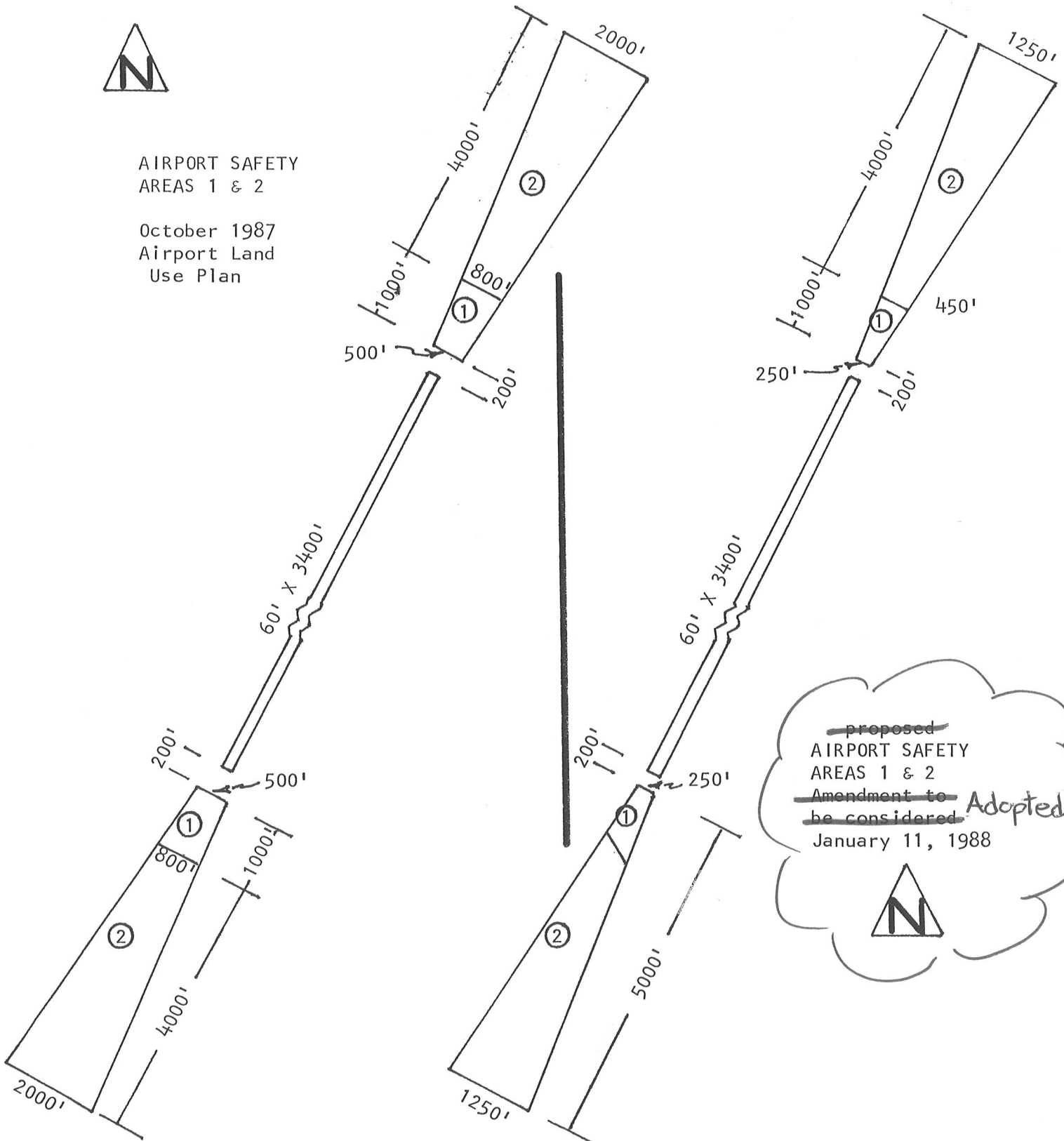
- C. ALUC Action:** After taking public comment, provide direction to staff relative to the topics outlined on the attached Discussion Topics List as well as any other items the Commission feels necessary to address. The document will then be revised and brought back to the Commission for review and adoption.

# Exhibit A




AIRPORT SAFETY  
AREAS 1 & 2

October 1987  
Airport Land  
Use Plan



~~proposed~~  
AIRPORT SAFETY  
AREAS 1 & 2  
~~Amendment to be considered~~ **Adopted**  
January 11, 1988



## Topics to Discuss at April 17, 2017 ALUC Meeting

- Airport Influence Area – Which zones/areas should this encompass?
  - The extent of Safety Zone 6?
  - The extent of the Overflight Zone?
  - The extent of the 5,000-foot Wildlife Hazard Analysis (WHA) Perimeter A?
  - The extent of the five-mile WHA Perimeter B?
  
- Noise Contours – Would the ALUC like to incorporate the 55 dB CNEL contour as recommended in the 2011 Airport Land Use Handbook?
  
- The updated ALUCP includes sources of glare, tall structures, and high velocity plumes as potential hazards vis-à-vis solar farms, wind turbine, and power plants.
  
- The overflight zone is based on modeled flight tracks to account for noise sensitive outside of the CNEL contours.
  
- Wildlife Hazard Analysis Boundaries: Perimeters A and B are a result of the Handbook Update.
  
- Safety Zones – Safety Area 3 from Amended 1990 ALUCP is generally the same as new Safety Zone 6.
  - Extent of Safety Zone 6: it was expanded to include the 55 dB CNEL contour.
  
- Feedback on the Draft ALUCP text and policies
  - Definitions
  - Actions Subject to and Requiring ALUC Review
  - Review Process
  - Any other comments.
  
- Discussion of Land Use Compatibility Table (Table 3-2)



Susan Grijalva [REDACTED]

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**Fwd: Airport gone**

1 message

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**Jon Hopkins** <[REDACTED]>

Tue, Apr 11, 2017 at 8:43 PM

To: Dave Sheppard &lt;[REDACTED]&gt;, Susan Grijalva &lt;[REDACTED]&gt;

Ladies and gentlemen.....please see Mr. Currall's comments in regard to up coming airport land use update, thanks.

----- Forwarded message -----

From: "robert currall" &lt;[REDACTED]&gt;

Date: Apr 11, 2017 5:27 PM

Subject: Airport gone

To: [REDACTED]

Cc:

I lived and worked in San Jose Ca in the 1970's. We had two airports, San Jose Municipal Airport and another airport located on the east side of San Jose. As time went past, San Jose Municipal grew, became commercial, and the East side airport stayed a private small plane airport allowing a service to many. San Jose's planning department started allowing development on all sides of the east side airport including a big mall ( East Ridge). One day there was an incident where a plane crashed in one of the newly developed developments outside the airport proper. That started and continued to be a fear of the community. As pressure grew, and fear grew, the east side airport was forced to closed forever. Even though the airport was was not at fault, unchecked development was allowed to encroach the airport's flight path. I'm concerned about Westover's fate if development is allowed within the flight corridors. West Over is unique and necessary within our community , serves many and would hate to see it's demise because of poor planning, pressure from greedy developers and property owners on our Board of Supervisors. Let's seal its fate to be part of community forever. Disclosure: I do not own an airplane am not a pilot, nor do I have any financial interest in Westover. I just feel it's so important to our community. Robert Currall