



November 15, 2018

MEMO TO: Stanislaus County Airport Land Use Commission

FROM: Planning and Community Development Department

**SUBJECT: AIRPORT LAND USE COMMISSION APPLICATION NO. PLN2013-0091 –
CROWS LANDING INDUSTRIAL BUSINESS PARK SPECIFIC PLAN AND
AIRPORT LAND USE COMPATIBILITY PLAN UPDATE**

PROJECT DESCRIPTION AND OVERVIEW

Stanislaus County requests to amend the Stanislaus County Airport Land Use Compatibility Plan (ALUCP) to include a 370-acre public-use general aviation airport as part of the proposed Crows Landing Industrial Business Park (CLIBP) Specific Plan project.

The proposed CLIBP Specific Plan would enable development of 1,528-acres formerly associated with Crows Landing Airfield, which was conveyed to the County in 2004 for the purpose of economic development. The proposed CLIBP would include the development of approximately 14 million square feet of aviation-compatible uses including industrial and business park uses, the general aviation airport, aviation-related land uses, public facilities, a multimodal (bicycle/pedestrian) transportation corridor, and supportive infrastructure in three phases over 30 years. At buildout, the project has the potential to generate 14,000-15,000 locally based jobs.

The project site is located in an unincorporated portion of western Stanislaus County, approximately 1.5 miles east of Interstate 5 (I-5), and 2.5 miles west of the community of Crows Landing. The site is bound by West Marshal Road to the north, State Routh (SR) 33 to the northeast, Bell Road to the east, Fink Road to the south, and Davis Road and agricultural land to the west. Attachment 2 – Maps, provides an area map of the site along with a site plan (proposed plan phases) for the CLIBP project.

As part of this request, the Airport Land Use Commission will consider:

1. The adequacy of the Environmental Impact Report (EIR) providing environmental analysis for both the CLIBP Specific Plan and to support the proposed amendment to the Stanislaus County Airport Land Use Compatibility Plan (ALUCP). The EIR was prepared to evaluate the potential impacts of the proposed CLIBP Specific Plan, which includes a proposed Airport Layout Plan and Narrative Report. Stanislaus County as the Lead agency for the proposed CLIBP Specific Plan certified the EIR on October 30, 2018, pursuant to the California Environmental Quality Act (CEQA); and,
2. Consider adoption of an amendment to the Stanislaus County ALUCP to include specific policies for the proposed general aviation airport identified in the CLIBP; and,
3. Make a determination regarding the consistency of the proposed CLIBP Specific Plan with the adopted ALUCP.

The Crows Landing Airport, formerly the Crows Landing Naval Auxiliary Landing Field, was commissioned in 1943 to serve as a training field during World War II. The airfield was used during the 1950s for fleet carrier and landing practice and used again throughout the 1970s and 1980s for practice operations by the United States Navy, Air Force, Army, and Coast Guard. The National Aeronautics and Space Administration (NASA) Ames Research Center took over facility operations in 1994 and ceased operations at the airfield in 1997, when it proposed to declare the base as excess. The United States Congress passed House Resolution (H.R.) 356 in 1999, which stated that as soon as practicable, the NASA Administrator would convey to Stanislaus County, all right, title, and interest of the United States in and to the former Crows Landing Air Facility.

Since the decommissioning of the facility by NASA in the late 1990s, the Stanislaus County Board of Supervisors has pursued and studied reuse opportunities for the former military property. In 2004, the Stanislaus County Board of Supervisors accepted the conveyance of the land associated with the former Crows Landing Air Facility pursuant to Public Law 106-82. The County envisions optimizing the site for economic development while maintaining an aviation use.

The County of Stanislaus has worked with the California Department of Transportation's (Caltrans) Division of Aeronautics since property conveyance, and it has developed an ALP that includes the reuse of former Runway 12-30, the shorter of the two former military runways. The proposed ALP for the CLIBP Project is available online (as Appendix D of the CLIBP Final Draft Specific Plan: http://www.stancounty.com/planning/pl/act-proj/pln2013-0091_specific-plan.pdf).

Nearly all structures associated with former military activities have been demolished. Remaining facilities include two decommissioned runways, an air traffic control tower (ATCT), and remnant roads.

Stanislaus County Airport Land Use Compatibility Plan (ALUCP)

The creation of Airport Land Use Commissions (ALUCs) and the preparation of ALUCPs are a requirement of the California State Aeronautics Act (SAA) and the California Public Utilities Commission (Section 21670 et seq.) The purpose of the SAA is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize public exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. An ALUC is required to adopt an ALUCP for each public use airport within its jurisdiction.

The Stanislaus County ALUCP contains procedural and airport-specific policies for the: Modesto City-County Airport and Oakdale Municipal Airport. The ALUCP was last comprehensively updated in 2016, however, the policies associated with the Crows Landing Airport were not updated and the policies set forth in the County's 2004 ALUCP remain in place for the former Crows Landing airfield. The 2016 ALUCP, as adopted on October 6, 2016, is available online at: http://www.stancounty.com/planning/agenda-aluc/Draft_ALUCP.pdf.

The Stanislaus County ALUC is responsible for the adoption of an ALUCP for all three public-use airports in Stanislaus County: Modesto City-County, Oakdale Municipal, and the Crows Landing airfield. The procedural policies in the ALUCP apply to all three airports, unless otherwise specified. The ALUCP also includes airport-specific policies that apply only to a designated geographic area or Airport Influence Area (AIA). The AIA identifies the area in

which airport-related noise, overflight, safety, or airspace protection factors may affect new land uses or necessitate specific land use restrictions on proposed land uses. Major land use changes and other land use actions proposed within the AIA are subject to ALUC review to determine their consistency with ALUCP policies.

The ALUCP is organized in six chapters and appendices.

- Chapter 1: Introduction, establishes the overall context of airport land use compatibility planning in general and for Stanislaus County in particular.
- Chapter 2: Policies, presents airport compatibility and review policies that are applicable to each airport.
- Chapter 3: Individual Airport Policies and Compatibility Maps, presents the compatibility policy maps associated with each airport as well as the individual policies for that airport.
- Chapters 4 through 6: Present the airport land use background information regarding each of the airports in sequence: Modesto City-County Airport and Environs (Chapter 4), Oakdale Municipal Airport and Environs (Chapter 5), and Crows Landing Airport and Environs (Chapter 6).

Attachment 3 – *Stanislaus County Airport Land Use Compatibility Plan (ALUCP): Addendum to Address the Proposed Crows Landing Airport (Draft March 2017)* presents the proposed ALUCP amendment to address the proposed Crows Landing general aviation airport as described on the proposed ALP. The proposed amendment includes: various text edits (additions and deletions) to Chapters: 1, 2, and 3; the addition of Crows Landing Policy Maps to Chapter 3; and the introduction of a new Chapter 6 – Background Data: Crows Landing Airport and Environs.

Airport Influence Areas (AIA)

The proposed ALUCP amendment for the Crows Landing Airport was developed using guidance set forth in the *Airport Land Use Planning Handbook* published by the California Department of Transportation Division of Aeronautics. The proposed amendment identifies an AIA that considers four airport compatibility factors:

1. Noise: Locations that could be exposed to potentially disruptive levels of aircraft noise.
2. Safety: Areas in which the risk of an aircraft accident could pose heightened safety concerns for people and property on the ground.
3. Airspace Protection: Places where height and various other characteristics of proposed land uses need to be restricted to prevent creation of physical, visual, or electronic hazards to flight within the airspace required for the operation of aircraft to and from the proposed Crows Landing Airport.
4. Overflight: Locations where aircraft operations may cause annoyance, and where notification or real estate disclosures may be required.

The Crows Landing Airport AIA includes two areas, Referral Area 1 and Referral Area 2 (see Map CRO-1 of Attachment 3). Requirements for the referral of land use actions to the ALUC differ between these two areas. Referral Area 1 encompasses locations where noise and/or safety represent compatibility concerns and airspace protection and overflight may also pose concerns. Referral Area 2 includes locations where airspace protection and/or overflight are compatibility concerns, but not noise or safety.

Existing Development

It is important to note that updated ALUCP policies for the Crows Landing Airport do not apply to existing land uses. ALUCP policy 1.4.3 addresses existing land uses. As set forth in this policy, an existing land use is one that either physically exists or for which a local agency's commitments to the proposal have been obtained; prior to the ALUCP adoption date, in one or more of the following manners:

1. A tentative parcel or subdivision map has been approved and has not expired.
2. A vesting tentative parcel or subdivision map has been approved.
3. A development agreement has been approved and remains in effect.
4. A final subdivision map has been recorded.
5. A use permit or other discretionary entitlement has been approved and not yet expired.
6. A valid building permit has been issued and not yet expired.

The proposed ALUCP also addresses intensification of existing land uses, and revisions to approved development. If a new version of an approved tentative parcel or subdivision map is submitted, the use would no longer qualify as existing and; therefore, would be subject to ALUC review in accordance with the policies of the ALUCP. Similarly, if a local agency's commitment to a development proposal expires, the proposal would no longer qualify as an existing land use.

The ALUC has no ability to reduce or remove nonconforming or otherwise incompatible existing land uses from the airport environment. However, a proposed change to an existing use (i.e., reconstruction or redevelopment) is subject to ALUC review if the proposed change would result in increased nonconformity with the compatibility criteria.

PUBLIC REVIEW AND COMMENTS RECEIVED

The proposed ALUCP update for the Crows Landing Airport was included in the Environmental Impact Report (EIR) prepared for the CLIBP project. The Draft EIR (DEIR) for the CLIBP project was circulated for the required 45-day public comment period from January 22, 2018, to March 12, 2018. A second 45-day public comment period, as requested by the City of Patterson, occurred between March 12, 2018 and April 26, 2018. Sixteen comment letters were received in response to the DEIR during the 90-day review period; four of which made specific comments associated with the proposed Crows Landing general aviation airport and ALUCP amendment. Mead & Hunt, in conjunction with AECOM, has provided responses to the aviation related comment letters with comments specific to the ALUCP update. Comment letters are listed and summarized below:

- City of Patterson;
- Sierra Academy of Aeronautics;
- City of Newman; and,
- Mr. Ken Mustoe (County resident).

City of Patterson

Comments: Stated that reinstating the use of the Crows Landing Airport would require the City to amend its General Plan and zoning to allow airport land uses and comply with the proposed updated ALUCP. Remarked that the Draft EIR provided no analysis of the impacts to the City to institute this change, and that the Draft EIR only noted that both the City and County “are expected to incorporate certain criteria and procedural policies...to ensure that future land use development will be compatible with long term airport operations.” The City has not considered this change which would require additional discussions with the County to address this matter before it can agree to changes that would expose City residents to noise, light, and other impacts from aviation uses.

Response: The proposed Airport would be located outside of the City of Patterson, but a portion of the City would be located within the Airport Influence Area (AIA), as defined in the proposed ALUCP Amendment. The potential effect of adopting the proposed ALUCP on future development within the City of Patterson was considered in a detailed displacement analysis performed in support of the Draft EIR. The City is required to amend its General Plan to be consistent with, not identical to, the ALUCP following adoption by the ALUC. To ensure compliance the City is required to: adopt applicable ALUCP policies by incorporating the ALUCP policies into existing General Plan elements; adopt relevant portion of the ALUCP as a stand-alone document, specifically the policies and maps; or create a separate General Plan ALUC element or overlay zone. A portion of the City lies within the AIA associated with the proposed Crows Landing Airport. The ALUC policies that apply to the AIA do not propose changes to the City’s General Plan or Zoning code that would expose City residents to noise, light or other impacts from aviation uses. Only policies associated with airspace protection and aircraft overflight would apply within the City limits. The portion of the City, including its General Plan area that is within the AIA occurs in Referral Area 2. Referral Area 2 includes locations where airspace and overflight may pose compatibility concerns, but not noise and safety concerns. The requirement for General Plan consistency is further discussed in the General Plan Consistency – Cities and County section of this report.

Sierra Academy of Aeronautics

Comments: Sierra Academy of Aeronautics, located at Castle Airport, in Atwater, California is a flight school interested in utilizing the Crows Landing airport and in support of the project.

Response: The commenter’s support for the project is acknowledged.

City of Newman

Comments: Commented on airport activity forecasts, maps, and figures largely excluding impacts to the City of Newman in its analysis. The City raised concerns that current and future impacts may exist, and that the City was not included in ALUCP maps although the City appears to be directly under the flight path of the Project and that further analysis is warranted to determine impacts. Newman questioned the possibility of airport use by large air cargo aircraft in the future and the need to amend ALP to address that change. The City requested that they be added to ALP maps, that additional studies for flight/noise impacts to the City be conducted, and that the potential future use of large air cargo aircraft be addressed.

Response: Facilities envisioned for the first 30 years of operation would not support large air cargo aircraft. If aviation demand changes, modifications to the project and ALUCP would be subject to additional environmental review and discretionary land use approval. Newman city limits are 6.5 miles from the nearest runway. The City was not included in the maps due to the distance from the airport. At that distance variation in flight paths by small aircraft is too great to support evaluation of overflights. An analysis of noise impacts was completed and included Newman. Neither the City of Newman nor the area in its sphere of influence would be exposed to aircraft noise in exceedance of regulatory thresholds. Maps in the ALP were updated to reflect Newman in relation to the project. The updated maps area incorporated in the October, 2018 version of the ALP identified above.

Mr. Ken Mustoe, Stanislaus County Resident

Comments: The Specific Plan and ALP have different runway lengths for the general aviation airport. ALP contemplates a 1,000 foot extension of the existing 5,175 foot runway making airport suitable for commercial jets (Boeing 737). The Specific Plan deems the extension as speculative and does not contemplate. Expressed concern that this would result in an EIR addendum in the future to extend the runway when extension should be evaluated as a part of the current project.

Response: The Specific Plan does not propose a runway extension, nor does it include plans for an air cargo terminal suitable for commercial jets. The ALP identifies potential airport development over 30 years which for the Crows Landing Airport includes a 5,175 foot runway. The ALP identifies that a runway extension may occur after the 30 year planning horizon, if warranted by user demand and funding availability. To be conservative, the potential effects of the future runway extension were considered in the Cumulative Impacts Analysis of the Draft EIR. Supplemental environmental analyses and revisions to the County's ALUCP will be required prior to the construction of any runway extension.

The issues brought forth within each comment letter were evaluated in terms environmental significance and in terms of technical amendments needed to the draft documents for clarification purposes. Responses to all comments received are included in the Final EIR (FEIR) available at the link below. A summary of mitigation measures, added to the CLIBP project to prevent and reduce potentially significant impacts to a level of less than significant, significant and unavoidable impacts, and revisions made to the DEIR in response to comments received during circulation of the document is provided in the October 30, 2018, Stanislaus County Board of Supervisors Report for Certification of the EIR available online at: <http://www.stancounty.com/bos/agenda/2018/20181030/DIS01.pdf>.

GENERAL PLAN CONSISTENCY – CITIES AND COUNTY

Each local agency having jurisdiction over land uses within an ALUC's planning area is required by state law to modify its general plan and any specific plans to be consistent with the ALUCP. The law says that the local agency must take this action within 180 days (six months) of ALUCP adoption or amendment. A general plan does not need to be identical to the ALUCP in order to be consistent with it. To meet the consistency test, a general plan must do two things, it must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and, it must avoid direct conflicts with compatibility planning criteria. The land use jurisdictions affected by the proposed ALUCP update may need

to modify their general plans, specific plans, and other policy documents to be consistent with the ALUCP.

It must be emphasized; however, that local agencies need not change land use designations to make them consistent with the ALUC criteria if the current designations reflect existing development. In such cases, they would need to establish policies to ensure that the nonconforming uses would not be expanded in a manner inconsistent with this Compatibility Plan and that any redevelopment of the affected areas would be consistent with the ALUCP. Compatibility planning issues can be reflected in a general plan in several ways:

- Incorporate policies into existing general plan elements.
- Adopt a general plan airport element.
- Adopt Compatibility Plan as stand-alone document.
- Adopt airport combining district or overlay zoning ordinance.

When an ALUCP is amended, as with its initial adoption, local jurisdictions have 180 days within which to; amend their general plans to be consistent with the ALUCP, or; to overrule the ALUC by a two-thirds vote of the agency governing body, which requires the governing body to make findings that the agency's plans are consistent with the intent of the state airport land use planning statutes in the SAA.

The proposed update affects the general plans of two local jurisdictions: Stanislaus County and the City of Patterson.

In the case of Stanislaus County, in finding that the proposed update to the ALUCP is consistent with the proposed CLIBP Specific Plan, the ALUC will be finding the proposed update to be consist with the Stanislaus County's General Plan (including the general plan amendment from Agriculture to Specific Plan required for approval of the CLIBP project). The Specific Plan and ALUCP were prepared in conjunction to ensure consistency between both documents and the proposed uses. As such, features like: height limitations on structures, and aviation supportive design standards for lighting, exterior materials, vegetation types, and stormwater retention to discourage birds and other wildlife are incorporated into the Specific Plan.

A portion of the AIA, Referral Area 2, for the proposed Crows Landing General Aviation Airport extends to the City of Patterson. The ALUC has performed a preliminary consistency review with the City of Patterson's General Plan and determined that while it appears to be consistent with the proposed ALUCP, the City must revise its General Plan to identify the portion of the City that lies within the AIA for the proposed Crows Landing Airport and the applicable ALUCP policies. The general plan revisions may be incorporated directly through the formulation of new General Plan policies and zoning ordinances or indirectly through reference to the ALUCP and other policy documents. Upon adoption of the proposed ALUCP amendment, the ALUC will work with the City of Patterson to perform a final consistency determination.

ENVIRONMENTAL REVIEW

As discussed earlier, an EIR was prepared in association with both the CLIBP Specific Plan and the ALUCP update. The FEIR was certified through a separate action by the Stanislaus County Board of Supervisors, as Lead Agency, on October 30, 2018. All impacts associated with the ALUCP were found to be less than significant.

The ALUC, as a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), will consider approval of the proposed ALUCP. To do so, it must make an independent determination as to whether the EIR adequately addresses the potential impacts related to the proposed ALUCP update.

RECOMMENDATION

Staff recommends the Airport Land Use Commission (ALUC) approve this request based on the discussion above and on the whole of the record provided to the County. If the ALUC decides to approve the project, Attachment 1, provides an overview of all the findings required for project approval.

Contact Person: Rachel Wyse, Senior Planner, (209) 525-6330

Attachments:

Attachment 1 - Findings and Actions Required for Project Approval

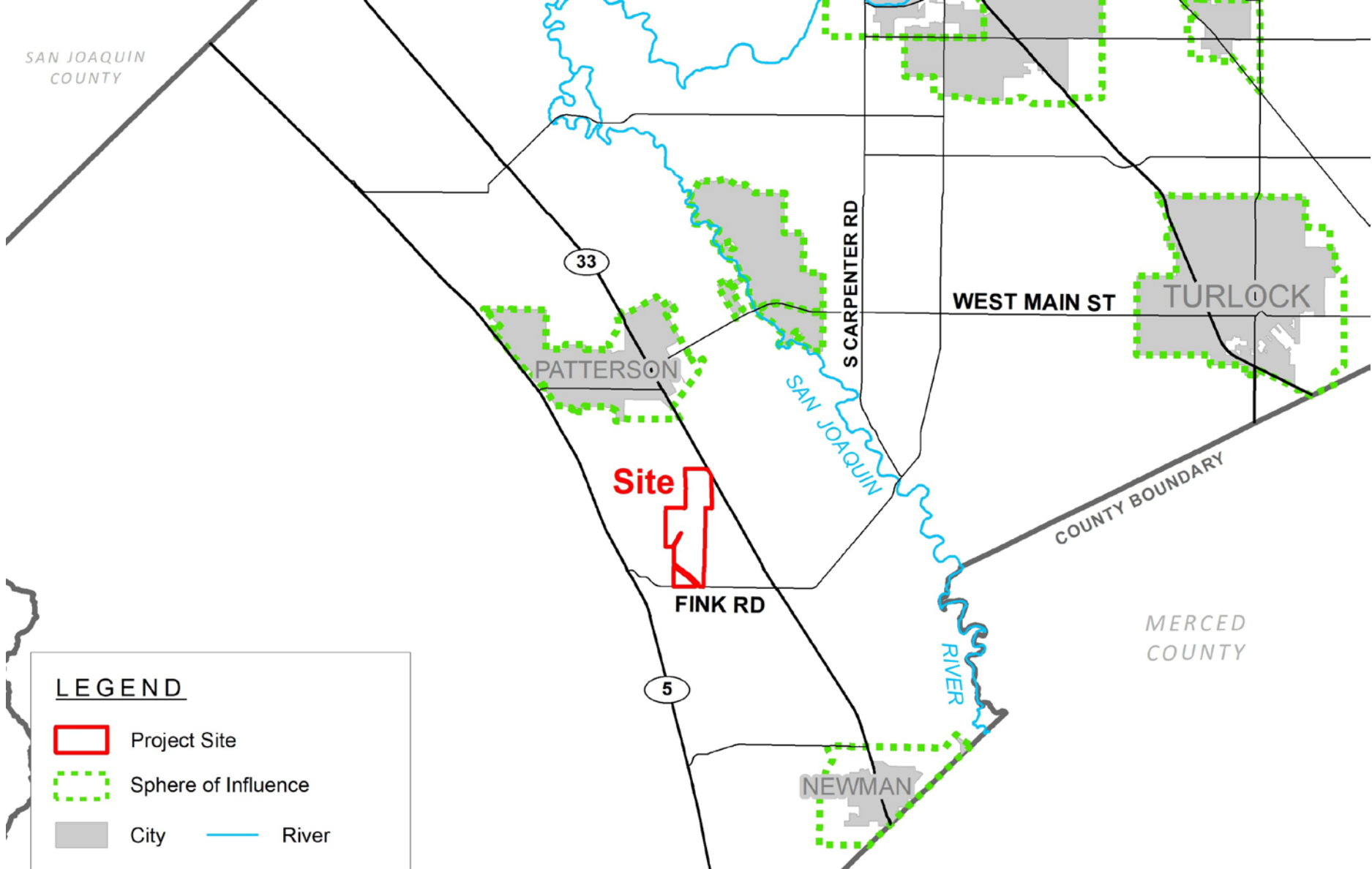
Attachment 2 - Maps

Attachment 3 - Stanislaus County Airport Land Use Compatibility Plan: Addendum to Address the Proposed Crows Landing Airport (Draft March 2017)

Findings and Actions Required for Project Approval

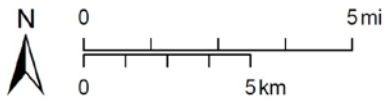
1. Acting as a “Responsible Agency” pursuant to California Environmental Quality Act (CEQA) Guidelines sections 15051, 15052, 15096, 15152, and 15381, the Stanislaus County Airport Land Use Commission (ALUC) has reviewed and considered the Environmental Impact Report (EIR) for the Crows Landing Industrial Business Park Specific Plan and associated updates to the Stanislaus County Airport Land Use Compatibility Plan (ALUCP) (State Clearinghouse No. 2014102035), consisting of the January 2018 Draft Environmental Impact Report (“DEIR”) and the October 2018 Final Environmental Impact Report (FEIR) (together the “EIR”), and certified by Stanislaus County acting as the “Lead Agency” and find that:
 - A. As a “Responsible Agency”, the ALUC independently evaluated the County’s certified EIR, and has complied with all actions and guidelines pursuant to CEQA Guidelines section 15096 (a-i), and has reached an independent conclusion that the EIR adequately addresses the potential impacts related to the proposed ALUCP amendment being considered.
 - B. On the basis of substantial evidence in light of the whole record, none of the conditions identified in the CEQA Guidelines section 15052 have occurred to necessitate the ALUC assuming the role of Lead Agency from the County.
 - C. On the basis of substantial evidence in light of the whole record, none of the conditions identified in CEQA Guidelines section 15162 or 15163 have occurred to necessitate preparation of a Subsequent EIR or Supplemental EIR.
 - D. Order the filing of a Notice of Determination with the Stanislaus County Clerk Recorder pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075;
2. Find that:
 - A. The County’s Planning and Community Development Department prepared the proposed ALUCP amendment to the 2016 ALUCP.
 - B. The proposed ALUCP update was prepared in accordance with the guidance set forth in the California Department of Transportation’s *California Land Use Planning Handbook* (2011) and provides revised procedural policies and airport specific policies for the Crows Landing Airport.
 - C. Stanislaus County provided opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education and other community groups, through public hearing and community meetings in fulfillment of Government Code Sections 65351 and 65352.
 - D. Find that the proposed CLIBP Specific Plan prepared in coordination with the ALUCP Update is consistent with the Stanislaus County ALUCP, as amended.
3. Rescind all policies in the adopted 2016 ALUCP associated with the former Crows Landing Naval Auxiliary Landing Field.
4. Approve Airport Land Use Commission Application No. PLN2013-0091– Crows Landing Industrial Business Park Specific Plan (CLIBP) and ALUCP Update, as recommended in the November 15, 2018, ALUC memo, including Attachment 3 – Stanislaus County Airport Land Use Compatibility Plan: Addendum to Address the Proposed Crows Landing Airport (Draft March 2017).

SAN JOAQUIN COUNTY



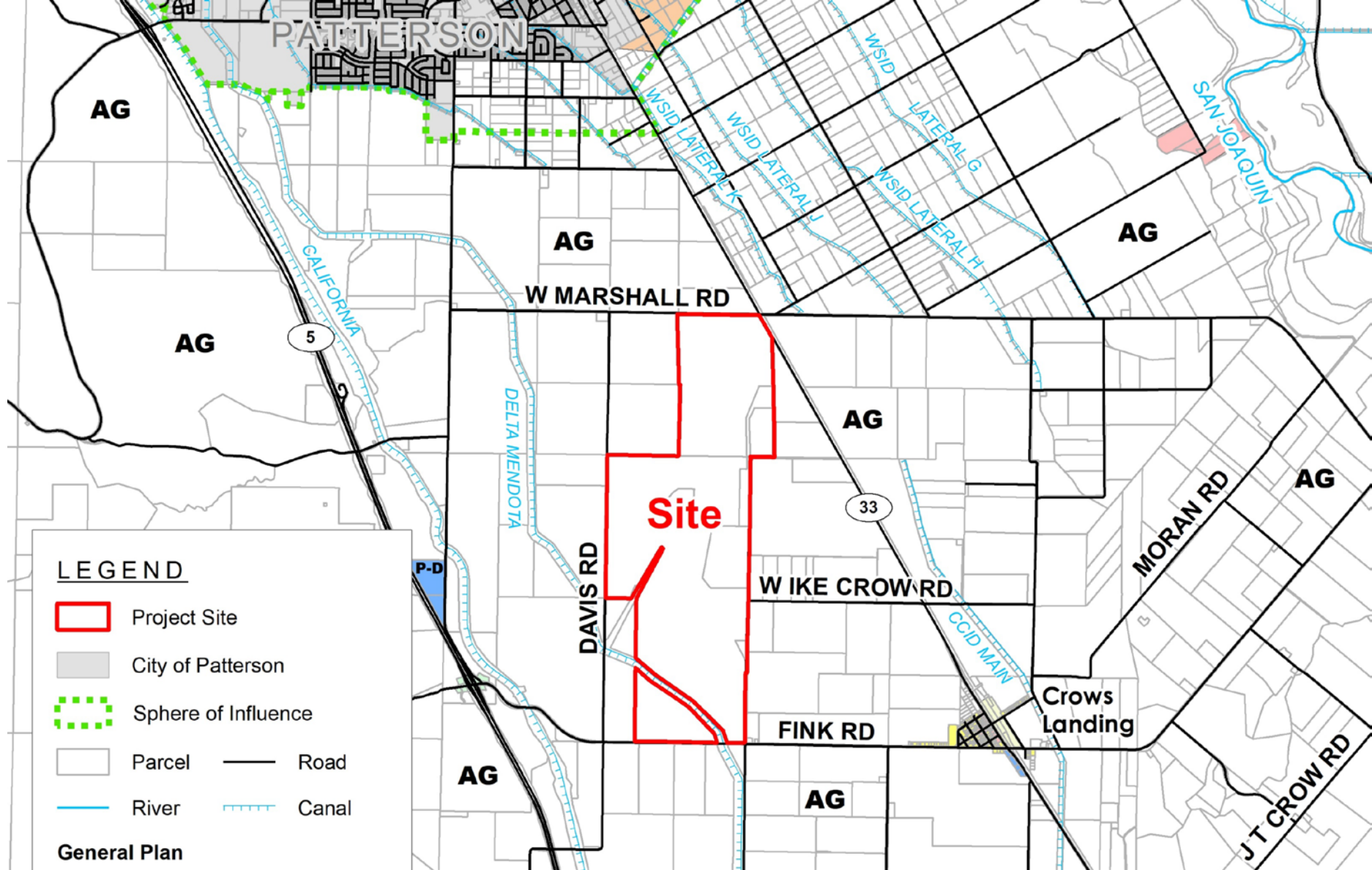
LEGEND

-  Project Site
-  Sphere of Influence
-  City
-  River
-  Road



Source: Planning Department GIS Date: 10/25/2018

**CROWS LANDING INDUSTRIAL BUSINESS PARK
SP GPA REZ PLN2013-0091
AREA MAP**

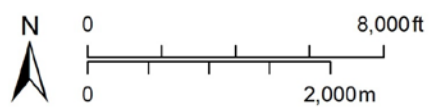


LEGEND

- Project Site
- City of Patterson
- Sphere of Influence
- Parcel
- Road
- River
- Canal

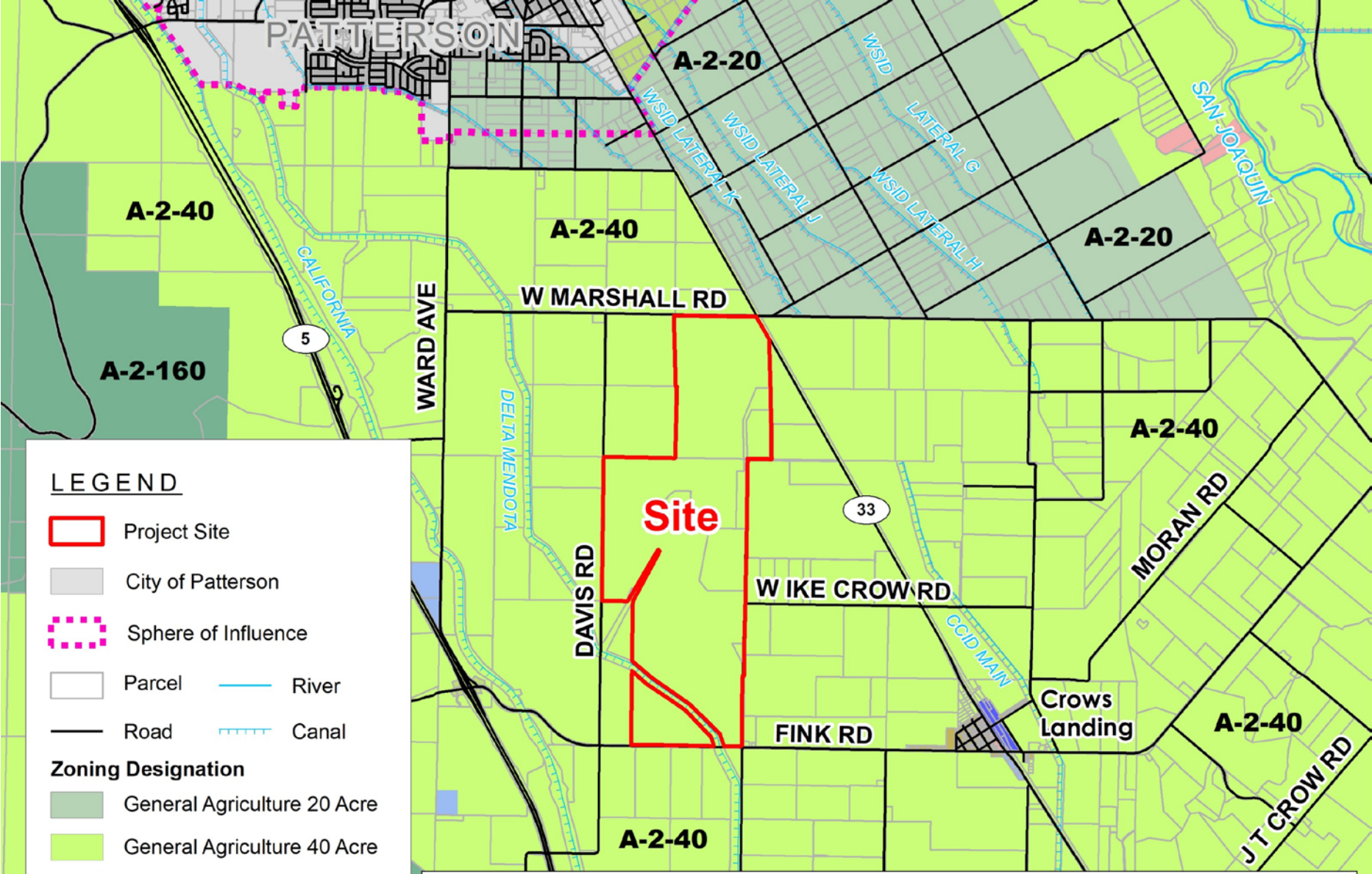
General Plan

AG Agriculture



Source: Planning Department GIS Date: 10/25/2018

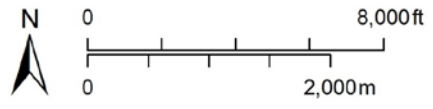
**CROWS LANDING INDUSTRIAL BUSINESS PARK
SP GPA REZ PLN2013-0091
GENERAL PLAN MAP**



LEGEND

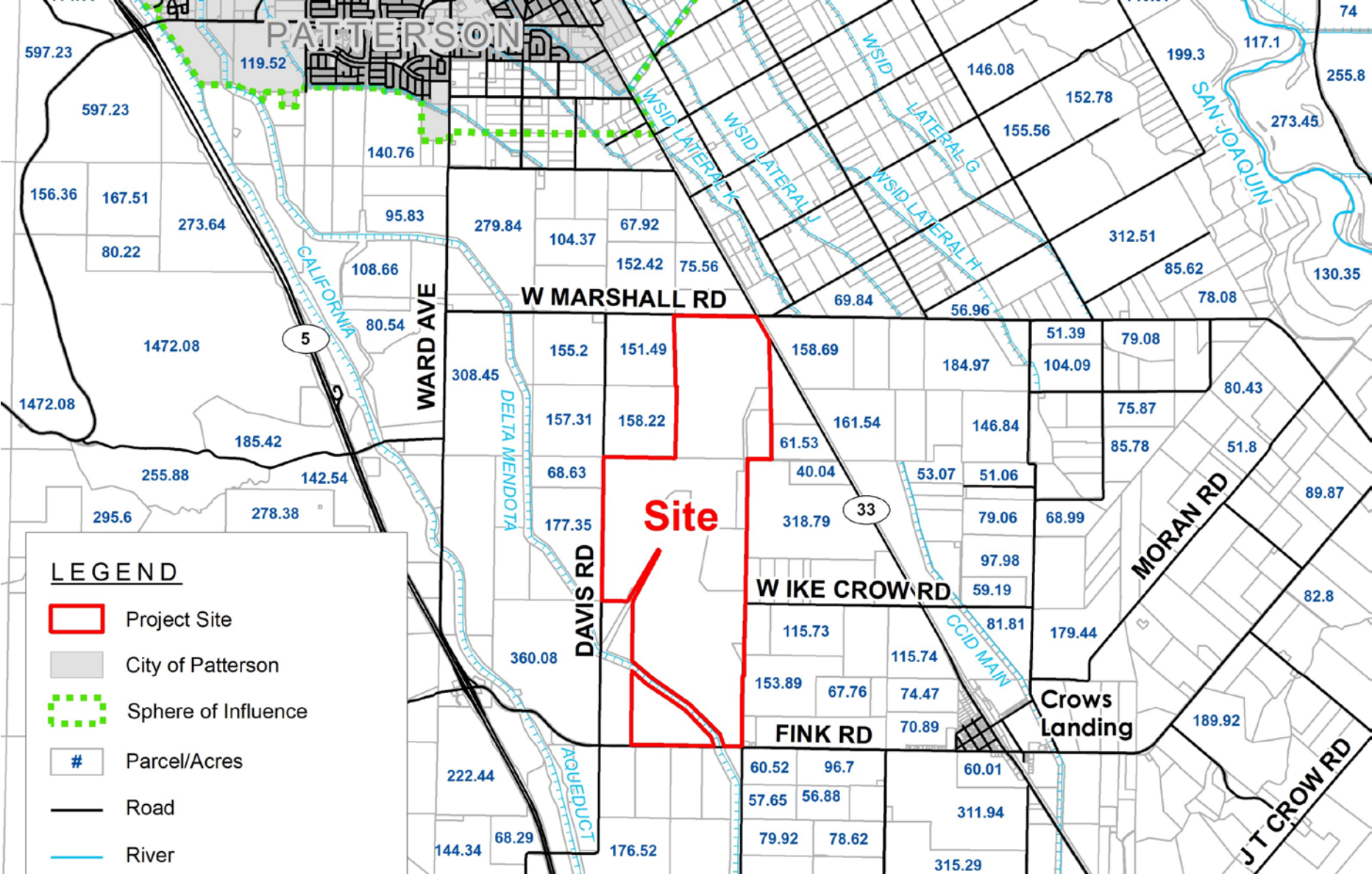
-  Project Site
-  City of Patterson
-  Sphere of Influence
-  Parcel
-  River
-  Road
-  Canal

- Zoning Designation**
-  General Agriculture 20 Acre
 -  General Agriculture 40 Acre
 -  General Agriculture 160 Acre



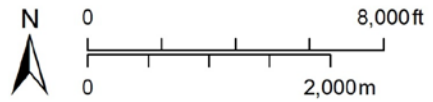
Source: Planning Department GIS Date: 10/25/2018

**CROWS LANDING INDUSTRIAL BUSINESS PARK
SP GPA REZ PLN2013-0091
ZONING MAP**



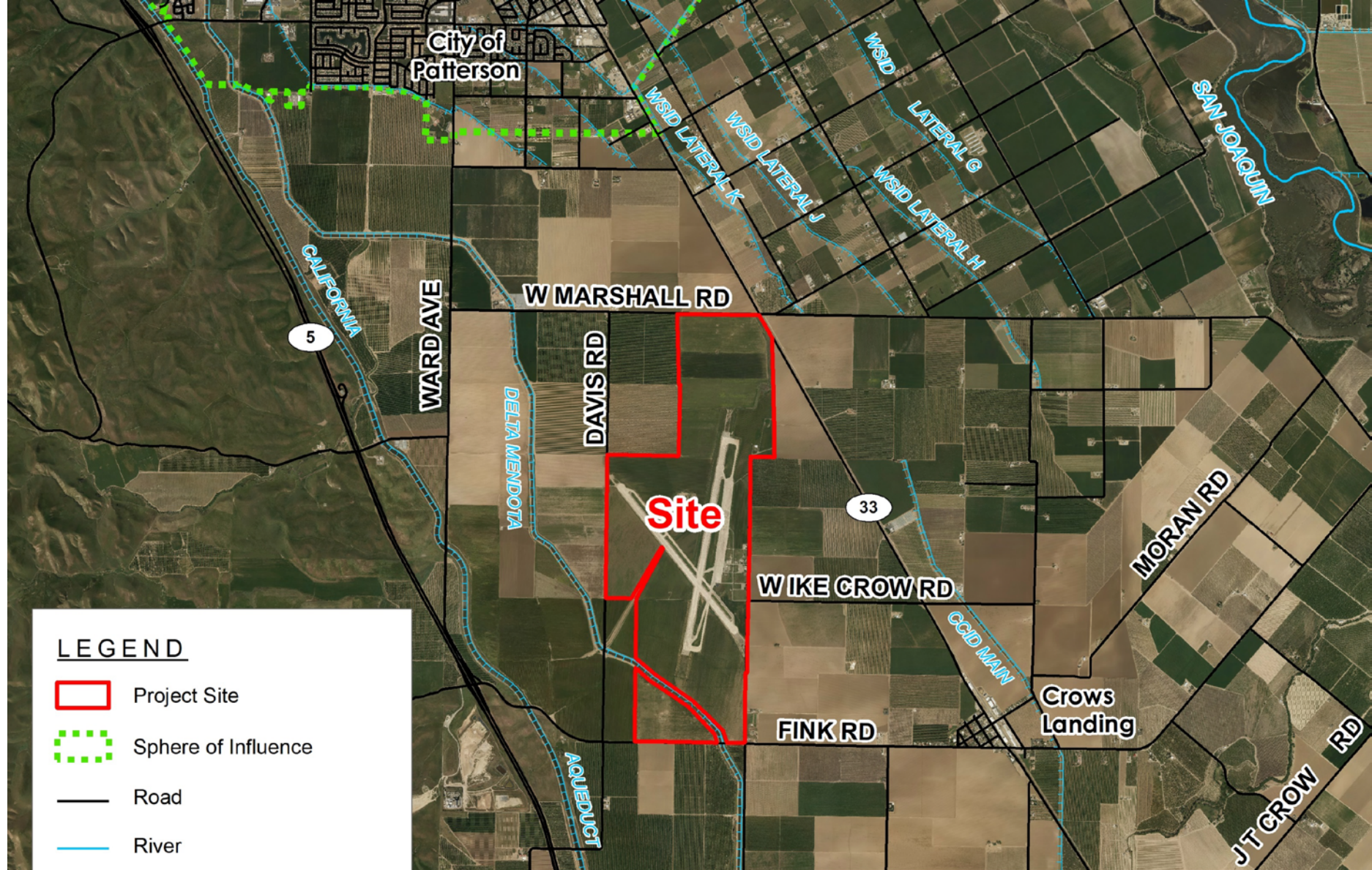
LEGEND

- Project Site
- City of Patterson
- Sphere of Influence
- # Parcel/Acres
- Road
- River
- Canal



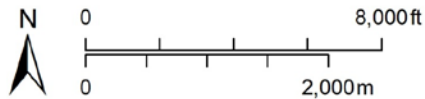
Source: Planning Department GIS Date: 10/25/2018

**CROWS LANDING INDUSTRIAL BUSINESS PARK
SP GPA REZ PLN2013-0091
ACREAGE MAP**



LEGEND

- Project Site
- Sphere of Influence
- Road
- River
- Canal






Source: Planning Department GIS Date: 10/25/2018

**CROWS LANDING INDUSTRIAL BUSINESS PARK
SP GPA REZ PLN2013-0091
2017 AERIAL AREA MAP**

CROWS LANDING INDUSTRIAL BUSINESS PARK SP GPA REZ PLN2013-0091 2017 AERIAL SITE MAP

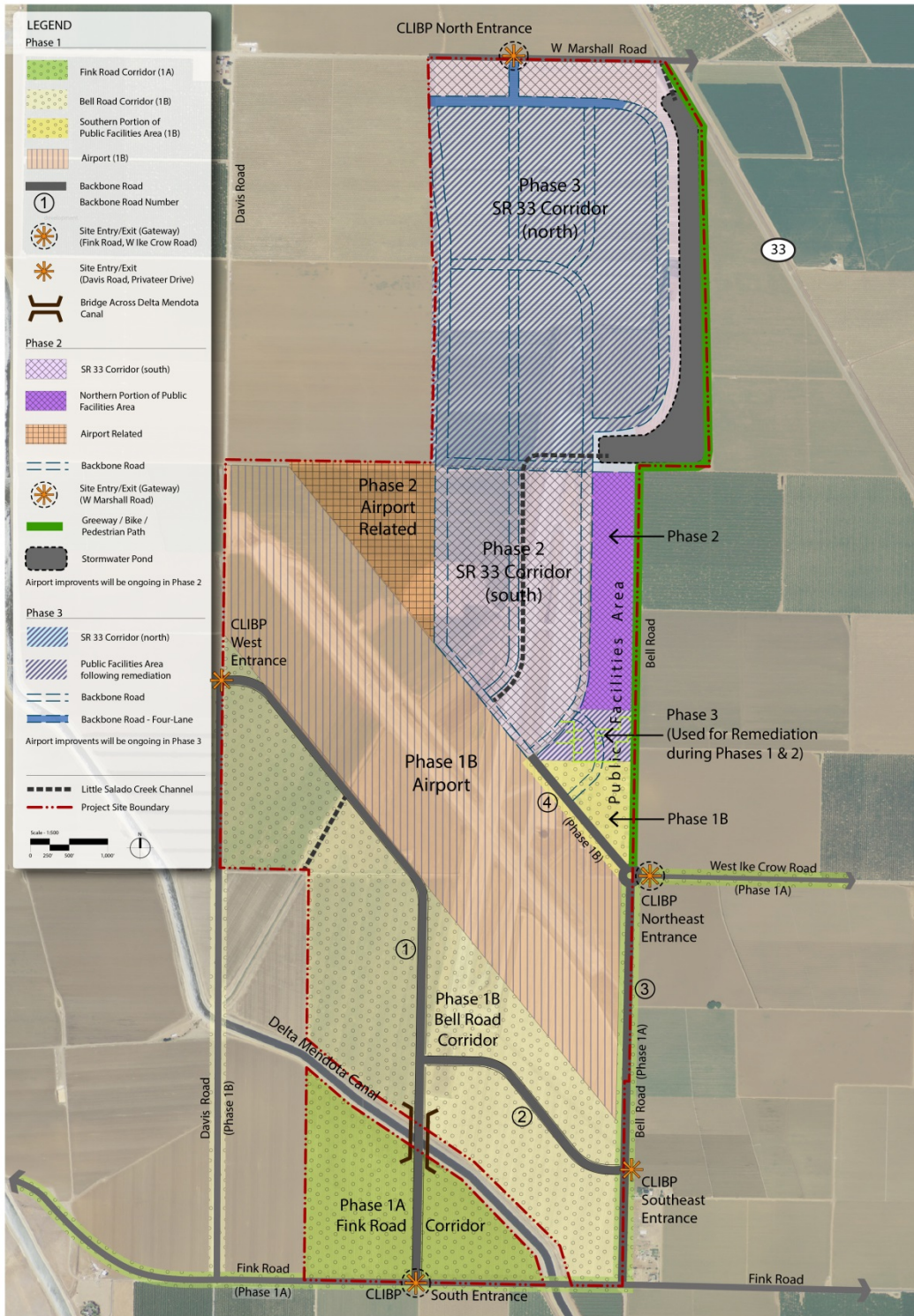


LEGEND

-  Project Site
-  Road
-  Canal



Source: Planning Department GIS Date: 10/25/2018



Source: AECOM 2016
 Figure 2-2: Proposed Plan Phases

Stanislaus County Airport Land Use Compatibility Plan: Addendum to Address the Proposed Crows Landing Airport

The following addendum would amend the *Stanislaus County Airport Land Use Compatibility Plan* dated October 2016 to include specific policies associated with the proposed Crows Landing Airport. After adoption of the addendum by the Stanislaus County Airport Land Use Commission, all revisions will be incorporated into the *Stanislaus County Airport Land Use Compatibility Plan* and a final document will be prepared.

Additions are shown as underlined; deletions are shown in strikethrough. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document, and the date in the footer and title pages will be revised.

Chapter 1, Individual Airport Policies and Compatibility Maps

Page 1-1: Revise the first sentence to include the Crows Landing Airport:

The Stanislaus County Airport Land Use Compatibility Plan (ALUCP) contains the individual Compatibility Plan for three airports in Stanislaus County: the Modesto City-County Airport, the Oakdale Municipal Airport, and the ~~former~~ Crows Landing Air Facility Airport.

Page 1-4: Under "Airports in Stanislaus County, revise the fifth paragraph, first sentence:

The current ALUCP update provides policies for three airports: the Modesto City-County Airport, the Oakdale Municipal Airport, and the Crows Landing Airport ~~(forthcoming)~~ (see Map 1-1).

Page 1-6: Revise the third paragraph in the discussion of the Crows Landing Airport

The County of Stanislaus has worked closely with the California Department of Transportation's (Caltrans) Division of Aeronautics since property conveyance, and it has developed an Airport Layout Plan (ALP) that includes the reuse of the prevailing wind runway. ~~Following appropriate review of the proposed airport layout plan and accompanying ALUCP pursuant to the California Environmental Quality Act (CEQA),~~ The County will submit an application to the Caltrans Division of Aeronautics to operate a public-use general aviation (GA) airport at the former Crows Landing Air Facility. The development of airport-specific policies is a prerequisite for obtaining an airport operating permit from Caltrans. The Stanislaus County ALUCP will be amended to include airport-specific policies for the proposed Crows Landing General Aviation Airport, following the certification of the associated CEQA document and approval by the County Board of Supervisors. Until that time, the airport-specific ALUCP policies associated with the Crows Landing Air Facility set forth in the County's 2004 ALUCP shall remain in place.

Pages 1-6 to 1-7: Revise the discussion of Plan Adoption.

Although contained within this single volume, the Stanislaus County Airport Land Use Compatibility Plan consists of three separate ALUCPs, one for each airport addressed. Since the County's ALUCP and General Plan update were undertaken simultaneously, an Environmental Impact Report (EIR) ~~will be~~ was prepared in accordance with the California Environmental Quality Act (CEQA) that addresses both projects. The purpose of the EIR is to identify the potential environmental impacts associated with the implementation of the revised General Plan ALUCP following adoption; the issues addressed will include those identified in the 2007 California Supreme County decision in Muzzy Ranch Company v. Solano County Airport Land Use Commission, such as an assessment of the potential displacement of future residential and non-residential land use development. The potential environmental impacts associated with the ALUC amendment to include the Crows Landing Airport were evaluated simultaneously with the EIR prepared in support of the Crows Landing Industrial Business Park, which includes the Crows Landing Airport.

Page 1-9: Revise the second paragraph describing ALUCP contents:

Chapters 2 presents airport compatibility and review policies that are applicable to each of the three airports addressed. Chapter 3 presents the compatibility policy maps associated with each airport as well as the individual policies for that airport. Chapters 4 through 6 present the airport land use background information regarding each of the airports in sequence: Modesto City-County Airport, ~~the~~ Oakdale Municipal Airport, and the Crows Landing Airport. ~~The individual policies associated with the Crows Landing Airport, which will comprise Chapter 6, will not be presented at this time; specific policies for the Crows Landing Airport included following a separate CEQA process for the proposed Airport Layout Plan and its airport specific ALUCP policies.~~

Chapter 2, Policies

Page 2-1: Revise Policy 1.1.2 to remove references to forthcoming material.

1.1.2 Airport Land Use Compatibility Plans for Individual Airports in Stanislaus County. With limited exceptions, California law requires an Airport Land Use Compatibility Plan for each public use and military airport in the state. This document, the *Stanislaus County Airport Land Use Compatibility Plan (ALUCP)* contains the individual ALUCP for each of the three public-use airports in Stanislaus County: There are no military airports in the County.

- a.) The three airports covered by this ALUCP are:
 - (1) Modesto City-County Airport, a publicly owned, commercial-service airport.
 - (2) Oakdale Municipal Airport, a publicly owned, general aviation airport.
 - (3) Crows Landing Airport, a publicly owned, public-use airport pending approval by the California Department of Transportation, Division of Aeronautics. ~~This ALUCP will be amended to include site-specific data pertaining to the Crows Landing Airport upon permit receipt.~~
- b.) The policies in this document are divided into three chapters.
 - (1) Chapters 1 and 2, together with the respective airport-specific policies in Chapters 4 through 6, comprise the ALUCP for each of the three airports.
 - (2) Chapter 3 includes the Individual Airport Policies and Compatibility Maps for Modesto City-County, ~~and Oakdale Municipal, and Crows Landing~~ airports ~~(Crows Landing Airport policies and maps will be added at a later date)~~. The chapter includes a set of maps for each airport plus any compatibility criteria that are unique to that airport.
 - (3) Chapters 4 through 6 provide specific data pertaining to each airport and summaries of the background data used to prepare the compatibility plans.

Page 2-2. Revise definition 1.1.5, Use by Affected Local Agencies.

1.1.5. Use by Affected Local Agencies:

- (a) This ALUCP and its policies shall apply to all of the following affected Local Agencies (see Policy 1.2.23), each of which has or may in the future have jurisdiction over lands within parts of the Airport Influence Areas defined by this plan; specifically:
 - (1) County of Stanislaus
 - (2) City of Ceres
 - (3) City of Modesto
 - (4) City of Oakdale
 - (5) City of Patterson
 - (~~5~~6) Any future city within Stanislaus County that may be incorporated within all or part of the airport influence area associated with the Modesto City-County Airport, Oakdale Municipal Airport, or the Crows Landing Airport.

- (67) Special districts, school districts and community college districts within Stanislaus County to the extent that the district boundaries extend into an Airport Influence Area.

Page 2-4: Revise definition 1.2.7, *Airspace Protection Area*.

1.2.7. *Airspace Protection Area:* The area beneath the Airspace Protection Surfaces for each airport as depicted on Maps **MOD-4**, **and OAK-4**, and **CRO-4**.

Page 2-6: Revise definition 1.2.25, *Noise Impact Area*.

1.2.25. *Noise Impact Area:* The area within which the noise impacts, measured in terms of CNEL, generated by aircraft operating at an airport may represent a land use compatibility concern. The Noise Impact Area associated with each airport is depicted on Maps **MOD-2**, **and OAK-2**, and **CRO-2**, Compatibility Policy Map: Noise.

Page 2-7: Revise definition 1.3.2, *Referral Areas*.

1.3.2. *Referral Areas:* Each Airport Influence Area is divided into two areas, Referral Area 1 and Referral Area 2. Requirements for referral of Land Use Actions to the ALUC for review differ between these two areas (see Section 1.4). The airport influence area maps presented as **MOD-1**, **and OAK-1**, and **CRO-1** illustrate these areas.

Page 2-11: Revise definition 1.5.5, *Mandatory Referral of Airport Planning and Development Actions*.

1.5.5. *Mandatory Referral of Airport Planning and Development Actions:* Prior to approving either of the following types of airport planning and development actions, the airport operator, including the County of Stanislaus for the proposed Crows Landing Airport, must refer the action to the ALUC for determination of consistency with the Stanislaus County Airport Land Use Compatibility Plan.

Chapter 3, Individual Airport Policies and Compatibility Maps

Page 3-1: Revise the first paragraph to indicate that data for the Crows Landing airport is included:

CHAPTER OVERVIEW

This chapter presents policies and maps that are specific to each of the three airports addressed in this document: Modesto City-County Airport, Oakdale Municipal Airport, and Crows Landing Airport (~~forthcoming~~). The respective section for each airport, combined with the general policies that comprise Chapter 2, represents the Compatibility Plan for that particular airport.

Page 3-4: Revised the first paragraph to remove the reference to the 2004 ALUCP and to identify a new airport-specific policy for the Crows Landing Airport:

CRO. CROWS LANDING AIRPORT

CRO.1 Additional Compatibility Policies

~~*CRO 1.1 Policies for the former Crows Landing Airfield, as presented in the 2004 ALUCP, will remain in force until the County receives an airport operating permit from the Galtrans Division of Aeronautics to re-open the airfield for general aviation use.*~~

CRO 1.1 Crows Landing Industrial Business Park Specific Plan. The Crows Landing Airport is located on 370-acres within the 1,528-acre Crows Landing Industrial Business Park (CLIBP) Specific Plan Area.

- a) CLIBP Specific Plan policies incorporate the *Stanislaus County Airport Land Use Compatibility Plan* by reference.
- b) In the event that ALUCP policies and *Specific Plan* policies are found to be inconsistent with one another, the more stringent policy shall apply.

Insert proposed Crows Landing Policy Maps following page 3-4 as follows:

- CRO-1, Airport Influence Area Policy Map
- CRO-2, Airport Noise Zones Policy Map
- CRO-3, Safety Zones Policy Map
- CRO-4, Airspace Protection Zones Policy Map
- CRO-5, Overflight Zones Policy Map

A copy of the revised Chapter 3 pages and maps is attached to this addendum.

Chapter 6, Background Data: Crows Landing Airport and Environs

A new chapter will be added to the ALUCP to provide background information about the Crows Landing Airport.

The new chapter is attached to this addendum. To facilitate document readability, only the Chapter title is underlined.

Individual Airport Policies and Compatibility Maps

CHAPTER OVERVIEW

This chapter presents policies and maps that are specific to each of the three airports addressed in this document: Modesto City-County Airport, Oakdale Municipal Airport, and Crows Landing Airport (~~forthcoming~~). The respective section for each airport, combined with the general policies that comprise Chapter 2, represents the *Compatibility Plan* for that particular airport.

To the extent that any of the policies in Chapter 2 are not intended to apply to a particular airport, those modifications are indicated here. Any additional policies that apply only to a specific airport are listed as well. These special policies are not to be generalized or considered as precedent applicable to other locations near the same airport or to the environs of other airports addressed by this *Compatibility Plan*. Where no special policies are listed, the policies in Chapter 2 prevail.

For each airport, a set of five policy maps is provided:

- *Airport Influence Area Policy Maps* indicate the overall boundary of the area, as well as the two sub-areas—Referral Areas 1 and 2—within which certain land use actions are subject to ALUC review.
- *Airport Noise Zones Policy Maps* depict the locations within which criteria addressing noise impacts are applicable.
- *Safety Zones Policy Maps* show locations where certain types of proposed development may be restricted on the basis of safety compatibility with the airport.
- *Airspace Protection Zones Policy Maps* define where limits on the heights of structures and other objects are necessary.
- *Overflight Areas Policy Maps* show where policies providing certain buyer awareness measures are applicable.

These maps provide the geographic context for the compatibility policies set forth in Chapter 2. Information and other factors considered in developing the maps for each airport are described and illustrated in the background data chapters for the respective airports (Chapters 4 through 6).

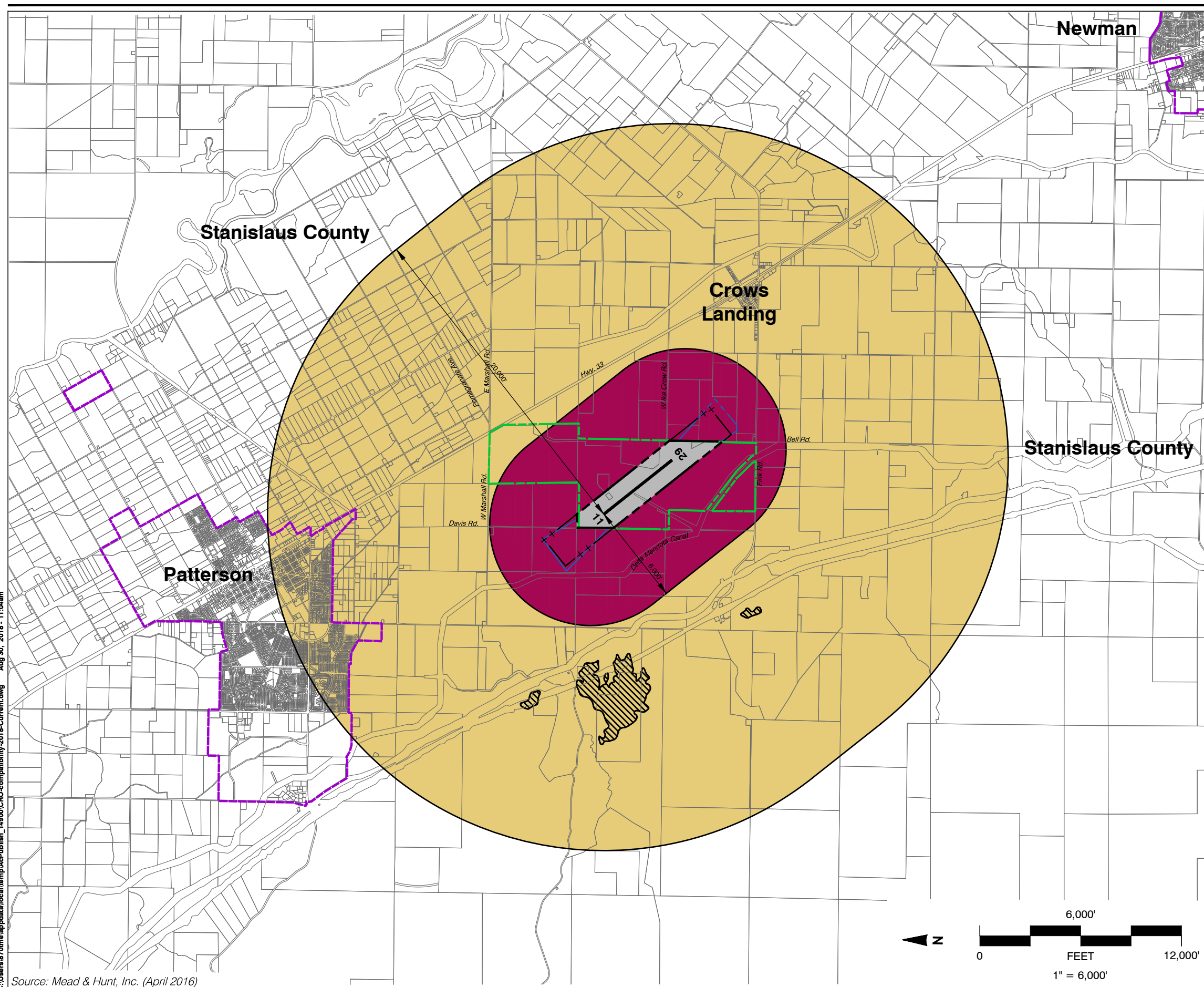
CRO. CROWS LANDING AIRPORT

CRO.1 Additional Compatibility Policies

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CRO 1.1 Crows Landing Industrial Business Park Specific Plan. The Crows Landing Airport is located on 370-acres within the Crows Landing Industrial Business Park (CLIBP) Specific Plan Area.

- a) CLIBP Specific Plan policies incorporate the Stanislaus County Airport Land Use Compatibility Plan by reference.
- b) In the event that ALUCP policies and Specific Plan policies are found to be inconsistent with one another, the ALUCP shall apply.



Legend

Boundary Lines

- Airport Property (Existing)
- Airport Property (Future)
- Avigation Easement (Existing)
- Crows Landing Industrial Business Park
- City/County Limits
- Parcel Line
- Runway (Existing Length of 5,175')
- FAR PART 77 High Terrain Penetrations

Airport Influence Area

- Review Area 1
- Review Area 2

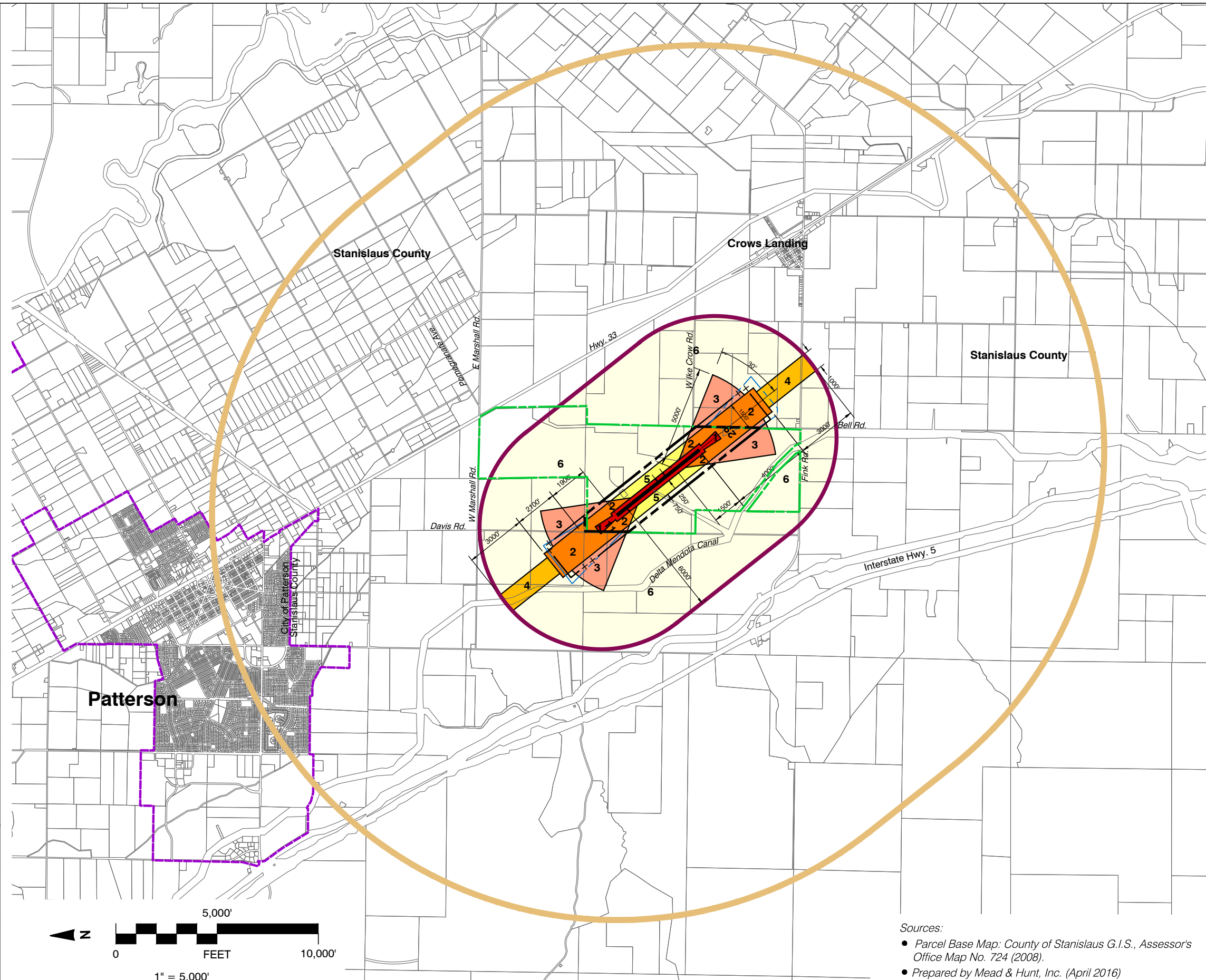
**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

Map CRO-1

**Airport Influence Area Policy Map
Crows Landing Airport**

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Source: Mead & Hunt, Inc. (April 2016)



Legend

Boundary Lines

- Airport Property (Existing)
- - - Airport Property (Future)
- - - Avigation Easement (Existing)
- - - Crows Landing Industrial Business Park
- - - City/County Limits
- - - Parcel
- Runway (Existing Length of 5,175')

Airport Influence Area

- Review Area 1
- Review Area 2

Safety Zones

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

Notes

1. Source: Long General Aviation Safety Zones - California Airport Land Use Planning Handbook (2012).
2. Avigation easement dedication required for areas outside existing property and within Zones 1-5.
3. See Table 2 for criteria applicable within each zone.

**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

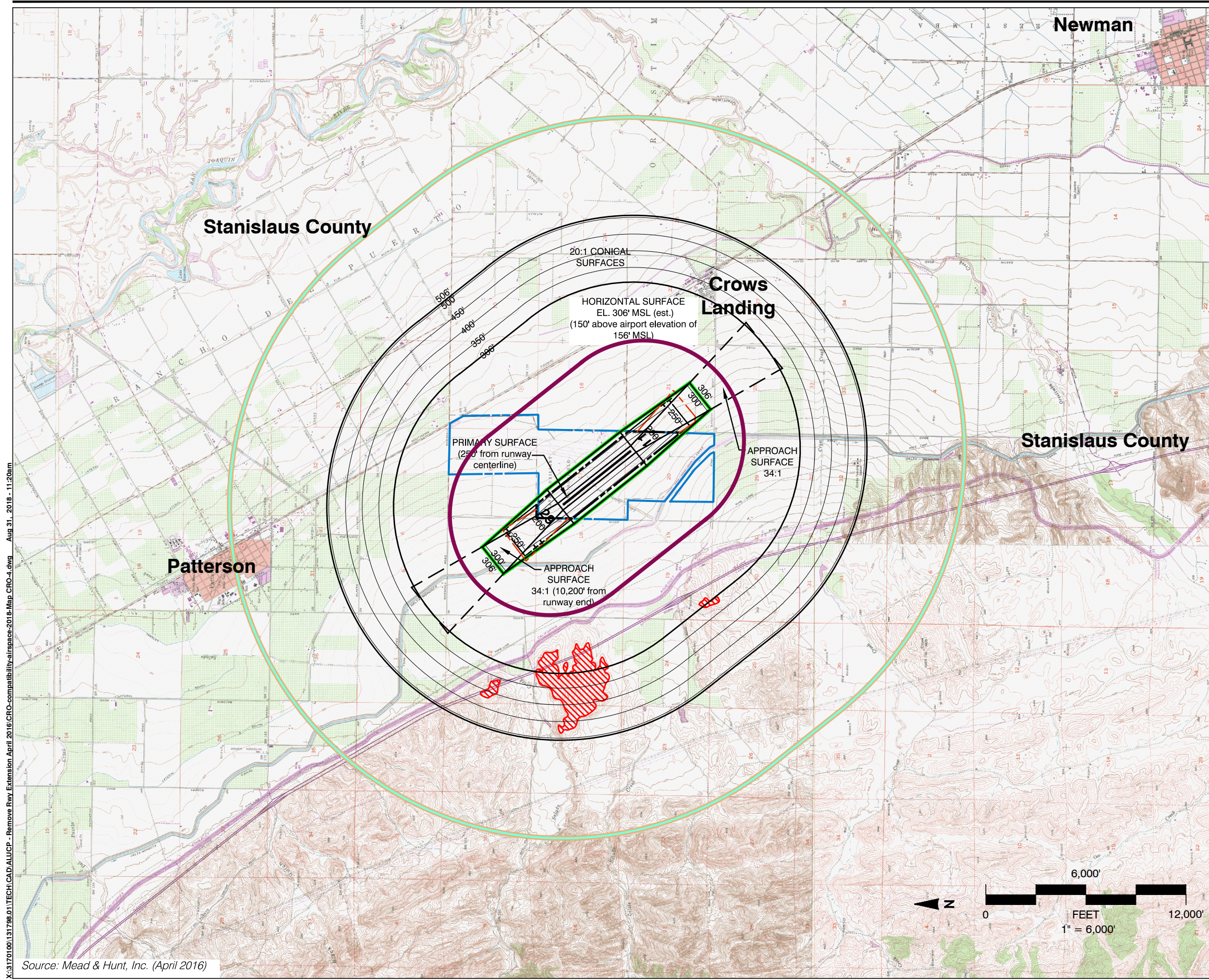
Map CRO-3

**Airport Safety Zones Policy Map
Crows Landing Airport**

Sources:

- Parcel Base Map: County of Stanislaus G.I.S., Assessor's Office Map No. 724 (2008).
- Prepared by Mead & Hunt, Inc. (April 2016)

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Legend

Boundary Lines

- Airport Property (Existing)
- ++ Airport Property (Future)
- - - - - Aviation Easement (Existing)
- - - - - Crows Landing Industrial Business Park
- Runway (Existing Length of 5,175')

Airspace Protection Surfaces

- FAA Height Notification¹
- FAR Part 77 Obstruction Surfaces²
- Aviation Easement Dedication³
- Terrain Contours
- Part 77 High Terrain Penetrations³

Airport Influence Area

- Review Area 1
- Review Area 2

- Notes**
1. Based on FAR Part 77, Subpart B, which requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from the nearest point of any runway. Beyond FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification.
 2. FAR Part 77 Obstruction Surfaces: Based on FAR Part 77, Subpart C, which establishes standards for determining obstructions to air navigation.
 3. Aviation easements beneath the approach and transitional surfaces up to the horizontal surface and the high terrain penetrations.
 4. Heliport airspace surfaces not shown: surfaces remain on airport property or subsumed in Runway 29 airspace surfaces.
 5. All elevations in feet above mean sea level (MSL).

Vertical datum in NAVD88.

**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

Map CRO-4

**Airspace Protection Zones Policy Map
Crows Landing Airport**

X:\31701\001\31798.01\TECH\CAD\ALJCP - Remove Rwy Extension April 2016\CRO-compatibility-airspace-2018-Map CRO-4.dwg Aug 31, 2018 - 11:20am
Source: Mead & Hunt, Inc. (April 2016)



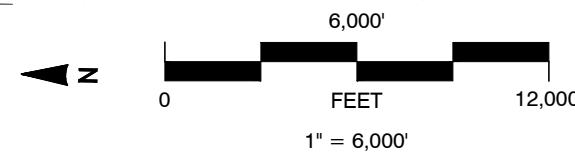
- Legend**
- Boundary Lines**
- Airport Property (Existing)
 - Airport Property (Future)
 - Avigation Easement (Existing)
 - Crows Landing Industrial Business Park
 - City/County Limits
 - Parcel Line
 - Runway (Existing Length of 5,175')
 - FAR PART 77 High Terrain Penetrations
- Airport Influence Area**
- Review Area 1
 - Review Area 2
- Overflight Zones**
- Avigation Easement Dedication
 - Overflight Notification
 - Disclosure in Real Estate Transaction (throughout AIA)

**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

Map CRO-5

Overflight Zones Policy Map

Crows Landing Airport



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Source: Mead & Hunt, Inc. (April 2016)

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Background Data: Crows Landing Airport and Environs

INTRODUCTION

The Crows Landing Airport is a proposed 370-acre general aviation (GA) facility that will be owned and operated by Stanislaus County. The airport will be developed using one of two runways that were developed by the U.S. Navy in 1943 as part of the Crows Landing Naval Auxiliary Air Station to Moffett Field. The 1,528-acre former Crows Landing airfield was operated for more than five decades by various branches of service. The facility was identified for closure by the Base Closure and Re-alignment Commission (BRAC) in the 1990s. The United States Congress directed the National Aeronautics and Space Administration (NASA) to convey the property to Stanislaus County in 2004 through Public Law 106-82.

The proposed airport is located in an unincorporated area of the County's West Side (see **Exhibit CRO-1**). The decommissioned military facility was conveyed to the County for the purposes of economic development, and the County has designated the entire 1,528-acre property as the Crows Landing Industrial Business Park (CLIBP). The 370-acre planned airport is included in the 1,528-acre CLIBP Specific Plan Area and focuses on the reuse of a former military runway (former Runway 12-30). The proposed compatibility policies for the Crows Landing Airport and the proposed *Crows Landing Industrial Park Specific Plan* were developed concurrently to promote consistency between the envisioned airport and adjacent CLIBP land uses.

The CLIBP is located approximately 1 mile east of Interstate 5, 1 mile south of the City of Patterson, and 1.4 miles west of the Crows Landing community. Access to the airport is available from Highway 33 and Marshall Road to the north, Highway 33 and Ike Crow Road or Fink Road from the East, and from I-5 and Fink Road from the West. The airport lies at an elevation of 155.6 feet above Mean Sea Level (MSL).

STATUS OF AIRPORT PLANS

The *Airport Layout Plan and Narrative Report for the Crows Landing Airfield* is the initial planning document for the proposed Crows Landing Airport. Following property conveyance in 2004, the Board of Supervisors (Board) directed County staff to investigate the development of a new GA airport that focused on the reuse of former military Runway 12-30, the shorter of the two former runways, and to pursue the development of adjacent areas of the former airfield for the purposes of job creation. The Board of Supervisors will consider adoption of the Draft Airport Layout Plan and Narrative Report

following environmental review pursuant to the California Environmental Quality Act, which is anticipated in 2017.

The proposed Airport Layout Plan (ALP) includes a long-term development plan for the airport covering three phases:

- Existing/Opening, which identifies facilities through the first 10 years of airport operation;
- Future, which identifies facilities that would be necessary from approximately 11 to 30 years after opening.
- Ultimate, which addresses facility needs more than 30 years after airport opening. The facilities and operations associated with this period are likely to change and were provided only for long-range planning purposes.

The Airport Layout Plan set includes an index page, the ALP drawing, Airport Data Sheet, Airspace Plan Inner Approach and Plan Profile, and Exhibit A, Airport Property Map. The ALP Narrative report describes existing and planned airport facilities and documents existing and forecast aircraft activity. In accordance with Section 21675(a) of the California Public Utilities Code, the proposed ALP was presented to the Caltrans Division of Aeronautics with a request that it serve as the basis of the Crows landing Airport Land Use Compatibility Plan. All proposed policies were based on proposed airport development for the Existing and Future phases of airport operation (through 30 years of operation). The summary of proposed airport features is presented as Exhibit CRO-2, and the proposed ALP is presented as **Exhibit CRO-3**.

AIRFIELD CONFIGURATION

The Crows Landing Airport will include a single concrete runway (Runway 11-29), which will be 5,175 feet long and 100 feet wide. The runway will be aligned with the prevailing wind direction in a nearly northwest/southeast alignment. The primary airport building area is located northeast of the airfield. A modular building will serve as a terminal building/pilot lounge area, and a wash rack, hangars, tie-downs, auto parking area, and fuel service are envisioned.

During the first 30 years of aircraft operations, the Crows Landing Airport will be able to accommodate an Airport Reference Code (ARC) classification of B-II, which means that the airport is designed to accommodate approach speeds from 91 to 121 knots and aircraft with wing spans from 49 to 79 feet. The most demanding class of aircraft expected to use the airport regularly, as defined by the FAA as more than 500 annual operations, is the medium-sized, twin-engine, turbo-prop aircraft, such as the Beechcraft Super King Air B200. During the first ten years of operation, the airport will support visual approaches. From years 11 to 30, visibility minimums will be as low as one statute mile.

The Runway Protection Zones (RPZs) for each runway reflect FAA criteria for an ARC B-II runway. Each RPZ has an inner width of 250 feet, an outer width of 400 feet and a length of 1,000 feet. Although portions of each RPZ extend off of airport property onto adjacent agricultural lands, the County owns an avigation easement for all of the off-site areas. All runway critical areas (runway safety and objected free areas) remain on airport property for the first 30 years of airport operation.

As described in the 2016 ALP and Narrative Report, the development plans for the airport during its first 30 years of operation include:

- Small airport operations office (e.g., modular unit) and area for wi-fi, restroom, etc.
- Aircraft parking apron (five tiedowns during first ten years)

- Ten or more privately financed hangars on County leases sited on existing concrete pavement
- Perimeter fencing along Davis and Bell Roads and apron area
- Basic aviation fuel services: 100LL via self-service from a skid-mount tank and maybe Jet-A using a refueler truck
- Wash rack facility, perhaps combined with fueling facility to allow sharing of filtration system
- Non-precision instrument approach capability (GPS based)
- Basic Fixed Base Operator (FBO) services: on-site presence, basic aircraft maintenance
- Basic helicopter takeoff and landing area using existing hard-surface area southwest of Runway 11-29
- Perimeter access road and perimeter fencing fully enclosing airport property

AIRSPACE PLAN

The proposed 2016 ALP includes an Airspace Plan which depicts the future Federal Aviation Regulations (FAR) Part 77 imaginary airspace surfaces (see **Exhibit CRO-7**). The 2016 Airspace Plan reflects the existing airfield configuration and design of the runway (i.e., ARC B-II) and visual approaches to both runway ends.

ACTIVITY FORECASTS

Activity Forecast

The FAA's Aerospace Forecast was used to define broad trends in regional and national general aviation activity. However, the FAA's forecast is of limited utility in a quantitative sense. Growth in aviation activity at the proposed Crows Landing Airport will be driven by the unique features of its location and the overall success of the CLIBP, which will include logistics, light industrial, public facilities, and business park uses.

Opening through Year 10

As provided in the 2016 ALP Narrative report, a forecast of up to 8,000 annual operations is assumed during the first ten years of airport operations. Approximately 10 based aircraft are anticipated. The majority of aircraft are likely to be single-engine, propeller airplanes, with a few multi-engine, piston airplanes, a few turbine-powered aircraft (turboprops and/or jets), and some agricultural aircraft. Some helicopter operations are possible.

Years 11 to 30

As provided in the 2016 ALP Narrative report, a forecast of up to 34,000 annual operations is assumed during the second of airport operations. Approximately 80 based aircraft are anticipated at 30 years of operation, including tie-downs. The majority of aircraft are likely to be single-engine, propeller airplanes, with a few multi-engine, piston airplanes and turbine-powered aircraft (turboprops and/or jets). Approximately one-third of the operations would be associated with based aircraft and transient aircraft providing transportation for passengers associated with the industrial and business park, and approximately one-half would be associated with touch-and-goes by aircraft based at the airport. A summary of Airport Activity is presented as Exhibit CRO-4.

Noise Contours

Future noise contours were generated reflecting the activity forecasts of 34,000 annual operations. The future noise contours for Crows Landing Airport are shown in **Exhibit CRO-5**.

Overflight Patterns

The typical aircraft traffic patterns for the Crows Landing Airport are illustrated on **Exhibit CRO-5**. The airport has standard left-hand traffic patterns to Runway 11 and Runway 29. Runway 29 is the primary runway for landings and takeoffs. Due to prevailing winds, an estimated 80% of operations take place on Runway 29 and operate into the wind.

Safety Zones

The generic safety zones provided by the Caltrans *Handbook* were applied to the existing runway configuration.¹ The only modification to the handbook was associated with Zone 1, which was adjusted to reflect the actual size of the Runway Protection Zone as prescribed by the FAA in 150.5200-13A, “Airport Design,” Change 1. The safety zones for Crows Landing Airport are shown in **Exhibit CRO-6**.

Airport Environs

Exhibit CRO-8 provides a detailed summary of the existing and planned airport environs, including airport compatibility policies adopted by the local agencies. The City of Patterson and Stanislaus County are within the airport’s influence area.

BACKGROUND INFORMATION

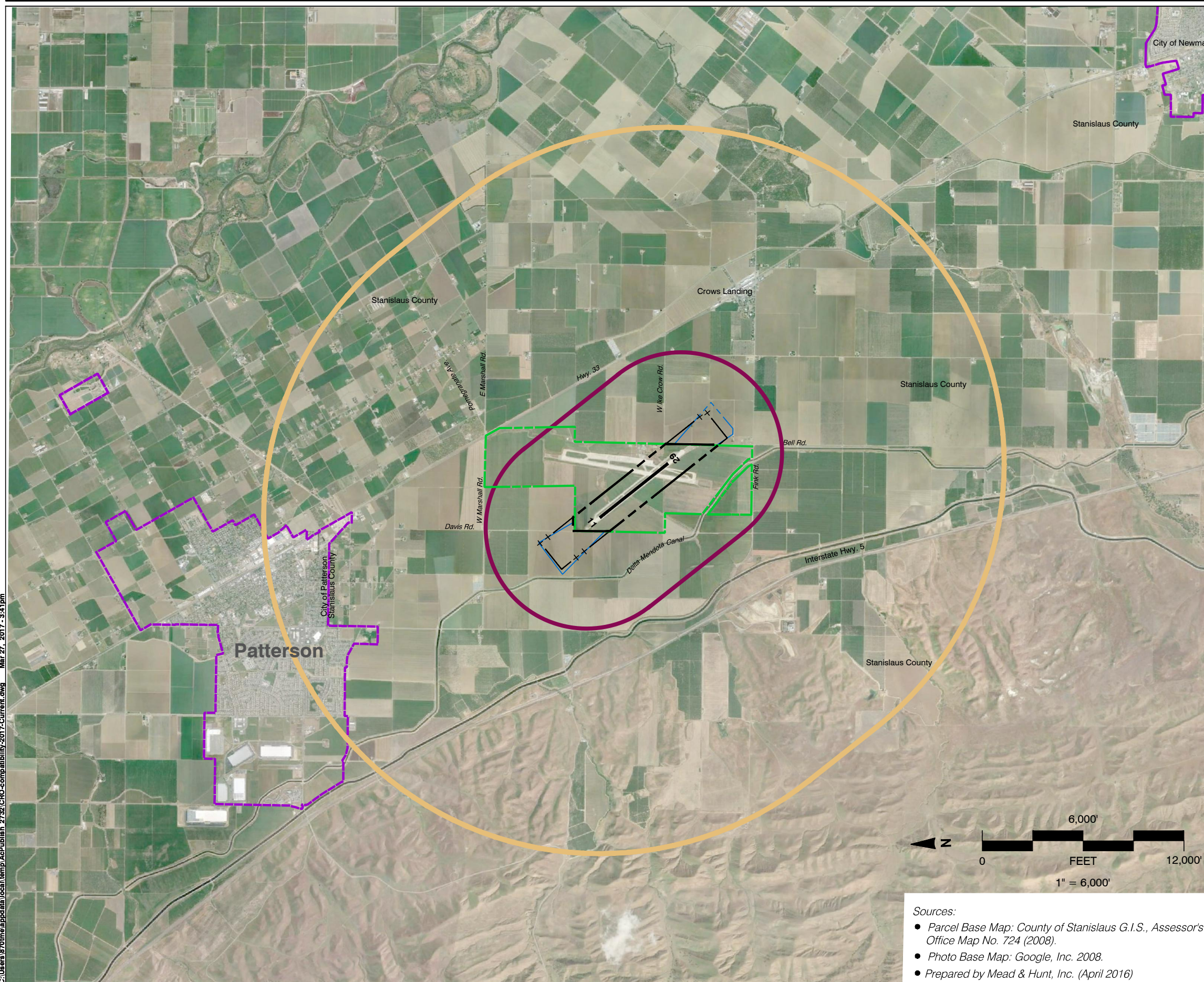
The following exhibits present the data upon which *Compatibility Plan* policy maps are based:

- **Exhibit CRO-1**—Airport Location: Presents the location of the airport in the context of existing environment (aerial photograph).
- **Exhibit CRO-2**—Airport Environs Information: Presents data pertaining to local existing and planned land uses.
- **Exhibit CRO-3**—Airport Layout Plan: Presents existing and proposed airport facilities as provided in the 2016 Airport Layout Plan and Narrative Report.
- **Exhibit CRO-4**—Airport Activity Data: Presents aviation forecasts for the 30-year planning period of this ALUCP based on forecast data provided in the 2016 ALP Narrative Report.
- **Exhibit CRO-5**—Noise and Overflight Factors: Presents the geographic area over which aircraft operating at the airport routinely fly, as well as the noise contours based on the planning period forecasts.

¹ Source: *California Airport Land Use Planning Handbook* (October 2011).

- **Exhibit CRO-6**—Safety Factors: Presents the locations of safety zones using the guidance and templates presented by the California Division of Aeronautics in its manual, *California Airport Land Use Planning Handbook*.
- **Exhibit CRO-7**—Part 77 Airspace: Depicts the Federal Aviation Regulations Part 77 airspace surfaces which should be kept free of obstructions.
- **Exhibit CRO-8**—Airport Environs: Presents site data, existing and planned land uses, affected jurisdictions, and compatible land use measures.

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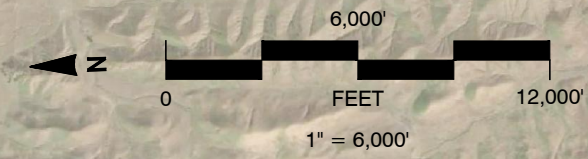
Legend

Boundary Lines

- Airport Property (Existing)
- Airport Property (Future)
- Avigation Easement (Existing)
- Crows Landing Industrial Business Park
- City/County Limits
- Parcel Line
- Runway (Existing Length of 5,175')

Airport Influence Area

- Review Area 1
- Review Area 2



**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

- Sources:
- Parcel Base Map: County of Stanislaus G.I.S., Assessor's Office Map No. 724 (2008).
 - Photo Base Map: Google, Inc. 2008.
 - Prepared by Mead & Hunt, Inc. (April 2016)

Exhibit CRO-1
Airport Location
Crows Landing Airport

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<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ➤ <i>Airport Ownership:</i> County of Stanislaus ➤ <i>Year Opened:</i> tentative 2017 ➤ <i>Property Size:</i> 370 acres ➤ <i>Airport Classification:</i> General Aviation ➤ <i>Airport Elevation:</i> 155.6 Mean Sea Level <hr/> <p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> ➤ <i>Airport Master Plan:</i> None ➤ <i>Airport Layout Plan:</i> Drawing and Narrative Report (Draft December 2016); adoption pending ➤ <i>Airport Land Use Plan:</i> <ul style="list-style-type: none"> • Stanislaus County Airport Land Use Commission Plan (adopted 2016, Crows Landing amendment pending) <hr/> <p>RUNWAY/TAXIWAY DESIGN</p> <p>At Opening</p> <p>Runway 11-29</p> <ul style="list-style-type: none"> ➤ <i>Airport Reference Code:</i> B-II ➤ <i>Critical Aircraft:</i> King Air 200 ➤ <i>Dimensions:</i> 5,175' long, 100' wide ➤ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> • 65,500 lbs. (single wheel) • 75,500 lbs. (dual wheel) • 135,500 lbs. (dual tandem wheel) ➤ <i>Average Gradient :</i> 0.032% (rising to the northwest) ➤ <i>Runway Lighting:</i> none ➤ <i>Primary Taxiways:</i> Full-length parallel to the northeast <p>Future (11 to 30 years)</p> <p>Runway 11 – 29</p> <ul style="list-style-type: none"> ➤ <i>Airport Reference Code:</i> B-II ➤ <i>Critical Aircraft:</i> Gulfstream III ➤ <i>Dimensions:</i> 6,175' long, 100' wide ➤ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> • 65,500 lbs. (single wheel) • 75,500 lbs. (dual wheel) • 135,500 lbs. (dual tandem wheel) > <i>Average Gradient :</i> 0.028% (rising to the northwest) > <i>Runway Lighting:</i> MIRL, REILs > <i>Primary Taxiways:</i> Full-length parallel to the northeast 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> ➤ <i>Airplane Traffic Patterns (At Opening)</i> <ul style="list-style-type: none"> = Runway 11: Left Traffic = Runway 29: Left Traffic ➤ <i>Airplane Traffic Patterns (Years 11 to 30)</i> <ul style="list-style-type: none"> = Runway 11: Left Traffic = Runway 29: Right Traffic ➤ <i>Approach Procedures (At Opening):</i> Visual ➤ <i>Approach Procedures (11-30):</i> Non-precision >1 mile ➤ <i>Approach Aids (At Opening):</i> None ➤ <i>Approach Aids (21-30 years):</i> GPS based ➤ <i>Operational Restrictions (At Opening and 11 -30):</i> Daytime use only <hr/> <p>APPROACH PROTECTION</p> <ul style="list-style-type: none"> ➤ <i>Existing Runway Protection Zones (RPZ)</i> <ul style="list-style-type: none"> • Runway 11: 7% off property • Runway 29: 0% off property ➤ <i>Ultimate Runway Protection Zones (RPZ):</i> <ul style="list-style-type: none"> • Runway 11: 0% off property – Easement; Future Fee Simple Acquisition • Runway 29: 0% off property–Easement; Future Fee Simple Acquisition ➤ <i>Approach Obstacles:</i> Trees penetrate “ultimate” precision approach surface to Runways 29L and 29R (objects to be removed) <hr/> <p>BUILDING AREA</p> <p>At Opening</p> <ul style="list-style-type: none"> ➤ <i>Aircraft Parking Location:</i> Northeast side of Runway 11-29 ➤ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> • Hangar spaces: 5 • Tie Downs: 15 > <i>Other Facilities and Services:</i> <ul style="list-style-type: none"> • Fuel: None • FBO: None <p>Future (11 to 30 years)</p> <ul style="list-style-type: none"> > <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> • Hangar spaces: 35 • Tie Downs: 15 > <i>Other Facilities and Services:</i> <ul style="list-style-type: none"> • Fuel: 10LL, Jet-A • FBO: Yes
--	--

Exhibit CRO-2

Airport Features Summary

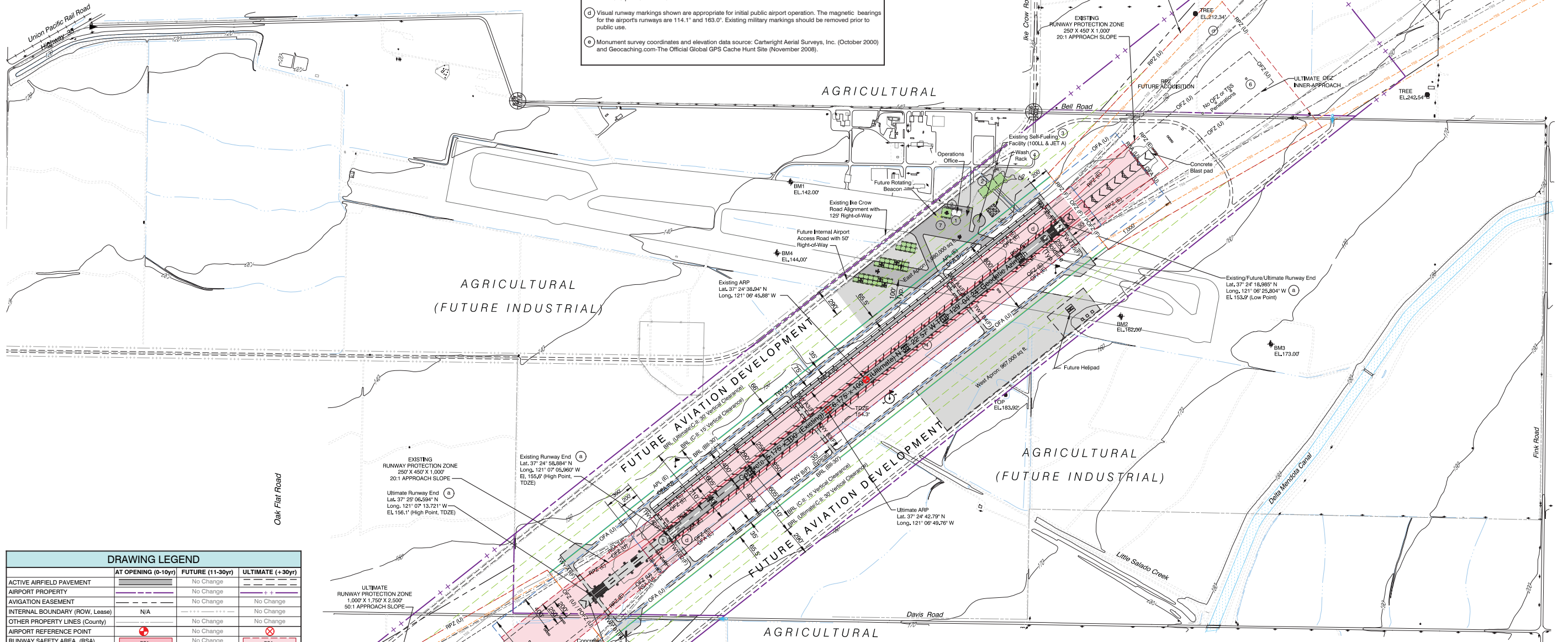
Crows Landing Airport

BUILDING AND FACILITY LEGEND	
FACILITY	ELEVATION
① Future Operations Office	162'
② Fixed Base Operator (FBO)	162'
③ Fuel Facility	N/A
④ Future Wash Rack	N/A
⑤ Future Runway End Indicator Lights (REILS)	N/A
⑥ Future Medium Intensity Approach Light System With Rail (MALS/R)	N/A
⑦ Future Rotating Beacon	197'

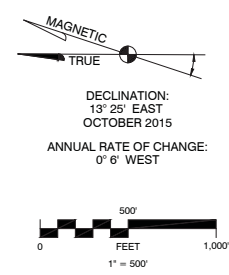
MONUMENTS					
ID #	LATITUDE	LONGITUDE	ELEVATION	DESCRIPTION	
1	HS5483	37° 24' 46.766" N	121° 06' 20.756" W	142.00'	Brass survey disk
2	HS5478	37° 24' 13.062" N	121° 06' 37.571" W	162.00'	Brass survey disk
3	HS5474	37° 23' 57.775" N	121° 06' 40.989" W	173.00'	Stainless steel rod
4	HS5477	37° 24' 48.034" N	121° 06' 29.765" W	144.00'	Brass survey disk

ALP NOTES

- ALP prepared using design criteria from FAA Advisory Circulars 150/5300-13A Change 1, "Airport Design", 150/5070-6A, FAA Standard Operating Procedures 2.00 and 3.00, and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."
- Magnetic Declination source: National Geophysical Data Center.
- ① Airport coordinate and elevation data source: Photogrammetric survey conducted by Cartwright Aerial Surveys, Inc. (October 2000) and field survey by Mead & Hunt, Inc. (October 2008). Coordinates are NAD83. Elevations are NAVD88. Geodetic Azimuth is reckoned clockwise from true north.
- ② See Sheets 4 and 5 for more information on Threshold Siting Surfaces (TSS), Part 77 Surfaces and obstruction data.
- ③ Runway threshold located to meet Runway Object Free Area standards with respect to the proposed internal airport access road.
- ④ Visual runway markings shown are appropriate for initial public airport operation. The magnetic bearings for the airports runways are 114.1° and 163.0°. Existing military markings should be removed prior to public use.
- ⑤ Monument survey coordinates and elevation data source: Cartwright Aerial Surveys, Inc. (October 2000) and Geocaching.com-The Official Global GPS Cache Hunt Site (November 2008).



DRAWING LEGEND			
	AT OPENING (0-10yr)	FUTURE (11-30yr)	ULTIMATE (+30yr)
ACTIVE AIRFIELD PAVEMENT	[Symbol]	No Change	[Symbol]
AIRPORT PROPERTY	[Symbol]	No Change	[Symbol]
AVIGATION EASEMENT	[Symbol]	No Change	No Change
INTERNAL BOUNDARY (ROW, Lease)	N/A	[Symbol]	No Change
OTHER PROPERTY LINES (County)	[Symbol]	No Change	No Change
AIRPORT REFERENCE POINT	[Symbol]	No Change	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	No Change	[Symbol]
AIRCRAFT PARKING LIMIT (APL)	[Symbol]	No Change	No Change
BUILDING RESTRICTION LINE (BRL)	[Symbol]	No Change	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	No Change	[Symbol]
OBJECT FREE AREA (OFA)	[Symbol]	No Change	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	No Change	[Symbol]
PRECISION OBSTACLE FREE ZONE	N/A	No Change	[Symbol]
PART 77 AIRSPACE APPROACH	[Symbol]	No Change	[Symbol]
THRESHOLD SITING SURFACE (TSS)	[Symbol]	No Change	[Symbol]
BUILDING	[Symbol]	No Change	[Symbol]
HELIPAD	N/A	[Symbol]	No Change
PUBLIC ROAD	[Symbol]	No Change	No Change
DIRT OR GRAVEL ROAD	[Symbol]	No Change	No Change
FENCE	[Symbol]	No Change	No Change
VEHICLE GATE	[Symbol]	No Change	No Change
WIND CONE	[Symbol]	No Change	No Change
LIGHTS: SINGLE/GROUP/FLASHING	N/A	[Symbol]	No Change
ROTATING BEACON	N/A	[Symbol]	No Change
UTILITY POLE / POWER LINE	[Symbol]	No Change	No Change
CHANNEL / WATERWAY / CULVERT	[Symbol]	No Change	No Change
TOPOGRAPHIC CONTOURS	[Symbol]	No Change	No Change
MONUMENT	[Symbol]	No Change	No Change
SECTION CORNER	[Symbol]	No Change	No Change



SUBMITTED BY:
County of Stanislaus, California

By _____ Date _____

NO.	REVISION	SPONSOR	DATE
3	Bell Road Accommodation	Mead & Hunt, Inc.	Oct. 2014
2	Single Runway Configuration	Mead & Hunt, Inc.	Mar. 2012
1	First ALP for Airport	Mead & Hunt, Inc.	Dec. 2008

**CROWS LANDING AIRPORT
STANISLAUS COUNTY, CALIFORNIA
AIRPORT LAYOUT PLAN**



133 Aviation Boulevard, Suite 100
Santa Rosa, California 95408
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com



DESIGN: BM/DH DRAWN: TE/DH/BM DATE: February 2017 SHEET 2 OF 6

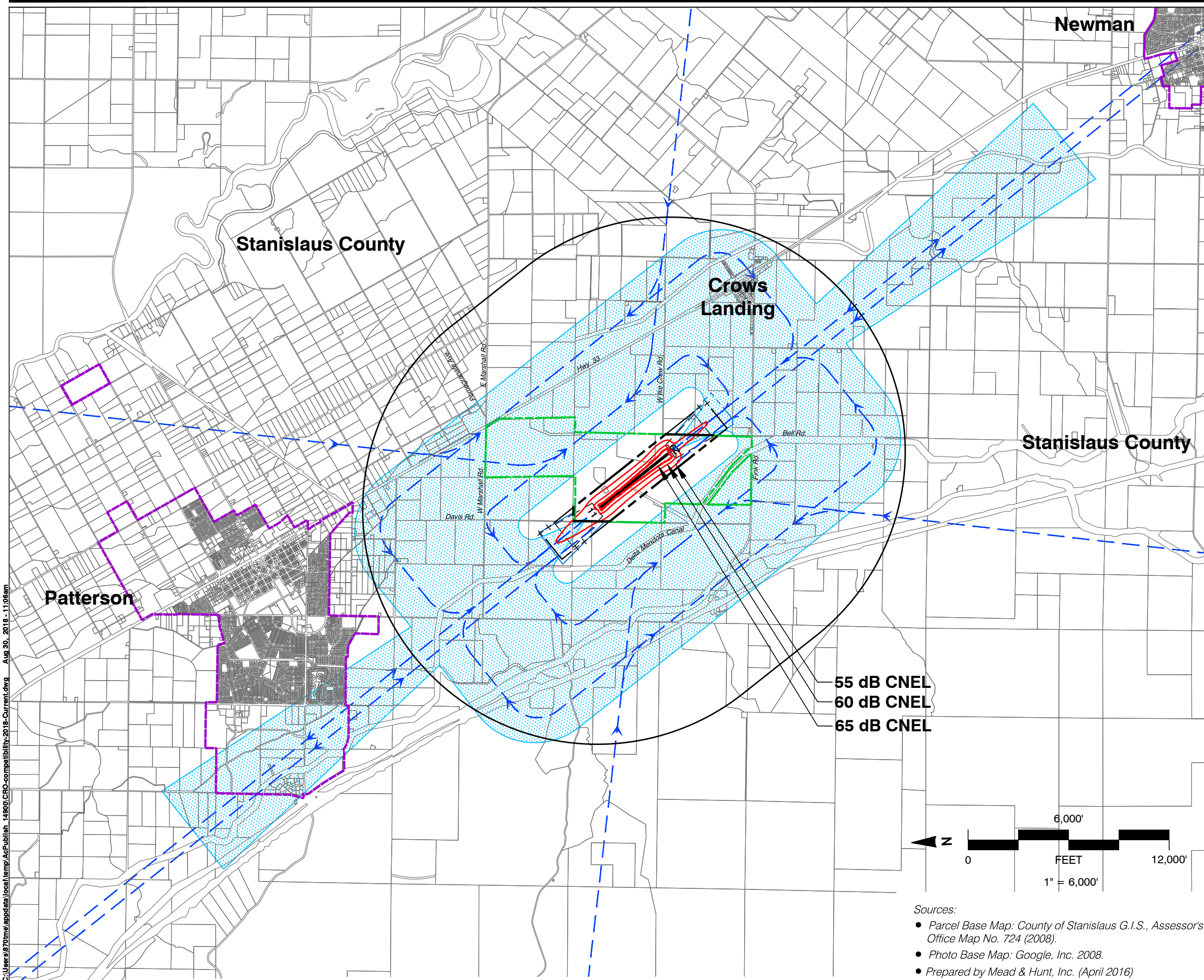
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BASED AIRCRAFT			RUNWAY USE DISTRIBUTION ^a		
	At Opening ^a <i>(to 10 years)</i>	Future ^b <i>(11 to 30 years)</i>		At Opening <i>2009</i>	Ultimate <i>20+ Years</i>
<i>Aircraft Type</i>			<i>All Aircraft Types</i>		
Single-Engine	10	50	Runway 11	20%	20%
Twin-Engine	--	10	Runway 29	80%	80%
Business Jets	--	14			
Helicopters	--	6			
<i>Total</i>	<i>10</i>	<i>80</i>			
AIRCRAFT OPERATIONS			FLIGHT TRACK USAGE ^a		
	At Opening ^a <i>(to 10 years)</i>	Future ^b <i>(11 to 30 years)</i>	➤ Runway 29:		
<i>Total</i>			• 50% straight-out departures,		
Annual	4,000	34,000	• 25 90-degree turn departures,		
Average Day	11	93	• 25% 180-degree turn departures		
<i>Distribution by Aircraft Type</i>			➤ Runway 11 and 11: 100% straight-in arrivals		
Single-Engine, Piston	100%	65%			
Twin-Engine Piston	--	10%			
Turboprop	--	15%			
Business Jet	--	10%			
<i>Distribution by Type of Operation</i>					
Local (incl. touch-and-goes)	75%	45%			
Itinerant	25%	55%			
TIME OF DAY DISTRIBUTION ^a					
	At Opening <i>(to 10 years)</i>	Future <i>(11 to 30 years)</i>			
<i>All Aircraft</i>					
Day (7am to 7pm)	98%	85%			
Evening (7pm to 10pm)	2%	10%			
Night (10pm to 7am)	--	5%			
Notes					
^a Estimated by Mead & Hunt for compatibility planning purposes.					
^b Estimate represents the theoretical capacity as established in the Draft Airport Layout Plan Narrative Report. This forecast scenario assumes total build-out of the adjacent industrial park. Time frame is undefined but assumed to be beyond 2028.					

Exhibit CRO-4

Airport Activity Data Summary

Crows Landing Airport



Legend

Boundary Lines

- Airport Property (Existing)
- + - Airport Property (Future)
- - - Aviation Easement (Existing)
- - - Crows Landing Industrial Business Park
- - - City/County Limits
- - - Parcel Line
- Runway (Existing Length of 5,175')

Noise and Overflight Compatibility Factors

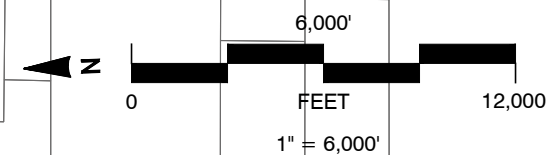
- - - Flight Tracks
- General Traffic Pattern Envelope (80% of aircraft overflights at approximately 1,500 feet or less above runway elevation estimated to occur within these limits).
- FAR Part 77 Conical Surface and Outer Approach

Calculated Noise Contours

- 55 dB CNEL
- 60 dB CNEL (34,000 Annual Operations)
- 65 dB CNEL

Notes

1. Aircraft on a straight-in 3.0° approach slope will descend below 1,500 feet above the airport at distance of approximately 30,000 feet from the runway end.



Sources:

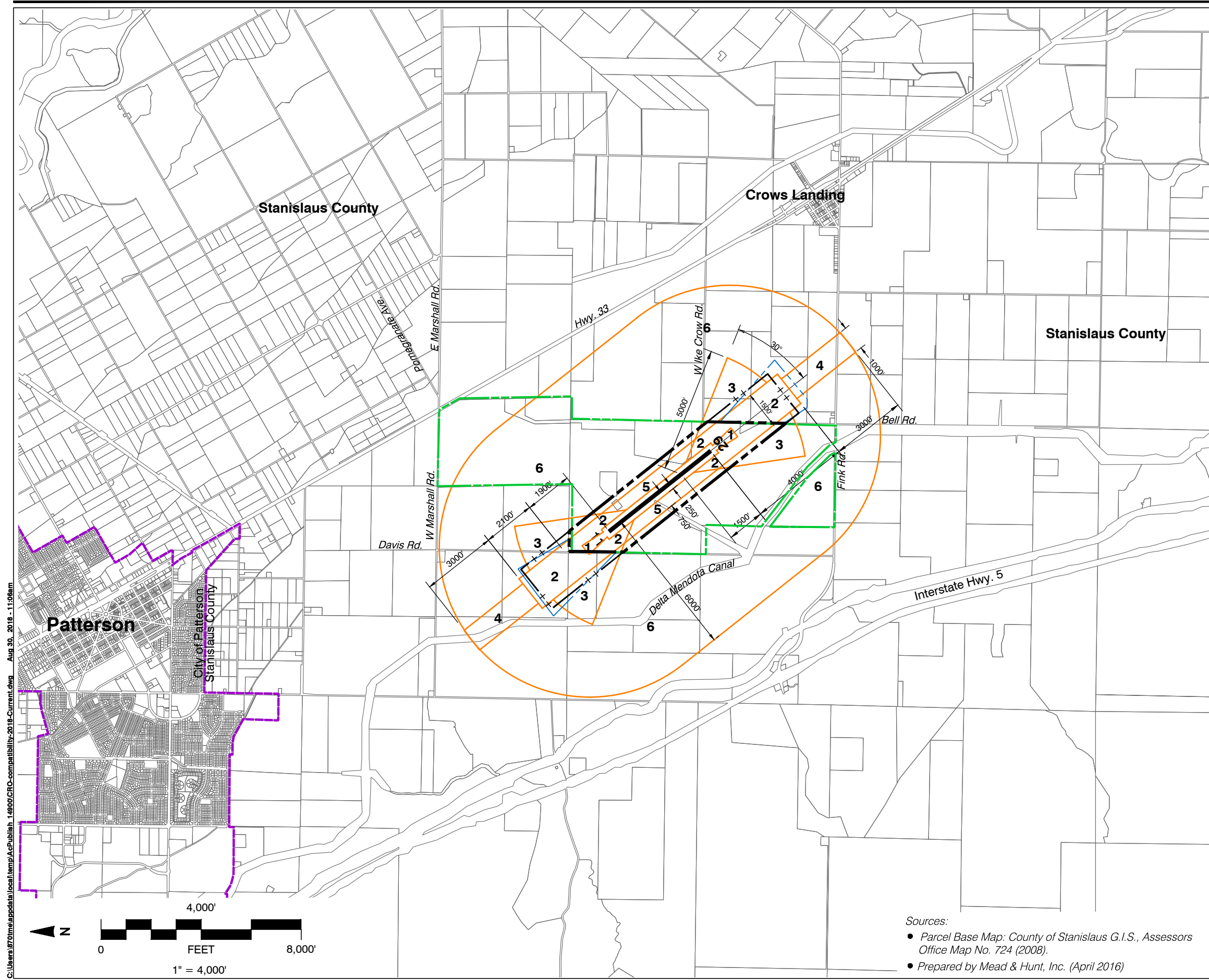
- Parcel Base Map: County of Stanislaus G.I.S., Assessor's Office Map No. 724 (2008).
- Photo Base Map: Google, Inc. 2008.
- Prepared by Mead & Hunt, Inc. (April 2016)

**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

Exhibit CRO-5

**Noise and Overflight Factors
Crows Landing Airport**

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Legend

Boundary Lines

- Airport Property (Existing)
- +- Airport Property (Future)
- .- Aviation Easement (Existing)
- Crows Landing Industrial Business Park
- City/County Limits
- Parcel Line
- Runway (Existing Length of 5,175')

Safety Compatibility Factors¹

- Safety Zones - 4,000' - 5,999' General Aviation Runway (Zone 1 adjusted to match Runway Protection Zone on Airport Layout Plan; 250' x 450' x 1,000' for each runway end)

Notes

1. Safety Zone Source: California Airport Land Use Planning Handbook (October 2011).

**Crows Landing Airport
Land Use Compatibility Plan
(April 2016 Draft)**

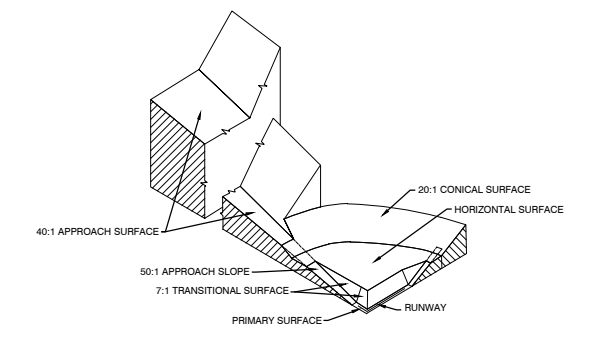
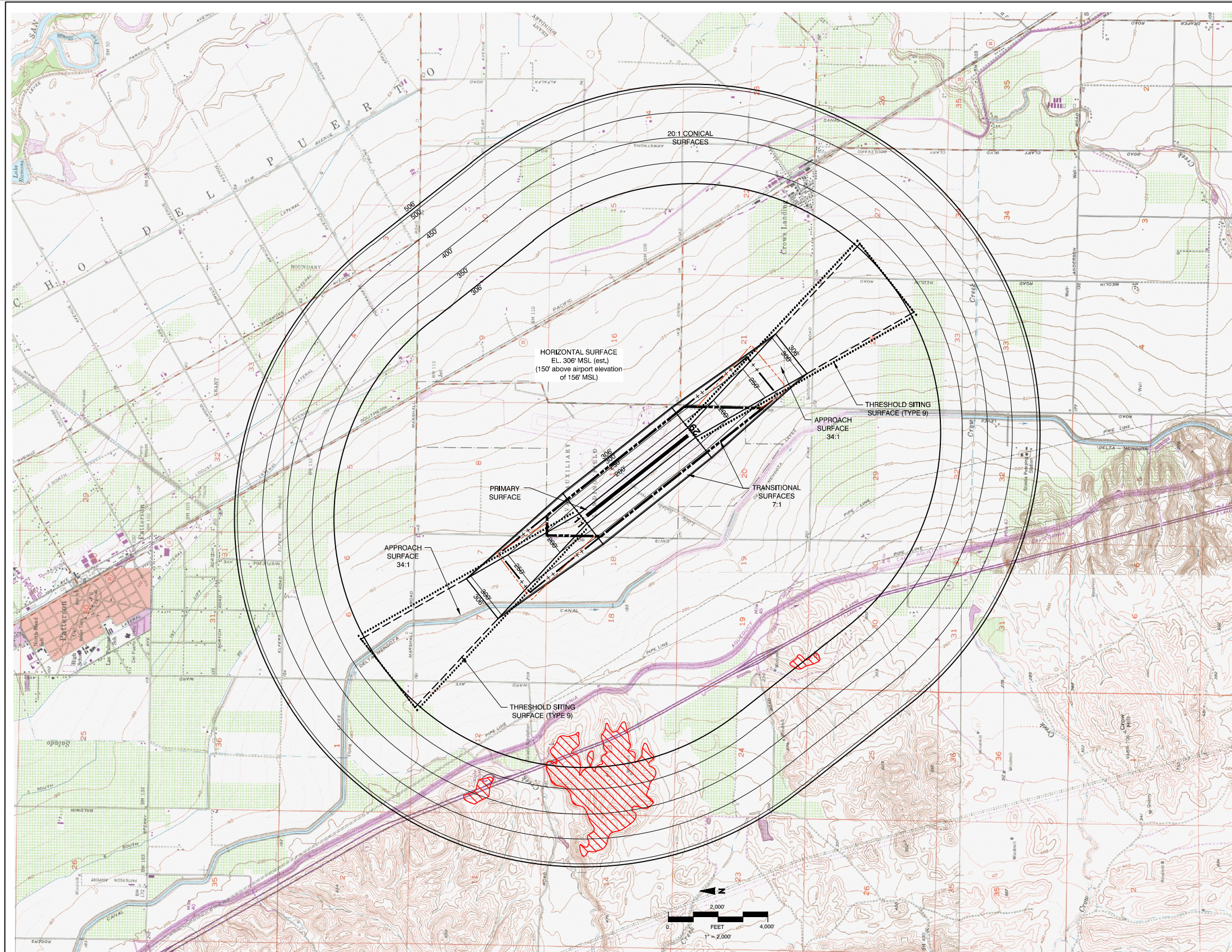
Exhibit CRO-6

**Safety Factors
Crows Landing Airport**

Sources:

- Parcel Base Map: County of Stanislaus G.I.S., Assessors Office Map No. 724 (2008).
- Prepared by Mead & Hunt, Inc. (April 2016)

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TYPICAL FAR PART 77 SURFACES

LEGEND

- FAR Part 77 Surfaces
- Threshold Siting Surface (TSS)
- Runway Protection Zone (RPZ)
- Airport Property (Existing)
- Airport Property (Future)
- ++ Aviation Easement (Existing)
- Terrain Contours
- Part 77 Surface Penetration Estimated
- (e)

NOTES:

- (a) All elevations in feet above mean sea level (MSL). Vertical datum in NAVD88.

SOURCES:

USGS Topographic Maps. Vertical datum is NGVD29 (add 2.480 feet for NAVD88).
 Photogrammetric Survey by Cartwright Aerial Surveys, Inc. (Oct. 2000) and
 Field Survey by Mead & Hunt, Inc. (October 2008)

AIRPORT DATA
Runway 11-29

Runway Length	5,175'
FAR Part 77 Category	Nonprecision
Primary Surface Width	500'
Radius of Horizontal Surface	10,000'
Approach Surface Width (outer)	3,500'
Approach Surface Length	10,000'
Approach Slope	34:1

3	Revised to Show 11-30 year Runway Configuration	Mead & Hunt, Inc.	April 2016
2	Bell Road Accommodation	Mead & Hunt, Inc.	Oct. 2014
1	Single Runway Configuration	Mead & Hunt, Inc.	Nov. 2011
NO.	REVISION	SPONSOR	DATE

CROWS LANDING AIRPORT
CROWS LANDING, CALIFORNIA

PART 77 AIRSPACE



133 Aviation Boulevard, Suite 100
 Santa Rosa, California 95403
 (707) 526-5010
 Fax (707) 526-9721
 www.meadhunt.com

DESIGN:	DH/MT	DRAWN:	TE	DATE:	April 2016	SHEET	2	OF	4
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The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

AIRPORT SITE

- *Location*
 - Northwestern section of the County of Stanislaus
 - Within boundaries of Crows Landing Industrial Business Park
 - 1 mile east of Interstate 5
 - 30 miles southeast of San Francisco
- *Nearby Terrain*
 - Generally level terrain, hills to the west

STATUS OF COMMUNITY PLANS

- *County of Stanislaus*
 - General Plan, adopted 2016
 - Crows Landing Industrial Business Park Specific Plan
 - City of Patterson
- *General Plan adopted 2010; General Plan Map, 2014*

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Generally undeveloped agricultural lands in the immediate vicinity
- *Runway Approaches*
 - From Southeast (Runway 29): Agriculture
 - From Northwest (Runway 11): Agriculture

PLANNED AIRPORT AREA LAND USES

- *County of Stanislaus General Plan (Adopted)*
 - Agricultural in immediate vicinity
 - Community of Crows Landing includes: rural residential, commercial, industrial, planned development
- *City of Patterson General Plan (Adopted)*
 - Estate residential, light industrial, commercial, warehouse/distribution adjacent to I-5
- *Crows Landing Industrial Business Park Specific Plan (Draft)*
 - Light industrial, warehouse/logistics, public facilities, Business Park, aviation-related uses, open space

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Stanislaus*
 - Airport in unincorporated area of County
 - Community of Crows Landing located 1.4 miles southeast of Airport
- *City of Patterson*
 - Located 1 mile northwest of Airport

AIRPORT COMPATIBILITY MEASURES

County of Stanislaus General Plan (Adopted)

- *Land Use Element*
 - Urban development shall be discouraged in areas with growth-limiting factors such as airport hazard areas unless measures to mitigate the problems are included as part of the application.
 - The County will continue to enforce the height limiting ordinance near airports.
 - Residential development shall not be approved at the maximum density if growth-limiting factors such as airport hazard areas exist and it does not comply with airport height limiting ordinance restrictions.
- *Safety Element*
 - The Airport Land Use Compatibility Plan (ALUCP) and County Airport Regulations (Chapter 17 of the County Code) shall be updated as necessary, maintained, and enforced.
 - Development within areas protected by the ALUCP shall only be approved if they meet the requirements of the Plan.
 - All amendments to a land use designation, zoning district, or zoning regulation affecting land within the ALUCP boundary shall be referred to the Airport Land Use Commission (ALUC).
 - The height and exterior materials of new structures in the Airport Zone as defined in the Stanislaus County Airport Regulation shall be reviewed to determine whether they conform to those regulations.

➤ *Noise Element*

- New development of noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to the following levels: for transportation noise sources such as traffic on airports, 60 CNEL or less in outdoor activity areas of single-family residences, 65 CNEL or less in community outdoor space for multi-family residences, and 45 CNEL or less within noise sensitive interior spaces.

➤ *Agricultural Element*

- Proposed amendments to the General Plan Diagram (map) that would allow the conversion of agricultural land to non-agricultural uses shall be approved only if they considers proximity to existing airports and air-strips.

City of Patterson General Plan (Adopted)

- The City shall work with Stanislaus County and participate in studies concerning the possible conversion of the use of Crows Landing Naval Auxiliary Air Field. Any changes in use should be analyzed for their possible effects on Patterson.
- Transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations, such as a noise control ordinance.”
- County of Stanislaus Industrial Park Specific Plan (Draft)
- Information to be provided by County

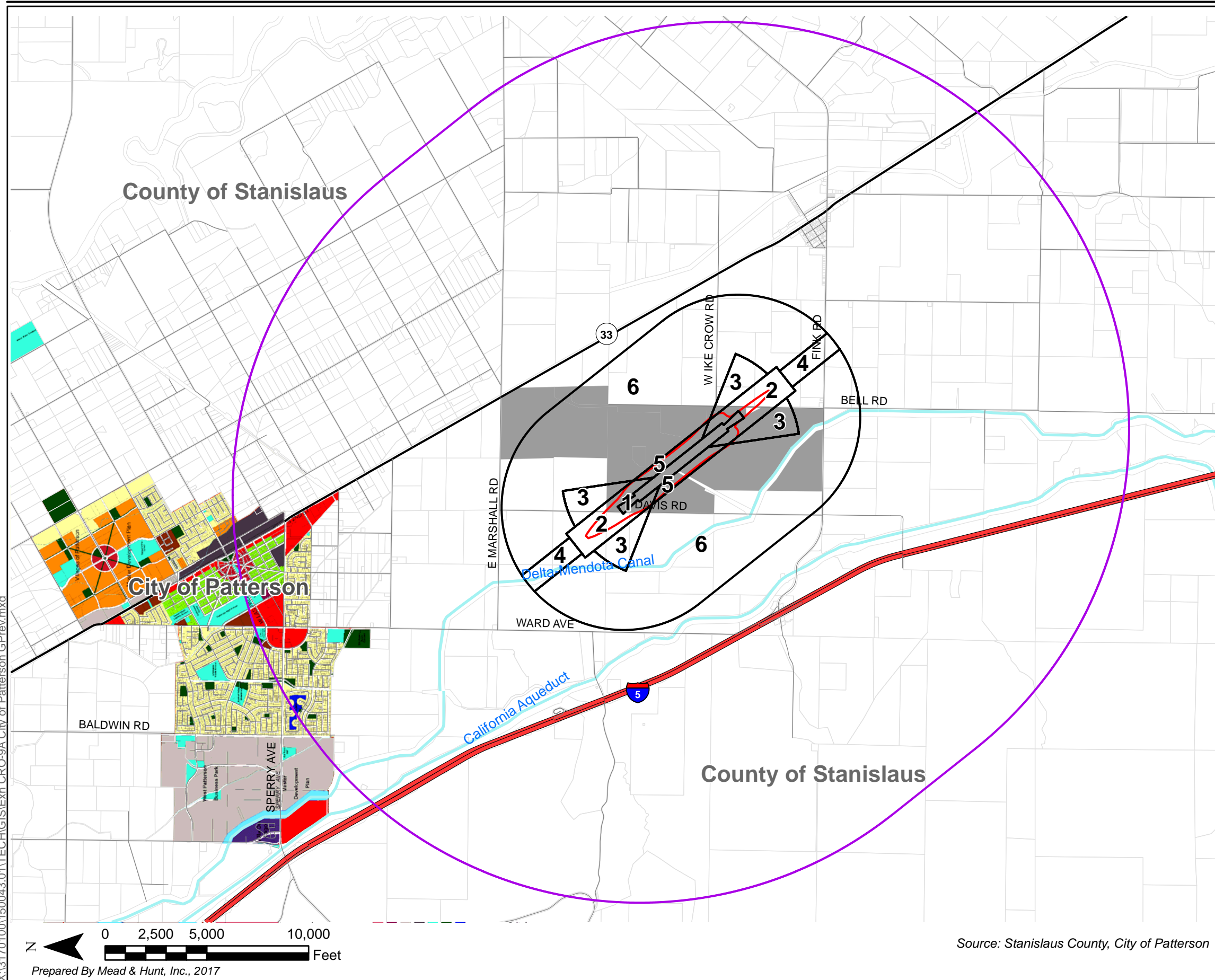
Crows Landing Industrial Park Specific Plan (Draft)

- Incorporates ALUCP by reference.

Exhibit CRO-8

Airport Environs

Crows Landing Airport



Legend

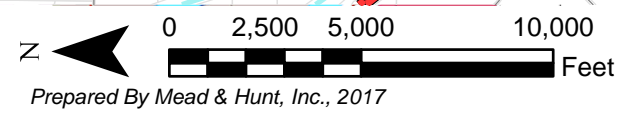
- 55dB CNEL Noise Contour
- Safety Zones
- Airport Influence Area
- Interstate
- State Highway
- Road
- Canal
- CLIBP Plan Area
- Stanislaus County Parcels

City of Patterson General Plan

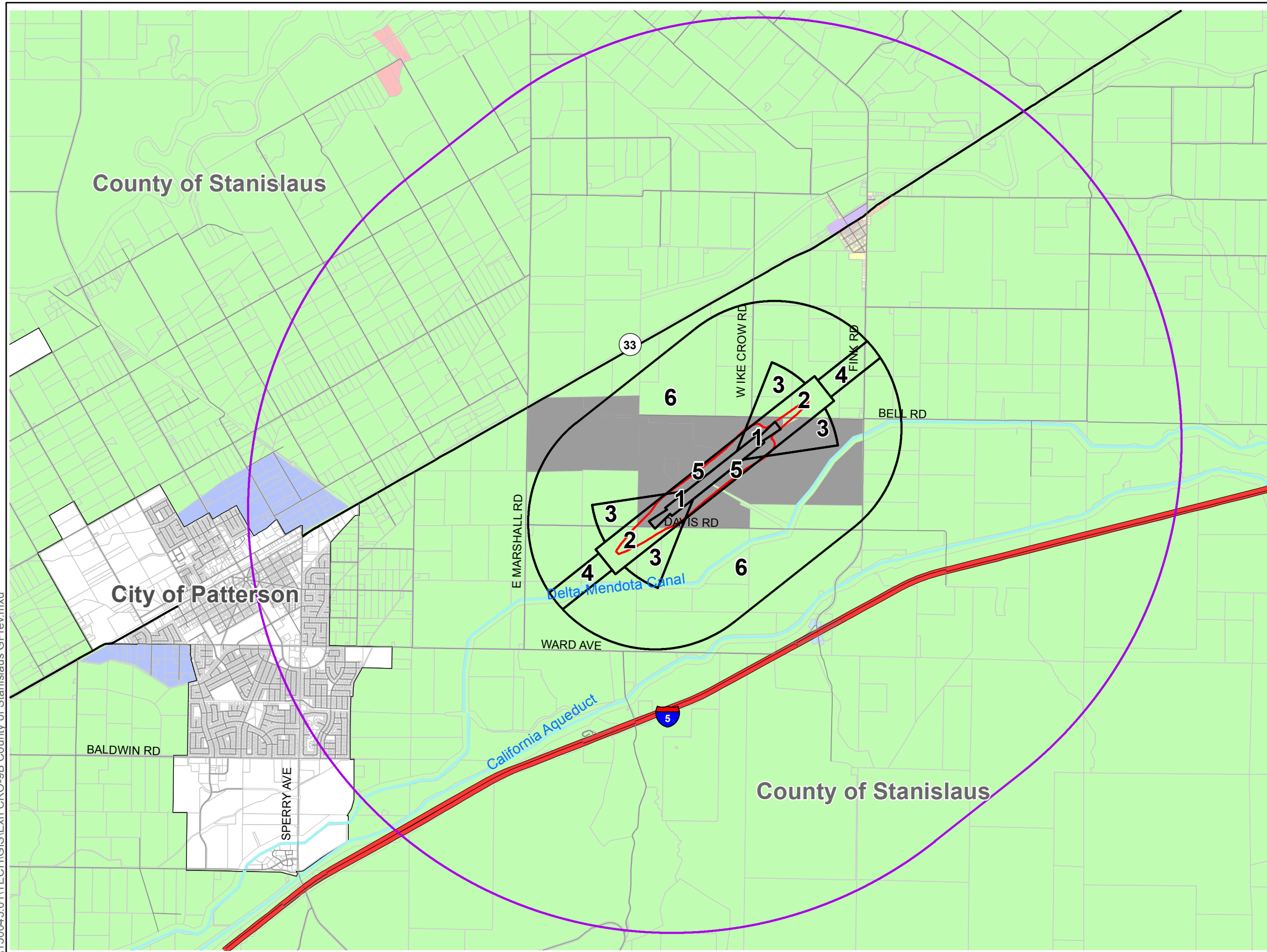
 Estate Residential	 Mixed Use
 Low Density Residential	 Medical Professional
 Medium Density Residential	 Light Industrial
 High Density Residential	 Heavy Industrial
 Downtown Residential	 Public/Quasi-Public
 Highway Service Commercial	 Parks/Open Space
 Downtown Core	 Lake
 General Commercial	

**Crows Landing Airport
Land Use Compatibility Plan**
(March 2017 Draft)

Source: Stanislaus County, City of Patterson

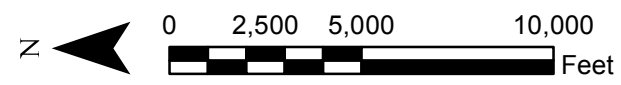


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- Legend**
- 55dB CNEL Noise Contour
 - Safety Zones
 - Airport Influence Area
 - Interstate
 - State Highway
 - Road
 - Canal
 - CLIBP Plan Area
 - Stanislaus County Parcels
 - Stanislaus County General Plan
 - City
 - Agriculture
 - Residential - Low Density
 - Commercial
 - Planned Development
 - Highway Commercial / Planned Development
 - Urban Transition
 - Industrial
 - Planned Industrial

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Prepared By Mead & Hunt, Inc., 2017

Source: Stanislaus County

**Crows Landing Airport
Land Use Compatibility Plan**
(March 2017 Draft)

Exhibit CRO-9B
**Stanislaus County
2016 General Plan**
Crows Landing Airport