COMPREHENSIVE LAND USE PLAN FOR MONTEREY PENINSULA AIRPORT

MONTEREY COUNTY AIRPORT LAND USE COMMISSION
MONTEREY COUNTY AIRPORT LAND USE COMMISSION

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Adopted by the Monterey County Airport Land Use Commission on March 23, 1987.
# TABLE OF CONTENTS

**INTRODUCTION**

Authority and Requirements 1

**PLANNING AREA OF INFLUENCE**

Clear Zones 2

Airport Building Restriction Zones 2

Imaginary Approach Surfaces 3

Noise-Affected Areas 3

Local Flight Patterns 3

**ALUC REFERRAL AREAS** 5

**POLICIES AND CRITERIA** 6

**PREPARATION OF THE LAND USE PLAN** 8

Residential 9

Commercial 9

Industrial 9

Agricultural 9

Resource Conservation 9

Public/Quasi-Public 10

Transportation 10

Urban Reserve 10

Spheres of Influence and Coastal Zone Boundary 10

**LIST OF TABLES**

Table 1: Land Use Compatibility Chart for Aircraft Noise 4

Table 2: Identification of Incompatible Land Uses 12

**LIST OF FIGURES**

Figure 1: Existing and Proposed Runway Clear Zones 13a

Figure 1A: Recommended Clear Zone and Safety Area for Runway 10R 13b

Figure 1B: Recommended Clear Zone and Safety Area for Runway 28L Extension 13c

Figure 2: Airport Approaches Zoning 13d

Figure 3: Noise Exposure Map (1984) 13e

Figure 4: Noise Exposure Map (1989) 13f

Figure 5: Major IFR and VFR Flight Tracks (1984) 13g

Figure 6: Major IFR and VFR Flight Tracks (1989) 13h

Figure 7: Airport Environs Generalized Land Use 13i

Figure 8: Land Use Plan 13j

Figure 9: Primary Planning Area 13k
TABLE OF CONTENTS (CONTINUED)

ENVIRONMENTAL IMPACT REPORT

APPENDICES

<table>
<thead>
<tr>
<th>Appendix A:</th>
<th>ALUC Referral Process</th>
<th>A-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix B:</td>
<td>Monterey County Airport Approaches</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Zoning Ordinance</td>
<td>B-1</td>
</tr>
<tr>
<td>Appendix C:</td>
<td>Airport Noise Control and Land Use</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Compatibility Study Recommendations</td>
<td>C-1</td>
</tr>
<tr>
<td>Appendix D:</td>
<td>Glossary</td>
<td>D-1</td>
</tr>
<tr>
<td>Appendix E:</td>
<td>Selected References</td>
<td>E-1</td>
</tr>
</tbody>
</table>

ii
FOREWORD

This document contains the Comprehensive Land Use Plan for Monterey Peninsula Airport. It was developed in conformance with Article 3.5 of the California Public Utilities Code relating to Airport Land Use Commissions.

The Airport Land Use Commission (ALUC) Comprehensive Land Use Plan for the Monterey Peninsula Airport consists of the land use designations of the General Plans of the cities of Monterey, Del Rey Oaks, Seaside, Sand City, Pacific Grove, and portions of the County of Monterey and the Monterey Peninsula Airport Master Plan. Each of these general plans has its own environmental report that identifies impacts and related mitigation measures. State law under which ALUC must operate identifies the above listed general plans as being the minimum plans necessary from which the ALUC Comprehensive Land Use Plan for the airport is generated.

The ALUC Comprehensive Land Use Plan identifies two areas of interest about the airport called ALUC Referral Areas (see Figure 9): the Primary Planning Area is based on 1) the areas within the 65 dB CNEL (and above) noise contours, 2) building restriction areas, such as clear zone and extended safety areas, 3) airport approaches' imaginary surfaces, and 4) the most common flight tracks; while the Secondary Planning Area includes the remainder of the Area of Influence.

The ALUC Comprehensive Land Use Plan simply adopts, as its own, the land use designations of the general plans of each jurisdiction falling within these referral areas. Conflicts between the ALUC Comprehensive Land Use Plan and the jurisdictions' general plans have been reduced to a minimum, and where disagreement is still indicated, ALUC policy statements have been added which stress or exemplify ALUC's concern. Conflicts can be removed by a change in the jurisdictional general plan, a change in the ALUC Comprehensive Land Use Plan, or by an overruling vote of the City Council, local agency, or Board of Supervisors. It is earnestly hoped that the latter method will not be used.

Additionally, the ALUC adopts the Airport Noise Control and Land Use Compatibility (ANCLUC) Study of August 1980 and its related environmental report, and the FAR Part 150 Noise Compatibility Program of October 1985. Also, the ALUC embraces the Regional Airport System Plan (RASP) of October 1986. The ANCLUC Study was agreed to by all jurisdictions and the Airport District at which time it was also agreed by all concerned that no deviations from the ANCLUC Study would be made without going through the same procedures and public meetings that were required for the ANCLUC Study. The word "Comprehensive" in the ALUC plan simply means a collections of land use designations of
the general plans of the cities, the County and the Airport District, and does not mean that it speaks to all aspects of planning. For example, fire, police protection, streets, water, and sanitation are adequately covered in the general plans of the various jurisdictions, and thus are not covered again.

The ALUC Comprehensive Land Use Plan concerns itself with the direct effects of the airport on the surrounding community noise pollution, safety of the aircraft when airborne, and safety of people on the ground from overflying aircraft.

The proper way to use the ALUC Comprehensive Land Use Plan is always in conjunction with the land use designation of the general plan of the jurisdiction in which one wishes to work. The primary contact should be with the Planning Department of that jurisdiction. Only those requests to do something different from that indicated by the General Plan will normally be referred to the ALUC. A procedural document will be written to clarify the course of action to be taken.

The ALUC Comprehensive Land Use Plan sets a basis, as indicated by each general plan, a kind of status quo, that will help protect the airport from encroachment by community activity, and keep the activities of the airport from further encroachment upon the quality of life in the surrounding community.

MONTREY COUNTY AIRPORT LAND USE COMMISSION

Donald Stentz
Chairman
The Plan
MONTEREY COUNTY AIRPORT LAND USE COMMISSION
COMPREHENSIVE LAND USE PLAN FOR MONTEREY PENINSULA AIRPORT

INTRODUCTION

The comprehensive land use plan for Monterey Peninsula Airport intends to safeguard the general welfare of the residents within the area of influence and to assure the safety of air navigation. Specifically, the plan seeks to protect the public from the adverse affects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures adversely affect navigable airspace. The Monterey County Airport Land Use Commission (ALUC) is most concerned with those areas, uses, and issues which affect, or are affected by aircraft operations.

Authority and Requirements

State legislation adopted in 1970 established an airport land use commission in each county containing at least one air carrier airport. Section 21675 of the Public Utilities Code, State of California, requires the Monterey County Airport Land Use Commission to formulate a comprehensive land use plan for the area surrounding each public airport within the County. Section 21675 specifies that comprehensive land use plans shall:

"...provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The commission plan shall include a long-range master plan that reflects the anticipated growth of the airport during at least the next 20 years.... In formulating a land use plan, the commission may develop height restrictions on structures, may specify use of land, and may determine building standards, including soundproofing adjacent to airports within the planning area.

"The planning boundaries shall be established by the commission after hearing and consultation with the involved agencies."

Also, Section 21674 (Powers and Duties of the ALUC) specifies that the Commission shall have the following powers and duties, subject to the limitations upon its jurisdiction set forth in Section 21676 of the Public Utilities Code:

(a) To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of such airports is not already devoted to incompatible uses.
(b) To coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare.

(c) To prepare and adopt an airport land use plan pursuant to Section 21675.

(d) To review the plans, regulations, and other actions of local agencies and airport operators pursuant to Section 21676.

(e) The powers of the Commission shall in no way be construed to give the Commission jurisdiction over the operation of any airport.

PLANNING AREA OF INFLUENCE

The first task in this cooperative effort is to define an appropriate airport area of influence which will limit study and analysis to a pertinent planning area. Generally, the area of influence should include that land and related structures which could be physically altered or otherwise substantially affected as a direct result of airport activity.

The Monterey Peninsula Airport Area of Influence was established on February 21, 1974 (and amended in 1983) in accordance with ALUC law as delineated in Article 3.5 of the Public Utilities Code. The boundary of the area (Figure 8) was established after considering airport building restriction zones, imaginary aircraft approach surfaces, local flight patterns, and noise-affected areas. The following illustrations and text explain each element and the process used in defining the overall area of influence.

Clear Zones

Figures 1, 1A, and 1B illustrates the full-sized clear zone boundaries at both ends of the runway. The truncated version of those clear zones are identified in the adopted 1980 Airport Noise Control and Land Use Compatibility (ANCLUC) Study. Truncated clear zones are being recognized by the City of Monterey for planning purposes on the east end of the runway, and accommodates existing incompatible land uses on the westend of the runway. The full-sized clear zones (FAR Part 150) are the ones used by ALUC for reviewing new land uses as shown in Figures 1, 1A, and 1B.

Airport Building Restriction Zones

Federal aviation regulations specify precise areas, applicable to all airports, within which no structures are allowed. Such clear zones are provided for flight and ground occupancy safety
as extensions of operating runways. The FAA recommends specific approach clear zone areas at the end of runways; their size and configuration depends on runway classification. Figure 1 depicts the clear zones for Runways 10-28, 6-24, and the proposed Runway 10L-28R.

**Imaginary Approach Surfaces**

In 1972 the County adopted the Airport Approaches Zoning Ordinance (Title 21) which regulates potential hazards to air navigation such as electrical interference, high intensity lighting, glare, and smoke. The Ordinance also regulates and restricts the height of structures within particular imaginary surface zones related to flight activity. Figure 2 depicts these vertical and horizontal surfaces.

**Noise-Affected Areas**

Noise-affected areas are those areas which are exposed to aircraft noise at levels of 65 CNEL and greater. The CNEL—Community Noise Equivalent Level—attempts to define the overall noise exposure to affected communities by aircraft operations. The CNEL accounts for the magnitude, duration, and character of the operations, as well as the number of events and the time of day. Figures 3 and 4 shows the current and forecasted CNEL noise contours for Monterey Peninsula Airport. Table 1 is a generalized land use compatibility chart.

It should be noted that CNEL values are based on cumulative events and may or may not have any resemblance to noise levels for the individual aircraft event noise levels measured in dBA. In evaluating the effects of noise on everyday activities and land uses, the single event aircraft noise levels as evaluated in the 1980 ANCLUC Study must also be considered.

**Local Flight Patterns**

The area under flight patterns of aircraft approaching and departing the airport are exposed to similar conditions of noise, albeit to a lesser degree. Figure 5 indicates existing flight tracks. Figure 6 indicates future VFR and IFR flight patterns for 1989, based on proposed runway improvements. Flight patterns for any single runway are generalized and allow for varying flight conditions of aircraft activity, weather, and flight path orientation. Additionally, aircraft of varying weight and power depart and enter the traffic patterns at different altitudes and distances.
### TABLE 1

**LAND USE COMPATIBILITY CHART FOR AIRCRAFT NOISE**

<table>
<thead>
<tr>
<th>Generalized Land Use</th>
<th>CNEL Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (with avigation easement)</td>
<td>60 65 70</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>75 77 80</td>
</tr>
<tr>
<td>Commercial</td>
<td>85</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
</tr>
<tr>
<td>Open Space/Agriculture</td>
<td></td>
</tr>
<tr>
<td>Livestock</td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td></td>
</tr>
</tbody>
</table>

- **Satisfactory**
- **Cautï"® Review noise insulation needs carefully**
- **Avoid land use unless related to airport service**

ALUC REFERRAL AREAS

Within Monterey County, all new buildings or structures proposed to exceed the height restrictions set forth in the Airport Approaches Zoning Ordinance (see Appendix B) shall be submitted to the Airport Land Use Commission for its approval.

Within the Monterey Peninsula Airport Area of Influence there shall be two subareas delineated for purposes of ALUC review (see Figure 9). The first shall be called the Primary Planning Area and shall be based on:

1. The areas within the 65 CNEL (and above),
2. Building restriction areas, such as clear zone and extended safety areas,
3. Airport approaches' imaginary surfaces, and
4. Within the most common flight tracks (Fig. 5 and 6).

Referrals shall be required of new residential and public facility land uses within the 65+ CNEL contours (see Table 1), all permits for towers and antennas; other land uses incompatible with the noise guidelines on page 4, and other land uses where there is a question of compatibility with the policies and criteria on pages 6, 7 and 8 (i.e., heights, hazards, etc.) of the Plan.

The Secondary Planning Area shall include the remainder of the Area of Influence, and possible incompatible land uses shall be referred to the ALUC by the local jurisdiction. Incompatible land uses consists of (1) structures penetrating the airport approaches' imaginary surfaces, (2) uses inconsistent with land use designations of the Comprehensive Land Use Plan for the Monterey Peninsula Airport, and (3) areas under flight tracks.

Only the Monterey County Board of Supervisors, City Councils, or local agencies may override ALUC decisions on projects within the Primary Planning Area but only with a two-thirds vote, based on prepared findings.

All amendments to land use designations of local general plans within the primary and secondary planning area shall be referred to the ALUC prior to local approval.

The ALUC encourages Federal, State agencies, Monterey Peninsula Airport and school districts to refer proposed projects within the Monterey Peninsula Airport Area of Influence boundary for review.

More detailed referral procedures and criteria will be prepared in cooperation with local jurisdictions within the referral area. These procedures will be adopted by the ALUC for incorporation in this plan by reference.
POLICIES AND CRITERIA

The following policies and criteria shall be used to supplement the comprehensive land use plan:

1. The Comprehensive Land Use Plan for the Monterey Peninsula Airport shall be composed of the land use designations of the general plans and their related environmental impact report which fall within the ALUC Referral Areas.

2. The Airport Land Use Commission shall use the most recent approved CNEL noise contours prepared for the Monterey Peninsula Airport when reviewing proposed projects and land use referrals for noise compatibility.

3. The noise impact area shall be defined as the area within the 65+ CNEL noise contour. It shall be the policy of ALUC to restrict development inside this contour to only those uses that do not increase the number of residences in the area or add hazards to take-off and landing movements of aircraft or to aborted take-off or landings in which the aircraft must crash land somewhere along its path.

4. The land use compatibility chart shall be used to determine project compatibility and new land uses; however, due to variations in certain kinds of noise levels described below, ALUC may ask for and make determination of compatibility based on additional facts or evidence as well as certain uses outside the CNEL 65 dB noise contour dictated by land use, density, and type of building and topography.

a. Projects involving proposed new development and expansions including hotels, motels, apartment houses, and dwellings other than detached single-family dwellings within the 60dB and above CNEL contour shall require acoustical studies showing that the structure attains an interior noise level of CNEL 45 dB;

b. Adequate Sound Insulation and Avigation Easements deeded to the Monterey Peninsula Airport District shall be required in all New Noise Sensitive Land Uses within the 65 and above CNEL contour. Avigation easements may also be required in the balance of the primary and secondary planning areas for noise and safety sensitive uses and building sites.

c. Public use facilities and institutions such as schools are incompatible and shall not locate within the 65 and greater CNEL noise contour area or locate within two miles of airport runway except that provisions within the Educational Code states that this shall not apply to sites (Monterra) acquired prior to January 1, 1966, nor to any additions or extensions to such
sites. However, the ALUC strongly urges that school authorities not build new schools or make additions in those areas acquired prior to January 1, 1966 even though State laws may allow them to do so;

d. The existing Naval Postgraduate school, as a federal installation, is not subject to the California State Noise Standards. However, it is recommended that it and the Monterey County Fairgrounds both be referred to ALUC in the event of any future expansion. The exception is the area designated as the Clear Zone and Safety Area for Runway 10R, which must be kept free of further structures and large assemblage of people as indicated in the FAR Part 150 Airport Noise Compatibility Program of October 1985.

The Santa Catalina School, also within the 65 CNEL boundary, is subject to the provisions of the California State Noise Law and any expansion there must be referred to the ALUC.

e. Uses including agriculture, airport-related activities, commercial, industrial, zoned open space, and existing dwelling units which have been noise insulated to provide an acceptable indoor environment are deemed compatible within the noise impact boundary.

5. Table 2 and Figure 7 shall be used to identify existing and potential incompatible land uses; the appropriate jurisdictions, whenever possible, shall pursue measures such as home acquisition, land acquisition, and noise insulation retrofitting to increase the compatibility of these uses.

6. It is the policy of ALUC to keep clear zones free of structures and obstacles; concentrations of people shall be limited to ten persons on an annual average, and no more than 25 persons at any one time on each net acre. Every attempt will be made to mitigate existing and potential incompatible uses. Of particular concern are the clear zones at the ends of Runway 10-28 as they pertain to the lands occupied by the Navy, the Fairgrounds, and York School.

7. Outside of the clear zones, structures shall not penetrate the FAR PART 77 imaginary surfaces without either FAA or ALUC permission as it relates to lighting and marking.

8. Uses which promote hazards to air navigation such as electrical interference, high intensity lighting, bird attractions, smoke or glare shall be reviewed by the ALUC and, where necessary, prohibited.
9. Due to the noise impact, new single-family residential land use shall be discouraged beneath the rectangular traffic patterns of Runway 10R-28L and the new 10L-28R, as depicted in the shaded areas shown on Major IFR and VFR Flight Tracks for 1984 and 1989 (Figures 5 & 6).

10. Cooperation shall be encouraged among the various jurisdictional agencies involved in order to fully implement the Monterey Peninsula Airport ALUC Comprehensive Land Use Plan.

PREPARATION OF THE LAND USE PLAN

The land use plan (Figure 8) reflects the land use designations of the jurisdictions within the Monterey Peninsula Airport Area of Influence. These jurisdictions are the County of Monterey and the Cities of Del Rey Oaks, Monterey, Pacific Grove, Sand City, and Seaside. The goals, objectives, policies and recommendations of the Monterey Peninsula Airport Master Plan, ANCLUC Study, the FAR Part 150 and Regional Airport System Plan study also become a part of the ALUC Comprehensive Land Use Plan. Finally, the environmental impact reports prepared for each of these documents are incorporated into this document.

Traffic and water impact within the ALUC referral area are addressed in the various general plans and environmental impact reports.

The proposed runway and airport development projects are located entirely on the Monterey Peninsula Airport, which is owned and operated by the Monterey Peninsula Airport District. Proposed projects (see Figure 1, Existing and Proposed Runway Clear Zones) are based upon recommendations made in a 1975 Airport Master Plan and a 1980 Airport Noise Control and Land Use Compatibility (ANCLUC) Study. Both the Airport Master Plan and the ANCLUC Study are referenced in Appendix E of this Plan.

The land use designations reflect the terminology, use definitions, and densities of the Monterey County General Plan. The discussion below is an excerpt from the County General Plan; that document should be consulted in the project review process. Land use designations from the cities' general plans and coastal plans have been generalized. Each of the planning documents used in the preparation of this Plan are cited in Appendix E.

All proposed major land uses (city or county) are indicated by one of seven basic County General Plan designations: residential, commercial, industrial, agricultural, resource conservation, public/quasi-public, and transportation. These basic designations, along with an overlay designation for urban reserve, are discussed in the following paragraphs. Examples given to explain each land use designation are not exhaustive.
Residential

This category applies to areas to be used for the development of housing at various densities. Residential development is designated according to the following density categories:

Rural Density--greater than 5 acres per unit;
Low Density--5 acres per unit up to 1 acre per unit;
Medium Density--more than 1 unit per acre up to 5 units per acre.
High Density--more than 5 units per acre.

Residential land use within the incorporated cities is predominantly high density.

Commercial

This category applies to areas which are suitable for the development of retail and service commercial uses, including visitor accommodation and professional office uses. In general, building intensity for commercial areas shall conform to standards which limit building height and lot coverage.

Industrial

This land use category applies to areas designated for the development of suitable types of manufacturing, research and development, mineral extraction, and processing operations. In general, building intensity for industrial areas shall conform to standards which limit building height and lot coverage.

Agricultural

This category includes the sub-categories of farmlands, rural grazing lands, and permanent grazing lands. The Area of Influence includes only a small area of Permanent Grazing land.

Resource Conservation

This category is intended to ensure conservation of a wide variety of resources while allowing for some limited use of these properties. Typical of lands included in this category are watershed areas, riparian habitats, scenic resources, and lands which are generally remote, have steep slopes, or are inaccessible. Uses in resource conservation areas must be in keeping with the conservation intent of this category. For example, allowed uses may include very low density residential, grazing and other agricultural uses, passive recreation such as camping, riding, and hiking, and timber harvesting conducted under an approved forest management plan.
Public/Quasi-Public

This category is applied to a wide variety of existing and proposed uses which are either operated by a public agency or which serve a large segment of the public. Public/quasi-public uses include the following:

- Airports
- Schools (public and private)
- Parks, recreation areas, and public and privately operated recreational facilities
- Natural reserves
- Emergency services (i.e., police, fire, and hospital)
- Waste disposal
- Military land
- Religious facilities
- Other public facilities (i.e. government centers)

Transportation

This category includes highways, major arterials (i.e., major county roads), scenic routes, recreational trails, railroads, airports, and harbors.

Urban Reserve

This is an overlay designation which may be used in conjunction with any of the County's land use categories. It is used to denote areas which the County believes should be annexed and developed in a phased manner as part of an incorporated city in order to ensure effective provision of urban services. Until such time as annexation occurs, the County will allow those land uses which are shown on the land use plan. While under County jurisdiction, allowed land uses within urban reserve areas are specified at densities which will not compromise the future annexation plans of any city, will promote beneficial county traffic patterns, and will enhance emergency preparedness.

The urban reserve area within this Plan is that area which may be annexed at a future date by the City of Monterey. The City has an adopted general plan for this area entitled Highway 68 Area Plan, which depicts land uses and densities.

Spheres of Influence and Coastal Zone Boundary

Two important boundary lines are shown on the land use plan which, although not land use designations per se, are of critical concern for the County's planning program. The first of these are adopted or proposed sphere of influence boundaries. These represent the probable 20-year growth areas for the cities. The City of Monterey's sphere of influence coincides with the Highway 68 Area Plan.
The second important boundary shows the Coastal Zone within Monterey County as established by the California Coastal Act of 1976. Within the Coastal Zone, the County and the cities have prepared detailed coastal plans. These plans must be consulted during the project review process as land use designations and requirements may differ.
<table>
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<th>CLEAR ZONE</th>
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<td>21 DEL MONTE BEACH TOWNHOUSES</td>
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<td>23 THE OAKS</td>
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Maps

Figure 1  Existing and Proposed Runway Clear Zones
Figure 1A Recommended Clear Zone and Safety Area for Runway 10R
Figure 1B Recommended Clear Zone and Safety Area for Runway 28L Extension
Figure 2  Airport Approaches Zoning
Figure 3  Noise Exposure Map: 1984 Operational Conditions
Figure 4  Noise Exposure Map: 1989 Forecast Conditions with Runway Improvements
Figure 5  Major IFR and VFR Flight Tracks (1984)
Figure 6  Major IFR and VFR Flight Tracks (1989 Conditions with Runway Improvements)
Figure 7  Airport Environments Generalized Land Use
Figure 8  Land Use Plan
Figure 9  Primary Planning Area
Figure 1
COMPREHENSIVE LAND USE PLAN FOR MONTEREY PENINSULA AIRPORT

EXISTING AND PROPOSED RUNWAY CLEAR ZONES

RECOMMENDED CLEAR ZONE AND SAFETY AREA FOR RUNWAY 28L EXTENSION

NOTE: Existing incompatible land uses identified in Table 2, page 12, A.LUC. Comprehensive Land Use Plan should refer to Exhibit 14, A.NCLUC. Study.

LEGEND:
- Extended Safety Area 500’ x 1000’—No Buildings or Other Obstructions
- Parking Areas—No Buildings
- Additional Safety Area—No Buildings or Other Obstructions
- Recommended Avigation Easement
- Fee Acquisition or Avigation Easement, As Appropriate
- Clear Area—150’ Wide, No Buildings, Parking, or Other Similar Uses, Proposed for Bike Paths and/or Jogging.
- Additional Clear Area—50’ Wide, No Building or Parking
- New Airfield Pavement (Proposed)

SOURCE: MONTEREY PENINSULA AIRPORT DISTRICT AND McCLINTOCK, BECKER & ASSOCIATES
Figure 3

COMPREHENSIVE LAND USE PLAN FOR MONTEREY PENINSULA AIRPORT

NOISE EXPOSURE MAP: 1984 OPERATIONAL CONDITIONS

MONTEREY COUNTY AIRPORT LAND USE COMMISSION

Figure 5

COMPREHENSIVE LAND USE PLAN FOR MONTEREY PENINSULA AIRPORT

MAJOR IFR AND VFR FLIGHT TRACKS (1984)

- Airport property line
- Community boundary
- Military and air cannon turnbjet arrival/departure track
- Airfield/adjacent area
- Restricted area
- Magnetic heading of departure track
- 90°
- 1979 ANGLOC noise monitoring site
- 1983 EPA/NS Noise monitoring site
- A/E


SCALE: 1:20,000

MONTEREY COUNTY
AIRPORT LAND USE COMMISSION
Environmental Impact Report
The Monterey County Airport Land Use Commission has determined that an Environmental Impact Report (EIR) is required for the Comprehensive Land Use Plan for the Monterey Peninsula Airport. This EIR has been prepared to conform to the California Environmental Quality Act of 1970 and amendments thereto. It was prepared by the Association of Monterey Bay Area Governments (AMBAG) with the technical assistance of McClintock, Becker and Associates who prepared the airport noise and safety analyses.

The EIR for the Comprehensive Land Use Plan for the Monterey Peninsula Airport was certified by the ALUC on March 23, 1987. This copy of the Comprehensive Land Use Plan for the Monterey Peninsula Airport does not contain the EIR. However, the complete text of this EIR is available at the County Planning Department and also available for review at the following places.

Monterey City Library
Carmel Valley Branch Library
Seaside Branch Library
Pacific Grove Library
Monterey Planning Department
Del Rey Oaks Planning Department
Seaside Planning Department
Sand City Planning Department
Pacific Grove Planning Department
APPENDIX A
ALUC REFERRAL PROCESS

Projects to be Referred to the ALUC

Within Monterey County, all new buildings or structures proposed to exceed the height restrictions set forth in the Airport Approaches Zoning Ordinance (see Appendix B) shall be submitted to the Airport Land Use Commission for its approval.

Within the Monterey Peninsula Airport Area of Influence there shall be two subareas delineated for purposes of ALUC review (see Figure 9). The first shall be called the Primary Planning Area and shall be based on:

1. The areas within the 65 CNEL (and above),
2. Building restriction areas, such as clear zone and extended safety areas;
3. Airport approaches' imaginary surfaces, and
4. Within the most common flight tracks (Figure 5 and 6).

Referrals shall be required of new residential and public facility land uses within the 65+ CNEL contours (see Table 1), all permits for towers and antennas; other uses incompatible with the noise guidelines on page 4, and other uses where there is a question of compatibility with the policies and criteria on pages 6, 7 and 8 (i.e., heights, hazards, etc.) of the Plan.

The Secondary Planning Area shall include the remainder of the Area of Influence, and possible incompatible land uses shall be referred to the ALUC by the local jurisdiction. Incompatible land uses consists of (1) structures penetrating the airport approaches' imaginary surfaces, (2) uses inconsistent with land use designations of the Comprehensive Land Use Plan for the Monterey Peninsula Airport, and (3) areas under flight tracks.

Only the Monterey County Board of Supervisors, City Councils, or appropriate local agency may override ALUC decisions on projects within the Primary Planning Area but only with a two-thirds vote, based on prepared findings.

All amendments to land use designation of local general plans within the primary and secondary planning area shall be referred to the ALUC prior to local approval.

The ALUC encourages Federal, State agencies, Monterey Peninsula Airport and school districts to refer proposed projects within the Monterey Peninsula Airport Area of Influence boundary for review.
Procedures for Referrals

An application prepared for submittal to the Airport Land Use Commission shall fully state the reason for the request and be accompanied by detailed property descriptions, exterior elevation plans, site plans, sound insulation plans, and other material necessary to fully understand the matter for which a hearing is being requested.

The public agency or the private applicant shall submit a referral as specified above in the following manner:

a. The project shall be referred to the ALUC staff at a time after the documentation required above is available to the public agency but prior to a hearing at the planning commission level;

b. It is preferred that the ALUC receive a referral for hearing before affirmative action has been taken by the planning commission of the appropriate jurisdiction.

c. After submittal, the ALUC staff shall place the project on the agenda of the first available ALUC meeting. At least 10 days prior to any hearing, the ALUC staff shall give mailed notice of the hearing to the affected public agency.

d. Before the conclusion of the hearing, unless the item must be tabled, the Airport Land Use Commission shall adopt a resolution making its determination regarding the application.

e. After a decision is made by the Airport Land Use Commission, a written statement of that determination shall be submitted by the Commission Chairman to the public agency that filed the application.

More detailed referral procedures and criteria will be prepared in cooperation with local jurisdictions within the referral area. These procedures will be adopted by the ALUC for incorporation in this plan by references.
APPENDIX B
Title 21
Chapter 21.04
MONTEREY COUNTY AIRPORT APPROACHES ZONING ORDINANCE

Sections:
21.04.010 Adoption
21.04.020 Short Title
21.04.030 Definitions
21.04.040 Establishment of Zones
21.04.050 Establishment and Designation of Zones
21.04.060 Airport Approaches Zoning Maps
21.04.070 Height Limitations
21.04.080 Use Restrictions
21.04.090 Non-conforming Uses
21.04.100 Administrative Agency
21.04.110 Permits and Variances
21.04.120 Exceptions
21.04.130 Enforcement, Legal Procedures, and Penalties

21.04.010 ADOPTION.

Pursuant to the authority conferred by Article XI, Section 7, of the California Constitution, the Board of Supervisors of the County of Monterey, State of California, deems it necessary to create an Airport Approaches Zoning Ordinance for the purpose of promoting the health, safety, and general welfare of the inhabitants of the County of Monterey, by preventing the creation or establishment of airport hazards, thereby protecting the lives and property of the uses of airports in the County of Monterey and of the occupants of the land in its vicinity and preventing destruction and impairment of the utility of the airport and the public investment therein. (Ord. 1856 Subsection 1, 1972.)

21.04.020 SHORT TITLE.

The ordinance codified in this chapter shall be known and may be cited as the Airport Approaches Zoning Ordinance of the County of Monterey. (Ord. 1856 Subsection 2, 1972.)

21.04.030 DEFINITIONS.

For the purpose of this chapter, unless the context otherwise requires, certain terms used in this title are defined as follows:

A. Airport means any area of land or water designed and set aside for the landing and taking off of aircraft and
utilized or to be utilized in the interest of the public for such purposes.

B. Airport Elevation means the elevation of the airport reference point.

C. Airport Hazard means any structure or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at the airport, or is otherwise hazardous to such landing or taking off of aircraft.

D. Airport Reference Point means that point at the geographical center of a public airport, as defined in this section and shown on the Airport Approaches Zoning Maps, which is also the point established for determining the height limits specified in Section 21.04.070, being the official elevation reference.

E. City or County means any city, county, or city and county.

F. Height of Structure means the vertical distance from the average level of the highest and lowest point of that portion of the building site covered by the structure to the topmost point of the structure.

G. Nonconforming Use means any preexisting structure or use of land which does not conform to a regulation prescribed in this title, or an amendment thereto, as of the effective date of such regulations.

H. Person means any individual, firm, partnership, corporation, company, association, joint stock association, city, county or district, and includes any trustee, receiver, or assignee.

I. Planning Commission means the County Planning Commission of the County of Monterey, State of California.

J. Structure means any object constructed or installed by man, including, but not limited to buildings, towers, smokestacks, and overhead lines.

K. Landing area means the area of the airport used for the landing, takeoff, or taxiing of aircraft. (Ord. 1856 Subsection 3, 1972.)

21.04.040 ESTABLISHMENT OF ZONES.

A. The designations, locations, and boundaries of zones are set forth on maps showing the zoning.

B. The aforesaid zones are established insofar as the designation, locations, and boundaries thereof are set forth and indicated in Section 21.04.050, other sections of
this chapter which describe certain of said districts, and Section 21.04.060, which consists of maps which show the designations, locations, and boundaries of certain of said zones. Said maps and all notations, references, data, and other information shown thereon are made a part of this chapter.

C. Where uncertainty exists as to the boundaries of any of the aforesaid districts as described as aforesaid or as shown on said maps, the Planning Commission, upon written application or upon its own motion, shall determine the location of such boundaries. (Ord. 1856 Subsection 3, 1972.)

21.04.050 ESTABLISHMENT AND DESIGNATION OF ZONES.

The several zones established are designated and defined as follows:

A. Instrument Approach Zone. An instrument approach zone is established at each end of the instrument runway for instrument landings and takeoffs. The instrument approach zones shall have a width of one thousand feet at a distance of two hundred feet beyond each end of the runway, widening thereafter uniformly to a width of sixteen thousand feet at a distance of fifty thousand two hundred feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

B. Noninstrument Approach Zone. A noninstrument approach zone is established at each end of all noninstrument runways for noninstrument landings and takeoffs. The noninstrument approach zone shall have a width of five hundred feet at a distance of two hundred feet beyond each end of the runway, widening thereafter uniformly to a width of two thousand five hundred feet at a distance of ten thousand two hundred feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

C. Transition Zones. Transition zones are established adjacent to each instrument and noninstrument runway and approach zone as indicated on the Airport Approaches Zoning Maps. Transition zones symmetrically located on either side of runways have variable widths as shown on the zoning map. Transition zones extend outward from a line two hundred fifty feet on either side of the centerline of the noninstrument runway, for the length of such runway plus two hundred feet on each end, and five hundred feet on either side of the instrument runway, for the length of such runway plus two hundred feet on each end, and are parallel and level with such runway centerlines. The transition zones along such runways slope upward and outward one foot vertically for each seven feet horizontally, to the point where they intersect the surface of the horizontal zone. Further, transition zones are established
adjacent to both instrument and noninstrument approach zones for the entire length of the approach zones. These transition zones have variable widths, as shown on the zoning map. Such transition zones flare symmetrically with either side of the runway approach zones from the base of such zone, and slope upward and outward at the rate of one foot vertically for each seven feet horizontally, to the point where they intersect the surfaces of the Horizontal and Conical Zones. Additionally, transition zones are established adjacent to the instrument approach zone, where it projects through and beyond the limits of the conical zone, extending a distance of five thousand feet measured horizontally from the edge of the instrument approach zones, at right angles to the continuation of the centerline of the runway.

D. Horizontal Zone. A horizontal zone is established as the area within a circle with its center at the airport reference point, as shown on the Airport Approaches Zoning Maps. The horizontal zone does not include the instrument and noninstrument approach zones or the transition zone.

E. Conical Zone. A conical zone is established as the area that commences at the periphery of the horizontal zone, as shown on the Airport Approaches Zoning Maps. The conical zone does not include the instrument approach zones and transition zones. (Ord. 1856 Subsection 5, 1972.)

21.04.060 AIRPORT APPROACHES ZONING MAPS.

The following maps are part of this chapter under the provisions of Section 21.04.040, and are designated as follows:

A. "Monterey Peninsula Airport and Salinas Municipal Airport Approaches Zoning Map."

B. Mesa Del Rey Airport Approaches Zoning Map. (Ord. 1901, 1972; Ord. 1856 Subsection 6, 1972.)

21.04.070 HEIGHT LIMITATIONS.

Except as otherwise provided in this chapter, no structure shall be erected, altered, or maintained in any zone created by this chapter to a height in excess of the height limit established in this section for such zone. Such height limitations are established for each of the zones in question as follows:

A. Instrument Approach Zone. One foot in height for each fifty feet in horizontal distance, beginning at a point two hundred feet from and at the centerline elevation of the end of the instrument runways, and extending to a distance of ten thousand two hundred feet from the end of the runway; thence one foot in height for each forty feet in
horizontal distance, to a point fifty thousand two hundred feet from the end of the runway;

B. Noninstrument Approach Zones. One foot in height for each forty feet in horizontal distance, beginning at a point two hundred feet from and at the centerline elevation of the end of the noninstrument runway, and extending to a point ten thousand two hundred feet from the end of the runway.

C. Transition Zones. One foot in height for each seven feet in horizontal distance, beginning at a point two hundred fifty feet normal to and at the elevation of the centerline of noninstrument runways, extending two hundred feet beyond each end thereof, and five hundred feet normal to and at the elevation of the centerline of the instrument runway, extending two hundred feet beyond each end thereof, extending to a height of one hundred fifty feet above the airport elevation, as shown on Airport Approaches Zoning Maps. In addition to the foregoing, there are established height limits of one foot vertical height for each seven feet horizontal distance, measured from the edges of all approach zones for the entire length of the approach zones, and extending upward and outward to the points where they intersect the horizontal or conical surfaces. Further, where the instrument approach zone projects through and beyond the conical zone, a height limit of one foot for each seven feet of horizontal distance shall be maintained, beginning at the edge of the instrument approach zone and extending a distance of five thousand feet from the edge of the instrument approach zone, measured normal to the centerline of the runway extended;

D. Horizontal Zone. One hundred and fifty feet above the airport elevation, as shown on Airport Approaches Zoning Maps;

E. Conical Zone. One foot in height for each twenty feet of horizontal distance, beginning at the periphery of the horizontal zone, as shown on Airport Approaches Zoning Maps. (Ord. 1856 Subsection 7, 1972.)

21.04.080 USE RESTRICTIONS.

No use may be made of land within any airport approach zone, horizontal zone, conical zone, or airport transition zone, in such a manner as to create electrical interference with radio communication between the airport and aircraft, or to make it difficult for pilots to distinguish between airport lights and other lights, or which results in glare in the eyes of the pilots using the airport, or which impairs visibility in the vicinity of the airport, or which otherwise endangers the landing, takeoff, or maneuvering of aircraft. (Ord. 1856 Subsection 8, 1972.)
21.04.090 NON-CONFORMING USES.

The regulations prescribed in Sections 21.04.070 and 21.04.080 shall not be construed to require the removal, lowering, or other change or alteration of any structure not conforming to the regulations as of the effective date of this chapter, or otherwise interfere with the continuance of any non-conforming use. Nothing contained in this chapter shall require any change in the construction, alteration, or intended use of any structures, the construction or use of which was begun prior to the effective date of this chapter, and is diligently conducted and completed within a reasonable time thereof. (Ord. 1856 Subsection 9, 1972.)

21.04.100 ADMINISTRATIVE AGENCY.

The Zoning Administrator of the County of Monterey is designated the administrator charged with the duty of administration and enforcing the regulations described in this chapter. (Ord. 1856 Subsection 10, 1972.)

21.04.110 USE PERMITS AND VARIANCES.

Before any non-conforming structure may be replaced, substantially altered, repaired, or rebuilt, a Use Permit must be secured from the Planning Commission.

Any person desiring to erect any structure, or increase the height of any structure, or otherwise use his property in violation of airport zoning regulations adopted under this chapter, may apply to the Planning Commission for a Variance from the zoning regulations in question.

A. Authority. The Planning Commission shall review and decide all applications for Use Permits and Variances under this chapter. All Use Permit and Variance applications under this chapter shall be referred to the Monterey County Airport Land Use Commission for review and recommendations. Such referral shall state the date and time of the hearing before the Planning Commission.

B. Application. Application for a Use Permit or Variance shall be made to the Planning Commission in writing, on a form prescribed by it, and shall be accompanied by statements, plans and elevations necessary to show the detail of the proposed use or structure.

C. Public Hearing. A public hearing shall be held on the application after the determination by the Zoning Administrator that the information submitted by the applicant is sufficient to consider the matter. Not less than ten calendar days prior to said hearing, the Planning Department shall give notice of hearing by one publication
in a newspaper of general circulation.

D. Action by Planning Commission.

1. No permit shall be granted that would allow the estab-
   lishment or creation of an airport hazard, or permit a
   non-conforming structure or a non-conforming use to be
   made, or become higher, or become a greater hazard to
   air navigation than it was on the effective date of
   this chapter, or than it is when the application for a
   permit is made. No such permit shall be required to
   make maintenance repairs or to replace parts of
   existing structures which do not enlarge or increase
   the height of the existing structure.

2. Variances shall be allowed where a literal application
   or enforcement of the regulations would result in the
   practical difficulty or unnecessary hardship, and the
   relief granted would not be contrary to the public
   interest, but would do substantial justice and be in
   accordance with the spirit of the regulations and this
   article; any Variance may be allowed subject to any
   reasonable conditions that the Planning Commission may
   deem necessary to effectuate the purpose of this
   chapter.

E. Appeal.

1. An appeal to the Board of Supervisors may be filed by
   any person aggrieved by a decision of the Planning
   Commission. Such appeal shall be in writing and shall
   be filed with the Clerk of the Board of Supervisors
   and with the Planning Commission within ten days after
   written notice of the decision has been mailed to the
   applicant. An appeal shall set forth specifically the
   points at issue, the reasons for the appeal, and
   wherein the appellant believes there was an error or
   abuse of discretion by the Planning Commission.

2. Upon receipt of the notice of appeal, the Board of
   Supervisors shall set a date for public hearing
   thereon, giving notice thereof pursuant to subsection
   C of this section. The Board of Supervisors may
   reverse or affirm, wholly or partly, or may modify the
   order, requirement, decision, or determination
   appealed from, and may make such order, requirement,
   decision, or determination as should be made, and such
   action shall be final.

F. Revocation.

1. Any case where the conditions of granting a Variance
   have not been, or are not being, complied with, the
   Planning Commission shall give notice in writing to
   the permittee of its intention to revoke such Variance
at least ten days prior to a hearing thereon. Notice of such hearing shall be given pursuant to subsection C of this section. After conclusion of the hearing, the Planning Commission may revoke or modify such Variance.

2. Appeals from such revocation or modification may be taken to the Board of Supervisors in the same manner as provided in subsection E of this section.

G. Effect. No building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the Use Permit or Variance granted, nor until ten days after the mailing of notice of granting of such Permit or Variance by the Planning Commission, or after granting of such Permit or Variance by the Board of Supervisors, in the event of appeal. (Ord. 1856 Subsection 11, 1972.)

21.04.120 EXCEPTIONS.

The following regulations shall apply only within those zones related to the Monterey Peninsula Airport, and if any of the regulations specified in this section differ from any of the corresponding regulations specified in this chapter for any zone, then in such case the provisions of this section shall govern:

A. Nothing in this chapter shall prohibit a structure to a maximum height of thirty-five feet.

B. Nothing in this chapter shall prohibit a structure that is completely shielded or shadowed from the Airport Reference Point by a natural land formation that is equal or greater in elevation than the structure. (Ord. 1856 12, 1972.)

21.04.130 ENFORCEMENT, LEGAL PROCEDURES, AND PENALTIES.

All departments, officials, and employees of the County of Monterey, which are vested with the duty or authority to issue permits or licenses, shall conform to the provisions of this chapter, and shall issue no such permits or licenses for uses, buildings, or purposes where the same would be in conflict with the provisions of this chapter, and any such permits or licenses, if issued in conflict with the provisions of this chapter, shall be null and void.

A. It shall be the duty of the Zoning Administrator to enforce the provisions of this chapter.

B. Any person, whether as principal, agent, employee, or otherwise, violating or causing or permitting the violation of any of the provisions of this chapter, shall be guilty
of a misdemeanor, and upon conviction thereof, shall be punishable by a fine of not more than five hundred dollars or by imprisonment in the County Jail of the County for a term not exceeding six months, or by both fine and imprisonment. Such persons shall be deemed to be guilty of a separate offense for each and every day during any portion of which any violation of this chapter is committed, continued, or permitted by such person, and shall be punishable as provided in this subsection.

C. Any building or structure set up, erected, constructed, altered, enlarged, converted, moved, or maintained contrary to the provisions of this chapter, and/or any use of any land, building, or premises, established, conducted, operated, or maintained contrary to the provisions of this chapter, shall be, and the same is declared to be, unlawful and a public nuisance, and the District Attorney of the County shall, upon order of the Board of Supervisors, immediately commence action or proceedings for the abatement and removal and enjoinment thereof in the manner provided by law, and shall take such other steps and shall apply to such court or courts as may have jurisdiction to grant such relief as will abate and remove such building or structure, and restrain and enjoin any person, firm, or corporation, from setting up, erecting, building, maintaining, or using any such building or structure or using any property contrary to the provisions of this chapter.

D. The remedies provided for in this section shall be cumulative and not exclusive. (Ord. 1856 Subsection 13, 1972.)

TITLE 21 FOOTNOTES

1. The Airport Approaches Zoning Maps are on file and available for inspection in the Office of the County Director of Planning.
<table>
<thead>
<tr>
<th>ADOPTED ACTION ELEMENTS</th>
<th>c. POSSIBLE LONG-RANGE ACTIONS (1986 AND BEYOND)</th>
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<tbody>
<tr>
<td><strong>A. OPERATIONAL</strong></td>
<td></td>
</tr>
<tr>
<td>1 New General Aviation Runway</td>
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<tr>
<td>2 Close Runway 6-24</td>
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<td>3 Improve Westerly Nav-Aids</td>
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<td>4 Improve Easterly Nav-Aids</td>
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<tr>
<td>5 Change Flight Paths/Procedures</td>
<td></td>
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<tr>
<td>6 Extend Runway 10R-28L 1,000 Feet</td>
<td>A.6e Design, Obtain Funding and Construct, If Required</td>
</tr>
<tr>
<td>7 Change Threshold Runway 10R</td>
<td>A.7e Implement Change</td>
</tr>
<tr>
<td><strong>B. POLICY</strong></td>
<td></td>
</tr>
<tr>
<td>1 Limit Local Training Operations</td>
<td></td>
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<tr>
<td>2 Eliminate Local Training Operations</td>
<td></td>
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<tr>
<td>3 Suppress Engine Runup Noise</td>
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<td>4 Enforce Existing Curfew</td>
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<td>5 Expand Noise Abatement Information</td>
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<tr>
<td>6 Limit Military Aircraft Operations</td>
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<td><strong>C. MANAGEMENT—FINANCIAL</strong></td>
<td></td>
</tr>
<tr>
<td>1 Update Airport Master Plan</td>
<td></td>
</tr>
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<td>2 Limit Fixed Base Facilities to Current Level</td>
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<tr>
<td>3 Continue to Require Noise Provisions in 6</td>
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<tr>
<td>4 Continue Interagency Coordination/Coordination</td>
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<tr>
<td>5 Develop New General Aviation Training Program</td>
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<tr>
<td>6 Improve Noise Performance Monitoring</td>
<td>C.5c Implement Appropriate Facility</td>
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<tr>
<td>7 Develop Community Information Program</td>
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<td><strong>D. CORRECTIVE</strong></td>
<td></td>
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<tr>
<td>1 Provide Noise Insulation/Secure Aviation</td>
<td>D.1c Expand Program, if Effective</td>
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<tr>
<td>2 Modify Runway 10 Clear Zone</td>
<td></td>
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<tr>
<td>3 Modify Runway 28 Clear Zone</td>
<td>D.3c Adopt as Part of Master Plan Update, if Necessary</td>
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<td><strong>E. PREVENTATIVE</strong></td>
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<tr>
<td>1 Adopt Land Use Compatibility Planning</td>
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<tr>
<td>2 Prevent Incompatible Uses (70-75 CNEL)</td>
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<tr>
<td>3 Require Sound Insulation/Avigation Eases</td>
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<td>4 Require Acoustical Studies (60 CNEL and)</td>
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<tr>
<td>5 Update Cities/County Noise Elements</td>
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</tr>
<tr>
<td>6 Update Aviation/Noise Forecasts Program</td>
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<td>7 Provide Landscaped Noise Barriers</td>
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NOTE: Refer to Component T

SOURCE: Monterey Peninsula Airport District and Peat, Marwick, Mitchell & Co.

C-1
APPENDIX D
GLOSSARY

AIR CARRIER: Commercial aircraft operating pursuant to a federal or state certificate of public convenience and necessity.

AIRPORT: An area of land or water used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

AIRPORT CONTROL TOWER: A facility that, through the use of air/ground communications, visual signalling, and other devices, provides air traffic control services to airborne aircraft in the vicinity of the airport and to aircraft operating on the airport/airfield movement area.

AIRPORT HAZARD: Any structure or object of natural growth located on or in the vicinity of a public-use airport, or any use of land near such airport, that obstructs the airspace required for the flight of aircraft in landing or taking off at such airport.

AIRPORT LAND USE COMMISSION (ALUC): A State-authorized body existing in any county where there is an airport operated for the general public and served by an air carrier, having the responsibility to develop plans for achieving land use compatibility between airports and their environs.

AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY (ANCLUC) STUDY: A study tailored to the needs of the community and the airport, and designed to produce a variety of recommendations with regard to airport operations procedures, land use planning, and public involvement, which, if implemented, would limit the impacts of airport and aircraft noise on the airport environs.

CLEAR ZONE: Defined in Federal Aviation Regulations, Part 152.9(b): an area at ground level, extending beyond the runway primary surface and underlying the approach surface; these zones, which include all of the area out to a point where the approach surface reaches 50 feet above ground level, are presented in detail on the Airport Layout Plan for each airport. The federal government requires that the airport owner have an "adequate property interest" in the clear-zone area in order that the requirements of FAR Part 77 can be met and the area protected from future encroachments. Adequate property interest may be in the form of ownership in fee simple (the most preferred) or lease (provided it is long term), or any other demonstration of legal ability to prevent future obstructions in the runway clear zone.
COMMUNITY NOISE EQUIVALENT LEVEL (CNEL): Average daily noise level, averaged for each of the 24 hours, and weighted more heavily during evening and nighttime hours to account for the lower tolerance of persons to noise during those hours.

CONSISTENCY: An action, program, or project is consistent with the general plan if it, considering all its aspects, will further the objectives and policies of the general plan and not obstruct their attainment.

dBA: A-weighted sound level, in decibels, as measured on a sound level meter equipped with weighting networks that represents the way the human ear hears certain sounds.

DECIBEL (dB): A unit used to describe sound intensity; it is a measure of the magnitude of sound pressure with respect to a standard reference value.

FEDERAL AVIATION ADMINISTRATION (FAA): A federal agency charged with regulating air commerce; issued as separate "Parts", e.g., Part 77.

FAR PART 36: Establishes noise standards for the civil aviation fleet.

FAR PART 77: Establishes standards for determining obstructions in navigable airspace, sets forth requirements for notice of proposed construction or alteration and provides for aeronautical studies of obstructions to air navigation.

GENERAL AVIATION: All types of aviation other than that performed by air carriers and the military.

IMAGINARY SURFACES: Surfaces established in relation to the end of each runway or designated takeoff and landing area (for heliports), as defined in paragraphs 77.25, 77.28, and 77.29 of FAR Part 77 "Objects Affecting the Navigable Airspace." Such surfaces include imaginary approach, horizontal, conical, transitional, primary, and other surfaces.

INCOMPATIBLE USE: Any pre-existing structure, tree, or use of land, which is inconsistent with the provisions of the ALUC, local land use, or airport master plans.

INSTRUMENT FLIGHT RULES (IFR): Rules governing the procedures for conducting flight under instrument meteorological conditions.

INSTRUMENT LANDING SYSTEM (ILS): A precision instrument approach system. An ILS consists of two radio transmitters located on the airport; one radio beam is called the localizer and the other the glide slope. The localizer indicates to pilots whether they are left or right of the correct alignment.
for approach to the runway. The glide slope indicates the correct angle of descent to the runway (glide slopes vary from 2 to 3°).

INSTRUMENT METEOROLOGICAL CONDITIONS (IMC): Conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual flight rules.

INSTRUMENT RUNWAY: A runway specially marked and lighted and served by instruments for landing under IFR conditions.

NOISE: Defined subjectively as unwanted sound. The measurement of noise involves understanding three characteristics of sound: intensity, frequency, and duration.

NOISE ABATEMENT PROCEDURES: Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures, which shift aviation impacts away from noise sensitive areas (e.g., runway use programs and preferred arrivals and departures).

NOISE CONTOURS: Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the measures used to describe community exposure to noise.

NOISE IMPACT AREA: The area in square statute miles enclosed by the noise impact boundary, less that area of land usage within the boundary that is considered to be compatible with the actual noise environment.

NOISE IMPACT BOUNDARY: An imaginary line around an airport joining all points for which the annual CNEL is equal to the criterion value; for the purpose of this Plan, 65 CNEL is the outer limit of the Noise Impact Boundary.

NOISE INSULATION: Also called sound insulation; the materials and construction techniques applied to a structure to achieve outside to inside noise reduction.

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 obstruction standards of subpart C of FAR Part 77, "Objects Affecting Navigable Airspace."

OVERFLIGHT ZONE: The area where aircraft are maneuvering to enter or leave the traffic pattern, defined by the FAR Part 77 horizontal surface.

PLANNING BOUNDARY: The area designated by the ALUC surrounding each airport, pursuant to Section 21675(c) of the Public Utilities Code, in which the ALUC plan applies. Also called the Area of Influence.
PUBLIC USE AIRPORT: Publicly or privately owned airport that offers the use of its facilities to the public without prior notice or special invitation or clearance, and that has been issued a California Airport Permit by the Division of Aeronautics of the California Department of Transportation.

REFERRAL AREA: The area within an ALUC adopted boundary surrounding each airport within which any proposed project is to be referred to the ALUC for review.

RUNWAY: A defined area on a land airport, prepared for the landing and takeoff of aircraft. Runways are normally numbered in relation to their magnetic direction.

SAFETY ZONE(s): The areas(s) in the vicinity of an airport in which land use restrictions are established to protect the safety of the public.

STRUCTURE: An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, smokestacks, earth formation, and overhead transmission lines.

SOUND TRANSMISSION CLASS (STC): A single number rating of the sound transmission loss (TL) of a wall or structure which attempts to account for the variation in TL with the frequency of the sound; the rating is used to measure the reduction in sound magnitude by the use of noise insulation.

TRAFFIC PATTERN: Projection on the ground of the aerial path associated with an aircraft on the crosswind, downwind, base, and final approach legs of a rectangular approve/departure process.

VISUAL FLIGHT RULES (VFR): Flight rules that identify conditions when weather is adequate for aircraft to maintain safe separation by visual means. Under VFR conditions safe separation between aircraft is responsibility of the pilot.
APPENDIX E
SELECTED REFERENCES

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City of Monterey, General Plan, November, 1983.

City of Monterey, Harbor Local Coastal Plan/Land Use Plan, in progress.


City of Monterey, Laguna Grande Local Coastal Plan/Land Use Plan, September, 1981.


City of Salinas, Salinas Municipal Airport Land Use Plan, March, 1982.


City of Sand City, Local Coastal Plan/Land Use Plan, prepared by Environmental Management Consultants, December, 1982.

City of Seaside, General Plan, 1980.

County of Monterey, Carmel Valley Master Plan, 1984.
County of Monterey, Del Monte Forest Area Land Use Plan, July, 1984.

County of Monterey, General Plan, September, 1982, as amended.

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County of Monterey, Toro Area Plan, December, 1983, as amended.

Federal Aviation Administration, Airport Master Plans, AC 150/5070-6, 1971.


Federal Aviation Administration, Obstruction Marking and Lighting, AC 70/7460-1F, September, 1978.


