

STAFF REPORT

SUBJECT: 2018 Amended Stockton Metropolitan
Airport Land Use Compatibility Plan
(ALUCP)

RECOMMENDED ACTION: Information Only

SUMMARY:

The Airport Land Use Compatibility Plan (ALUCP) provides policies for use by the Airport Land Use Commission (ALUC) when evaluating the compatibility of proposals for land use development in the vicinity of a public use airport. SJCOG, as the ALUC for San Joaquin County, has adopted two ALUCPs: the Stockton Metropolitan Airport ALUCP (2016) and the San Joaquin County Aviation System ALUCP covering all other airports in the county (2009). These plans are prepared in accordance with the requirements of the *California State Aeronautics Act*. Additionally, as outlined in Pub. Util. Code §21675(a), an ALUCP must be based on an up-to-date Airport Layout Plan (ALP).

The Stockton Metropolitan Airport ALUCP was adopted in May 2016. Since that time, the ALP for Stockton Metropolitan Airport, dated October 2016, has changed. The changes to the ALP necessitated minor revisions to the ALUCP, completed in February 2018.

The administrative update of the ALUCP consisted of the following three tasks:

Task 1 - Stockton Metropolitan Airport ALUCP Amendment

Description: The updated version of the Stockton Metropolitan ALP was used to prepare minor amendments to the ALUCP, including updates to the safety zones and noise exposure contours. These changes did not cause the safety zone designation or noise contour designation to change on any undeveloped parcel. **Attachment A** illustrates 2016 and 2018 Stockton Metropolitan Airport ALUCP for comparison purposes. ALUCP exhibits and associated text updates include:

1. Updates to Airport Layout Plan (Figure 2A, pg. 2-5)

The 2016 ALUCP Update was based on an ALP dated February 2008, which included the future relocation and extension of Runway 11R-29R. The 2018 Amendment is based on the updated ALP, dated October 2016. The primary change was the elimination of future modifications to the location and length of Runway 11R-29L.

2. Updates to Long Range Community Noise Equivalent Level (CNEL) Noise Exposure Contours (Figures 2F, pg. 2-21 and 3B, pg. 3-31)
Based on the updated ALP, the projected noise contours cover less land than the previously used noise contours.
3. Updates to Safety Zone Map (Figure 3A, pg. 3-23)
Safety compatibility zones 2 thru 6 were updated to reflect the present location of Runway 11R-29L.
4. Updates to other Figures as needed to reflect the updated ALP
Other Figures were updated to reflect changes to the airport property line, including Figure 2E: Sphere of Influence (pg. 2-19), Figure 3D: CFR Part 77 Surfaces (pg. 3-37), and Figure A2: Compatibility Factors Map (Appendix A).

Task 2 – Stockton Metropolitan Airport ALUCP Negative Declaration Addendum

Description: The Negative Declaration (ND) Addendum was prepared consistent with the California Environmental Quality Act (CEQA) Guidelines (included as Appendix H of amended ALUCP). The Addendum concluded the administrative amendments to the ALUCP do not require revisions to the 2016 Initial Study or Negative Declaration.

Task 3 –San Joaquin County’s Aviation System ALUCP Amendment

Description: A minor amendment to the San Joaquin County’s Aviation System ALUCP was prepared for consistency with the updated Stockton Metropolitan Airport ALUCP.

The Amended Stockton Metropolitan ALUCP, Negative Declaration Addendum, and Amended San Joaquin County ALUCP, completed in February 2018, are available at:

<https://www.sjcog.org/107/Airport-Land-Use-Commission-ALUC>.

RECOMMENDATION:

Information only.

FISCAL IMPACT:

The ALUCP amendment is a mandated activity in the fiscal year 2017/2018 Overall Work Program.

NEXT STEPS:

The amended Stockton Metropolitan ALUCP and San Joaquin County ALUCP will be referenced in future land use analysis determinations. Since these changes did not cause the safety zone designation or noise contour designation to change on any undeveloped parcel, this action is not expected to have a significant effect on future ALUC determinations.

ATTACHMENTS:

A: Comparison of 2016 and 2018 Stockton Metropolitan ALUCP Exhibits

Prepared by: Travis Yokoyama, Associate Regional Planner

ATTACHMENT A

Comparison of 2016 and 2018 Stockton Metropolitan ALUCP Exhibits

This document illustrates the new/updated exhibits in the 2018 Amended Stockton Metropolitan Airport Land Use Compatibility Plan (ALUCP) and 2016 Stockton ALUCP for comparison purposes.

- Figure 2A: Airport Layout Plan
- Figure 2E: Sphere of Influence
- Figure 2F: Long Range CNEL Noise Exposure Contours
- Figure 3A: Safety Zone Map
- Figure 3B: Long Rang CNEL Noise Exposure Contours
- Figure 3D: 14 CFR Part 77 Surfaces
- Figure A2: Compatibility Factors Map

SAN JOAQUIN COUNTY'S AVIATION SYSTEM

STOCKTON METROPOLITAN AIRPORT



AIRPORT LAND USE COMPATIBILITY PLAN

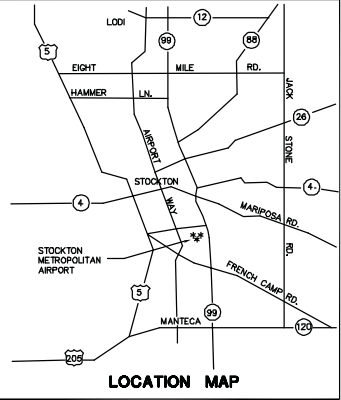
MAY 2016 - *Amended February 2018*

STOCKTON METROPOLITAN AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

LEGEND	EXISTING	FUTURE		
		0-5 YEARS	6-10 YEARS	10-20 YEARS
GROUND CONTOUR	-----			
DEDICATED AIRPORT PROPERTY LINE	-----			
BOUNDARY BETWEEN AVIATION RELATED DEVELOPMENT & DEDICATED NON-AERONAUTICAL USE / AIRPORT REVENUE GENERATION	-----			
RUNWAY SAFETY AREA (RSA)	-----RSA-----			-----RSA-----
RUNWAY OBJECT FREE AREA (OFA)	-----OFA-----			-----OFA-----
RUNWAY OBJECT FREE ZONE (OFZ)	-----OFZ-----			-----OFZ-----
BUILDING RESTRICTION LINE (BRL)	-----BRL-----			-----BRL-----
AIRFIELD PAVEMENT AIRCRAFT MOVEMENT AREA		-----	-----	-----
FACILITIES				
ROAD (PAVED)	=====			=====
DIRT/GRAVEL ROAD	=====			=====
FENCE	-----x-----			-----x-----
RUNWAY LIGHT				
SUPPLEMENTAL WINDCONE				
SECTION CORNER				
AIRPORT REFERENCE POINT				

AIRPORT USER FACILITIES

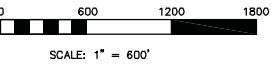
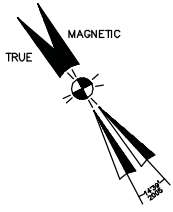
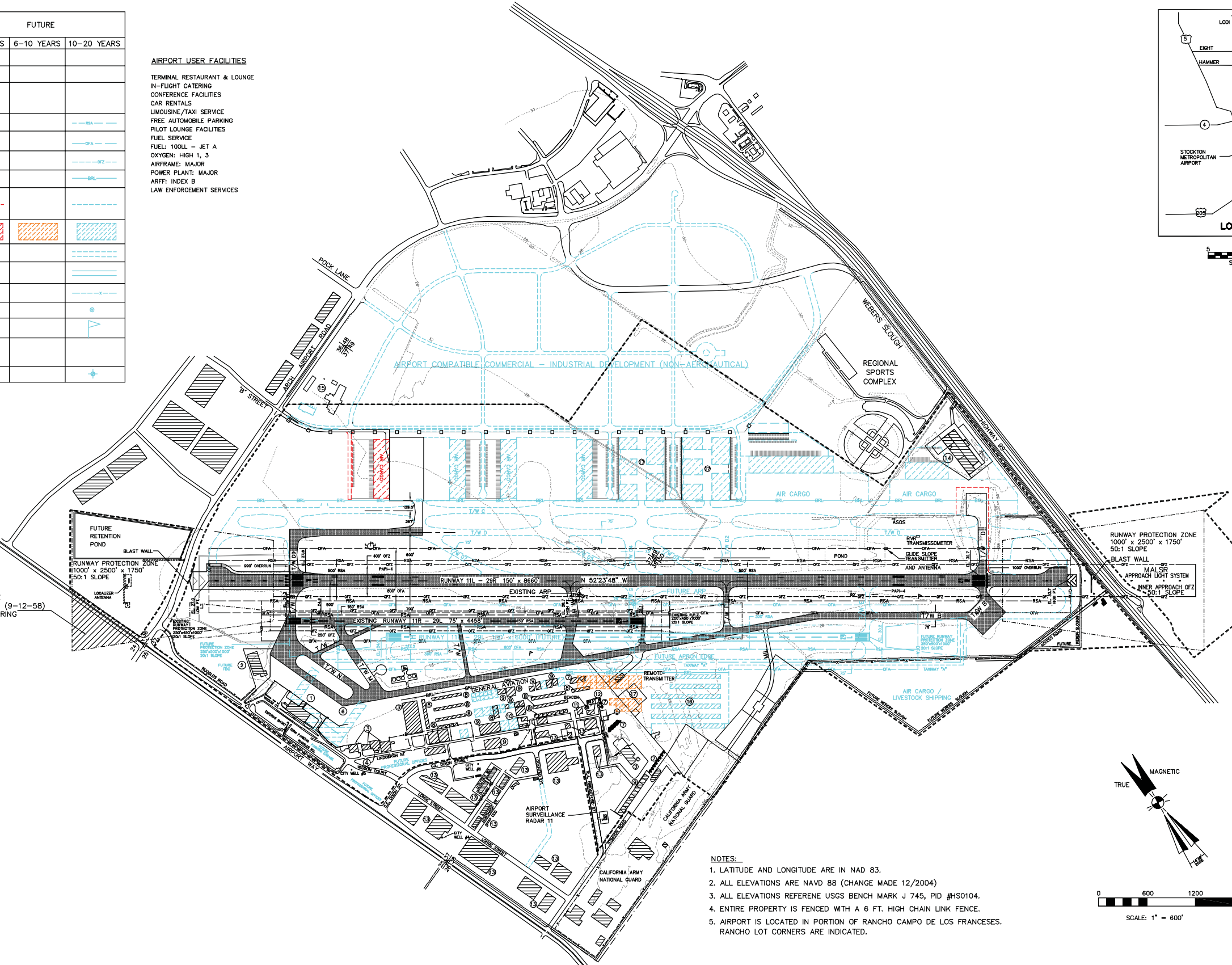
TERMINAL RESTAURANT & LOUNGE
IN-FLIGHT CATERING
CONFERENCE FACILITIES
CAR RENTALS
LIMOUSINE/TAXI SERVICE
FREE AUTOMOBILE PARKING
PILOT LOUNGE FACILITIES
FUEL SERVICE
FUEL: 100LL - JET A
OXYGEN: HIGH 1, 3
AIRFRAME: MAJOR
POWER PLANT: MAJOR
ARFF: INDEX B
LAW ENFORCEMENT SERVICES



NO THRESHOLD SITING
SURFACE OBJECT
PENETRATIONS
NO OFZ OBJECT
PENETRATIONS

RUNWAY PROTECTION ZONE
F.A.A. RESTRICTION WAIVED (9-12-58)
OWNER - J.M. MANUFACTURING
(5,542 ACRES)

NO.	BUILDING DESCRIPTION
1	TERMINAL
2	A.G. SPANOS JET CENTER
3	FBO
4	ELECTRICAL VAULT
5	FUEL FARM
6	FUTURE TERMINAL
7	PORT-A-PORTS
8	TEE HANGARS
9	COMMERCIAL HANGARS
10	AIRPORT MAINTENANCE
11	FIRE, RESCUE AND POLICE
12	AIR TRAFFIC CONTROL TOWER / TRACON FACILITY
13	AIRPORT COMMERCIAL / INDUSTRIAL
14	FARMINGTON FRESH
15	STOCKTON AG CENTER
16	FUTURE NESTED TEE HANGARS
17	FUTURE COMMERCIAL HANGARS

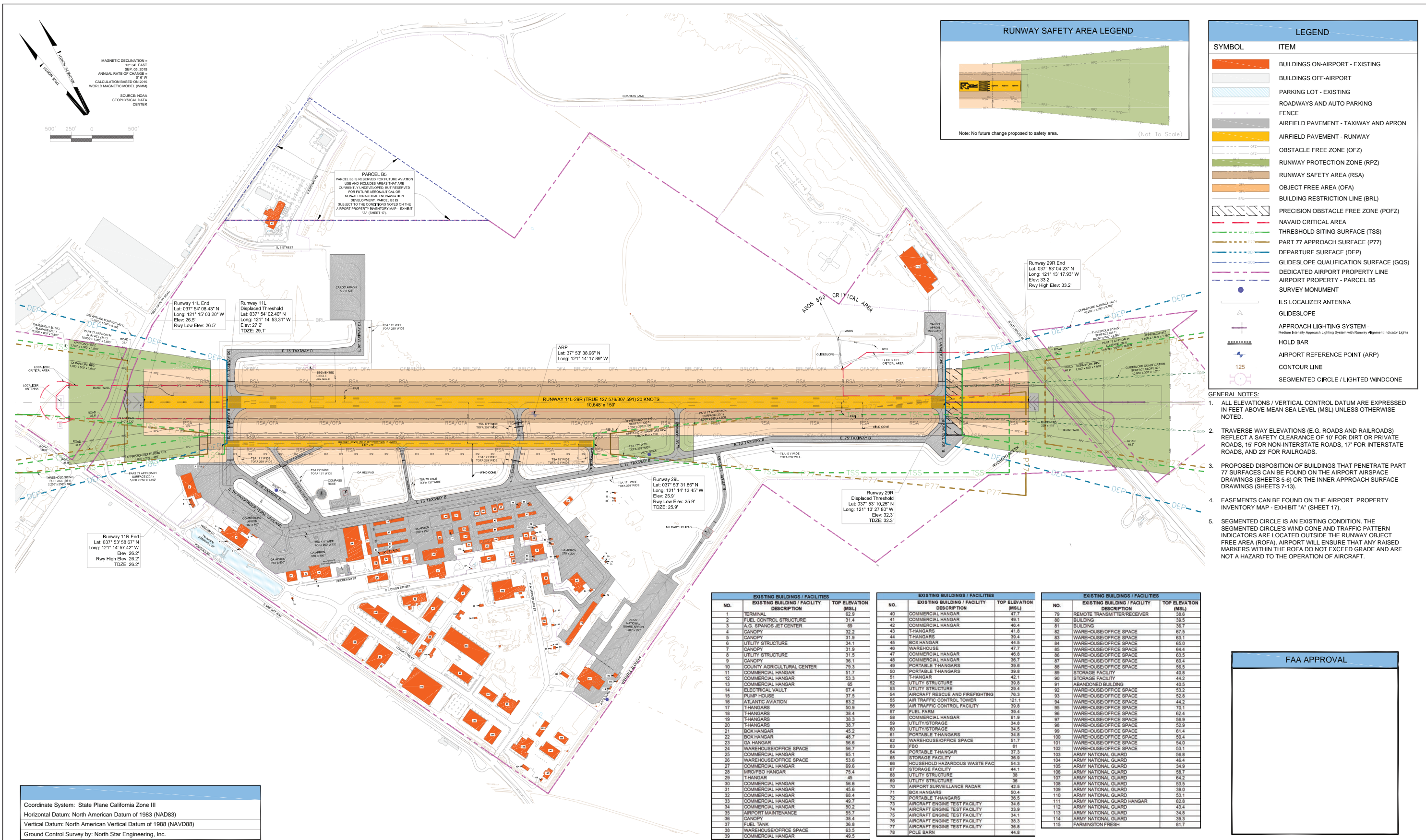


- NOTES:
- 1. LATITUDE AND LONGITUDE ARE IN NAD 83.
 - 2. ALL ELEVATIONS ARE NAVD 88 (CHANGE MADE 12/2004)
 - 3. ALL ELEVATIONS REFERENE USGS BENCH MARK J 745, PID #HS0104.
 - 4. ENTIRE PROPERTY IS FENCED WITH A 6 FT. HIGH CHAIN LINK FENCE.
 - 5. AIRPORT IS LOCATED IN PORTION OF RANCHO CAMPO DE LOS FRANCISES. RANCHO LOT CORNERS ARE INDICATED.

Source: Stockton Metropolitan Airport, February 1, 2008

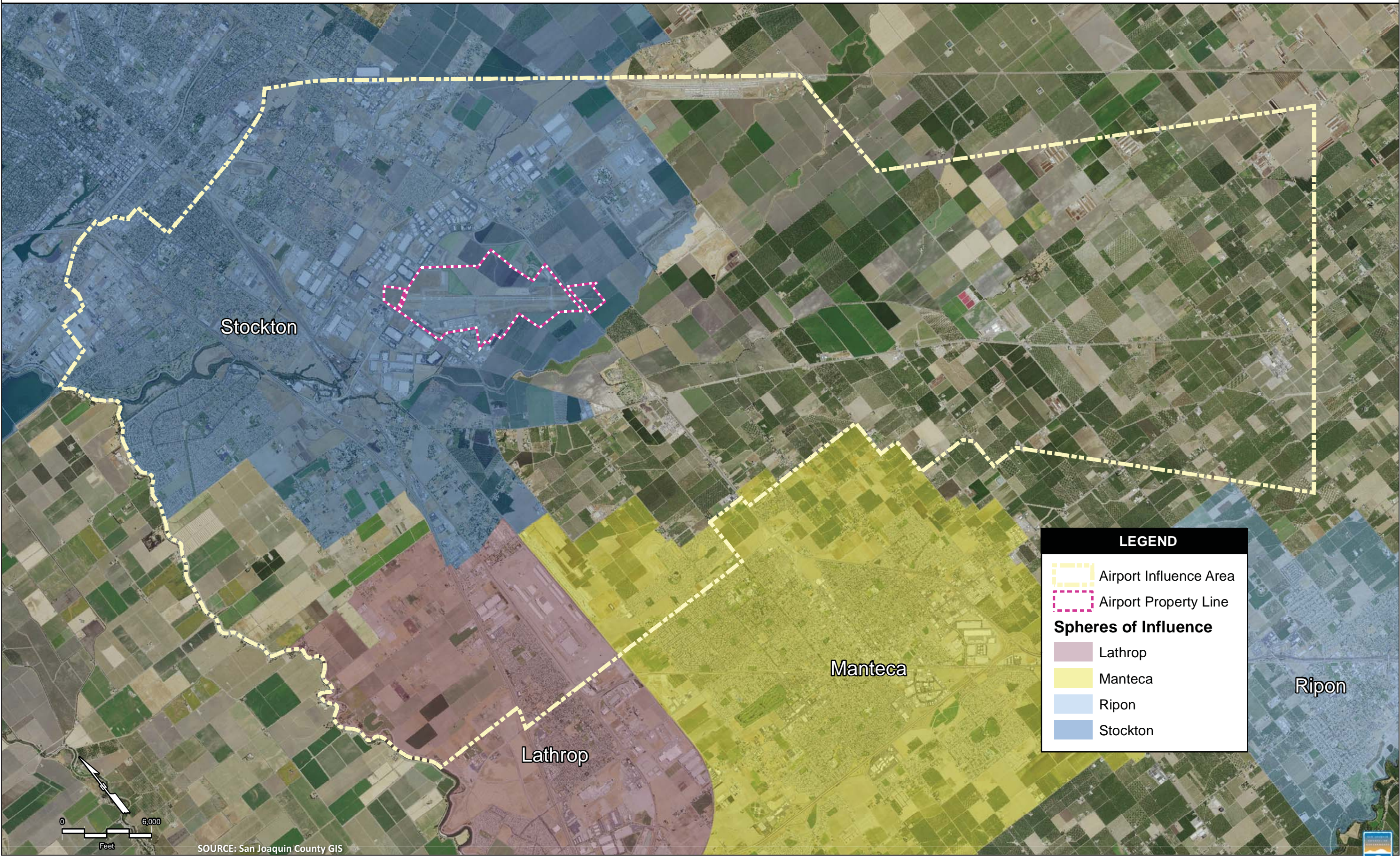


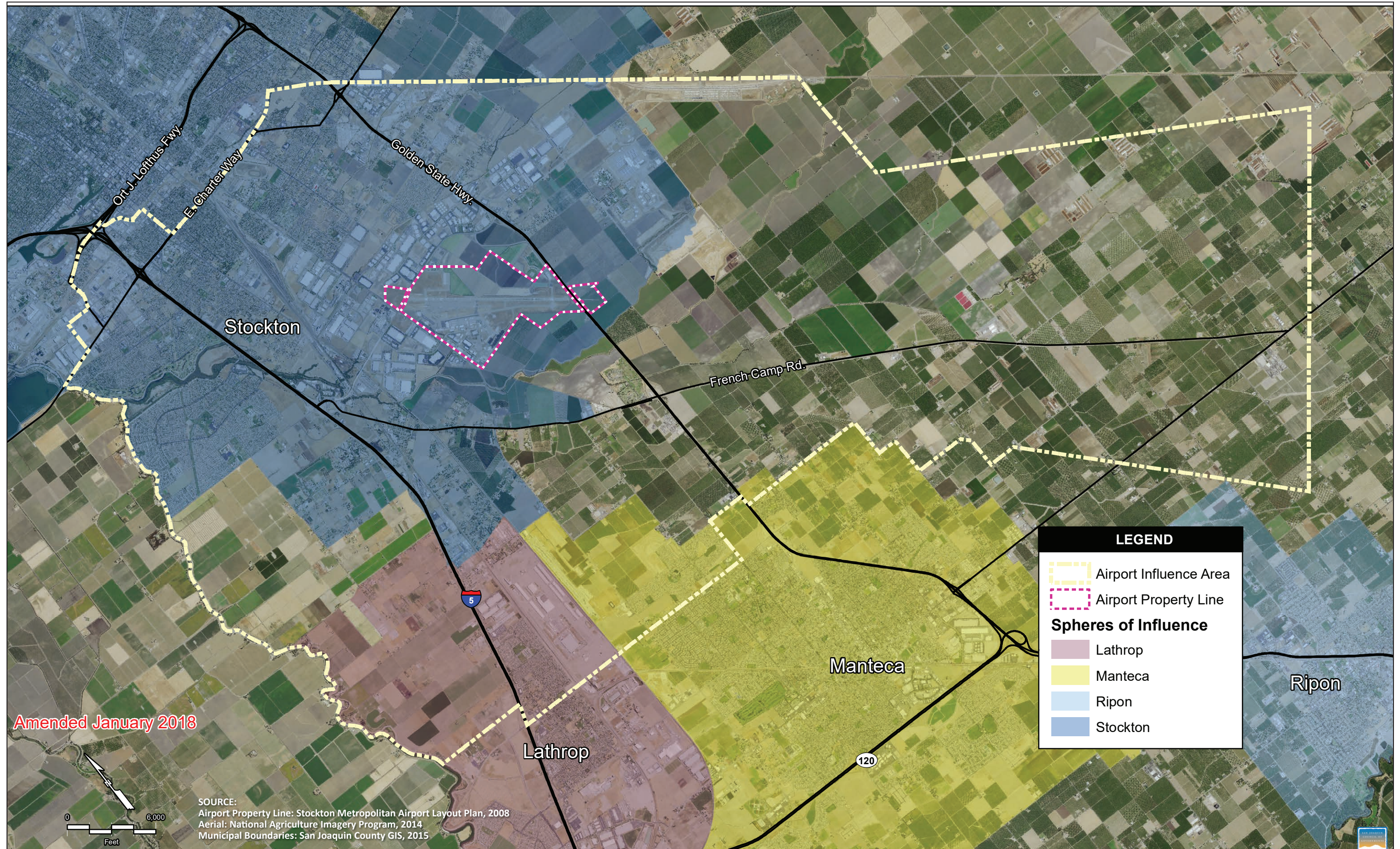
STOCKTON METROPOLITAN AIRPORT LAND USE COMPATIBILITY PLAN UPDATE



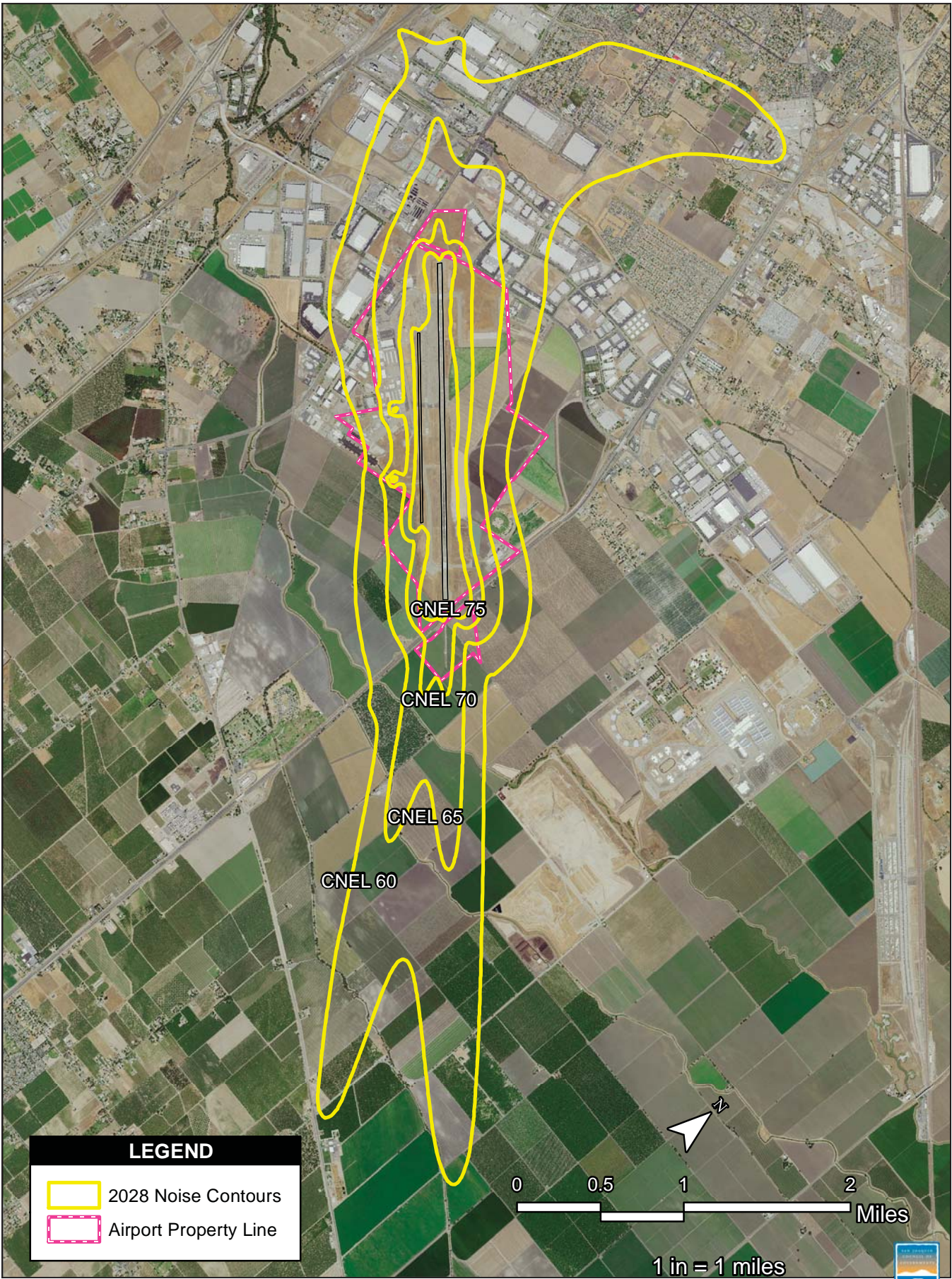
Source: Stockton Metropolitan Airport, June, 2017

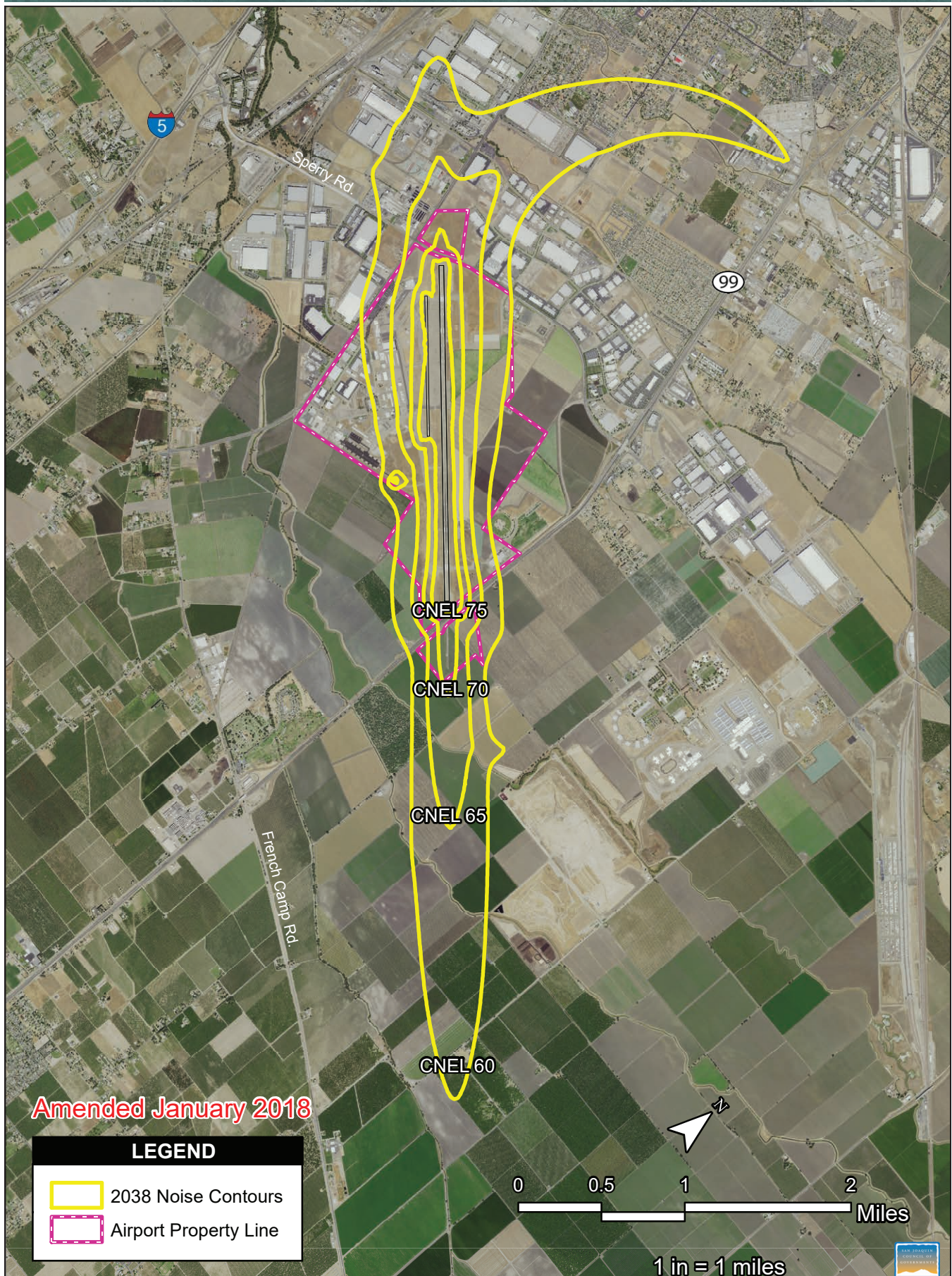


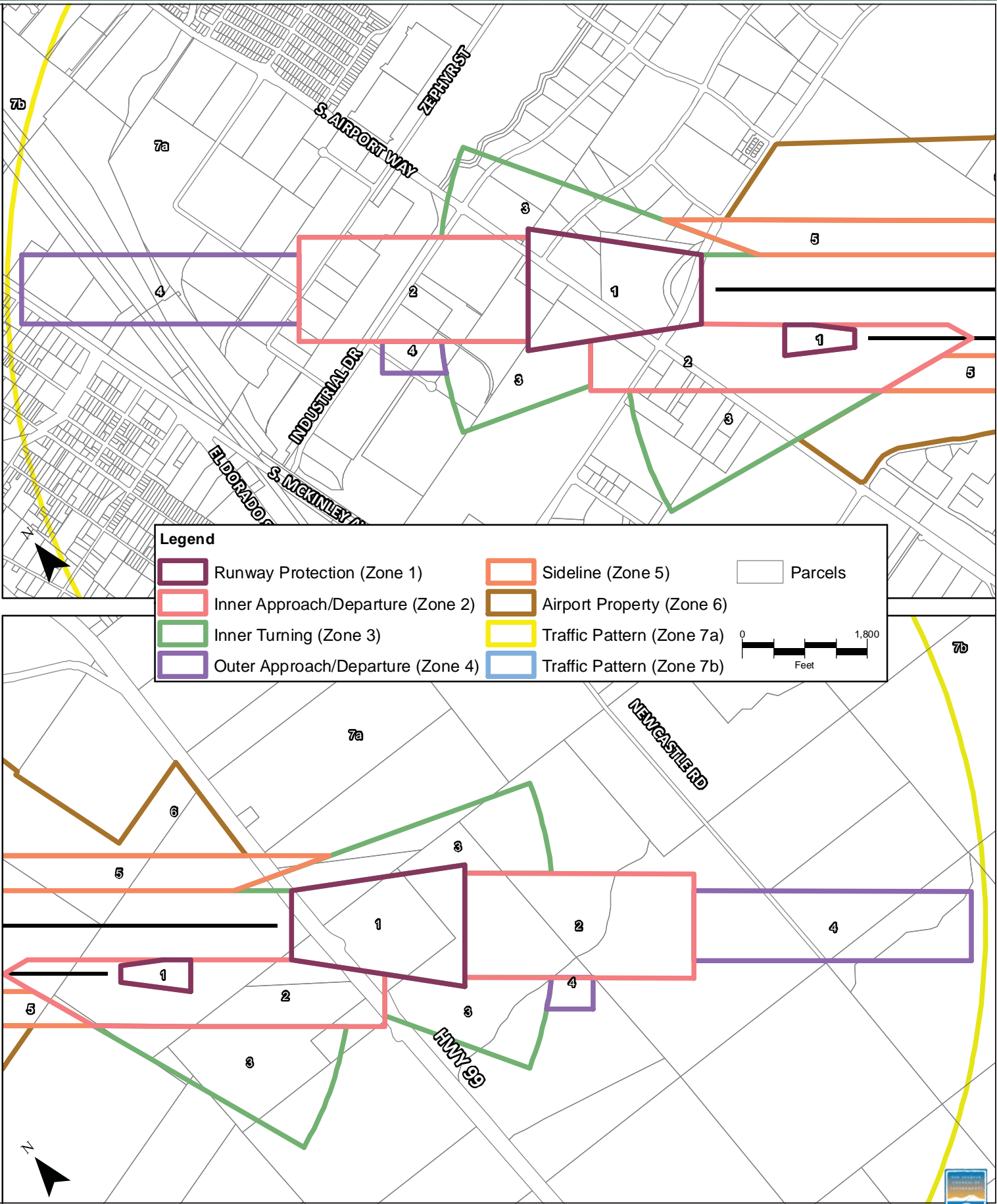
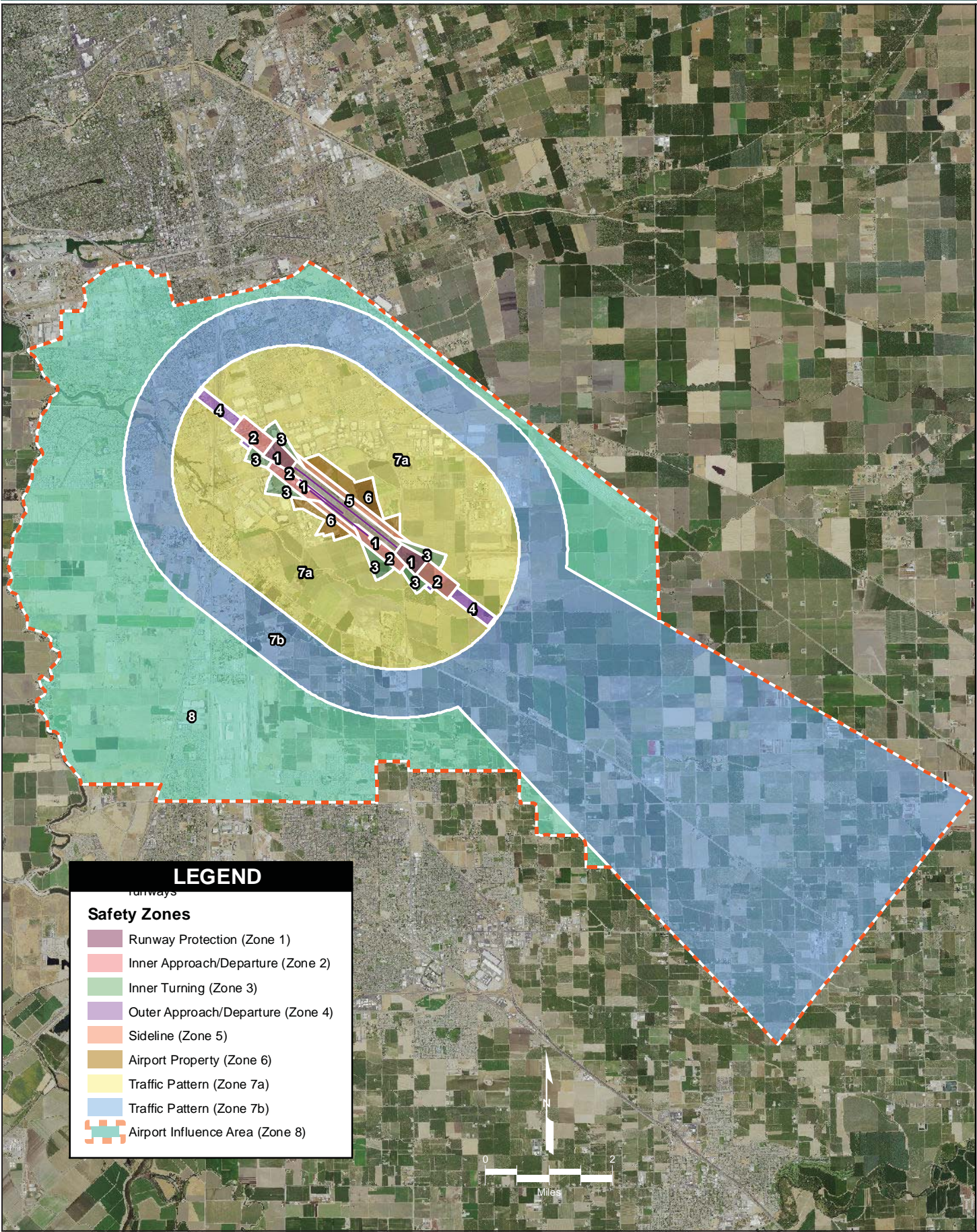


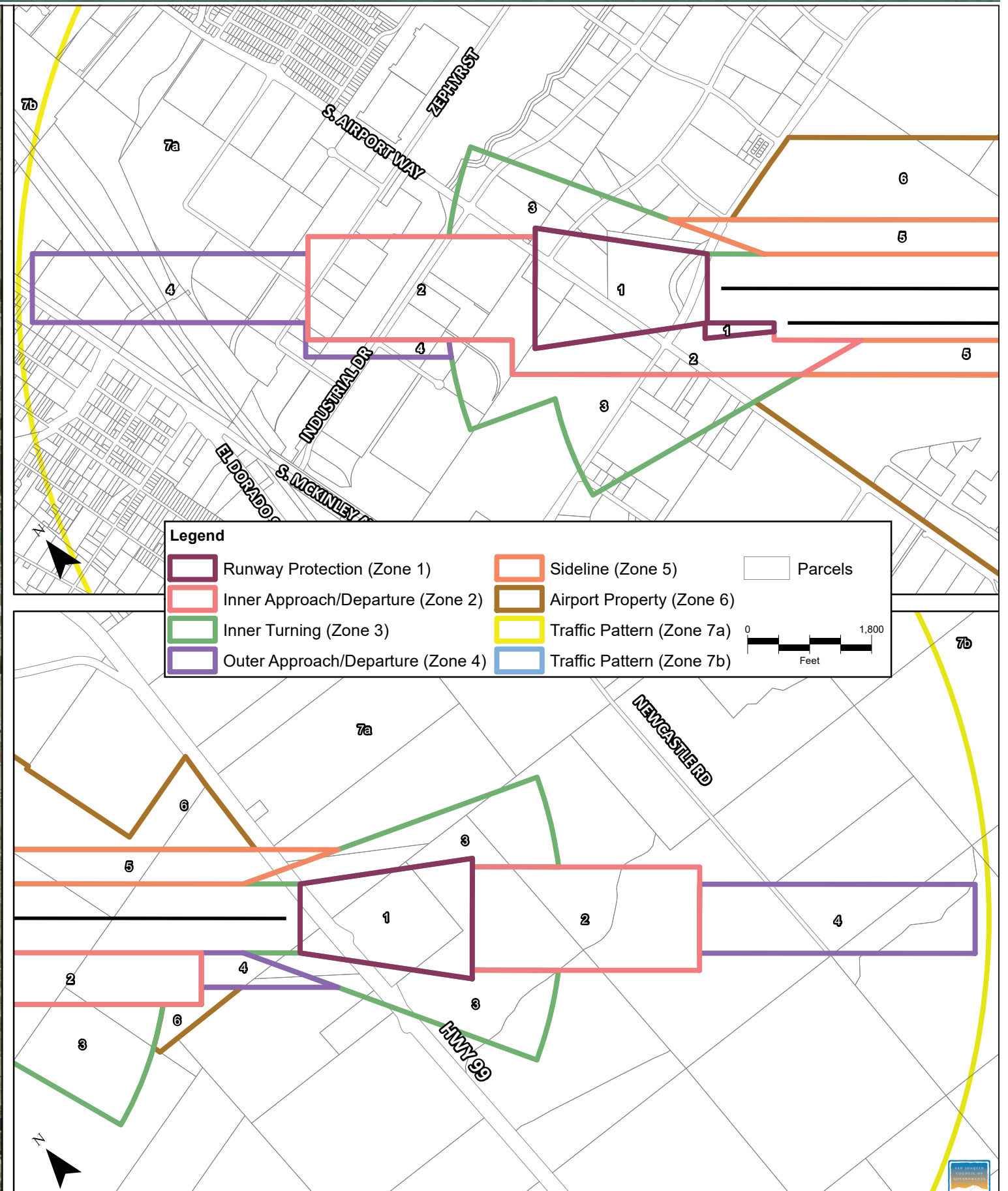
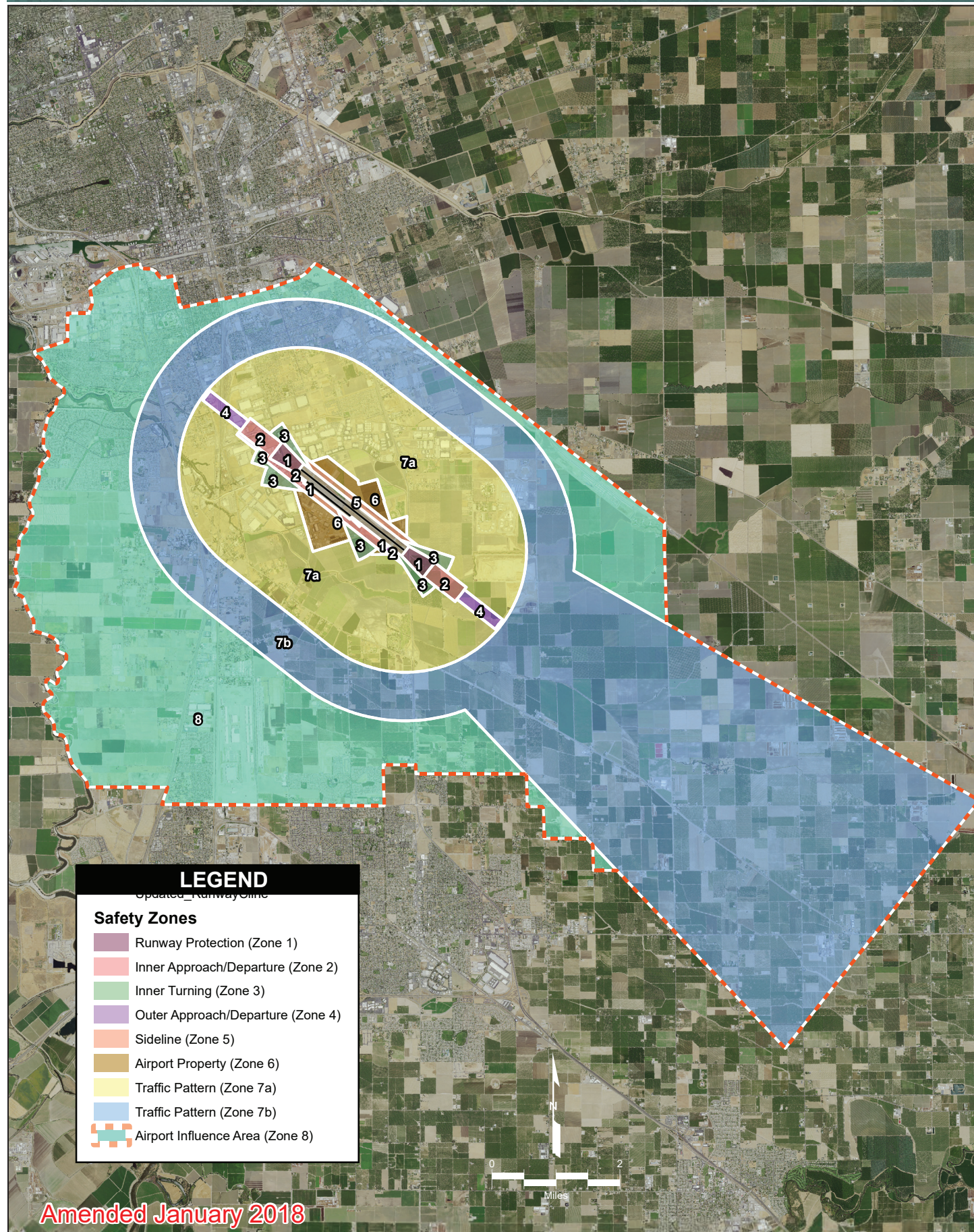


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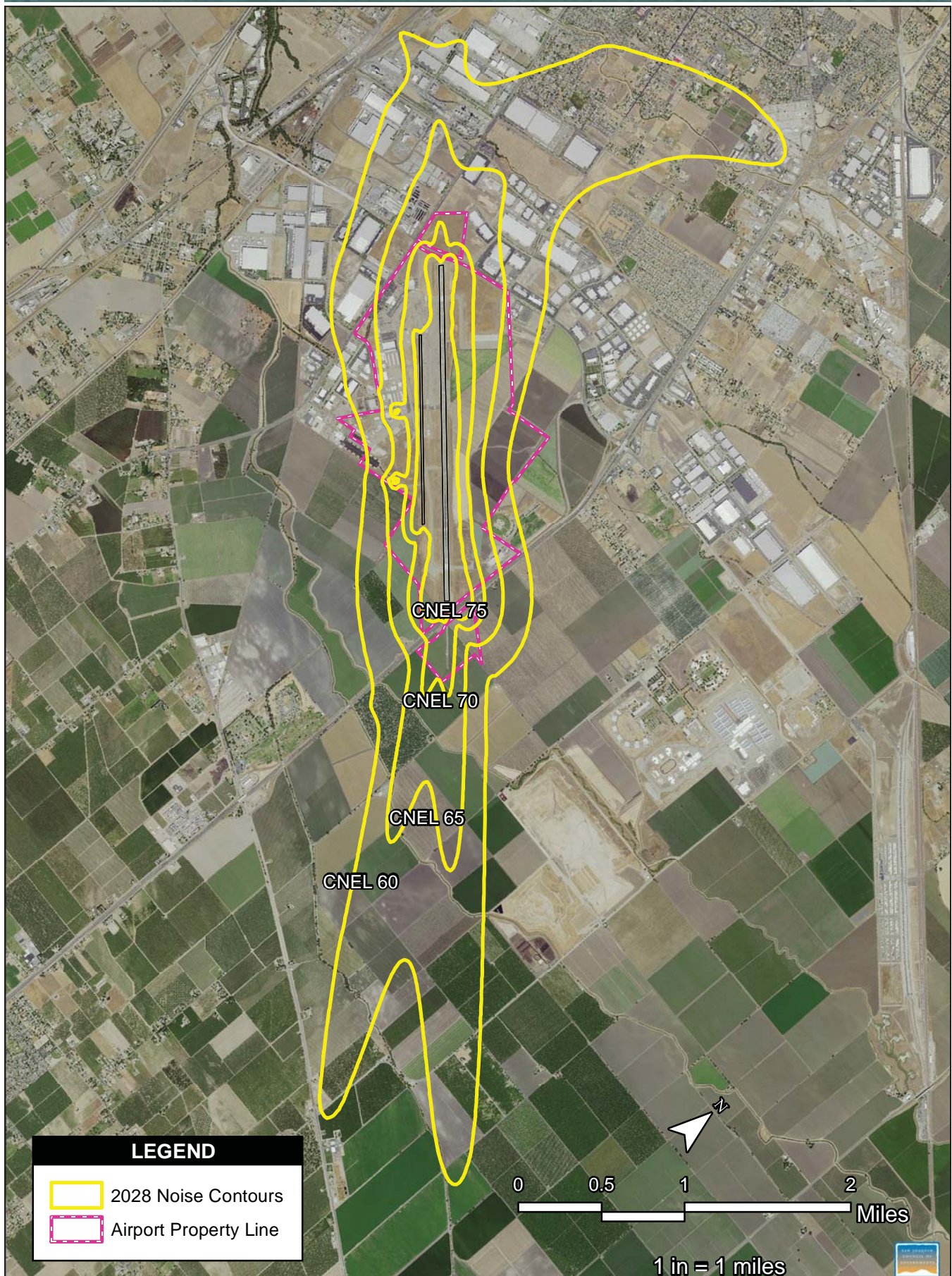


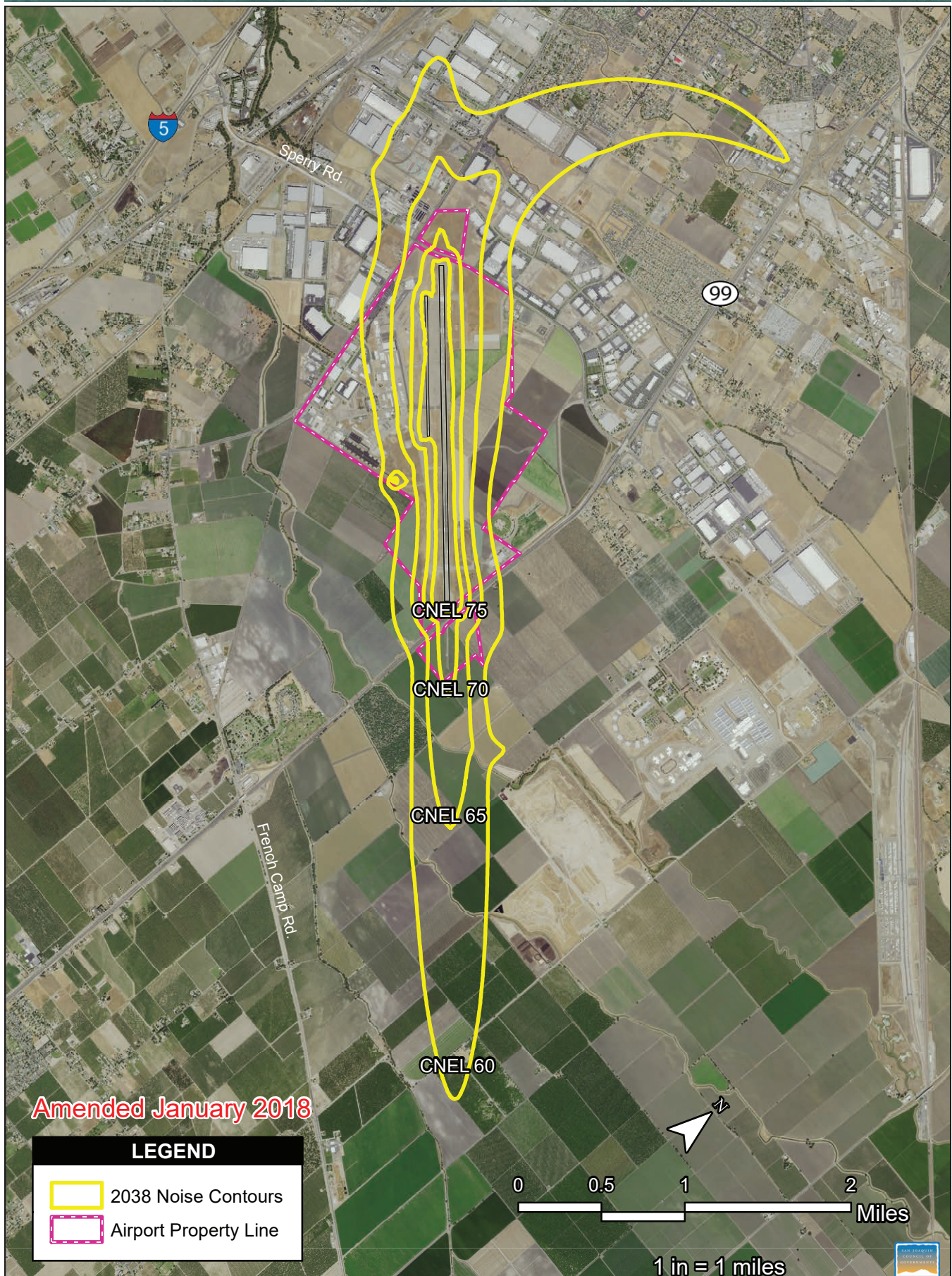


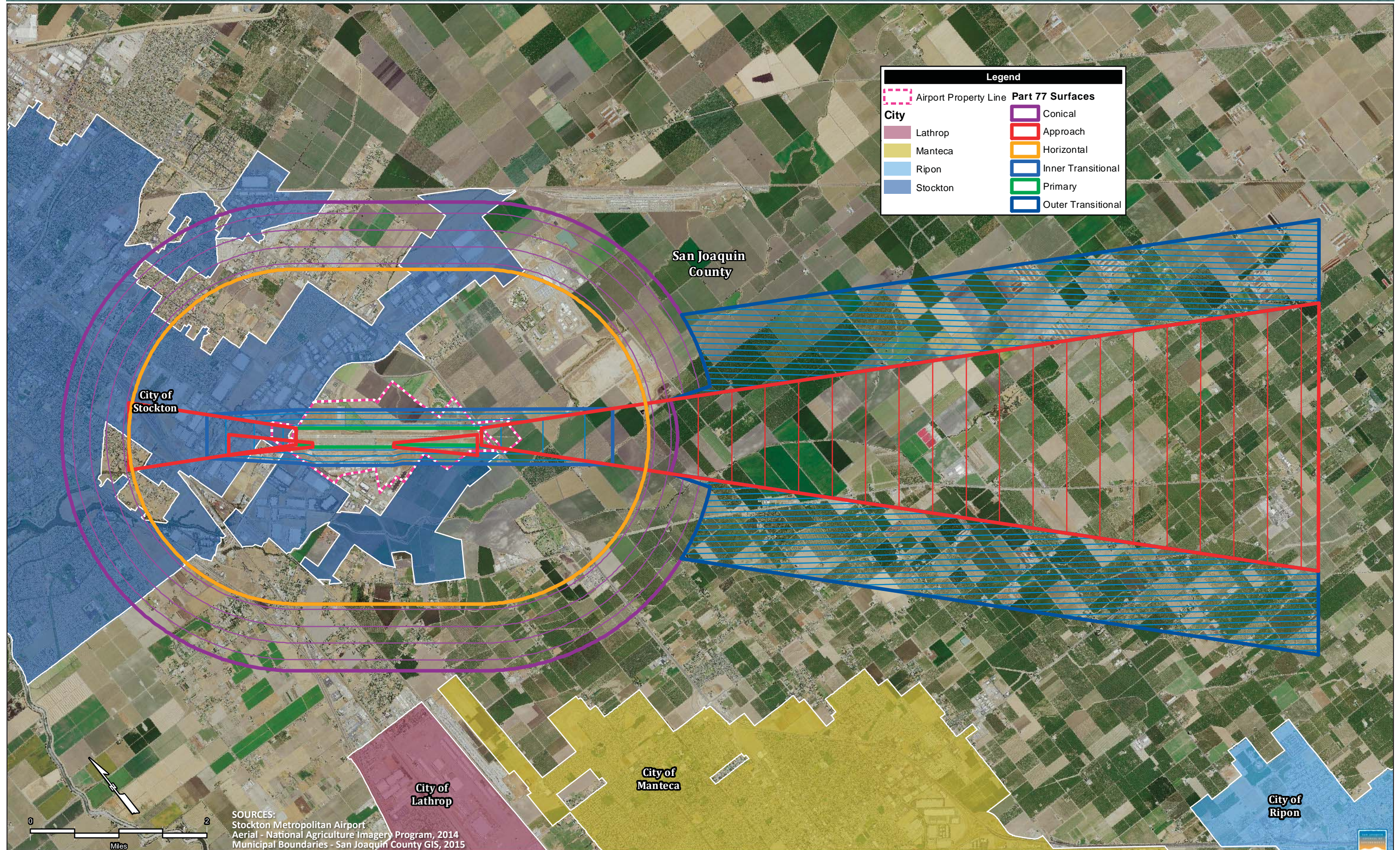




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Source:
Aerial, National Agriculture Imagery Program, 2014
Municipal Boundaries, San Joaquin County GIS, 2015
Part 77 Surfaces and Airport Property Line: Stockton Metropolitan
Airport Layout Plan Narrative, June 2017

