



Chapter 2 – **DRAFT**

Regional Context and Land Use

Airport Master Plan | Salinas Municipal Airport

Draft

Prepared by:





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2.1 Introduction

Salinas Municipal Airport (SNS) is located within the City of Salinas in Monterey County, California. SNS is situated within the Salinas Valley, which is a vibrant agricultural region east of the Monterey Bay region. Monterey, Seaside, Marina, Castroville, Watsonville, Prunedale, and Gonzales are among the communities located in the extended region. The Airport is located off of Skyway Boulevard at Airport Boulevard, approximately one mile east of the Airport Boulevard-US 101 interchange.

The Airport plays important roles supporting existing and anticipated economic growth in the community and region. This section begins by describing SNS's roles in the region's aviation network. It then describes the region's socioeconomic, industry, and development context with an emphasis on conditions that relate to Airport operations and land use planning.

2.2 Nearby Airports

SNS accommodates a variety of aviation uses, serving a region characterized by compact communities that are separated by sparsely developed agricultural and natural areas with features ranging from mountainous terrain to the Monterey Bay coastline. Several other airports are located in the general region; however, some may be difficult to access or lack the capacity or infrastructure to provide services similar to SNS.

The National Plan of Integrated Airport Systems (NPIAS)¹ classifies SNS as a Regional General Aviation (GA) airport for the 2021-2025 period. SNS is considered a regional airport since it is located in a metropolitan area, serves a sizable population, and supports the regional economy. As a general aviation airport, SNS does not compete with hub airports for commercial service. Rather, SNS serves non-commercial GA traffic and other aviation uses are a reliever to higher-traffic airports in the region, notable Monterey Regional Airport (MRY).

As described below, most other airports in the surrounding region are categorized as Local GA airports have reduced activity levels compared to Regional GA airports and primarily support operations by smaller aircraft.

Figure 2.1 shows the location of all public airports located within a 20 nautical mile radius of SNS. **Table 2.1** summarizes key characteristics of these airports.

¹ FAA National Plan of Integrated Airport Systems (2021-2025). Accessed 5/4/22. Accessible at: https://www.faa.gov/airports/planning_capacity/npias/current/

Figure 2.1 – Regional Aviation Context

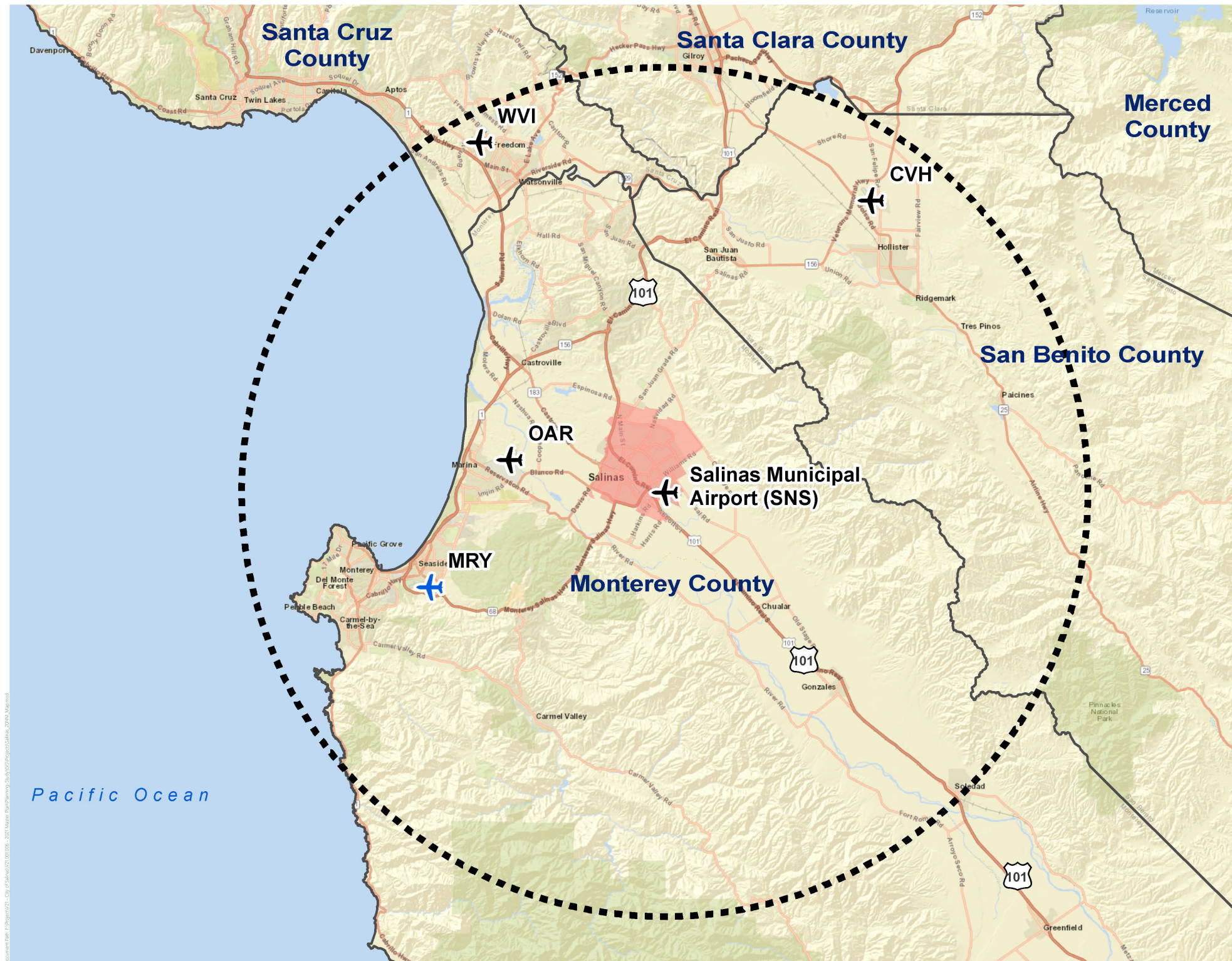
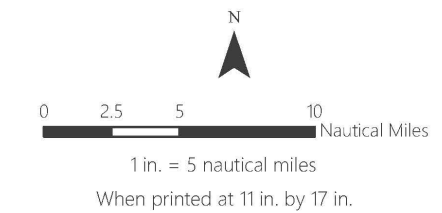


Figure 2.1

Regional Aviation Context

- GA Airport
- Commercial Service Airport
- SNS 20 NM Radius
- City of Salinas
- County Boundary



Salinas Municipal Airport Master Plan



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Table 2.1 - Key Characteristics of Surrounding Airports

Airport Name (Location Identifier) Ownership	Location Distance from SNS	NPIAS Classification	Runway Heading: Runway Dimensions (Surface Type)	Based Aircraft (NPIAS)	Operations (5010)
Salinas Municipal Airport (SNS) City of Salinas	Salinas, CA	Regional/GA	8/26: 6,004' x 150' (Asphalt) 13/31: 4,825' x 150' (Asphalt)	153	70,110
Hollister Municipal Airport (CVH) City of Hollister	Hollister, CA 17 NM northeast	Local/GA	13/31: 6,350' x 100' (Asphalt) 6/24: 3,149' x 100' (Asphalt)	95	57,489
Marina Municipal Airport (OAR) City of Marina	Marina, CA 8 NM west	Local/GA	11/29: 3,483' x 75' (Asphalt)	35	42,000
Monterey Regional Airport (MRY) Monterey Peninsula Airport District	Monterey, CA 12 NM southwest	Nonhub Primary	10R/28L: 7,175' x 150' (Asphalt) 10L/28R: 3,503' x 60' (Asphalt)	116	56,617
Watsonville Municipal Airport (WVI) City of Watsonville	Watsonville, CA 19 NM northwest	Regional/GA	2/20: 4,501' x 149' (Asphalt) 9/27: 3,998' x 98' (Asphalt)	254	60,000

Source: C&S Engineers, Inc., AirNav, 5010 Records

Monterey Regional Airport (MRY) is the region’s only commercial airport, located 12 nautical miles southwest of Salinas. It has two asphalt runways with lengths of 7,175 and 3,503 feet respectively with instrument approaches available at both ends. As a Nonhub Primary airport, MRY handles scheduled commercial flights as well as frequent charter and GA activity with a mix of jet and propeller aircraft of many sizes. Commercial service is available (as of July 2022) from Alaska Airlines, Allegiant, American, and United to approximately ten destinations in total.

Hollister Municipal Airport (CVH), Marina Municipal Airport (OAR), and Watsonville Municipal Airport (WVI) are non-towered public-use airports located between eight and nineteen nautical miles from SNS. CVH and OAR are classified as Local GA airports and WVI is classified as a Regional GA airport. Annual operations at these GA airports range from 42,000 at OAR to 60,000 at WVI. OAR has 35 based aircraft and CVH has 95; WVI has 254 based aircraft, which is a relatively high number for an airport of its size.

Notably, SNS has the most annual operations of all public airports within the 20 NM radius. The Airport’s runway dimensions exceed those at WVI, and its status as a towered GA airport provides another point of differentiation. Each of the region’s GA airports is well-utilized with strong levels



of annual operations. Given the agricultural and rural character of much of this region, with population and development concentrated in distinct communities separated by topography and distance, GA airport users are likely to select an airport based on proximity to their home or business. Accordingly, SNS draws primarily from businesses and residents on the basis of proximity and convenience. Demand for GA services in the region is strong enough to sustain the network of existing GA airports, and SNS has facilities and locational advantages that support its operation and growth.

2.3 Regional Context

This section describes socioeconomic and industrial conditions surrounding the Airport. This regional context provides an exciting and dynamic backdrop for Airport operations, and it is important to understand relevant conditions and trends.

2.3.1 Demographic Conditions

Select population and economic characteristics for the City of Salinas, Monterey County, and the State of California (CA) are shown in **Table 2.2**.

Table 2.2 - Population, Housing, and Economic Statistics

	City of Salinas	Monterey County	California
Population and Race Statistics			
Total Population	153,327	427,693	39,476,705
White ¹	67,771 (44.2%)	228,388 (53.4%)	21,317,421 (54.0%)
Black or African American ¹	2,453 (1.6%)	11,975 (2.8%)	2,329,126 (5.9%)
American Indian ¹	1,687 (1.1%)	5,132 (1.2%)	355,290 (0.9%)
Asian ¹	8,586 (5.6%)	25,234 (5.9%)	6,039,936 (15.5%)
Native Hawaiian/Pacific Islander ¹	460 (0.3%)	2,138 (0.5%)	157,907 (0.4%)
Some Other Race Alone	64,397 (42.0%)	131,302 (30.7%)	7,105,807 (18.0%)
Two or More Races	7,820 (5.1%)	23,523 (5.5%)	2,171,219 (5.5%)
Hispanic Origin ²	122,508 (79.9%)	257,899 (60.3%)	15,790,682 (40.0%)
Economic and Employment Statistics			
Median Household Income ³	\$64,285	\$77,453	\$80,044
Households below poverty level	15.7%	11.2%	12.3%
Unemployment Rate (2021)	7.0%	6.8%	8.0%

Notes:

¹Includes persons reporting only one race

²Hispanic and Latino residents may be of any race, so also are included in applicable race categories

³Median Household Income means the median annual income of the community, based on either Federal census data or a local survey approved by the SWRCB. The MHI shall be based on the 2000 Census data.

Source: ESRI Demographics; C&S Engineers, Inc.

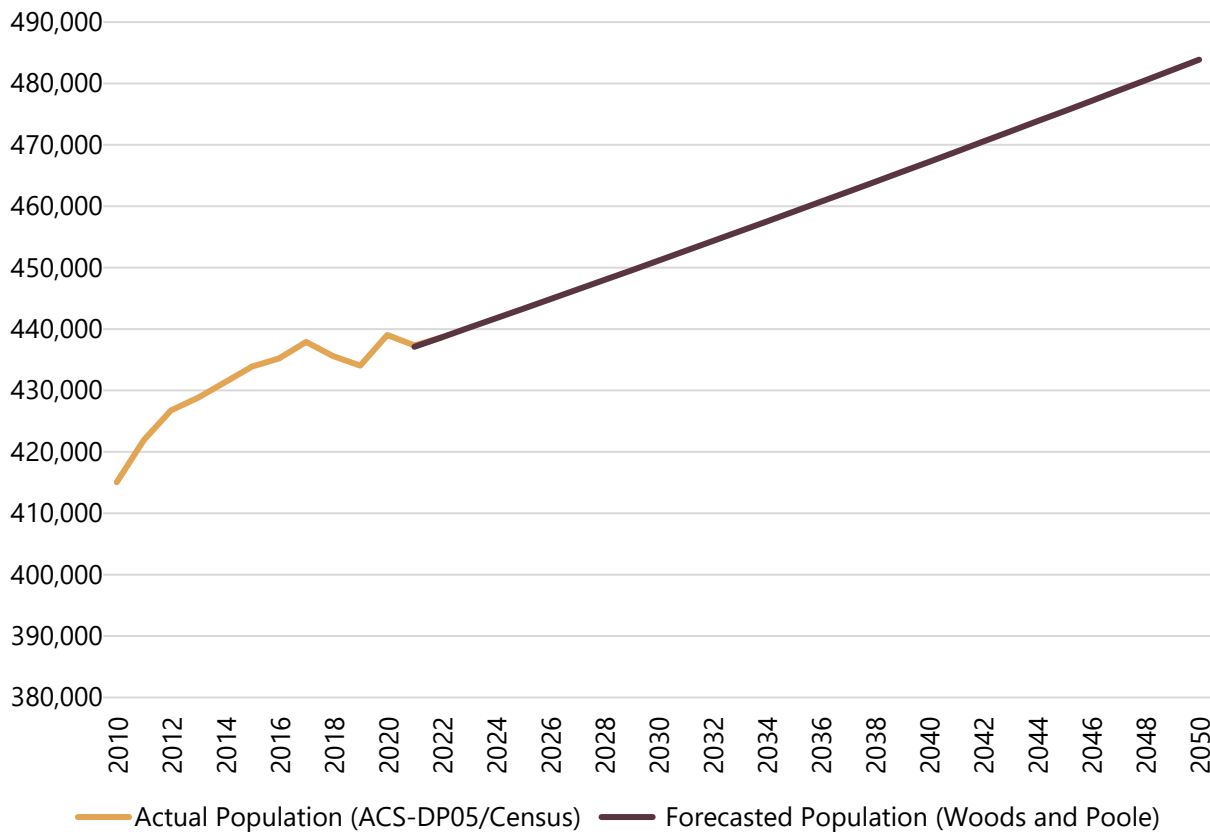
The City of Salinas has strong Latino and Hispanic populations, and this is reflected by **Table 2.2** demographic data. The last row of the Population and Race Statistics Information, row number nine, shows the total percentage of each population that identifies as having Hispanic Origin. This

chart indicates that 42 percent of residents identify as “Some Other Race Alone” (strongly associated with Hispanic/Latino identity) and nearly 80 percent of residents indicate “Hispanic Origin”. These proportions are much higher than at the county or state levels, and this underscores the strong cultural influence these ethnic groups hold in Salinas. The proportion of White residents is lower in the city than in the county and state, and proportionally fewer Asian residents live in Salinas and Monterey County than in California statewide. Other racial groups are represented at comparable levels across these geographies.

Median household income is more than 20 percent lower in the City of Salinas than in Monterey County overall, and nearly 25 percent lower than at the state level; household poverty is significantly higher. While 2021 unemployment in Salinas was consistent with Monterey County levels, the city’s population generally faces economic challenges at a household level.

Figure 2.2 shows Monterey County total population levels for an observed timeframe of 2010-2022 and a projected timeframe extending from 2023 through the twenty-year planning horizon ending in 2042. From a current-year population of 438,600 residents, the county’s population is forecast to increase to approximately 470,500 in 2042 – this is a 7% increase.

Figure 2.2 - Monterey County Existing and Forecasted Population



Source: Woods & Poole; C&S Engineers, Inc.

Table 2.3 provides average annual growth rate (AAGR) values for county-level population, covering a 10-year historical timeframe and 5, 10, and 20-year forward planning intervals based on population forecast. These growth rates represent slow but steady growth in the region over the planning timeframe.

Table 2.3 - Monterey County Population Trends

Timeframe	AAGR - Population
Historical 10-Year (2013-2022)	0.28%
Forecasted 5-Year (2023-2027)	0.35%
Forecasted 10-Year (2023-2032)	0.35%
Forecasted 15-Year (2023-2037)	0.35%
Forecasted 20-Year (2023-2042)	0.35%

Source: Woods & Poole; C&S Engineers, Inc.

Monterey County’s population is forecasted to increase at 0.35% annually over the twenty-year timeframe through 2042, which is consistent with the 0.28% AAGR experienced over the past ten years. Population forecasts are subject to change over time as conditions evolve, but barring major events or structural change to the region’s economy, the expectation is for continued growth at a moderate pace.

With population stability and moderate growth in the region, there will be continued demand for Airport services and facilities to meet the needs of this population.

2.3.2 Industry Composition

Monterey County’s economy is expected to grow along with the county’s population. **Table 2.4** provides current-year and 2042 projected employment data categorized by North America Industry Classification System (NAICS) sector for Monterey County along with the State of California for purposes of comparison. The number of employees and percentage of total employment (in parentheses) are provided for the NAICS industries at the Monterey County and California statewide level for 2022 and 2042.

Table 2.4 - Employment by Industry Sector, 2022 and 2042

Industry	Monterey County	California	Monterey County	California
	2022		2042	
Agriculture	19,322 (7.2%)	235,976 (0.9%)	19,156 (6.1%)	219,219 (0.7%)
Forestry, Fishing, etc.	38,108 (14.2%)	266,354 (1.0%)	45,719 (14.5%)	303,139 (0.9%)
Mining	490 (0.2%)	38,946 (0.2%)	522 (0.2%)	42,423 (0.1%)
Utilities	846 (0.3%)	60,089 (0.2%)	901 (0.3%)	66,471 (0.2%)
Construction	10,232 (3.8%)	1,264,384 (4.9%)	10,504 (3.3%)	1,468,965 (4.5%)
Manufacturing	6,283 (2.3%)	1,422,849 (5.5%)	5,615 (1.8%)	1,361,430 (4.2%)
Wholesale Trade	6,868 (2.6%)	788,580 (3.1%)	7,305 (2.3%)	831,405 (2.6%)
Retail Trade	20,837 (7.7%)	2,082,663 (8.1%)	20,922 (6.7%)	2,204,650 (6.8%)
Transportation & Warehousing	6,954 (2.6%)	1,306,297 (5.1%)	10,321 (3.3%)	1,915,257 (5.9%)
Information	1,481 (0.5%)	663,273 (2.6%)	1,223 (0.4%)	803,294 (2.5%)
Finance & Insurance	6,724 (2.5%)	1,210,925 (4.7%)	6,801 (2.2%)	1,496,993 (4.6%)
Real Estate	9,899 (3.7%)	1,325,696 (5.2%)	12,194 (3.9%)	1,826,089 (5.6%)
Professional & Technical	12,056 (4.5%)	2,300,261 (9.0%)	12,711 (4.0%)	3,137,872 (9.6%)
Mgmt - Companies & Enterprises	1,711 (0.6%)	290,278 (1.1%)	1,272 (0.4%)	287,458 (0.9%)
Administrative & Waste Svcs	13,079 (4.9%)	1,617,742 (6.3%)	16,178 (5.1%)	2,067,325 (6.3%)
Education	4,369 (1.6%)	608,258 (2.4%)	5,637 (1.8%)	954,174 (2.9%)
Health Care & Social Assistance	22,496 (8.4%)	3,005,029 (11.7%)	32,590 (10.4%)	4,691,948 (14.4%)
Arts, Entertainment & Rec.	5,751 (2.1%)	759,172 (3.0%)	6,628 (2.1%)	1,056,824 (3.2%)
Accommodation & Food Services	26,937 (10.0%)	2,002,526 (7.8%)	36,987 (11.8%)	2,912,992 (8.9%)
Other Services	13,847 (5.1%)	1,554,269 (6.1%)	15,502 (4.9%)	1,883,331 (5.8%)
Government (Fed, State, Local)	35,871 (13.2%)	2,666,465 (10.4%)	40,527 (12.9%)	2,859,535 (8.8%)
Military	5,314 (2.0%)	204,703 (0.8%)	5,346 (1.7%)	205,940 (0.6%)
Total (All Sectors)	269,295	25,674,740	314,561	32,596,730

Source: Woods and Poole, C&S Engineers, Inc.



The five largest industries by employment in Monterey County are: Forestry, Fishing, Related Activities and Other Government, Accommodation and Food Services; Health Care and Social Assistance; and Retail Trade. By comparison, the five largest industries in the State of California overall are Health Care and Social Assistance, Government, Professional and Technical, Retail Trade, and Accommodation and Food Services.

Industries with a high concentration in Monterey County compared to the State of California overall can be identified by comparing the percentage of total employment for the various industries in each of these geographies. Percent values that are higher in Monterey County than statewide indicate that an industry is relatively specialized in the region. Based on 2022 employment data, the Forestry, Fishing, Related Activities and Other Government; and Agriculture industries have an extremely concentrated presence in Monterey County with employment percentages more than 14 and 7 times higher than statewide, respectively. Relative to Salinas and surrounding communities in the Salinas Valley, agriculture is a primary industry that supports employment and dominates much of the area's physical landscape. The region is a major exporter of agricultural products to regions throughout the United States and also abroad.

Total employment in Monterey County is projected to increase by 16.8 percent between 2022-2042; this rate of growth is lower than the 27.0 percent statewide employment growth expected over the same timeframe. The five Monterey County industries with strongest percent growth projected over the twenty-year timeframe are: Forestry, Fishing, Related Activities and Other; Accommodation and Food Services; State and Local Government; Health Care and Social Assistance; and Retail Trade. This suggests that the five largest industries in the County will continue to grow through 2042. However, this also indicates that some industries that are specialized in Monterey County, such as Farm; Federal Military; and Other Services, Except Public Administration; will not grow as quickly as other industries in the County.

Among the region's growth industries, agricultural technology (ag tech) is expected to continue its strong presence and expansion in Monterey County including the Salinas area. Advancing technologies and access to capital, along with an emphasis on entrepreneurial growth, have led to opportunities for ag tech companies to originate and expand in the Salinas Valley. A business incubator in Salinas caters to the needs of ag tech startups, and currently holds between 30 and 40 small businesses seeking to grow.

Advanced Air Mobility (AAM) is another growth industry in Monterey County, with a strong R&D presence along with emerging leaders in the AAM industry. Monterey Bay DART (Drone, Automation, and Robotics Technology) is an initiative to bring the area's industry, government, academia, and practitioners together in a coordinated manner to promote regional growth in these growing tech markets. Key players in the region's AAM industry include a variety of electric vertical takeoff and landing (eVTOL) aircraft, unmanned aircraft systems, and integration-related companies and organizations.

2.3.3 Real Estate Market Conditions

Real estate market conditions for SNS were analyzed using a 5-mile radius around the Airport (herein the SNS Market Area). This catchment area was chosen since it generally encompasses the entirety of the City of Salinas, outlying areas south and east of the Airport, and major transportation corridors.

According to real estate market data, there are approximately 23.5 million square feet of combined Industrial, Flex, Office, and Retail floor space in the SNS Air Market Area.

Figure 2.3 shows the distribution of these properties in the SNS Market Area. Generally, flex, industrial, office, and retail uses are located within growth boundaries in the City of Salinas. Industrial uses are primarily located west of US-101, and most of the industrial operations in this area are involved in some form of warehousing and distribution. Office properties are scattered along major thoroughfares including the Main Street corridor, and concentrated in the City's downtown area. Retail development is located along primary roads, with larger-scale retail in the vicinity of the US-101 – Boronda Road interchange including the Northridge Mall and big-box retailers. Development outside the City boundary is limited to pockets of warehousing and distribution properties (most ag-industrial related) and isolated small-scale retail.

Figure 2.3 - Property Locations by Use Category

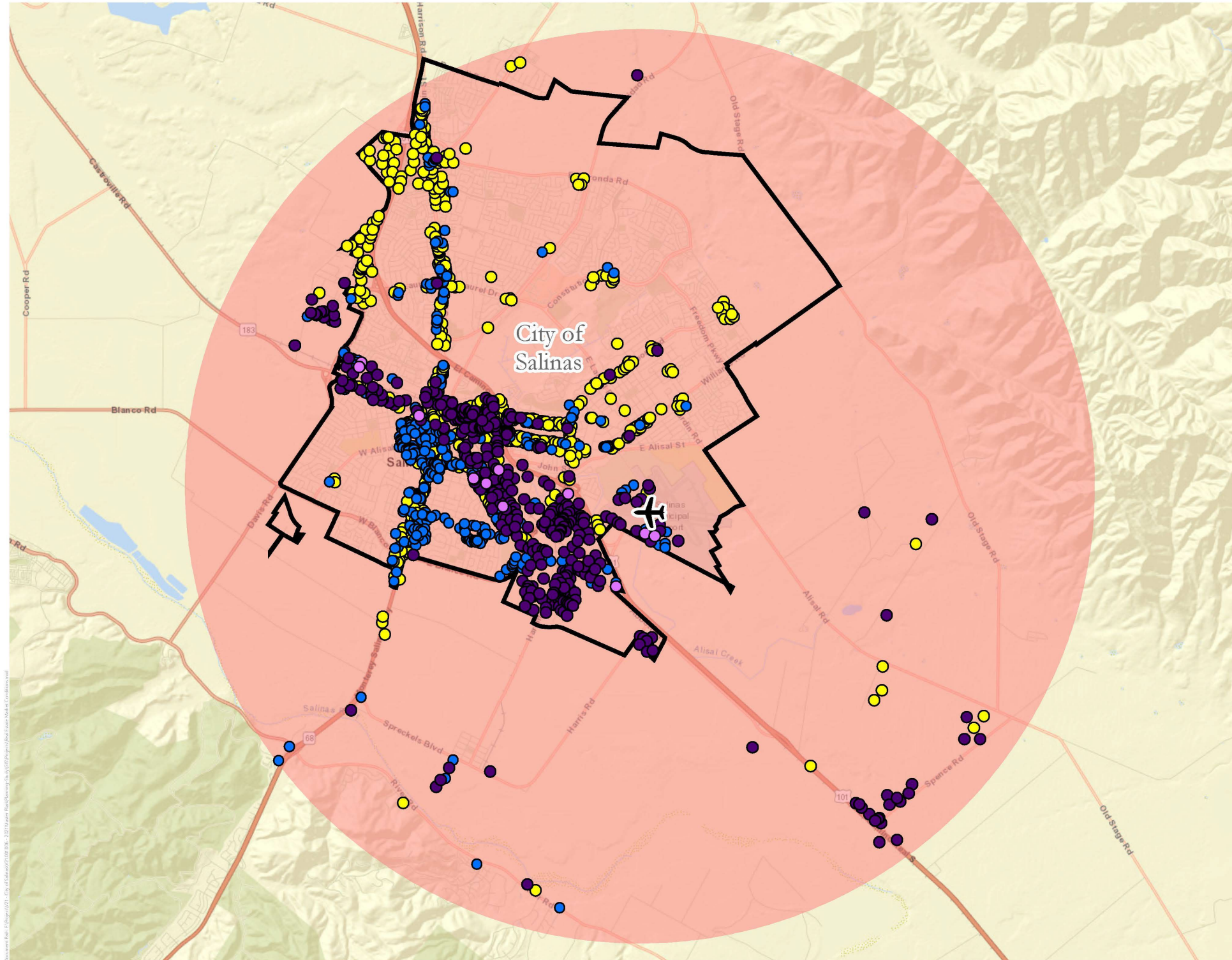
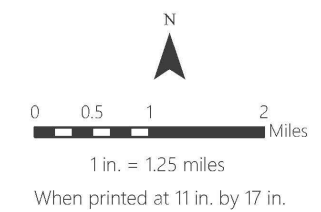


Figure 2.3

Property Locations by Use Category

- Use Category
- Flex
 - Industrial
 - Office
 - Retail
 - SNS Airport
 - City of Salinas
 - SNS 5-Mile Radius



Salinas Municipal Airport Master Plan

Source: Property locations from Costar; ESRI Basemap World Street Map

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Table 2.5 summarizes some key market inventory characteristics for the four uses within the SNS Market Area.

Table 2.5 - Key Market Inventory Characteristics

Use Category	# Properties	Total SF	Average SF	Average Annual Deliveries, 2012-2021
Flex	11	269,876	24,534	0
Industrial	427	11,394,751	26,686	23,090
Office	348	3,579,112	10,285	13,734
Retail	695	8,267,913	11,896	32,791
Total	1,481	23,511,652	15,876	69,615

Source: CoStar, C&S Engineers Inc., May 2022

The SNS Market Area real estate inventory is mostly dominated by industrial and retail space. Approximately, 11.4 million SF (nearly 50 percent) of the area’s total 23.5 million SF of commercial real estate is classified as industrial, with most of this being warehousing and distribution space. Approximately, 8.3 million SF (nearly 35 percent) is classified as retail. Industrial properties average 26,686 SF of floor space, which is the largest among the use categories. Only eleven flex properties are listed in the market area, averaging 24,534 SF. Office and retail properties average 10,285 and 11,896 SF, respectively.

Over the past ten years, an average of 69,600 SF of new floor space has been delivered (constructed) annual in the SNS Market Area, including industrial, office, and retail space.

Figure 2.4 shows the location of properties that have been developed over approximately the past five years in the SNS Market Area, along with development projects currently listed as planned, proposed, or under construction (PUC). Real estate market data list only 8 properties (5 industrial, 2 retail, 1 office) developed since 2017, along with 3 PUC properties. This gradual rate of development reflects the largely built-out status of the City of Salinas with little undeveloped land available within the growth boundary, along with the market area’s stable population which has not changed significantly in recent years. Geographically, these recent and PUC projects are located mostly in the city and are consistent with surrounding use patterns; no strong geographic trend or direction of growth is apparent based on the market area’s recent development.

Figure 2.4 shows two projects in the immediate vicinity of SNS. The 23,600 SF Mission Foods warehouse was built in 2017 on La Guardia Street just south of the Airport and north of the city boundary. A proposed 130,000 SF warehouse at Mortenson Avenue is located on non-aeronautical Airport property. This recent on-Airport and nearby development suggests that, in a market with a scarce supply of undeveloped land, there may be opportunities for additional development on non-aeronautical Airport land.

Figure 2.4 - Recent Development by Use Category

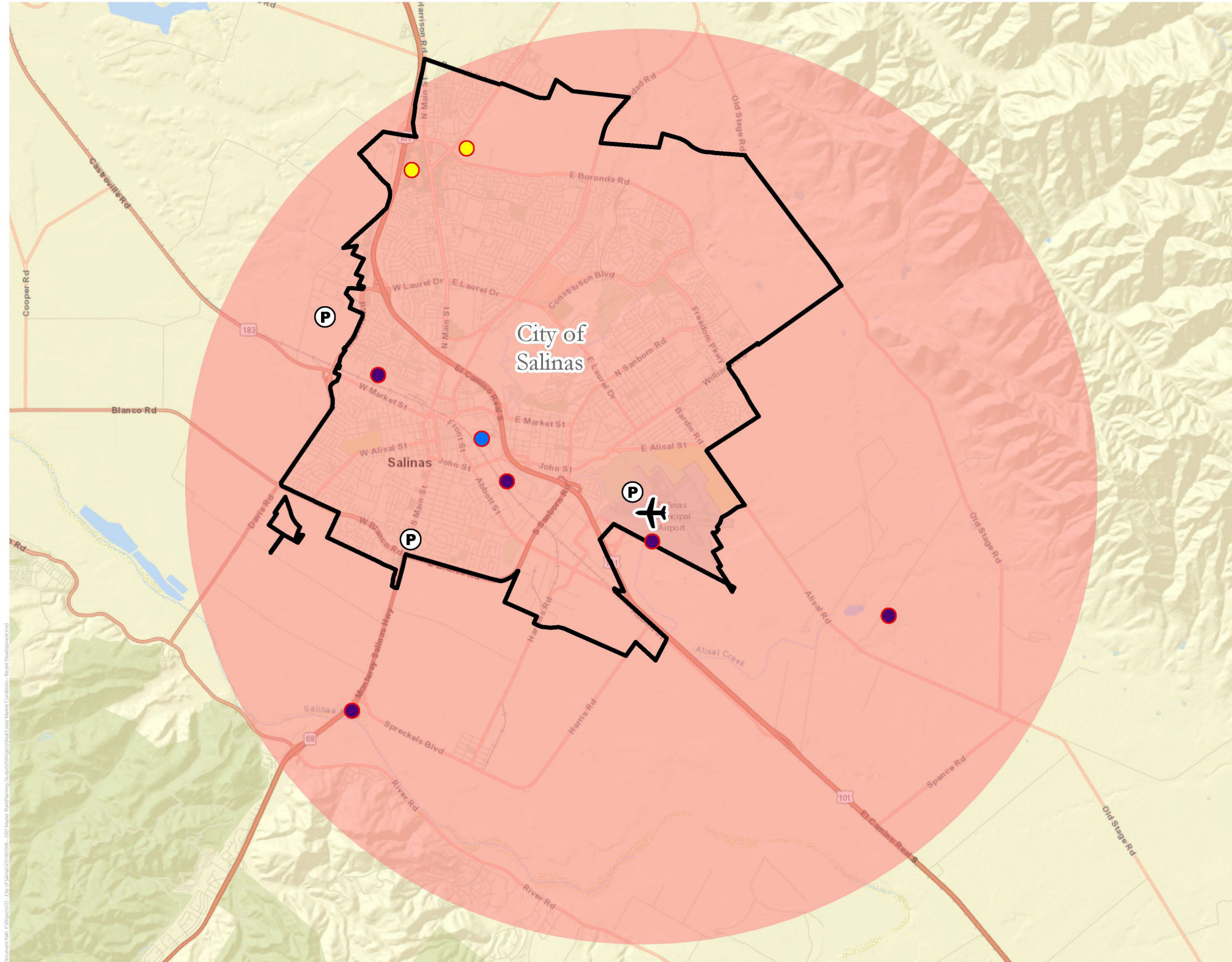
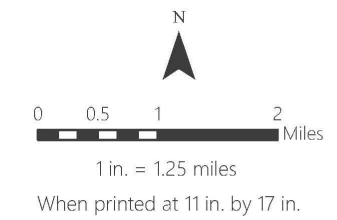


Figure 2.4

Recent Development by Use Category

Constructed 2017 to Present

- Retail
- Office
- P Currently Planned, Proposed, or Under Construction
- SNS
- City of Salinas
- SNS 5-Mile Radius



Salinas Municipal Airport Master Plan

Source: Property locations from Costar; ESRI Basemap World Street Map

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Table 2.6 summarizes the PUC development projects currently listed in the SNS Market Area.

Table 2.6 - Planned, Proposed, and Under Construction

Use Category	# Properties	Total SF	Average SF
Flex	0	0	0
Industrial	2	146,140	73,070
Office	1	4,200	4,200
Retail	0	0	0
Total	3	150,340	50,113

Source: CoStar, C&S Engineers Inc., May 2022

PUC projects in the market area total just more than 150,000 SF, including the 130,000 SF warehouse on Airport property along with a 16,000 SF warehouse just west of the city and 4,200 SF office building on Main Street.

Additional demand for industrial property has been noted in the market area, including a need for food processing facilities along with refrigerated and other warehouse space for agricultural products. The existing industrial district located across US 101 from the Airport, on the highway's western side, as has been developed to capacity and local roads are in poor condition, leading to congestion during peak operating hours.

The area between Harkins Road and Harris Road east of US 101 has been approved and entitled for annexation to allow ag-industrial development, however no progress has been made in developing this area to date. No water lines exist in this area east of the highway, and the level of capital investment needed to extend utilities with the capacity to serve ag-industrial facilities presents a challenge in this location.

2.4 Zoning and Land Use

This section provides an overview of zoning and land use at SNS and in the surrounding community, in order to provide context and identify potential conflicts or other considerations affecting future development and operations at the Airport.

2.4.1 Zoning

The City of Salinas and Monterey County use zoning to guide the direction and format of development in a cohesive and compatible manner. **Figure 2.5** shows the current City of Salinas and Monterey County zoning in the vicinity of the Airport. The zoning designations shown in **Figure 2.5** are generalized, meaning that the various designations falling under these jurisdictions have been categorized for purposes of illustration.

City of Salinas

The Airport is entirely located within the City of Salinas. The purposes and permitted use classifications for City of Salinas zoning districts are provided in the Salinas, California – Code of Ordinances, Chapter 37 – Zoning².

The majority of Airport property including all airside land is zoned as Public/Semipublic (PS). However, the Salinas Fairways Golf Course and Gene Robertson Park/American Little League Field, which are located on Airport property, are zoned for Parks (P) use. The pocket of non-airport property north of Airport Blvd. and south of the Salinas Fairways Golf Course is zoned for Industrial-Business Park (IBP) use along with the properties abutting the Airport south of Moffett St. The purpose and permitted use classifications for each of these zoning designations are summarized below.

- ◆ Public/Semipublic (PS)
 - ◆ Purpose: Allows consideration of a large public or semipublic use separately from regulations applicable to an underlying base zoning district that may not be appropriate for said use.
 - ◆ Use Classifications: Various uses, most by conditional use permit. Includes residential uses, emergency shelters, airport and related uses, recreation & entertainment, healthcare, government offices, cemeteries, cultural institutions, schools, public safety, telecommunications, utilities, and other uses.
- ◆ Parks (P)
 - ◆ Purpose: Establish and maintain park and open space areas in the city for recreational opportunities.

² Salinas, California – Code of Ordinances, Chapter 37 – Zoning. Accessed 5/13/22. Accessible at: https://library.municode.com/ca/salinas/codes/code_of_ordinances?nodeId=PTIITHCO_CH37ZO



- ◆ Use Classifications: Parks and recreation, golf course, open space (site plan reviews only); schools, telecommunications, commercial recreation (conditional use permit).
- ◆ Industrial-Business Park (IBP)
 - ◆ Purpose: allow development of sites with high architectural and landscape standards for industrial office centers, limited manufacturing, warehousing and large-scale, single destination retail and other limited retail uses which may not be appropriate in retail areas.
 - ◆ Use Classifications: Animal sales and services, art studios, commercial recreation, financial, laboratory/R&D, retail, speculative building, warehousing & storage, limited industrial, offices (site plan review).

Residential zoning of low and medium density is located directly north of much of the Airport. City of Salinas zoning south and west of the airport is industrial.

Figure 2.5 – Existing Zoning

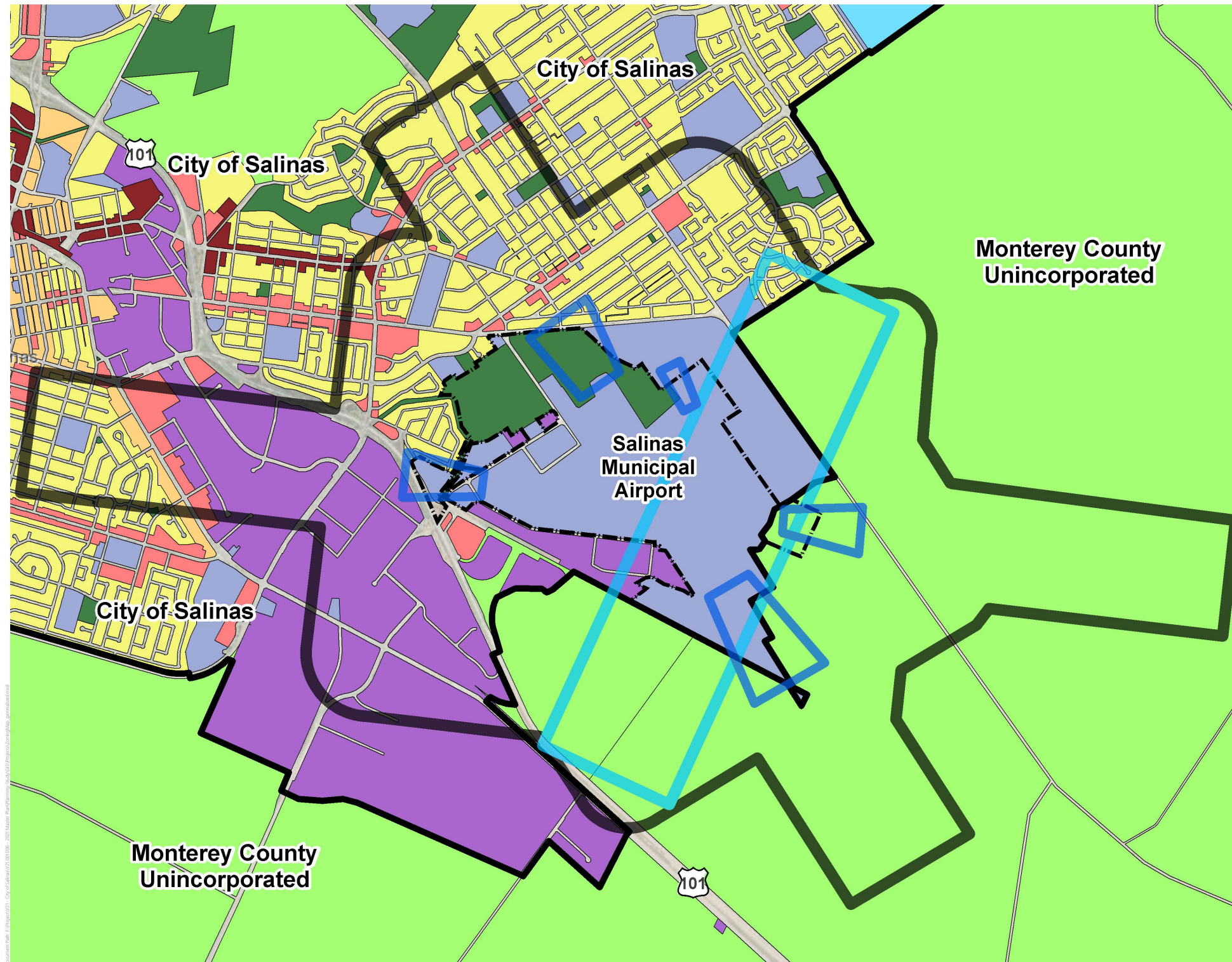
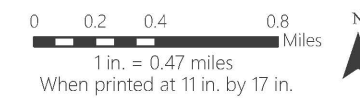


Figure 2.5

Existing Zoning

- City of Salinas
- SNS Boundary
- City of Salinas Zoning Overlay District**
 - Airport Overlay District (AR)
 - Airport Runway Protection Zone (RPZ)
 - Airshow Boundary (AB)
- Generalized Zoning**
 - Agriculture
 - Commercial
 - Industrial
 - Mixed Arterial Frontage
 - Mixed Use
 - New Urbanism Interim
 - Parks & Open Space
 - Public
 - Residential



Salinas Municipal Airport Master Plan

Source: Zoning Districts, Overlay Districts, City Boundary from City of Salinas, ESRI Basemap World Imagery.

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Monterey County

Areas directly east of SNS are located in an unincorporated portion of Monterey County, and are subject to the Monterey County, California – Code of Ordinances³. These areas are zoned for Farmlands (F). The purpose of this designation is to provide a district to preserve and enhance the use of the prime, productive and unique farmlands in the County of Monterey while also providing opportunity to establish necessary support facilities for those agricultural uses. Permitted uses include all soil-dependent agricultural uses, dwellings and support uses associated with farm operations.

Airport Overlays

In addition to the zoning designations described above, there are multiple Airport-related overlay districts encompassing SNS and nearby areas (see **Figure 2.5**). These include the Airport Overlay District (AR), the Airshow Boundary (AB), and the Airport Runway Protection Zone (RPZ).

The purpose of this Airport Overlay District (AR), in accordance with the California State Aeronautics Act, Section 21670 of the Public Utilities Code, is to implement the airport land use compatibility policies adopted by the Monterey County Airport Land Use Commission (ALUC)⁴. This includes the regulation of land use development within the vicinity of the Airport to protect it from potential encroachment of incompatible land uses which may impair future development and use of the Airport. Additionally, this district serves to minimize the public's exposure to excessive noise and safety hazards that would result from incompatible land use development within areas around the Airport⁵.

Development within the AR District for several uses (outlined in Section 37-40.420 of Salinas Municipal Code⁶), such as structures taller than 200 ft. above ground level at site and residential dwellings, must be reviewed by the City Manager to ensure compliance with the Salinas Municipal Code prior to approval. Additionally, all development activity must conform with the use classifications, development regulations, and design standards indicated in Salinas Municipal Code, Chapter 4: Airport. Zoning language for this district also details stipulations regarding aviation easements, specifically that dedication of an aviation easement protects the Airport's airspace from objects which could constitute hazards to air navigation and to inform future owners and prospective purchasers of the property that aircraft may fly over the location at low altitudes.

3 County of Monterey, Title 21- Zoning. Accessible at: https://library.municode.com/ca/monterey_county/codes/code_of_ordinances?nodeId=TIT21ZO

4 County of Monterey, Airport Land Use Commission. Accessed 5/13/22. Accessible at: <https://www.co.monterey.ca.us/government/departments-and-clerk-of-the-board/boards-committees-and-commissions/airport-land-use-commission>

5 Salinas, California – Code of Ordinances, Chapter 37 – Zoning, Article Iv. Overlay District Regulations. Accessed 5/13/22. Accessible at: https://library.municode.com/ca/salinas/codes/code_of_ordinances?nodeId=PTIITHCO_CH37ZO_ARTIVOVDIRE_DIV7AIAROVDI

6 Salinas, California – Code of Ordinances, Sec. 37-40.420. - Applicability. Accessed 5/13/22. Accessible at: https://library.municode.com/ca/salinas/codes/code_of_ordinances?nodeId=PTIITHCO_CH37ZO_ARTIVOVDIRE_DIV7AIAROVDI_S37-40.420AP

The Airshow Boundary (AB) Overlay Zoning District is mostly encompassed by the AR Zoning Overlay District. Properties within this district must include aviation easements with special provisions for properties within the clear zone required for the California International Airshow.

The Airport Runway Protection Zone (RPZ) Overlay Zoning District is located completely within the AR Zoning Overlay District. In the event that the Airport's RPZs change as a result of this Master Plan, updates to this district's boundaries will be required. Requirements of RPZs are described in Chapter 1.

The State of California explores the limitations on the restrictiveness of land use compatibility measures by protecting the public through the accommodation of local needs and careful consideration to any land use alternatives. Land Use Compatibility is further discussed in **Section 2.5** of this report. The *California Airport Land Use Planning Handbook* proposed that SNS amend and restrict the use of certain areas in order to preserve prime agricultural land, commercial offices and residential areas adjacent to the Airport, in an effort to protect any future residential areas and urban development encroaching from aircraft conflict, such as noise and safety hazards, within surrounding areas of the Airport.

2.4.2 Land Use

Figure 2.6 shows the existing distribution of land use categories as defined by the Monterey County parcel and assessment data, for Airport property and the surrounding community.

SNS property is classified as Public or Semipublic, with most of the property comprised of aviation supporting land-uses such as aprons, hangars, taxiways, runways, etc. More than 140 acres of the airport's northern property is used for the Salinas Fairways Golf Course, a public-use 18-hole municipal golf course.

The Hartnell College-Alisal Campus is a significant use located directly northeast of the Airport. Most land east and south of SNS, beyond the City of Salinas boundary, is agricultural including field crops and support uses. Industrial properties cover much of the area south and west, along the US-101 corridor.

Bordering the Fairways Golf Course to the northwest is the Alisal neighborhood, which primarily features moderate-density residential development with supportive commercial, retail, and public uses. The Alisal neighborhood has a strong Hispanic/Latino heritage and culturally relevant retail and commercial services for the region and City. It also contains several residences, including many multi-family housing units. The City of Salinas has a Vibrancy Plan in action to foster



continued equitable residential and commercial growth in this community⁷. The City of Salinas Division Street Opportunity Site is located in this neighborhood.

The current City of Salinas General Plan discusses the possibility of an Eastern Bypass highway passing just east of the Airport, connecting Highway 101 to the south with Boronda Road to the north. The Eastern Bypass Highway is not expected to take action during the current Master Planning period. The Eastern Bypass highway should be further examined in the next Master Plan update.

⁷ City of Salinas. Alisal Vibrancy Plan. Accessed 5/17/22. Accessible at: <https://www.cityofsalinas.org/map/alisal-vibrancy-plan-area>

Figure 2.6 - Existing Land Use

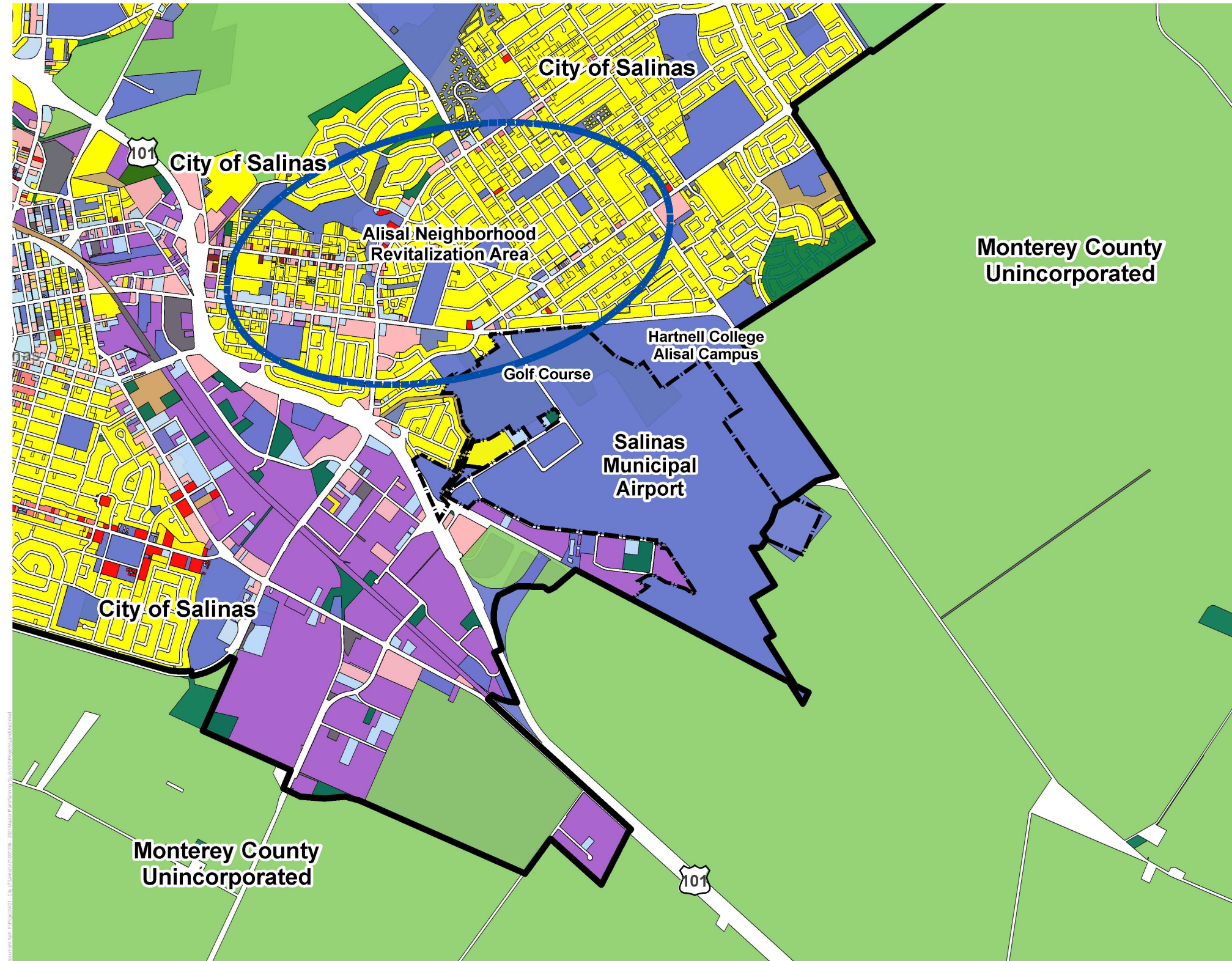


Figure 2.6

Existing Land Use

- City of Salinas
- SNS Boundary
- Land Use Category**
- Agriculture
- Commercial
- Industrial
- Medical
- Other
- Parking
- Public or Semipublic
- Recreation
- Residential
- Retail
- Utilities & Easements
- Vacant

0 0.2 0.4 0.8 Miles
 1 in. = 0.47 miles
 When printed at 11 in. by 17 in.



Salinas Municipal Airport Master Plan

Source: Zoning Districts, Overlay Districts, City Boundary from City of Salinas, ESRI Basemap World Imagery.



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2.5 Land Use Compatibility

The State of California requires all public-use airports to conduct and maintain airport land use compatibility planning, under the guidance of an airport land use commission (ALUC). The Monterey County ALUC is a seven-member commission created under the authority of the California State Aeronautics Act. The primary purpose of the commission is to ensure that new land uses around public use airports do not create excessive noise and/or safety hazards to the public.

The Salinas Municipal Airport Land Use Plan (Compatible Land Use Plan or CLUP), dated March 1982, is the most recent land use compatibility plan prepared for the Airport in line with State requirements and currently remains in effect. The Plan lays out a number of policies to promote noise compatibility and safety consistent with federal and state regulations. The *California Airport Land Use Planning Handbook*⁸ outlines the process for airport land use compatibility and California State Aeronautics Act (SSA) pursuant to Public Utilities Code, Section 21001.

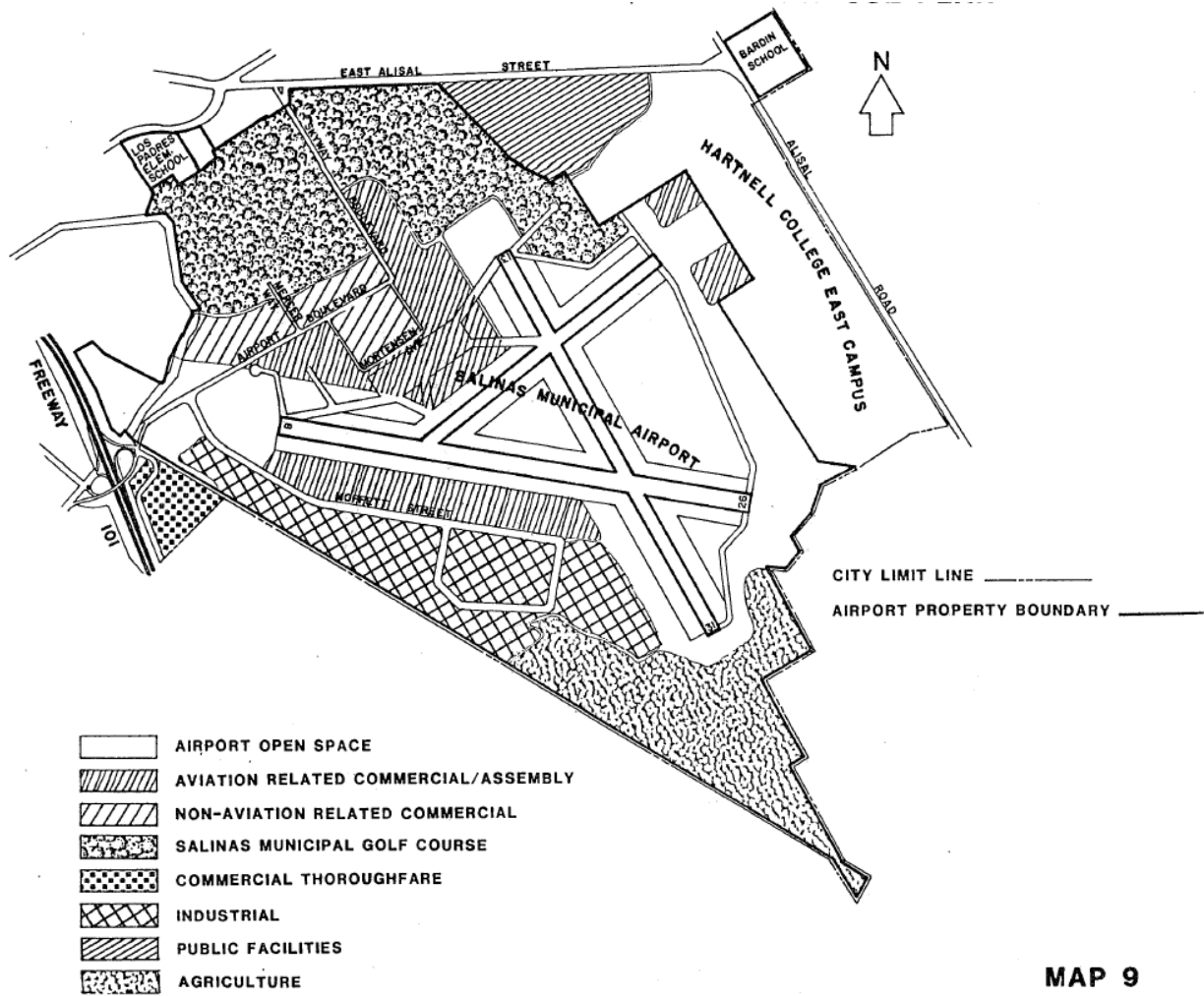
The 1982 CLUP covers a study area encompassing the Airport, areas north and northwest into the City, and south and east to US Route 101 and Hartnell Road. This plan largely adopts recommendations and use designations from the previous CLUP prepared in 1976.

The Airport Property Portion of the Land Use Plan (**Figure 2.7**) identifies land uses for Airport property. These include Airport Open Space on airfield and areas need for operations; Aviation-related Commercial/Assembly on land with airfield proximity; Non-Aviation Related Commercial along Airport Boulevard; Industrial south of Moffett Street; and Agriculture directly south of the runway end. Salinas Municipal Golf Course occupies much of the Airport's northern portion.

Throughout the CLUP study area beyond Airport boundaries, broad land use categories are defined for purposes of consistency with Airport operations. By California state law, the zoning designations including Airport-related overlays must maintain consistency with policies set forth in the CLUP.

⁸ California Department of Transportation, California Airport Land Use Planning Handbook. Accessed 8/8/22. Accessible at: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>

Figure 2.7 - Airport Property Portion of the Land Use Plan



MAP 9