

SALINAS MUNICIPAL AIRPORT LAND USE PLAN

Salinas Community Development Department
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Adopted by Monterey County Airport Land Use Commission May 17, 1982

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TABLE OF CONTENTS

	<u>Page</u>
LIST OF MAPS AND FIGURES	ii
I. INTRODUCTION	1
Airport Master Plan, 1980/2000	3
Revisions to the Airport Land Use Plan	5
Addition to the Airport Land Use Plan	6
II. PLANNING FOR AIRPORT COMPATIBILITY	8
Aircraft Noise	10
Airport Noise Abatement Program	13
Aircraft Safety Hazards	15
Airport Building Restriction Areas	16
III. AIRPORT LAND USE PLAN POLICIES	22
IV. AIRPORT PROPERTY PORTION OF THE AIRPORT LAND USE PLAN	29
V. AIRPORT LAND USE PLAN AMENDMENTS	33
Land Use Designation Changes	33
Land Use Changes	34
VI. CONCLUSION	52
VII. REFERENCES	53
APPENDIX	56

LAND USE PLAN MAP IS ENCLOSED IN
THE BACK OF THIS DOCUMENT.

LIST OF MAPS AND FIGURES

<u>Map</u>	<u>Page</u>
1 Airport Land Use Plan Study Area	2
2 1976 Airport Land Use Plan	4
3 Addition to the Airport Land Use Plan Area	7
4 Airport Environs (55 CNEL Contour, 1980)	9
5 1980 CNEL Noise Contours	11
6 2000 CNEL Noise Contours	12
7 Building Restriction Areas	17
8 Airport Land Use	23
9 Airport Property Portion of the Airport Land Use Plan	30
10 Hebbroon Heights Area Land Use Plan	40

Figure

1 Imaginary Surfaces	19
2 Transitional Surface	20

Enclosure

Airport Land Use Plan

SALINAS MUNICIPAL AIRPORT LAND USE PLAN

I. INTRODUCTION

Salinas Airport has been in existence for over 40 years, dating back to World War II when it was built by the U.S. Army and served as a military airfield. When military operations were phased out, the Airport was deeded to the City of Salinas.

In 1963 the first airport master plan entitled "Air Trade Study, Physical Development and Lease Policy Program" was completed by Leigh Fisher Associates, Inc. and adopted by the City Council.

In 1970, State legislation required the establishment of an Airport Land Use Commission in each county containing at least one public airport. This commission was mandated to formulate a "comprehensive land use plan" to provide for compatibility of land use and airport growth within the jurisdiction of the commission. The Airport Land Use Plan must also include an Airport Master Plan which reflects the anticipated 20 year growth of the airport.

An Airport Area of Influence defines the jurisdiction of the Airport Land Use Commission. The area of influence was established in October of 1973 as a cooperative effort of the City of Salinas and the Monterey County Airport Land Use Commission. It includes the land and related structures which could be physically altered or otherwise affected as a direct result of airport activity. The boundary of the Airport Area of Influence was established after considering airport building restriction zones, imaginary aircraft approach surfaces, local flight patterns, aircraft noise, natural features, airport-related accessible land, and airport access peripheral roads. (See Appendix.)



Airport Land Use Plan Study Area



North

0 1200' 1 mile

600' 2400'

Scale

1

Map

City Limits

Airport Boundary

Area of Influence

CITY OF SALINAS

DEPARTMENT OF COMMUNITY DEVELOPMENT

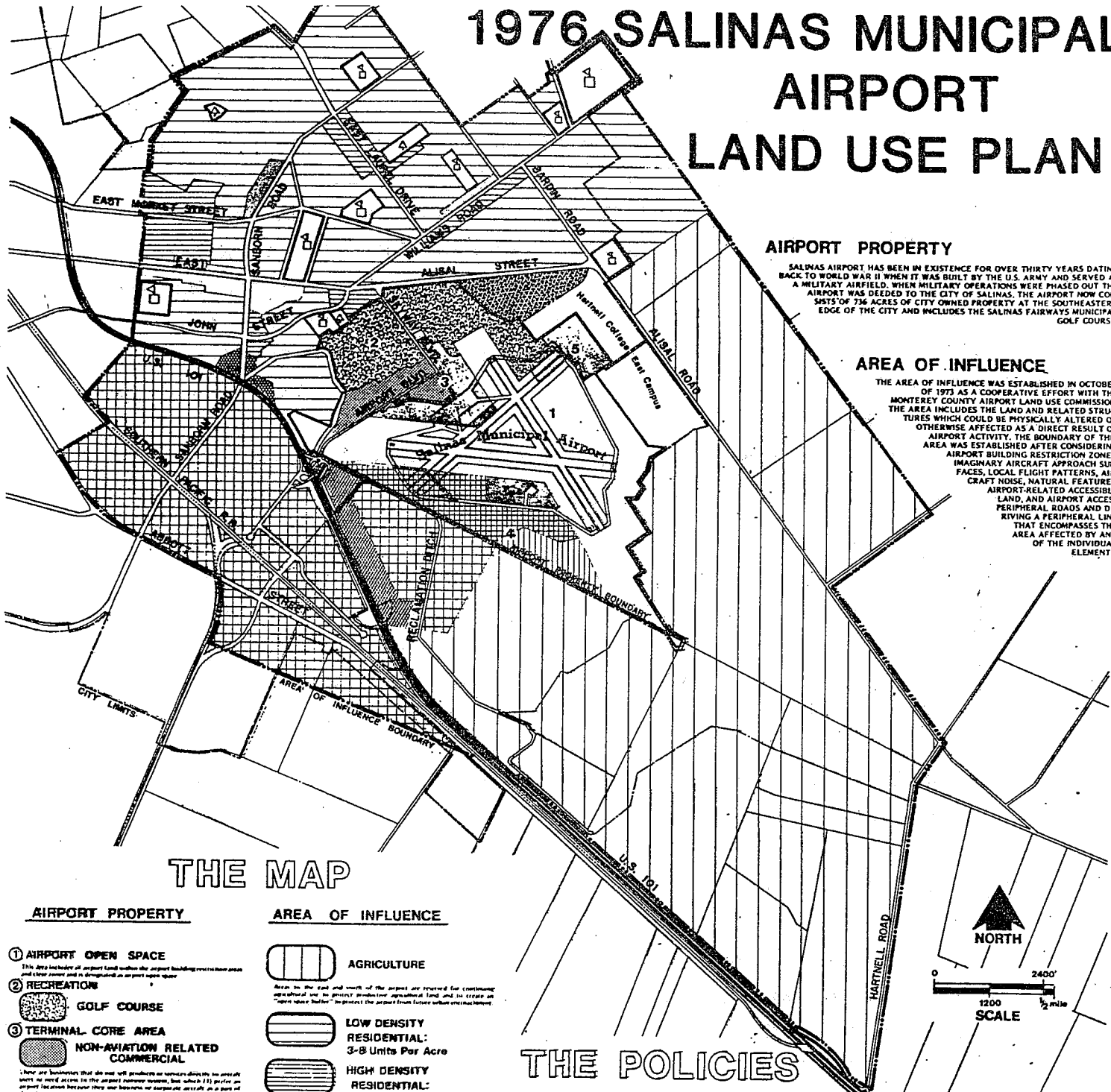
In response to the legislation, the Salinas Municipal Airport Land Use Plan was prepared and adopted by the Salinas City Council in June of 1976. The Monterey County Airport Land Use Commission adopted the Salinas Airport Comprehensive Land Use Plan in November of 1976. The Airport Land Use Plan was based on the Salinas Metropolitan Area General Plan and included as its planning area the entire Airport Area of Influence. (See Map 2.) The 1976 Airport Land Use Plan included both a land use plan map and a land use plan document describing the characteristics of the airport, major development issues and constraints, aviation activity, land use plan policies, and implementation strategies.

After its adoption, the 1976 Airport Land Use Plan quickly became out of date. By merely adopting the old general plan into a new format, many inconsistencies were carried over to the new plan. Moreover, the land use plan was too generalized and did not accurately reflect existing land uses. Over the years, as rezonings and changes in land uses have occurred, these inconsistencies increased. By 1980, the Airport Land Use Plan had become difficult to use and apply to planning issues within the Airport Area of Influence.

Airport Master Plan, 1980-2000

Since the time the previous Airport Master Plan was completed in 1963, substantial growth has occurred in air traffic volumes. An update of the Salinas Municipal Airport Master Plan which forecasts future airport development has been completed by Wadell Engineering Corporation to assure continuing efficient development of the airport from 1980 - 2000.

1976 SALINAS MUNICIPAL AIRPORT LAND USE PLAN



AIRPORT PROPERTY

SALINAS AIRPORT HAS BEEN IN EXISTENCE FOR OVER THIRTY YEARS DATING BACK TO WORLD WAR II WHEN IT WAS BUILT BY THE U.S. ARMY AND SERVED AS A MILITARY AIRFIELD. WHEN MILITARY OPERATIONS WERE PHASED OUT THE AIRPORT WAS DECEDED TO THE CITY OF SALINAS. THE AIRPORT NOW CONSISTS OF 736 ACRES OF CITY OWNED PROPERTY AT THE SOUTHEASTERN EDGE OF THE CITY AND INCLUDES THE SALINAS FAIRWAYS MUNICIPAL GOLF COURSE.

AREA OF INFLUENCE

THE AREA OF INFLUENCE WAS ESTABLISHED IN OCTOBER OF 1973 AS A COOPERATIVE EFFORT WITH THE MONTEREY COUNTY AIRPORT LAND USE COMMISSION. THE AREA INCLUDES THE LAND AND RELATED STRUCTURES WHICH COULD BE PHYSICALLY ALTERED OR OTHERWISE AFFECTED AS A DIRECT RESULT OF AIRPORT ACTIVITY. THE BOUNDARY OF THE AREA WAS ESTABLISHED AFTER CONSIDERING AIRPORT BUILDING RESTRICTION ZONES, IMAGINARY AIRCRAFT APPROACH SURFACES, LOCAL FLIGHT PATTERNS, AIRCRAFT NOISE, NATURAL FEATURES, AIRPORT RELATED ACCESSIBLE LAND, AND AIRPORT ACCESS PERIPHERAL ROADS AND DEIVING A PERIPHERAL LINE THAT ENCOMPASSES THE AREA AFFECTED BY ANY OF THE INDIVIDUAL ELEMENTS.

THE MAP

AIRPORT PROPERTY

- ① AIRPORT OPEN SPACE
This area includes all airport land within the airport building restriction zone and is clear zoned and is designated as airport open space.
- ② RECREATION
GOLF COURSE
- ③ TERMINAL CORE AREA
NON-AVIATION RELATED COMMERCIAL
These are businesses that do not sell products or services directly to aircraft users or need access to the airport runway system, but which (1) prefer an airport location because they are business or service oriented, as a part of their business, and need easy access to street, or (2) prefer an airport location to facilitate business meetings and conferences with employees who fly in from other locations, or (3) desire an airport location and are normally found on an airport.
AVIATION RELATED COMMERCIAL
These are uses that sell aviation products or services directly to aircraft users and pilots.
- NEW STREET PATTERN
Provisions to show the land use map and about the proposed form of use and the new street pattern. Districts will be required to be built within the map.
- ④ SOUTH SIDE
AGRICULTURE
Agriculture on the West Lake area beyond the end of runway 11.
AVIATION RELATED COMMERCIAL
Airport storage and parking area extension adjacent to the airport control tower.
INDUSTRY
Access to 2000' strip to the road extending east from Airport Boulevard, established as shown on this map.
- ⑤ EAST SIDE
AVIATION RELATED COMMERCIAL
Aviation related commercial use, primarily aviation related commercial use such as crop dusters, equipment, related services to the airport.
Urban uses should be limited to the area before further development is allowed. Uses of any kind should be subject to review that standards used by users do not get into the south or west side.

AREA OF INFLUENCE

- AGRICULTURE
Area to the east and south of the airport are reserved for continuing agricultural use to protect productive agricultural land and to create an "open space buffer" to protect the airport from future urban encroachment.
- LOW DENSITY RESIDENTIAL: 3-8 Units Per Acre
- HIGH DENSITY RESIDENTIAL: 9-15 Units Per Acre
- COMMERCIAL
Retail shops are available for future commercial development, both aviation related to other general commercial and public, and non-aviation related to provide space for businesses which are not directly involved in aviation but want to be close to the airport.
- COMMERCIAL THROUGHFARE
Commercial development can contribute to job creation in areas along major streets which are needed for this purpose, or in local centers which are carefully planned as part of an integrated neighborhood use.
- INDUSTRY
Industry related commercial development will continue to expand to the west of Airport Boulevard and U.S. 101 Freeway.
- PUBLIC FACILITIES
U.S. Department of Agriculture Research Station
- SCHOOLS
- PARKS

THE POLICIES

THE POLICIES AS PRESENTED IN THE FOLLOWING PARAGRAPHS WILL GUIDE THE AIRPORT'S FUTURE GROWTH AND ASSIST IN CREATING A WELL BALANCED AIRPORT AREA OF INFLUENCE WHERE THE QUALITY OF LIFE IS NOT COMPROMISED ADHERENCE TO THESE POLICIES WILL PROTECT BOTH THE AIRPORT AND NEARBY URBAN DEVELOPMENT FROM ANY ENCROACHMENT BY THE OTHER WHICH WOULD HAVE A SIGNIFICANT ADVERSE EFFECT UPON THE URBAN ENVIRONMENT OR UPON AIRPORT SAFETY.

- 1 CONTINUE DEVELOPMENT OF THE SALINAS MUNICIPAL AIRPORT AS A GENERAL AVIATION FACILITY
- 2 WITHIN THE AREA DESIGNATED AS "AIRPORT OPERATIONS" SAFETY SHALL BE THE FIRST CONSIDERATION. PRIORITY SHALL BE GIVEN TO CONSTRUCTION PROJECTS TO MAKE THIS AREA SAFER FOR AIRPORT OPERATIONS.
- 3 DETAILED ENGINEERING AND DESIGN WORK FOR STREETS AND UTILITIES AS SHOWN IN THE AIRPORT LAND USE PLAN SHOULD BE ACCOMPLISHED AS SOON AS IS FEASIBLE SO THAT FUTURE IMPROVEMENT PROJECTS CAN BE PROGRAMMED AND FINANCED BY THE BEST MEANS AVAILABLE.
- 4 THE AREA DESIGNATED AS THE "TERMINAL CORE AREA" SHALL BE DEVELOPED FOR AVIATION RELATED AND NON-AVIATION RELATED COMMERCIAL USES.
- 5 THE ADJACENT LAND SOUTH OF THE AIRPORT SHALL BE USED FOR AIRPORT FACILITIES EXPANSION, INDUSTRIAL DEVELOPMENT AND AGRICULTURE.
- 6 THE ADJACENT LAND EAST OF THE AIRPORT SHALL REMAIN IN AGRICULTURE WITH A PORTION RESERVED FOR AVIATION RELATED COMMERCIAL DEVELOPMENT.
- 7 IN AREAS WITHIN THE GODES CHIEL AIRCRAFT NOISE CONTOUR, A PROCEDURE SHALL BE ESTABLISHED TO REQUIRE, IF NECESSARY, NOISE INSULATION FOR ALL NEW HOTELS, APARTMENT HOUSES, AND OTHER DWELLINGS EXCEPT DETACHED SINGLE-FAMILY HOMES.
- 8 THE STUDY ENTITLED "AIRPORT NOISE STUDY SALINAS MUNICIPAL AIRPORT", COMPLETED BY ARNOLD THOMPSON, AND ASSOCIATES IN MAY OF 1975 SHALL BE THE CITY'S GUIDE IN DETERMINING WHERE EXCESSIVE AIRCRAFT NOISE ARE LOCATED AND WHAT LAND USES ARE INCOMPATIBLE WITH EXCESSIVE AIRCRAFT NOISE.
- 9 THE PRESERVATION OF THE PRIME AGRICULTURAL LAND TO THE EAST AND SOUTH OF THE AIRPORT SHALL BE ENCOURAGED IN EVERY WAY POSSIBLE.
- 10 ENDORSE THE EXISTING NOISE ABATEMENT PROGRAM AT SALINAS MUNICIPAL AIRPORT AND ENCOURAGE THE CONTINUOUS IMPROVEMENT OF THE PROGRAM AS AN IMPORTANT MEANS OF MITIGATING EXISTING AND FUTURE NOISE PROBLEMS.
- 11 COOPERATION SHALL BE ENCOURAGED AMONG THE VARIOUS JURISDICTIONAL AGENCIES INVOLVED IN ORDER TO FULLY IMPLEMENT THE SALINAS MUNICIPAL AIRPORT LAND USE PLAN.

Much of the information which was originally contained within the 1976 Airport Land Use Plan, such as the analysis of future aviation activity at the airport, airport growth planning and economic forecasting, preparation of noise contours and other aspects of airport development has been updated and included in the Airport Master Plan, 1980/2000.

Likewise, the revised Airport Land Use Plan incorporates much of the information made available on current and future airport activities through the updated Airport Master Plan, 1980/2000. The land use plan focuses on those aspects of airport operations which directly influence the environment surrounding the airport.

Revisions to the Airport Land Use Plan

As part of the general plan updating process and in response to a request to amend the 1976 Plan, the Airport Land Use Plan has been revised to provide a more complete guide to future land use decisions.

Many of the revisions to the 1976 Airport Land Use Plan amend the plan to reflect existing land uses and zoning. Some of the more substantial revisions were based on updated information and recommendations contained within the recently revised Airport Master Plan, 1980/2000.

Most of the Airport Land Use Plan has been revised to achieve conformance between land use, zoning, and land use plan designations. However the Airport Land Use Plan also considered certain development limitations which occur because the airport is located adjacent to existing urbanized areas. In particular, safety hazards and noise impacts will create land use limitations which must be considered in land use planning within the Airport Area of Influence.

As a result there are certain locations within the study area where Airport Land Use Plan designations will conflict with the existing zoning. These areas have been identified in Chapter V of this document. Where these conflicts occur it is recognized that as circumstances change within the City, projections of appropriate development as represented by the Land Use Plan will also periodically need to be adjusted.

Where new development is proposed in areas where the zoning and the Airport Land Use Plan do not conform, the existing zoning will still control the development of the site. If, however, a proposal is made which would not be accommodated by the existing zoning, the Airport Land Use Plan designation will prevail.


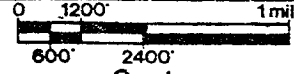

Addition to the Airport Land Use Plan Area

The 1976 Airport Land Use Plan included all the lands within the Airport Area of Influence boundary. The revised Airport Land Use Plan also includes approximately 0.5 square miles of land within the City limits which had not yet been included as part of a specific plan area. (See Map 3.)

This section of the study area is east and north of Garner Avenue and Towt Streets. It forms an "island" bounded on all sides by either the Airport Area of Influence or the North/East Salinas Land Use Plan Area. It has been included on this land use plan to complete the general plan update of the eastern Salinas area.



Addition to the Airport Land Use Plan Area

North
 City Limits _____
 Airport Boundary _____
 Area of Influence _____

CITY OF SALINAS

DEPARTMENT OF COMMUNITY DEVELOPMENT

II. PLANNING FOR AIRPORT COMPATIBILITY

Since an airport can attract a variety of land uses, planning for compatible development attempts to encourage activities which are best able to take advantage of a location near an airport. This involves two approaches: (1) the prohibition of uses negatively affected by the airport environment, and (2) the encouragement of uses which benefit the airport and require an airport location. By planning in anticipation of future development, incompatibilities between the airport and its environs can be kept to a minimum and uses which enhance and are enhanced by an airport location can be accommodated. The presence of these beneficial uses will also act as a buffer to those uses which are negatively affected.

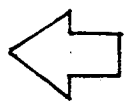
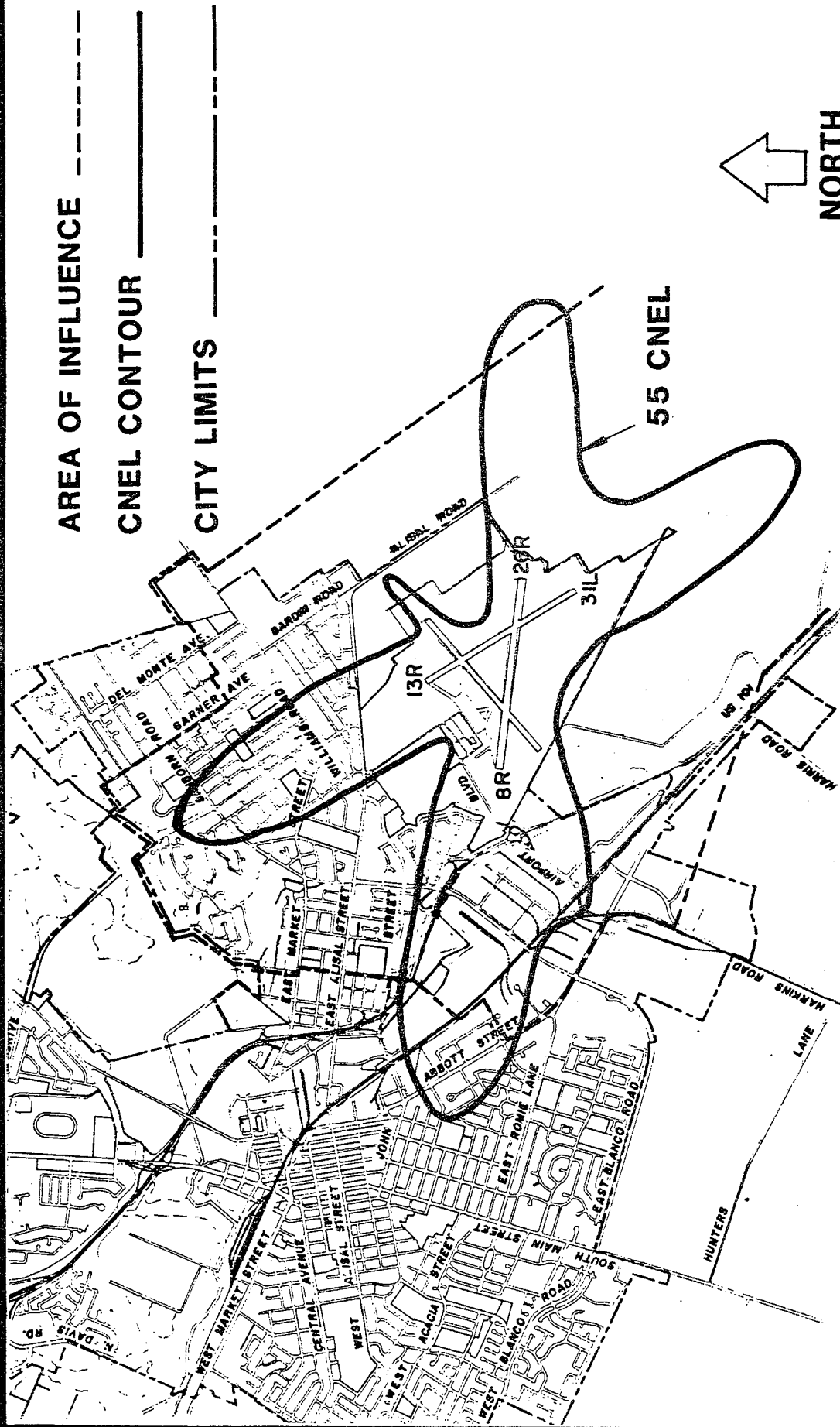
Certain types of uses limit the usefulness of an airport. For example, high buildings and trees within the flight path and clear zones must be avoided as well as dumps and other uses which attract birds and create "bird strike hazards." Certain types of uses near an airport create electrical interference and confusing light patterns which pose a danger to aviation. Furthermore, the airport itself creates some adverse impacts on the surrounding environment. Most prominent are adverse effects upon noise and safety. These limitations are considered along with land use considerations in the preparation of the Airport Land Use Plan.

The Airport Master Plan, 1980/2000 recommends the 1980 55 CNEL (Community Noise Equivalent Level) be used as the periphery which defines "airport environs." Development within this area should be planned for compatibility with continued use of the airport. (See Map 4.)

AREA OF INFLUENCE -----

CNEL CONTOUR _____

CITY LIMITS - - - - -



NORTH

MAP 4

AIRPORT ENVIRONS 1980 55 CNEL NOISE CONTOUR

The two most important development constraints affecting the area within the airport area of influence boundary are aircraft noise and aircraft safety hazards.

1. Aircraft Noise

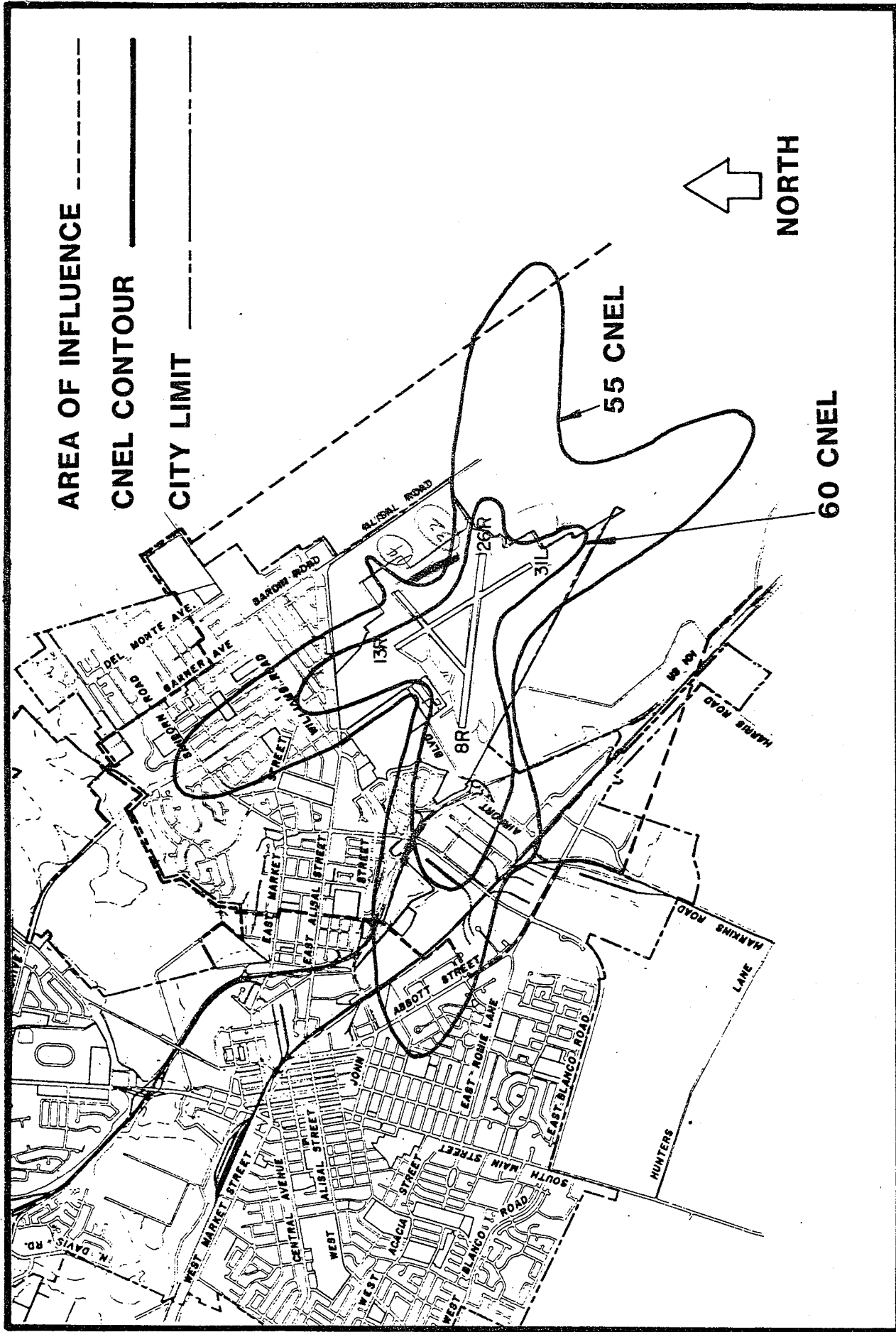
The problems arising when annoying noise from increased air traffic begins to impact existing development are well known. Sensitivity to noise varies greatly from person to person as does the noise muffling characteristic of buildings where people live and work.

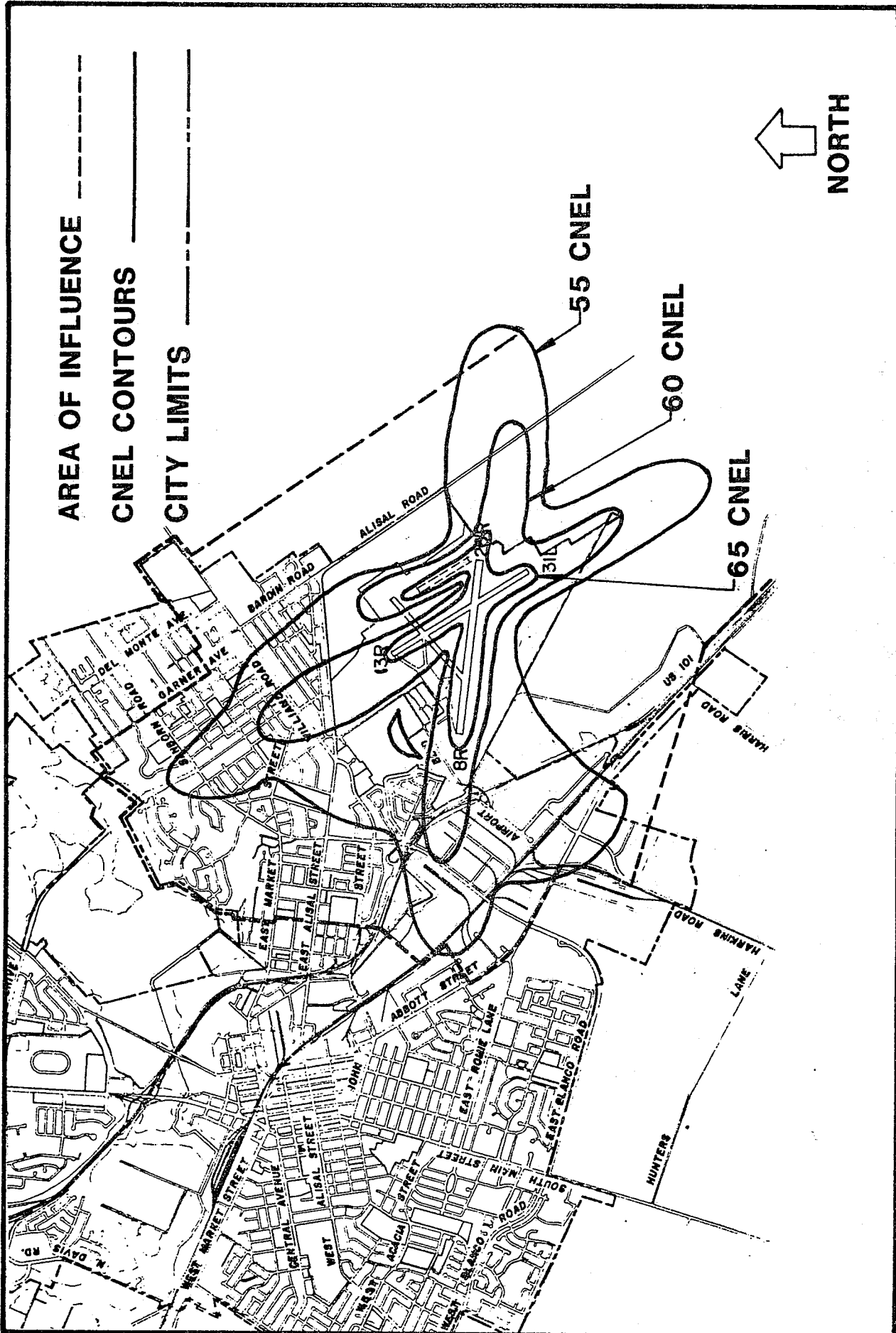
Despite this variability of perception, certain land use planning decisions must consider the impacts of noise. This is particularly important in residential development where most noise complaints originate. In extreme situations noise can become the catalyst for legal actions and demands to limit airport activities. As shown on Maps 5 and 6, the greatest potential problem areas lie in the approach patterns beyond Runway 13 over East Salinas and Runway 8 over the Industrial Area.

The approach patterns beyond Runways 26 and 31 will probably never be noise problem areas because the physical area covered by the noise contours is smaller than for Runways 8 or 13, and because the County General Plan designates the approaches to these runways for agricultural use.

At present, the area beyond Runway 13 is, primarily, residentially developed. Zoning is a mix of "R-1", "R-2", "R-3", and "Commercial". The area beyond Runway 8 is zoned mainly for manufacturing, which is generally compatible with noise.

1980 CNEL NOISE CONTOURS





2000 CNEL NOISE CONTOURS

MAP 6

In an attempt to quantify noise impacts, maps were prepared documenting 1980 noise levels and forecasting, to the year 2000, noise impacts surrounding the Salinas Municipal Airport. In areas within the 60 CNEL contour, State law requires adequate noise insulation to be included for all motels, hotels and apartment buildings. Single family dwellings are exempted from the State law requirement, although excessive noise will create similar problems in these dwelling units. Policy 9 of the Airport Land Use Plan recommends all new residential development within the 60 CNEL contour receive an acoustical analysis prior to construction to determine if interior noise levels from aircraft would exceed an annual CNEL of 45 dB in any habitable room. If noise levels exceed this limit, sufficient noise insulation will be required to mitigate the noise problem.

Airport Noise Abatement Program

Given the high level of activity forecast for the Salinas Municipal Airport in the year 2000, it is important that a noise abatement program be implemented now in order to establish a pattern of compliance. The intent of the noise abatement program is to reduce aircraft overflight above developed portions of Salinas.

The noise abatement program could be very successful in reducing aircraft noise levels in East Salinas. It will become even more important in the future as a major method of minimizing the encroachment of aircraft noise in this area.

1. Policy: The control of air traffic at the Salinas Municipal Airport in accordance with the following Noise Abatement Rules is secondary only to considerations of Safety in Aviation.
2. Action: The following Noise Abatement Program and procedures shall apply to all aircraft operating at Salinas Municipal Airport. The success of this program depends upon pilot and controller cooperation and the desire to provide as much noise relief as possible for the airport neighbors.

a. Runway 31

- (1) Left base leg entries shall remain south of the city (East Blanco Road).
- (2) Left downwind entries shall be instructed to proceed inbound to the airport along U.S. Highway 101.
- (3) Aircraft remaining in the pattern shall make a right turn to avoid the East Alisal noise sensitive areas as soon as possible, commensurate with safety.
- (4) Runway intersection departures shall be discouraged.

b. Runway 8

- (1) Left base leg entries shall be instructed to proceed inbound to the airport along U.S. Highway 101.

(2) Right base leg entries shall be instructed to remain south of the city (East Blanco Road).

c. Runway 13

Right traffic pattern shall not be used except to avoid low stratus and/or fog when required for separation.

2. Airport Safety Hazards

In addition to the consideration of airport noise impacts, it is important to assess the safety hazard presented to the land uses surrounding the Salinas Airport. The fear of aircraft accidents is particularly a concern when aircraft depart and approach over inhabited areas as is the case of the Salinas Airport.

In general, the safety record of aviation is one of the best of any transportation mode. However, while there is a low probability of an aircraft accident, it is a "high-consequence" event. The rate of aircraft accidents has been decreasing over the years, but because there has been an increase in the number of operations at the airport, the potential for the number of total accidents has also increased.

National studies of aircraft accidents indicate that off-airport accidents are most likely to occur under flight patterns within one mile from the runway. Within these approach areas, compatible land uses are of low density and intensity of use. The preferred uses are low occupancy ones such as agriculture, parks, certain commercial uses and industrial

activities (parking lots, corporation yards, warehouses, etc.). Residential uses are generally discouraged. However, if such uses are permitted, they should be low density.

3. Airport Building Restriction Areas

In order to make an airport safe for air navigation, thus reducing the chances of airport accidents, the FAA has established a series of airport safety standards. These regulations, contained in Federal Aviation Regulations, Part 77, establish building restriction areas, clear zones, and height restrictions for the area surrounding the airport and are collectively known as the airport's "imaginary surface."

For the Salinas Municipal Airport, the following components of this "imaginary surface" are discussed and shown on Map 8:

a. Primary Surface Building Restriction Area

This is an area that runs the length of the runway on either side, plus 200 feet past each end. For Runways 13-31 and 8-26 this surface is 500 feet wide on each side of the runway centerline.

Within this area no buildings are allowed and any new construction on the airport must be submitted to the FAA for compliance with the primary surface boundary restrictions.

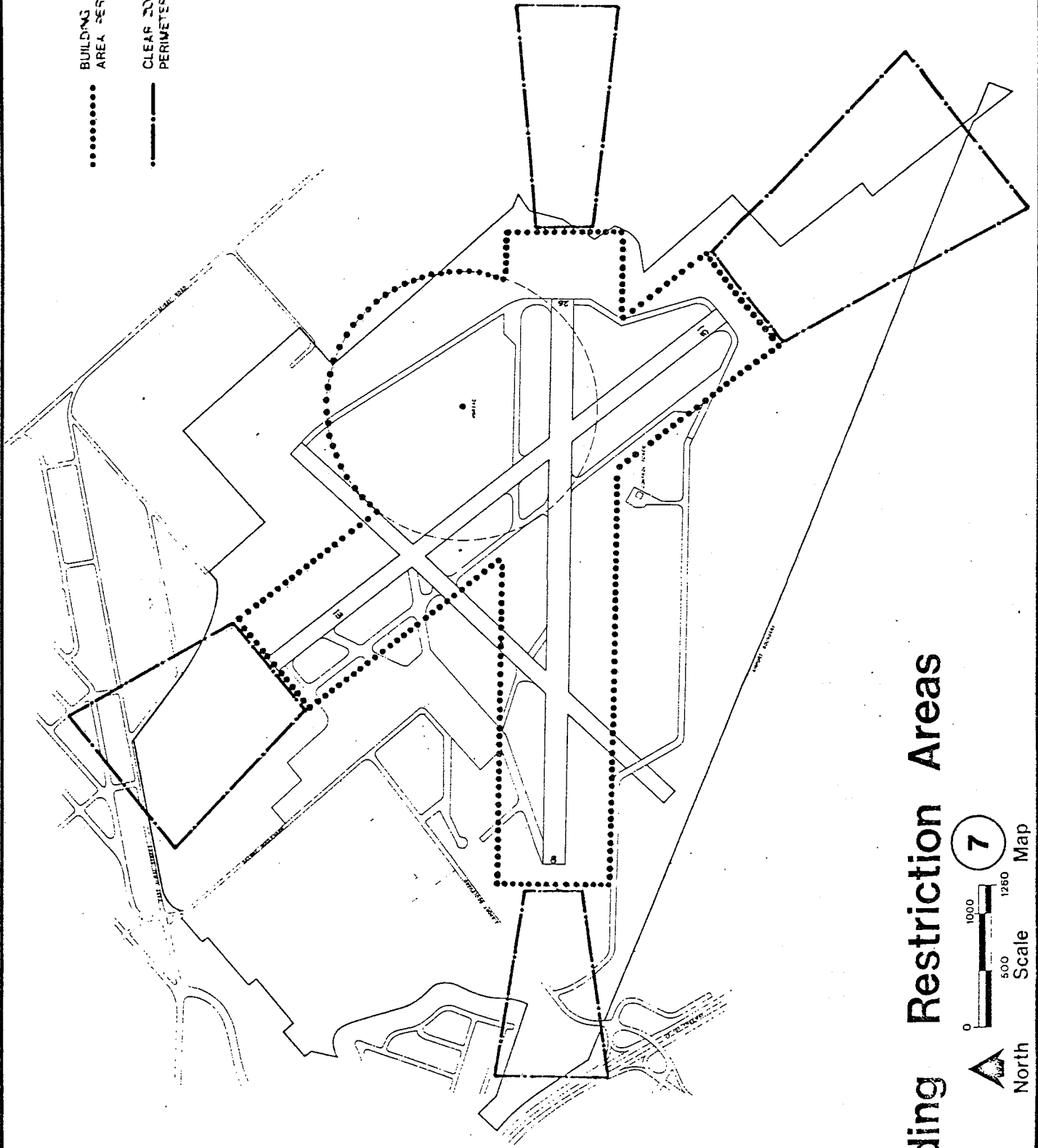
b. Other Imaginary Surface Zones

There are several other zones within the airport's "imaginary surface" including the horizontal surface,

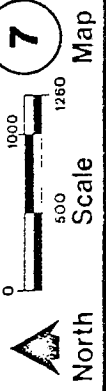
BUILDING RESTRICTION
AREA PERIMETER



CLEAR ZONE APPROACH
PERIMETER



Building Restriction Areas



conical surface, approach surface, and transitional surface. These surfaces extend outward and upward from the edge of the runway's primary surface, as shown in Figure 1 and collectively establish height restriction zones in which no man-made or natural objects or structures can intrude, thus protecting the airspace surrounding an airport for safe air navigation. Figure 2 shows how these surface zones are applied to an airport runway and what effect they have on the location of airport development.

c. Clear Zones

These are the most important building restriction areas on the airport. The FAA requires that a clear zone be established at the end of each runway, and that no structures of any kind to be located in this zone. It also requires that the airport owner have sufficient interest in this land to have control of its use. The clear zones for Runways 8-26 and 13-31 are shown on Map 8 and are either owned by the City or covered by aviation easements.

d. VORTAC Building Restriction Area

The VORTAC is part of the airport's air navigation system and is located on the east side of the airport adjacent to Runway 8-26. The FAA requires that no buildings or structures be located closer than 1,200 feet to the VORTAC as shown in Map 8.

Two procedures have been established to insure that all of these zones and areas are enforced:

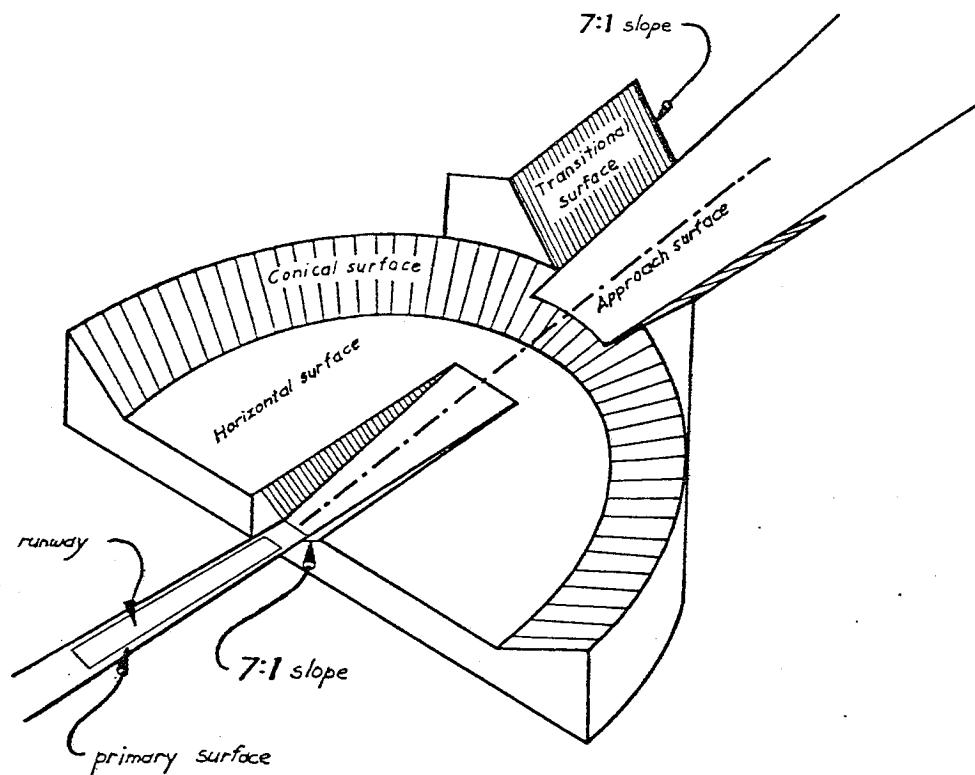
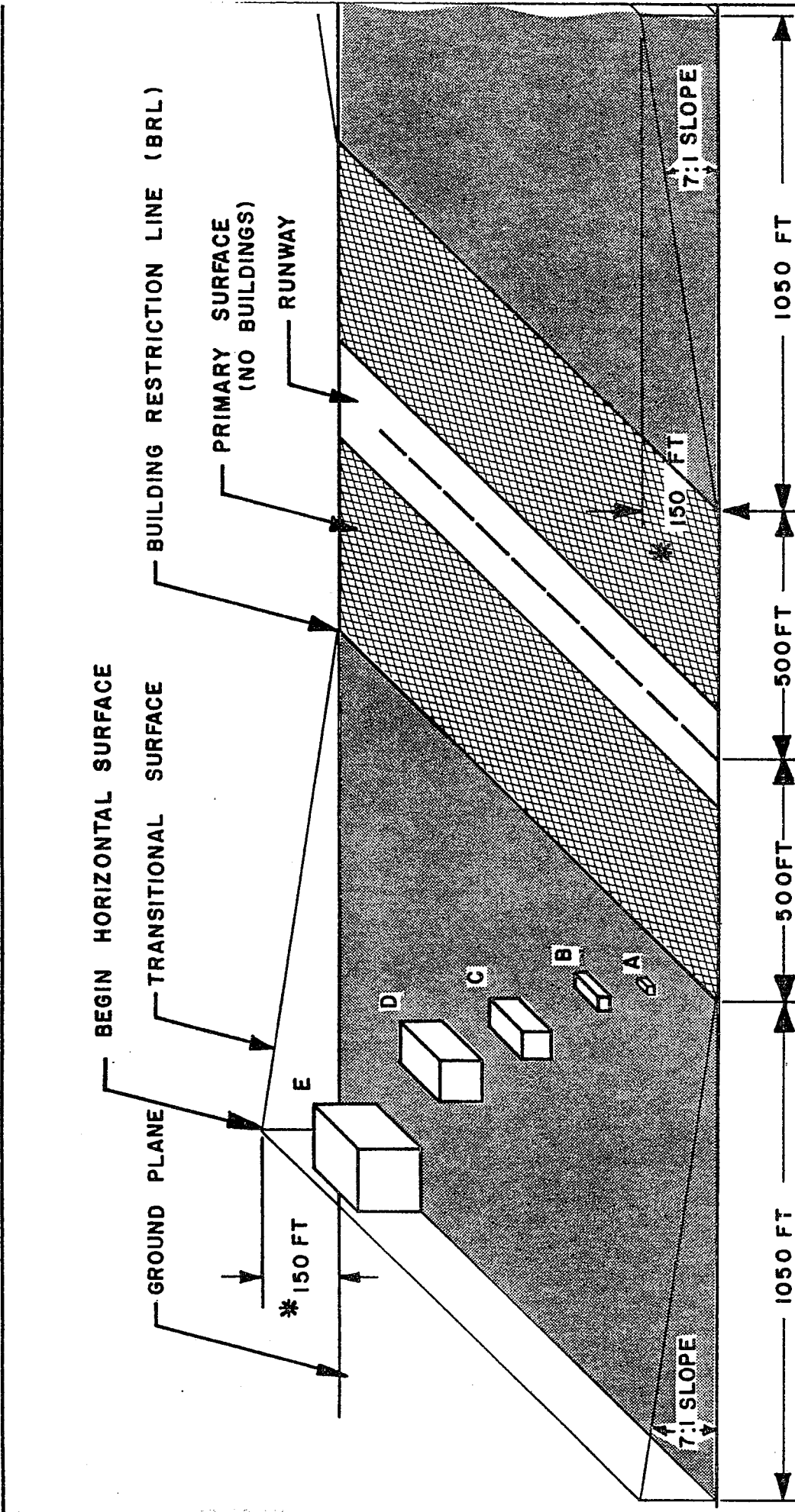


FIGURE I

Imaginary Surfaces



TRANSITIONAL SURFACE CONVERSION TABLE

BUILDING HEIGHT CAN BE 1/7 OF DISTANCE FROM THE BUILDING RESTRICTION LINE

ILLUSTRATION	DISTANCE TO BRL	MAX. HEIGHT
A	100 FEET	14.29 FEET
B	200	28.57
	300	42.85
C	400	57.14
D	500	71.42
	600	85.71
	700	100.00
E	800	114.29

NO BUILDINGS OR ANY OTHER OBJECTS MAY PROTRUDE INTO TRANSITIONAL SURFACE

* 150 FOOT VERTICAL BUILDING HEIGHT LIMITATION

Transitional Surface
 SECTIONAL ISOMETRIC OF RUNWAY
 SCALE: 1 INCH = 300 FEET

FIGURE 2

DEPT. OF COMMUNITY DEVELOPMENT
 CITY OF SALINAS

1. All development plans for parcels located on airport property must be submitted to the FAA, who determines compliance with the building restriction area requirements.

2. The City of Salinas and Monterey County both have Airport Approaches Zoning Ordinances regulating and restricting the height of structures and objects, and the use of their space in the vicinity of the Salinas Municipal Airport (City of Salinas Ordinance No. 1214 (N.C.S.) and (Monterey County Ordinance No. 1856)).

III. AIRPORT LAND USE PLAN POLICIES

The Salinas Municipal Airport Land Use Plan is formulated from a statement of policies that have been developed to provide guidelines for interpreting the plan and for making decisions on future airport development.

These policies are based upon the major development opportunities and constraints presented in the first part of this plan. The policies are intended to optimize the development opportunities and minimize the development constraints.

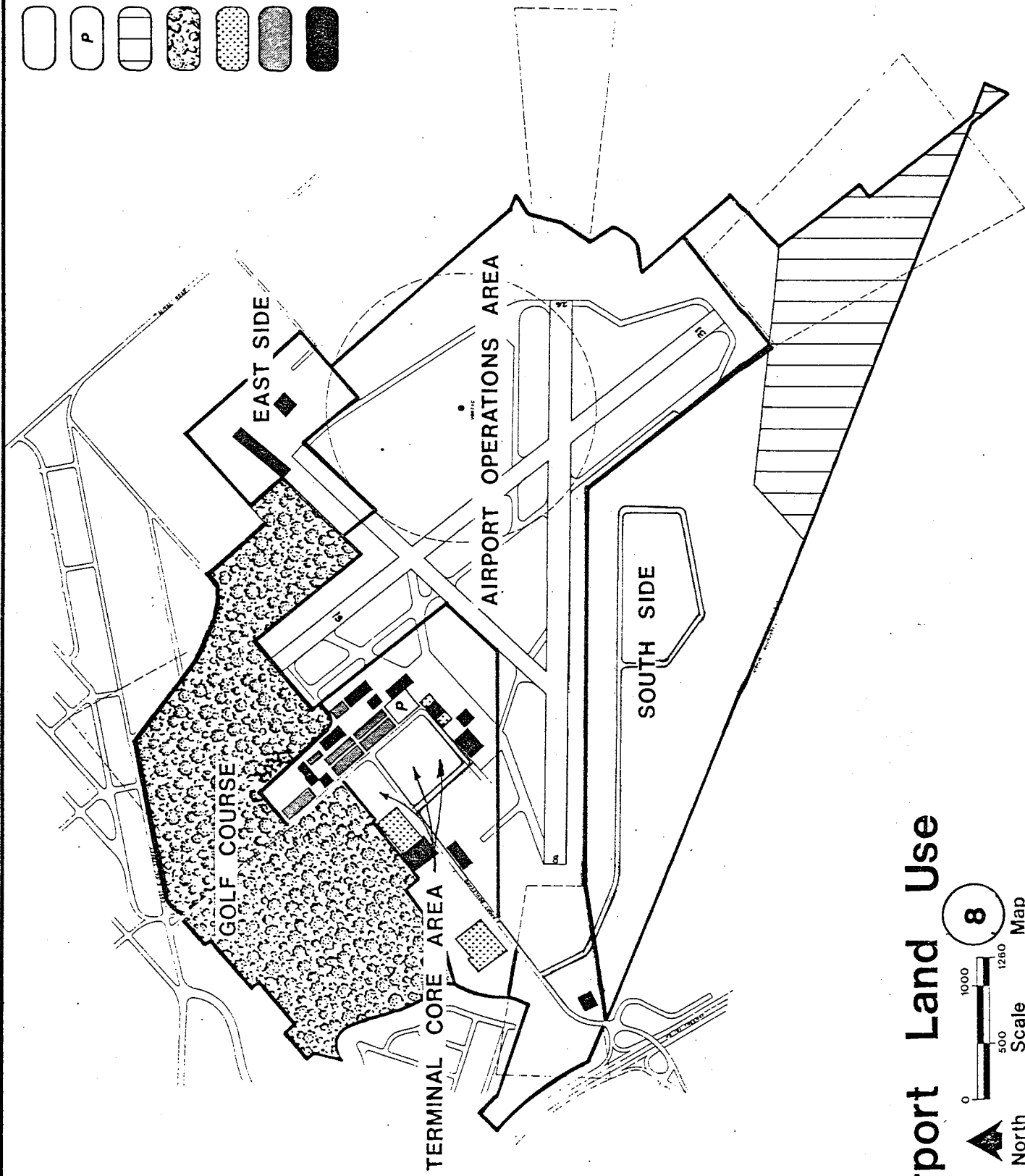
The policies as presented in the following paragraphs will guide the airport's future growth and assist in creating a well balanced Airport Area of Influence where the quality of life is not compromised. Adherence to these policies will protect both the airport and nearby urban development from any encroachment which would have a significant adverse effect upon the urban environment or upon airport safety.

Policy:


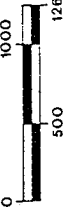

1. *Continue development of the Salinas Municipal Airport as a general aviation facility.*

After analyzing the major development opportunities and constraints, the potential for scheduled air carrier service, and the potential for air freight operations, the continued development of airport exclusively as a general aviation facility is the best alternative.

- VACANT
- PARKING
- AGRICULTURE
- RECREATION
- PUBLIC, QUASI-PUBLIC
- T-HANGARS
- COMMERCIAL



Airport Land Use

 North
 Scale
 8 Map

Two factors support this conclusion: (1) there would be major detrimental noise and safety impacts in East Salinas if the Salinas Airport were to develop air carrier or air freight operations utilizing jets larger than business or executive jets, (2) if the larger jets were utilized for any kind of operations at the Salinas Airport, the Federal Aviation Administration would have to certify the runways to accept these jets. To certify the runways they would have to be lengthened and structurally rebuilt at a cost of several millions of dollars, an amount that makes such a project infeasible.

Policy:

2. *Within the area designated as "airport operations", safety shall be the first consideration. Priority shall be given to construction projects that make this area safer for aircraft operations.*

Most safety improvement projects in this category are eligible for federal funding from the Federal Aviation Administration, including runway and taxiway construction and paving, airport drainage, runway lighting, installation of navigational aids, and the removal of flight hazards.

Policy:

3. *To promote safety from aircraft hazards within areas extending off the ends of Runways 8 and 13, lower densities of development and lower intensity of uses shall be encouraged.*

Uses near runway ends should not promote large concentrations of people. The preferred uses are characterized by low densi-

ties of population and low intensities of development such as agriculture, parks, certain commercial uses and industrial activities (parking lots, corporation yards, warehouses, etc.). These uses would reduce the risk of injury and loss of life in the event of an aircraft accident. This policy refers to vacant land as well as land considered for redevelopment.

Policy:

4. *Detailed engineering and design work for streets and utilities in the Airport Terminal Core Area as shown in the Airport Land Use Plan, should be accomplished as soon as is feasible so that future improvement projects can be programmed and financed by the best means available.*

Engineering and design work should be undertaken as soon as possible so that work can begin on the street and utility projects required to prepare for the expeditious development of the Terminal Core Area.

Policy:

5. *The area designated as the "Terminal Core Area" shall be developed for Aviation-related Commercial/Assembly uses and Non-aviation related Commercial uses.*

The Terminal Core Area will accommodate future Aviation-related Commercial/Assembly uses and the immediate expansion of any aircraft hangar or parking areas.

The realignment of Mortensen Street will provide space for future Aviation-related Commercial/Assembly uses adjacent to Runway 8-26.

The Non-aviation related Commercial "core" area of approximately 6 acres will be devoted to commercial type uses which will serve the airport uses and benefit the airport by their nearby location.

Policy:

6. *The adjacent land south of the airport shall be used for airport facilities expansion and industrial development.*

The adjacent land south of the airport is planned for a combination of T-hangars, fixed base operators and possibly, the relocation of the terminal facility.

Approximately 74 acres of land south of the airport has been sold and will be developed as an industrial park.

Policy:

7. *The preservation of the prime agricultural land to the east and south of the airport shall be encouraged in every way possible.*

This policy is important for two reasons: (1) it has been established that this area has some of the most productive agricultural land in the Salinas area and is better suited for agriculture than any other use; and (2) agriculture serves as a "natural buffer" to protect the airport from encroaching urban development and to protect any future residential areas from encroaching aircraft noise.

A buffer such as this can prevent the conflicts between aircraft noise and urban development such as those that now exist north of the airport in East Salinas.

Policy:

8. *The 1980 Airport Noise Contour Map, as illustrated within the Airport Master Plan, 1980/2000 shall be the City's guide in determining where excessive noise areas are located.*

Development subject to discretionary approval and located within the 55 Community Noise Equivalent Level may be required to grant an avigation and hazard easement. An easement will be required if it will serve to protect the public and private investment in the airport, and the airport's economic benefit to the community.

All aspects of noise as it relates to Salinas Airport are described in the Airport Master Plan. Noise contours for both runways and recommendations on "noise sensitive" land uses are included to help the City of Salinas better respond to the problems caused by aircraft noise.

Policy:

9. *New residential development located either totally or partially within the 60 Community Noise Equivalent Level contour boundaries (1980) shall be subject to the following:*

An acoustical analysis shall be required prior to construction to determine if interior noise from airport and aircraft operations will exceed an annual CNEL of 45 dB in any habitable room. If noise levels will exceed prescribed limits, sufficient noise insulation will be required to bring the development into conformance.

Noise insulation standards to be used are those established pursuant to Title 25, Article 4 of the California Administrative Code, as amended.

Policy:

10. *Endorse the existing noise abatement program at Salinas Municipal Airport and encourage the continued improvement of the program as an important means of mitigating existing and future noise problems.*

The noise abatement program has successfully reduced the number of citizen noise complaints and establishes policies for the control of air traffic and the use of the airport's runways.

Policy:

11. *Cooperation shall be encouraged among the various jurisdictional agencies involved in order to fully implement the Salinas Municipal Airport Land Use Plan.*

The City of Salinas must take the lead in the overall implementation of the plan and in promoting the necessary cooperation with other agencies.

The Monterey County Airport Land Use Commission adopted the Salinas Municipal Airport Land Use Plan on May 17, 1982 as it's land use plan for the Salinas Airport.

IV. AIRPORT PROPERTY PORTION OF THE AIRPORT LAND USE PLAN

The Airport Land Use Plan is a precise statement indicating where various uses shall occur within the Airport Area of Influence Boundary. This chapter will focus upon that area which falls within the airport boundary. Map 9 shows, in a larger scale, the Airport Property portion of the Airport Land Use Plan.

1. Airport Open Space Area

This area includes all airport land within the airport building restriction areas.

2. Recreation

This area includes the Salinas Fairways Municipal Golf Course.

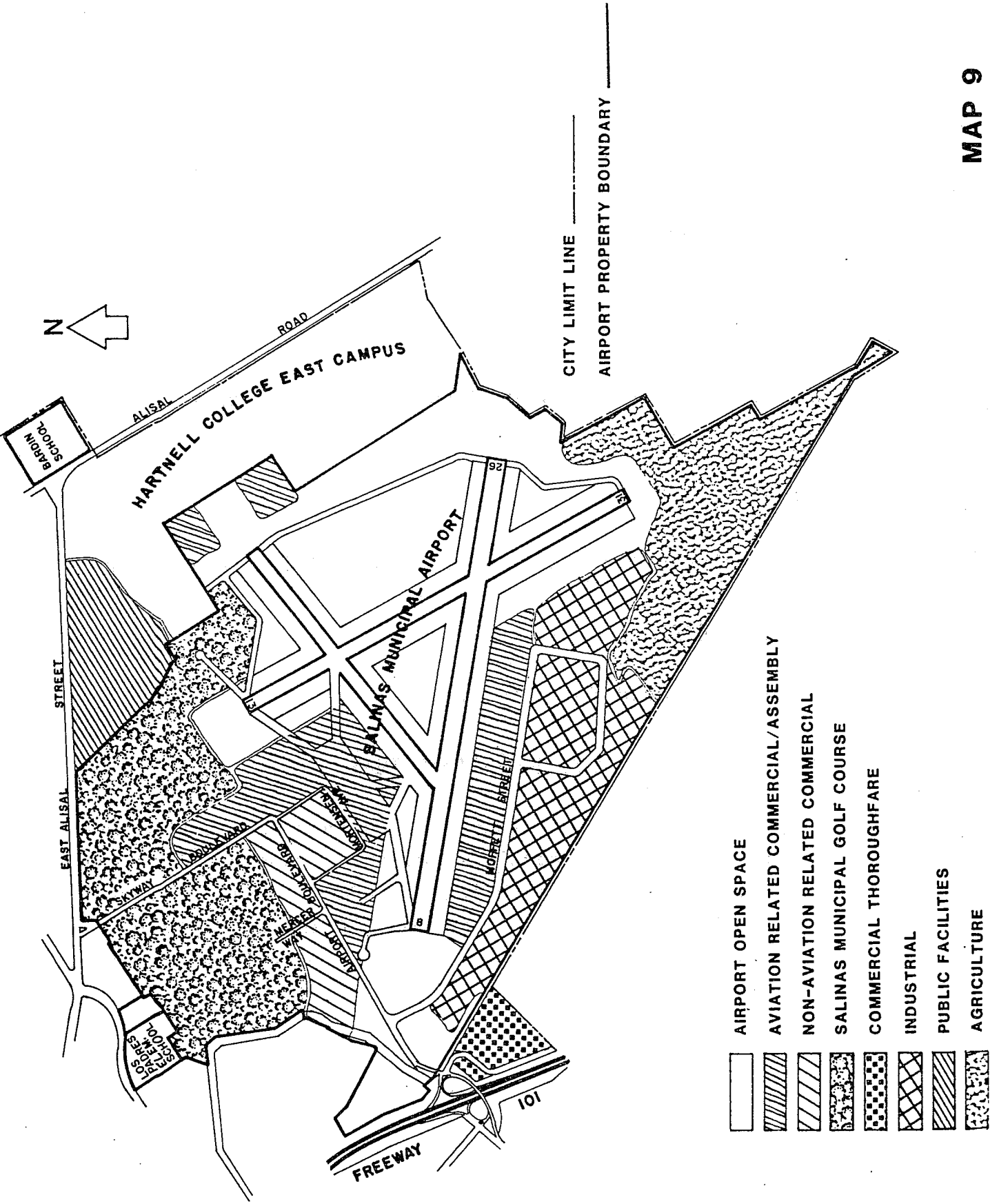
3. Terminal Core Area

Two uses are proposed for this area:

a. Aviation Related Commercial/Assembly

This category will be limited to businesses selling products or services directly to aircraft owners and pilots, or businesses otherwise being dependent on direct access to the airport runway system. Qualifying assembly uses shall be restricted to light assembly of aviation related products or goods.

AIRPORT PROPERTY PORTION OF THE LAND USE PLAN



b. Non-Aviation Related Commercial

These are businesses that do not sell products or services directly to airport users or need access to the airport runway system. They are businesses that prefer an airport location because they use business or corporate aircraft as a part of their business and need easy access to them; or they are businesses that would prefer an airport office location to facilitate meetings and conferences with executives who fly in from other locations; or they are uses that desire an airport location and are normally found at an airport.

4. South Side of Airport

Three different uses are shown for this area:

- a. Aviation related Commercial/Assembly including space for a proposed new terminal, airport T-hangars, and parking area expansion adjacent to the existing airport control tower and Runway 8-26.
- b. Industrial park development in the area south of and adjacent to the aviation related commercial/assembly uses described above.
- c. Agriculture in the Heins Lake area beyond the end of Runway 31.

5. East Side of Airport

This area is shown as Aviation related Commercial/Assembly with part of the area reserved for agricultural related commercial uses such as crop dusting operations.

Access to this area is presently over a private road leased from the owner.

Even though this area is partially developed, there are no utilities serving this area. All necessary utilities should be extended to the area before additional development is allowed. Special care should be taken to insure that chemical contaminants used by tenants do not get into sewers or storm drains.

V. AIRPORT LAND USE PLAN AMENDMENTS

The Airport Land Use Plan has been revised as part of the General Plan updating process which included the updating of the Airport Master Plan for 1980/2000, and in response to a request to amend the 1976 Airport Land Use Plan. A copy of the entire Airport Land Use Plan Map has been enclosed in the back of this document.

In addition to reclassifying certain lands within the Airport Area of Influence, several of the land use designations on the Airport Land Use Plan have been revised and/or added. In each case, these changes will clarify the intent of the Airport Land Use Plan as well as bring the land use plan designations into conformance with other area plans that have been completed in the updating of the Salinas General Plan.

A. Land Use Designation Changes

1. "Commercial" has been further defined as:

"Retail and service commercial uses."

2. "Aviation related Commercial" has been changed to:

"Aviation related Commercial/Assembly"

"Uses to be located on property classified as Aviation related Commercial/Assembly shall be limited to businesses selling products or services directly to aircraft owners and pilots, or businesses otherwise being dependent upon direct access to the airport runway system. Qualifying assembly uses shall be restricted to light assembly of aviation related products or goods and

shall be part of an operation which is dependent upon the use of the runway system. All new uses or developments, including enlargement of existing uses, shall require prior approval by conditional use permit for purposes of insuring compatibility with this plan."

3. "Commercial Office"

This designation has been added to allow administrative and professional office uses as well as medical and dental clinics.

4. Residential

Classifications have been increased from two categories:

- "Low Density Residential": 3-8 units per acre
- "High Density Residential": 9-15 units per acre, to three:

- "Low Density Residential": 1 - 8 units per acre
- "Medium Density Residential": 9 - 17 units per acre
- "High Density Residential": 18 - 24 units per acre

B. Land Use Changes

Many revisions in the 1976 Airport Land Use Plan have been proposed in this updating program. For the most part, these changes recognize the existing land uses and underlying zoning. However, consideration of airport development limitations such as noise and safety hazards place certain land use constraints on areas surrounding the airport. These constraints have also been described in this plan.

Development within the Airport Area of Influence will proceed with guidance from the revised development policies which appear in Chapter III of this plan document.

As noted earlier, certain areas may exist where the underlying zoning and the revised land use plan conflicts. This occurs when airport environmental limitations place certain restrictions on development. These conflict areas have been specifically indicated in the following discussion.

1. Fairview and Jean Avenues

This section includes 17 parcels of R-2 zoning within a predominately R-1 neighborhood. One parcel has been developed with a duplex unit. Another has a duplex plus a single family dwelling. Six units occupy the parcel at the corner of Sharon Drive and Jean Avenue. The remaining 14 parcels contain single family dwellings on individual lots. These residences are located near the airport approach area of Runway 8, and within the 60 CNEL contour. Airport Master Plan and Land Use Plan policies discourage residential development within these areas of hazard and noise. Any future increased density within these areas will be discouraged.

Staff recommends that this section retain its "Low Density Residential" designation within the revised Airport Land Use Plan.

2. Mohar Street and Acosta Street

This subarea has been zoned R-3-S2 and is shown as "Low Density Residential" in the 1976 Airport Land Use Plan. It consists of 17 parcels fronting on Mohar Street and 8 parcels

on Acosta Street between Machado and Beech Streets. Six of these lots contain multi-family apartment units. Seven contain two or more units on each lot, eleven are developed with single family residences and one is vacant. Apartments have been replacing older single family homes in the area.

All of this subarea falls within the airport environs but outside the 60 CNEI contour.

Staff recommends that the Airport Land Use Plan designation be reclassified to "Medium Density Residential" for the lots on Acosta Street adjacent to existing high density development. However, those parcels within the R-3-S2 zone on Mohar should retain the "Low Density Residential" designation to promote lower density uses within the area.

3. R-3-S2 -- Cooper, Towt, and East Laurel Drive

A portion of a large area of R-3-S2 zoning already developed with high density residential uses is designated "Low Density Residential" on the 1976 Airport Land Use Plan. The 4 lots under consideration are developed with apartments and multiple dwellings on single lots. It is within the 60 CNEI contour and near the aircraft approach area for Runway 8.

Staff recommends changing the current designation to "Medium Density Residential" rather than "High Density Residential" and discouraging increased density in this location because of airport safety considerations.

4. R-2 Zoning on Fairhaven Avenue Neighborhood Subarea
Between Second and Kenneth

This residential subarea contains 27 separate lots, 18 of which have been developed with duplex units. The remaining 9 lots are single family residences. The R-2 zoning conflicts with the "Low Density Residential" designation of the 1976 Airport Land Use Plan. The entire subarea is within the 60 CNEL contour and near the aircraft approach area for Runway 8, indicating that the subarea is best left without dense development.

Staff recommends the "Low Density Residential" designation on the Airport Land Use Plan be maintained for this area and consideration given to retaining R-1 type uses where they occur.

5. C-C Zone -- Williams Road Corridor

This commercial corridor includes gas stations, various retail stores, offices, a portion of a trailer park, a residence and a church. Its commercial zoning and the majority of existing uses make it a logical choice to be redesignated on the Airport Land Use Plan from "Low Density Residential" to the more compatible "Commercial" designation. To the south is an R-3-S2 zone developed with residential uses, including a portion of the trailer park. Residents of the trailer park have reported problems with noise because of their proximity to the airport and flight paths of the planes.

The R-3-S2 zoning and existing uses are not consistent with the "Low Density Residential" designation. However, due to hazard and noise conflicts in this area, staff recommends this designation be changed to "Medium Density Residential" rather

than "High Density Residential" to discourage increased density in the area.

6. Mayfair Drive

Fifteen parcels on either side of Mayfair Drive are zoned for multi-family uses. On the southern side of Mayfair Drive, three parcels are zoned R-3-S2. These parcels contain a total of 12 multi-family units (4, 5, 3 respectively). The remainder of this subarea is zoned R-2. With the exception of 36 Mayfair Avenue, which is developed with a single family dwelling, duplex units occupy all 12 parcels.

The Airport Land Use Plan shows this subarea as "Low Density Residential" development. This designation is not consistent with zoning or existing usage. Staff suggests that "Low Density Residential" designation be changed to "Medium Density Residential".

7. McGowan Drive/McGowan Circle

Residential development behind Monte Mart shopping center is predominantly single family with some apartments closer to Sanborn Road. The five lots in this subarea are zoned for R-3-S1, but were shown as "Low Density Residential" on the 1976 Airport Land Use Plan. On McGowan Circle, three lots have been combined into one 15 unit apartment group. The two parcels on McGowan Drive are developed with a 5 unit and 3 unit housing group.

Staff recommends these parcels be designated as "High Density Residential" on the updated Airport Land Use Plan to reflect the current uses.

8. Commercial Corridor/East Alisal and North Sanborn Road

This corridor includes two zoning districts. The first consists of six residences and one residential conversion fronting on the north side of Alisal, all with C-O zoning.

The parcels on the east side of North Sanborn have C-C zoning and are a mixture of converted and existing residences as well as retail stores, gas stations, offices and vacant land. Both of these areas are currently designated within the Airport Land Use Plan as "Low Density Residential".

Staff recommends, due to the location of these parcels, that the C-C parcels be redesignated as "Commercial" and the lots within the C-O zone be redesignated "Commercial Office."

9. Hebbron Heights Area Neighborhood Plan

Several inconsistencies between existing zoning as reflected in the Hebbron Heights Neighborhood Plan and the 1976 Airport Land Use Plan have been identified. In general, this area was shown on the Airport Land Use Plan as "High Density Residential", which did not delineate the "Commercial," "Medium" or "Low Density Residential" uses which occur within the area. The Hebbron Heights Area Neighborhood Improvement Plan received approval from the Airport Land Use Commission as part of its certification process. Inasmuch as the majority of the Hebbron Heights Plan area falls within the Airport Area of Influence, these two plans will be brought into conformance.

As shown on the Airport Land Use Plan, the land use designations have been removed from the map area which has been previously considered in the Hebbron Heights Plan. In this area, the Hebbron Heights Plan will prevail. (See Map 10.)

HEBRON HEIGHTS AREA NEIGHBORHOOD IMPROVEMENT PLAN & PROGRAM

ELEMENTS OF THE PLAN:

PUBLIC SERVICES:

Social programs will be designed to meet the special needs of the neighborhood thru support and improve the other elements of the plan. The City has the capability of providing the piece of facility. Other agencies may use these facilities to provide specialized services.

HOUSING SERVICES:

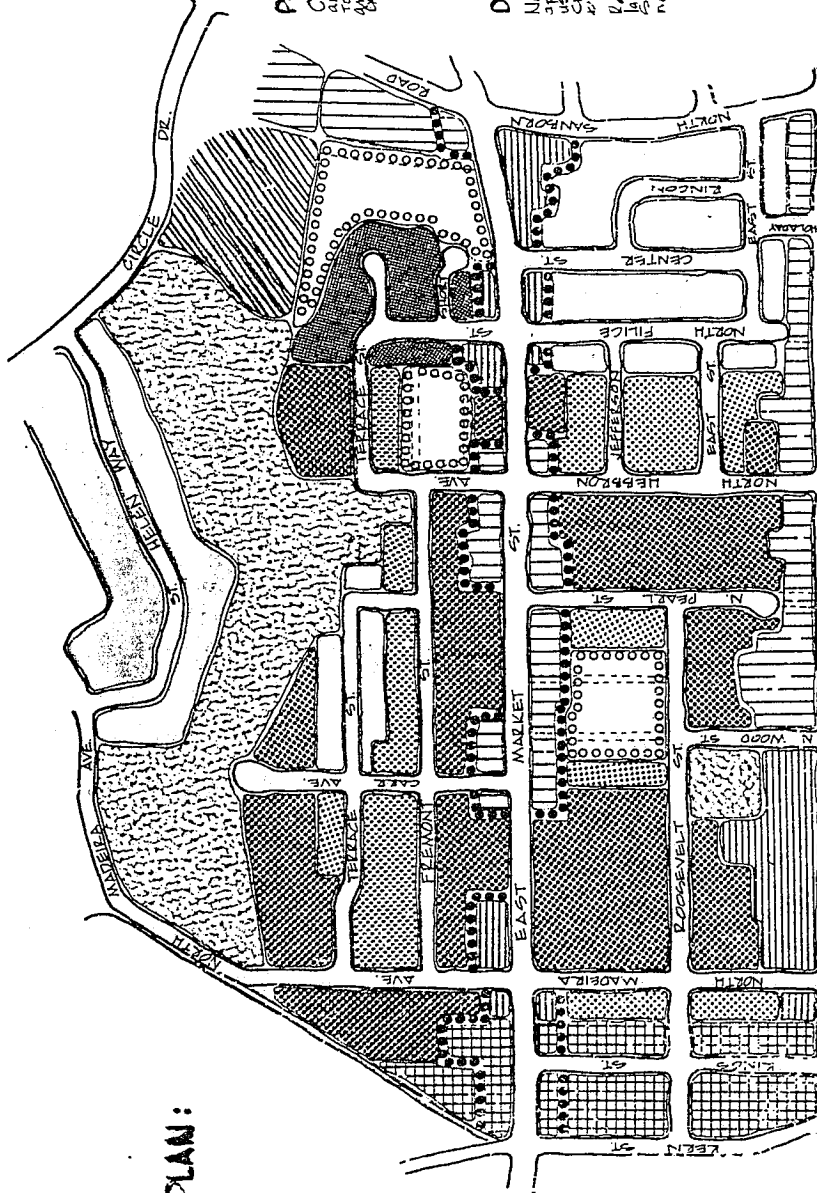
Through inspection, information and assistance programs will be provided. Assistance conditions will be increased and the supply will be increased.

PUBLIC IMPROVEMENTS:

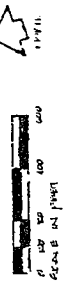
Curbs, gutters, sidewalks, streets and utilities will be improved to encourage new development and better service that which is presently existing.

DEVELOPMENT CONTROLS:

New zoning controls, that may be applied will improve the land use pattern, the character of the neighborhood and the lighting situation. Ventilation of commercial land uses along East Market Street will improve the neighborhood situation.



	PLANNED LAND		SINGLE FAMILY		OFFICE
	SINGLE FAMILY - DUPLEX		COMMERCIAL - CENTRAL		COMMERCIAL - INTERMEDIATE
	MULTI-FAMILY - MEDIUM DENSITY		COMMERCIAL - GENERAL		SPECIAL STUDY AREAS
	MULTI-FAMILY - HIGH DENSITY		COMMERCIAL REVITALIZATION		
	RECREATION - OPEN SPACE				



Although not within the Hebbroon Heights Plan Area, six nearby parcels on the south side of East Alisal Street represent a conflict with the 1976 Airport Land Use Plan which shows these areas as "Low Density Residential". Two lots which front on South Pearl Street are zoned C-I and used for warehousing. A single property on South Filice Street is zoned C-O and is developed with apartment units. Two parcels on South Hebbroon Avenue are zoned R-2 and are used for multi-family residences.

Staff recommends the C-I zoned parcels be shown as "Commercial" in the revised Airport Land Use Plan. Parcels zoned R-2 will be redesignated to "Medium Density Residential" to reflect existing usage and the C-O parcel be redesignated "Commercial Office."

10. Circle Drive

Two large parcels bisected by Circle Drive are currently undeveloped and zoned C-O. Those parcels would provide support services, such as medical offices for the Alisal Community Hospital. A portion of this property already has a proposal for a 1.1 acre medical office building.

Staff recommends these parcels which currently have "Low Density Residential" designation in the Airport Land Use Plan be redesignated to "Commercial Office."

11. St. Albans Court and Circle Drive

This 8.5 acre site is divided into 8 parcels. It is within an area of varying topography adjacent to existing single family

development. The 1976 Airport Land Use Plan showed this area as "Low Density Residential". The existing zoning is "U". This land has an existing approved development proposal which will allow planned multi-family development on the site. The site is not significantly affected by any airport planning considerations.

Staff recommends this site be redesignated to "Medium Density Residential."

12. Open Space Corridor

Approximately 26 acres of undeveloped land and a portion of developed Hebron Heights are located in a steeply sloped swale between Laurel Heights subdivision and the Hebron Heights area. This land is within the 100-year flood plain and extends to Circle Drive. The land is currently in an "unclassified" (U) zone. It is sensitive to development and has site limitations which must be carefully considered.

The 1976 Airport Land Use Plan designation identifies this area as "Low Density Residential", although it appears that there may be serious limitations for residential development. The land is shown as 'Recreation/Open Space' on the Hebron Heights Area Plan.

Staff recommends that this area be shown as the Hebron Heights Community Park on the revised Airport Land Use Plan.

13. North Sanborn Road Corridor

A strip of C-I zoning along the west side of North Sanborn Road includes an area of undeveloped property, gas stations, office buildings and a commercial bakery. In many places the

zone is adjacent to existing residential uses of varying densities and it provides a buffer between these uses and the heavily traveled roadway. The Airport Land Use Plan designates the area in which this zone occurs as "Low Density Residential".

Staff recommends changing the Airport Land Use Plan designation to "Commercial".

14. C-C -- North Sanborn and Oregon

These parcels of high density residential with C-C zoning are somewhat of a transition surrounded by R-1, C-I, and R-3-S2 zoning. This C-C zone is shown as "Low Density Residential" on the 1976 Airport Land Use Plan and is within the 55 CNEL contour indicating "airport environs".

Staff recommends the zoning be retained and the revised Airport Land Use designation be changed to "High Density Residential".

15. High Density Residential Uses at East Laurel Drive

Three large multi-family residential uses are located at East Laurel Drive and Acosta Plaza. Two are apartment complexes with R-3-S2 zoning with 25 units per acre and 29 units/acre respectively. The third is a large condominium development in a "U" zone with a much lower density of 9 units per acre. These three developments have been designated as "Low Density Residential" on the Airport Land Use Plan. They are located on the periphery of the 55 CNEL contour and it is unlikely that they will be adversely impacted by airport use.

Staff recommends the apartment uses be redesignated to "High Density Residential" and the "U" zone be redesignated to "Medium Density Residential."

16. R-3-S2 Between Garner and Gee Street Neighborhood

This area of the City has been densely built up over the years. It is characterized by apartment buildings scattered between older, small single family and multi-family dwellings, many of them in poor repair. This subarea is zoned R-3-S2 but is shown on the 1976 Airport Land Use Plan as "Low Density Residential".

This area is well outside the airport environs. Staff recommends that this subarea be redesignated to "High Density Residential", in conformance with existing zoning and uses. This change will not create conflicts with continued airport use or lead to increased negative impacts on the neighborhood.

17. East Side of North Sanborn Road Corridor from Oregon Street to Garner and a Portion of the west side from Sanborn Elementary School to Garner

This subarea is composed of 8 parcels in a C-C zone which front onto North Sanborn Road between Acosta and Garner. The uses along this "row" vary from single family residences, several multi-family or apartment uses, a church, office, retail stores, a large drive-in theater, gas station and a restaurant.

This C-C zone subarea is only partially within the 55 CNEL contour.

Staff recommends the Airport Land Use Plan be revised to reflect existing zoning and redesignated "Commercial". High density development here should be discouraged in favor of less intense uses.

18. Garner Avenue

On the east side of Garner Avenue between Williams Road and Dallas Street, the 1976 Airport Land Use Plan designation is "Low Density Residential". The first parcel is zoned R-3-S1 and contains several small detached homes. The remaining area is zoned R-3-S2 and contains both single family homes and apartment development.

Staff recommends that this area be redesignated to "High Density Residential" to conform with the zoning and with the direction of high density development which has occurred in the neighborhood.

19. Williams Road Between Bardin Way and Wiren Street

This subarea includes two zones: (1) R-3-S2 contains the Santa Lucia Branch Library and six residences; and (2) R-3-S1 contains two parcels including a 20 unit apartment complex and a residential care facility.

No conflicts with the Airport Land Use Plan impact this site. Staff recommends this area be redesignated on the Airport Land Use Plan from "Low Density" to "Medium Density Residential" use.

20. Wiren Street and Williams Roads

Two parcels at Williams Road between Wiren Street and Del Monte Avenue are zoned "R-1" with 12 units per acre of existing, non-conforming, multi-family residential units and a former meeting hall which occupy the site. The 1976 Airport Land Use Plan shows these two parcels as "Low Density Residential."

In December, 1978, the owners of these parcels applied for rezoning from "R-1-6" to "R-3-S1" or to some other zoning district in which the existing uses would be conforming. The Planning Commission in February, 1979, found that the proposed rezoning was in conformance with the Salinas Airport Land Use Plan and recommended approval of the rezoning.

In April, 1979, the Monterey County Airport Land Use Commission found the rezoning request in conflict with the Salinas Airport Land Use Plan and were also opposed to amending the plan to allow higher density residential development at this location.

The City Council chose to deny the rezoning without prejudice prior to amendment of the Salinas Airport Land Use Plan to allow higher density development.

It appears that the acknowledgement of existing medium density uses would not jeopardize compatible airport land use planning. The site is outside of the "airport environs" and the use has been in place for some time.

Staff recommends that the Airport Land Use Plan be changed to "Medium Density Residential" in this area, in conformance with past Council direction.

21. Del Monte Avenue

This subarea contains 7 parcels. The first, 1415-1417 Del Monte, is a 1.6 acre lot adjacent to Alisal Elementary School. It is zoned R-2 and is already developed at 26.5 units per acre.

1413 Del Monte is the subject of an application for rezoning from R-1 to R-3-S2 and amendment of the 1976 Airport Land Use Plan to allow higher density development.

The parcels in this subarea are well outside the airport environs and no significant airport land use considerations appear to directly impact the parcels.

Staff recommends redesignating 1413 Del Monte to "Medium Density Residential" on the revised Airport Land Use Plan and redesignating 1415-1417 Del Monte to "High Density Residential" in recognition of the existing use.

22. Gabilan Plaza/Carpenter's Housing

Staff recommends the Airport Land Use Plan designation be changed from "Low Density Residential" to "Medium Density Residential," acknowledging the existing use in this area.

23. Vacant "U" Land

This subarea consists of three adjacent vacant parcels approximately 19.7 acres total which are zoned "U" and designated "Low Density Residential" on the 1976 Airport Land Use Plan. The parcels are outside of the airport environs as defined by the 55 CNEL contour. Immediately to the east is

Gabilan Plaza Apartments, behind the lands on the south are a church and "O" lot line single-family units. The majority of other uses facing the land from Williams and Bardin Roads are multi-family, with the exception of the Santa Lucia Branch Library.

Staff recommends that these parcels be redesignated to "Medium Density Residential" on the revised Airport Land Use Plan.

24. Bardin Road at Cross Avenue

These two parcels are part of a larger, conforming R-3-S2 zone which runs along Williams Road to East Market Street. The lots have been developed with detached multi-family uses. The R-3-S2 zone and the existing uses are not in conformance with the 1976 Airport Land Use Plan "Low Density Residential" designation. This subarea is outside of the airport area of concern and will not be adversely impacted by the continued operation of the airport.

Staff recommends the Airport Land Use Plan be revised to indicate this subarea as "Medium Density Residential".

25. East Market Commercial

This subarea contains two separate groups of property located between Eucalyptus Drive and Fremont School on East Market. The corner of East Market and Towt Street is developed with office and retail uses and has C-C zoning.

Staff recommends changing the Airport Land Use Plan "Low Density Residential" designation to "Commercial". The adjacent R-2 lot with duplex use should remain "Low Density Residen-

tial" to discourage further increase in residential density in this area.

The existing gas station at the corner of East Market and Eucalyptus has C-C zoning but does not fit in well with the surrounding neighborhood. Staff recommends that it retain its "Low Density Residential" designation in anticipation of redevelopment.

26. C-C Zone -- East Alisal, Williams and Quilla Streets

Although designated on the Airport Land Use Plan as "Low Density Residential", this section of commercial development is zoned C-C and contains food outlets, offices, grocery stores, gas stations, and a church, in addition to a 20 unit apartment complex (Fairway Apartments). The 1976 Airport Land Use Plan designation in this subarea is "Low Density Residential". It is located inside the airport environs.

Staff recommends the Airport Land Use Plan designation be changed to "Commercial" to bring the plan into conformance with existing zoning and most uses.

27. East Alisal Street between Monte Mart and John Street

On the south side of Alisal, two churches occupy adjoining lots. These areas are shown as "Low Density Residential" on the Airport Land Use Plan but zoned R-3-S2. Staff recommends the Airport Land Use Plan be amended to show this area as "Medium Density Residential".

28. Airport Industrial Park

At the south side of the airport property, a large parcel south of and adjacent to the airport is shown as industrial on the Airport Land Use Plan. This area of approximately 70 acres is planned for the development of an industrial park (Cabot, Cabot and Forbes).

This type of development is consistent with the goals and purposes of the Airport Master Plan. Small additions to the original IP-A zoning have occurred and these changes should be reflected within the Airport Land Use Plan by adding them to the Industrial designated area. Staff recommends that a commercial parcel near the runways, and the small portion of designated agricultural land which has been rezoned from M-L to IP-A be redesignated as "Industrial" within the updated Airport Land Use Plan. This will place the area in conformance with the proposed land use and zoning.

29. Rider/Garner Avenue

This area was not a part of the 1976 Airport Land Use Plan. It is not within the Airport Area of Influence boundary. It is included as part of the General Plan updating program.

The majority of land shown between Rider Avenue and the Natividad Creek is designated as "Parks and Recreation" on the Salinas Municipal General Plan. The remainder of this land area is designated as "Single Family Residential" on the General Plan.

The revised Airport Land Use Plan will show land use designations which correspond to existing zoning with the exception

of the "Agricultural" and "Unclassified" zones. These two zones have been planned for either single or multi-family residential development, in conformance with the North/East Salinas Land Use Plan or previously approved land use densities.

The single exception is a parcel at the corner of Sanborn and Garner which is zoned C-C but developed with high density apartments. Staff recommends this parcel receive "High Density Residential" designation.

The airport land use plan map has also included a small parcel of land adjacent to and outside current City limits near Rider Avenue and Alamo Way. The parcel is part of the North/East Salinas Area annexation proposal which is currently pending. However, this parcel is located between City limits and the Natividad Creek area and would, in all likelihood, be developed as part of the nearby residential area at a high density. It has been added to the land use plan map with "High Density Residential" designation.

VI. CONCLUSION

Salinas Municipal Airport is one of the major assets of the Salinas area, providing not only several forms of recreation but also many jobs and the opportunity for increased economic growth in the future.

With the land use plan and policy statements contained in this document, all future airport growth can proceed in a well planned and timely manner to meet the growing aviation needs of the Salinas area.

This plan will facilitate the responsibilities of the Monterey County Airport Land Use Commission by providing them with a guide for making many future recommendations on land uses within the Airport Area of Influence Boundary.

With the successful implementation of this plan will come an airport that is able to meet the aviation needs of Salinas while minimizing noise and other environmental problems that could seriously affect the environment of the Salinas area for years to come.

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APPENDIX

THE AREA OF INFLUENCE
OF THE
SALINAS MUNICIPAL AIRPORT

Prepared by
City of Salinas
Department of Community Development
July 25, 1973

Background and Purpose

1970 State legislation established an Airport Land Use Commission in each county containing at least one public airport. By law, the Commission must "formulate a comprehensive land use plan that will 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 law also provides that "the planning boundaries shall be established by the Commission after hearing and consultation with the involved agency." (Sec. 21675, Public Utilities Code)

Although Airport Land Use Commissions are relatively new, planning of airports and airport-related land is not. Since 1965, California law has required each city and county to adopt a "comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." (Sec. 65300, Government Code) Such plans must deal with the land use, circulation, and environmental aspects of an airport and its vicinity. The Salinas Municipal Airport and land use in the surrounding area -- both incorporated and unincorporated -- are addressed in the 1962 Salinas General Plan and in the Greater Salinas Area Plan, which is part of the Monterey County General Plan.

In 1963 a more detailed development plan was prepared by consultants, Leigh Fisher Associates, Inc., to guide the City in the physical and economic development of the airport area. This report, entitled "Air Trade Study, Physical Development and Lease Policy Program" was updated in June 1971 by the City's Airport Director in an informal report presented to the City Council.

In 1972, a two-year program leading to the completion of a new General Plan for the City of Salinas was begun. This program is focusing simultaneously upon geographical areas within the city -- the rapidly growing North Salinas and the declining downtown, for example, -- and upon functional needs and problems -- housing, open space, circulation, and others.

It is the City's intent, as part of its current General Plan program, to review and update existing land use plans for the airport and vicinity, and the Airport Land Use Commission has expressed a willingness and desire to draw heavily upon the City's work in preparing its plan for the Salinas Airport. With continued cooperation between the two agencies, a single planning effort can meet both the needs of the City and the obligations of the Commission.

The Area of Influence

The first task in this cooperative effort is to limit study and analysis to a pertinent planning area by defining a logical airport area of influence. 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 boundary of the area has been established by considering seven elements of airport-related functions and deriving a peripheral line that encompasses the area affected by any of the individual elements. These elements are:

1. Airport building restriction zones
2. Imaginary aircraft approach surfaces
3. Local flight patterns
4. Aircraft noise
5. Natural features
6. Airport-related accessible land
7. Airport-access peripheral roads

The following illustrations and text explain each element and the process used in defining the overall area of influence.

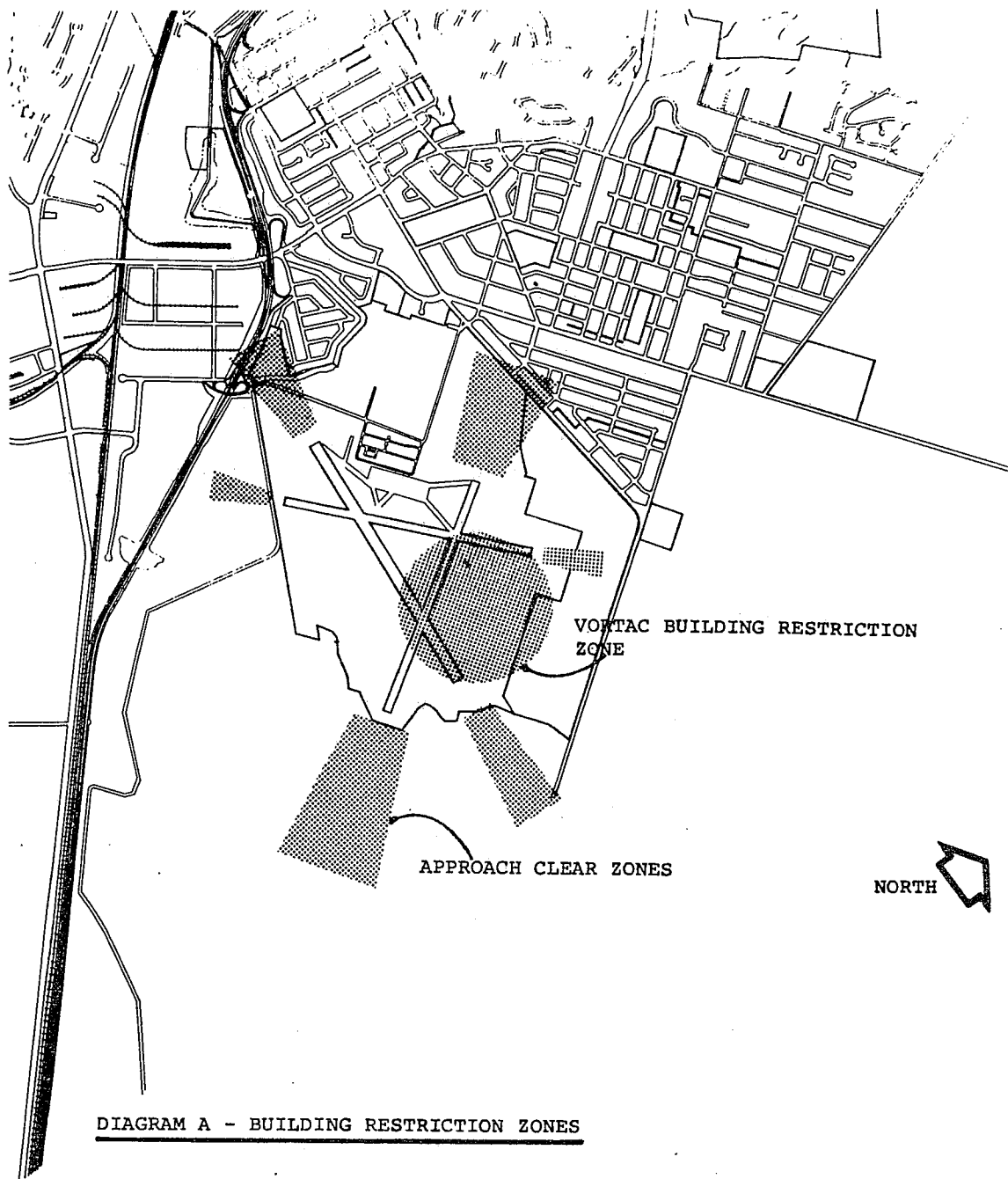
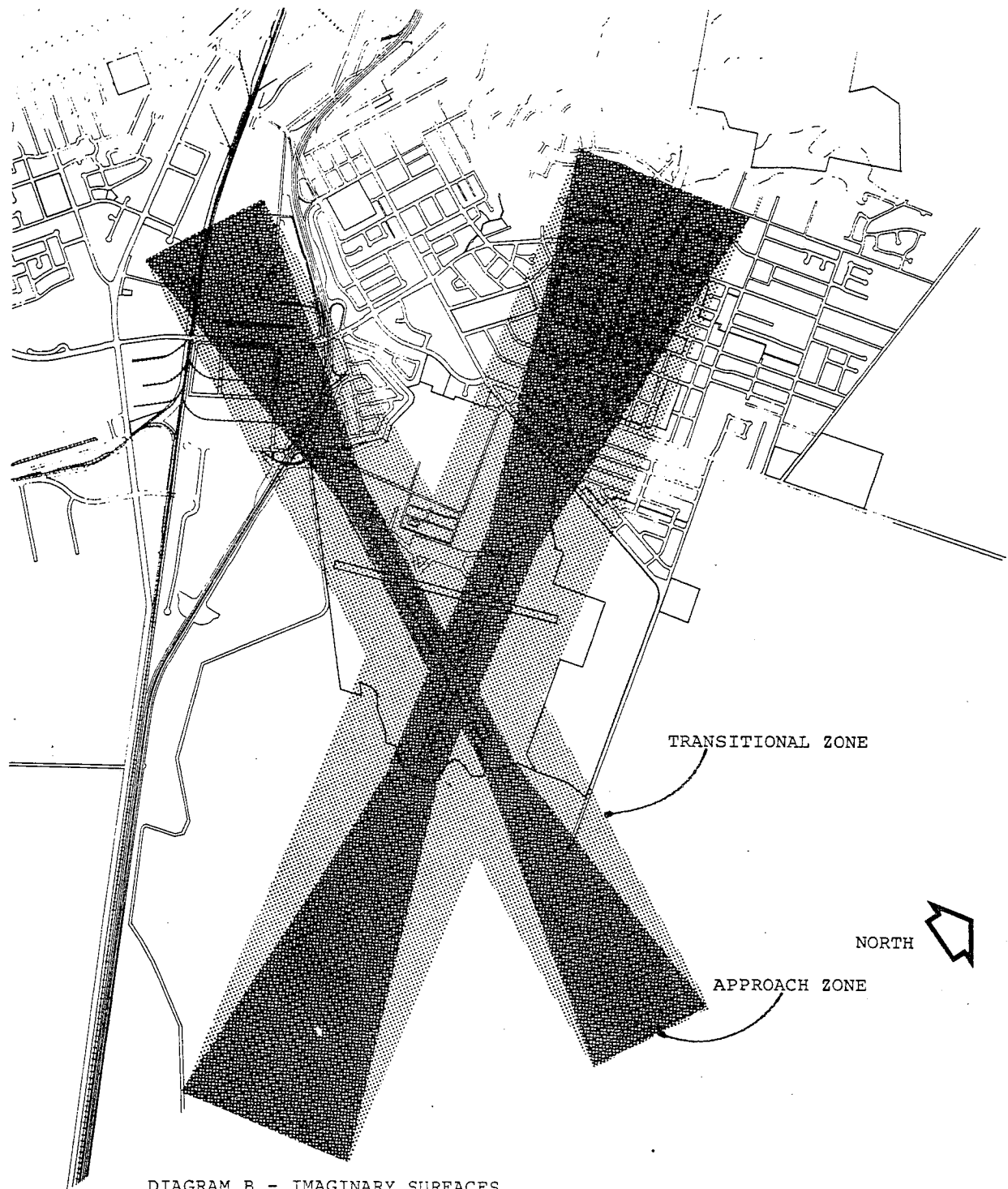


DIAGRAM A - BUILDING RESTRICTION ZONES

1. Building restriction zones (Diagram A). Federal aviation regulations specify precise areas, applicable to all airports, within which no structures are allowed. Such "clear zones" are provided for flight safety and ground occupancy safety as extensions of usable runways and in areas circumscribing particular navigational aids. FAA recommends specific approach clear zone areas at ends of runways; their size and configuration depending on runway classification. Runway 13's clear zone presently contains nonconforming structures and a few hazardous vertical objects, primarily beyond the airport boundaries north of E. Alisal Street. Runway 8's clear zone is bisected by Airport Boulevard but, to date, is clear of most obstructions, although the northern edge includes a few residences on Jean Avenue. The other major clear zones are free of obstructions. A building restriction area of 1200' radius must be retained around the VORTAC navigation aid unit between runways 8-26 and 3-21. The loss of potential income that would accrue from lease of these prime areas is significant. Their location on the airport creates disjointed land use relationships for the airport

environs. Clear zones, however, are primary functional requirements that must dictate other secondary considerations.



2. Imaginary Surfaces (Diagrams B and C). In 1964, the City adopted an ordinance regulating and restricting the height of structures and ground objects within particular imaginary surface zones related to flight activity. Diagram B designates the pertinent imaginary surfaces shown in plan view. Diagram C illustrates the relationship between the imaginary zones applicable to a runway. Runway approach zones and transitional zones have been plotted to a height of 150', the maximum allowable building height for airport-related activity. Within such zones, land uses are particularly affected by frequency and magnitude of aircraft exposure.

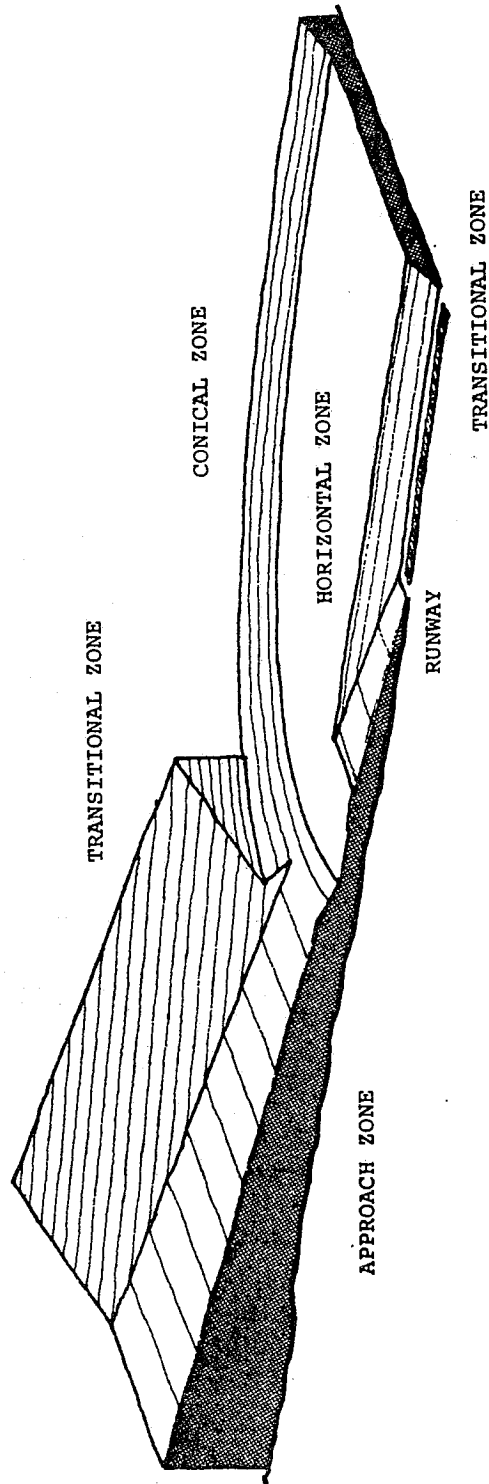


DIAGRAM C - ISOMETRIC OF IMAGINARY SURFACES

3. Local Flight Patterns (Diagram D). This element requires similar considerations as those given to imaginary surfaces. The area under flight patterns of aircraft approaching and leaving the airport are exposed to similar conditions of noise, vibration and psychological trepidation but to a much lesser degree. Flight patterns for any single runway allow for varying flight conditions of aircraft activity, weather conditions and flight path orientation leaving and

entering the Salinas area. As such, virtually the entire circumference around the airport is exposed to overhead aircraft flight, including most of the urban area. The large mass of vacant land northeast of Alisal Road is not otherwise within the sphere of influence but receives continual low-flying aircraft in an area parallel to runway 13-31 between 3/4 mile and one mile northeast from it. Most other local areas under approach flight paths are not environmentally sensitive land uses such as the residences and institutions that are anticipated northeast of Alisal Road.

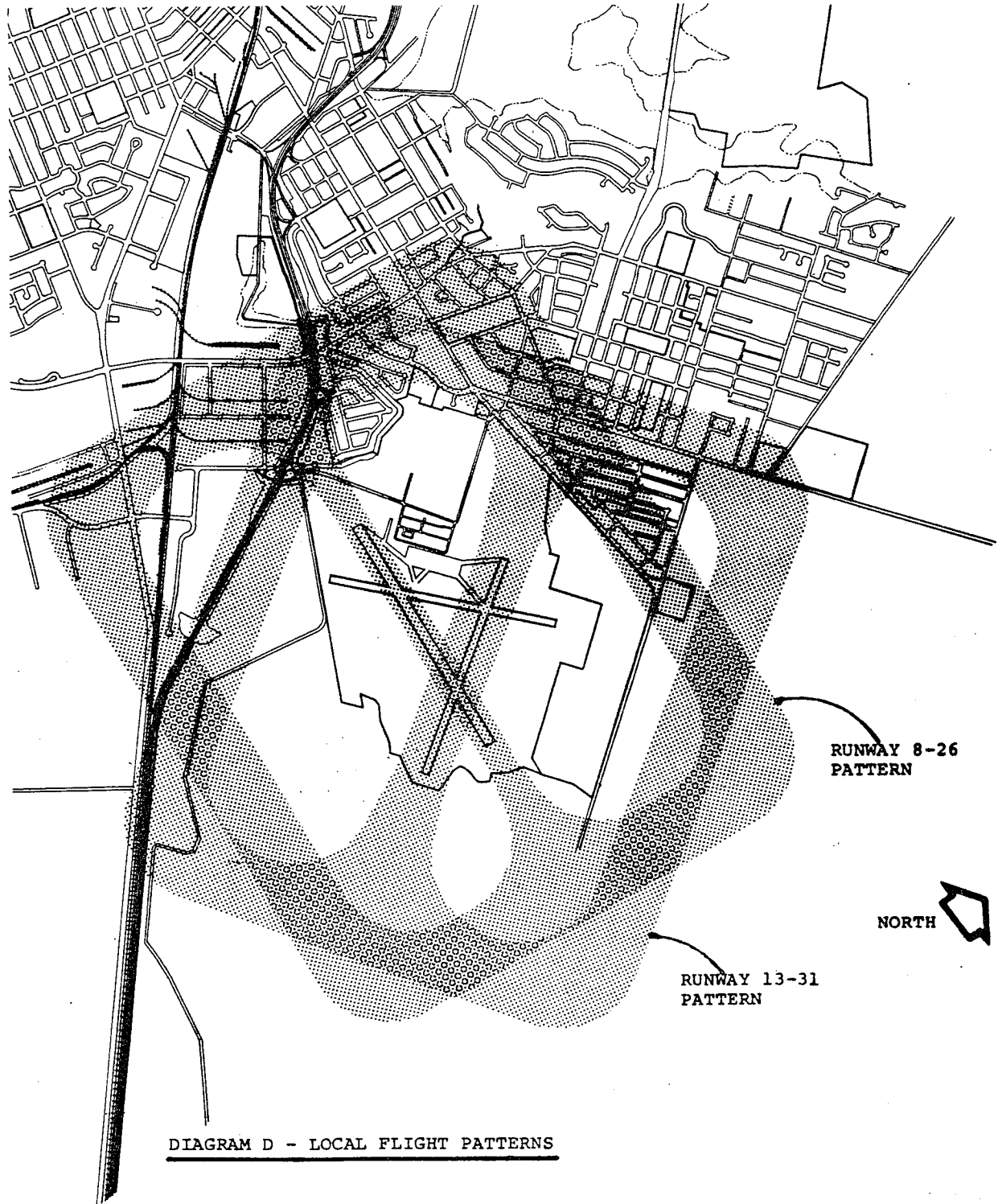
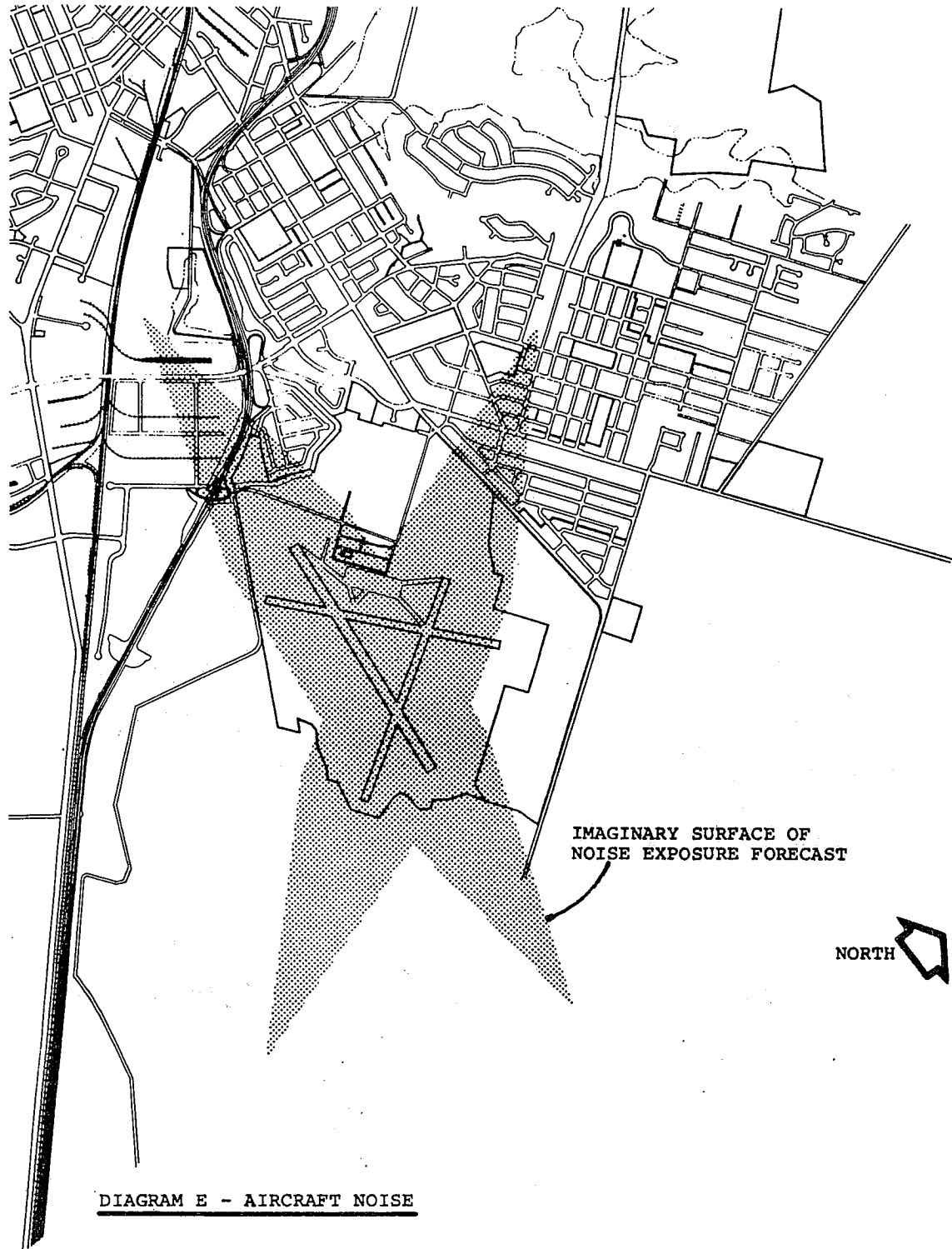
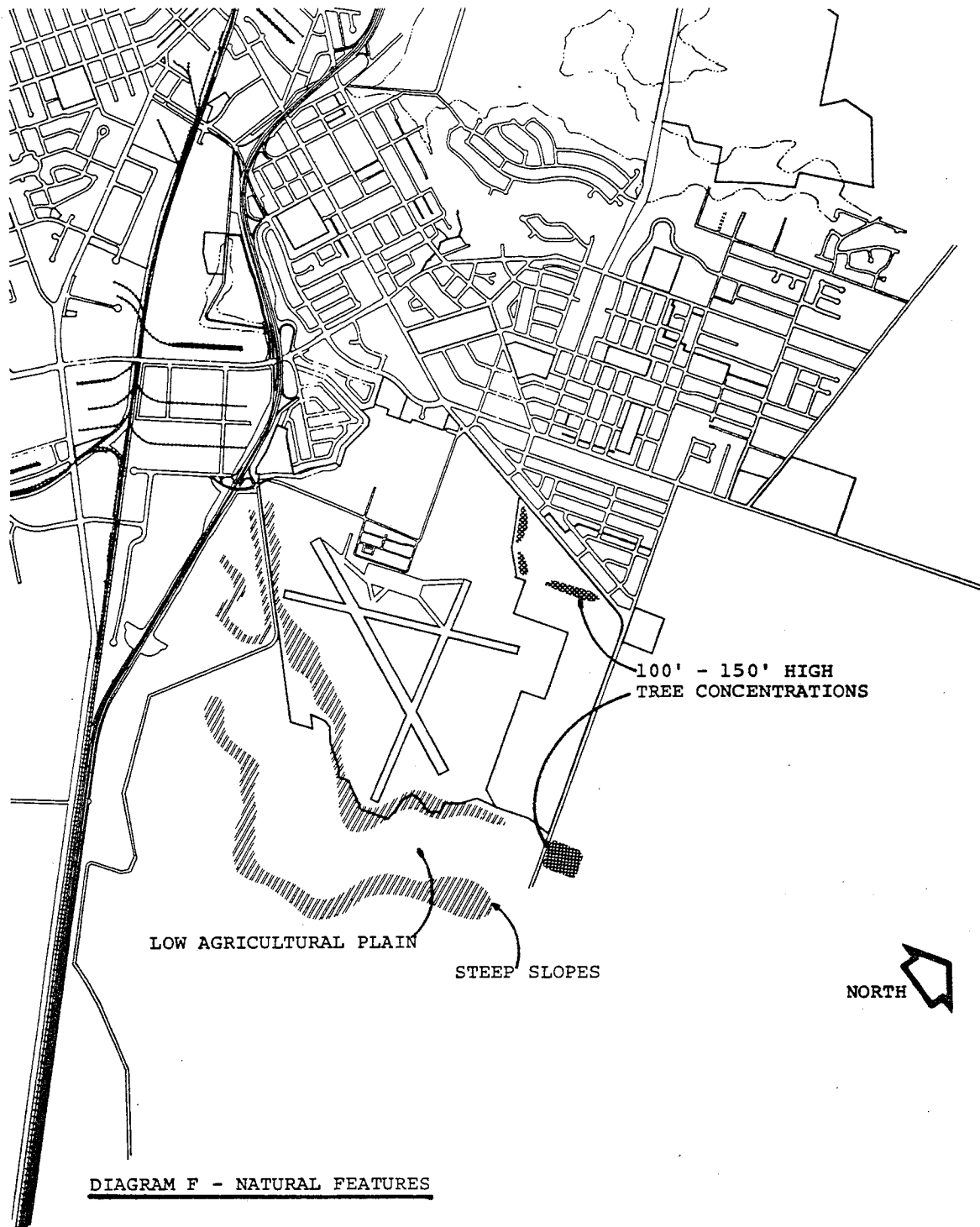


DIAGRAM D - LOCAL FLIGHT PATTERNS

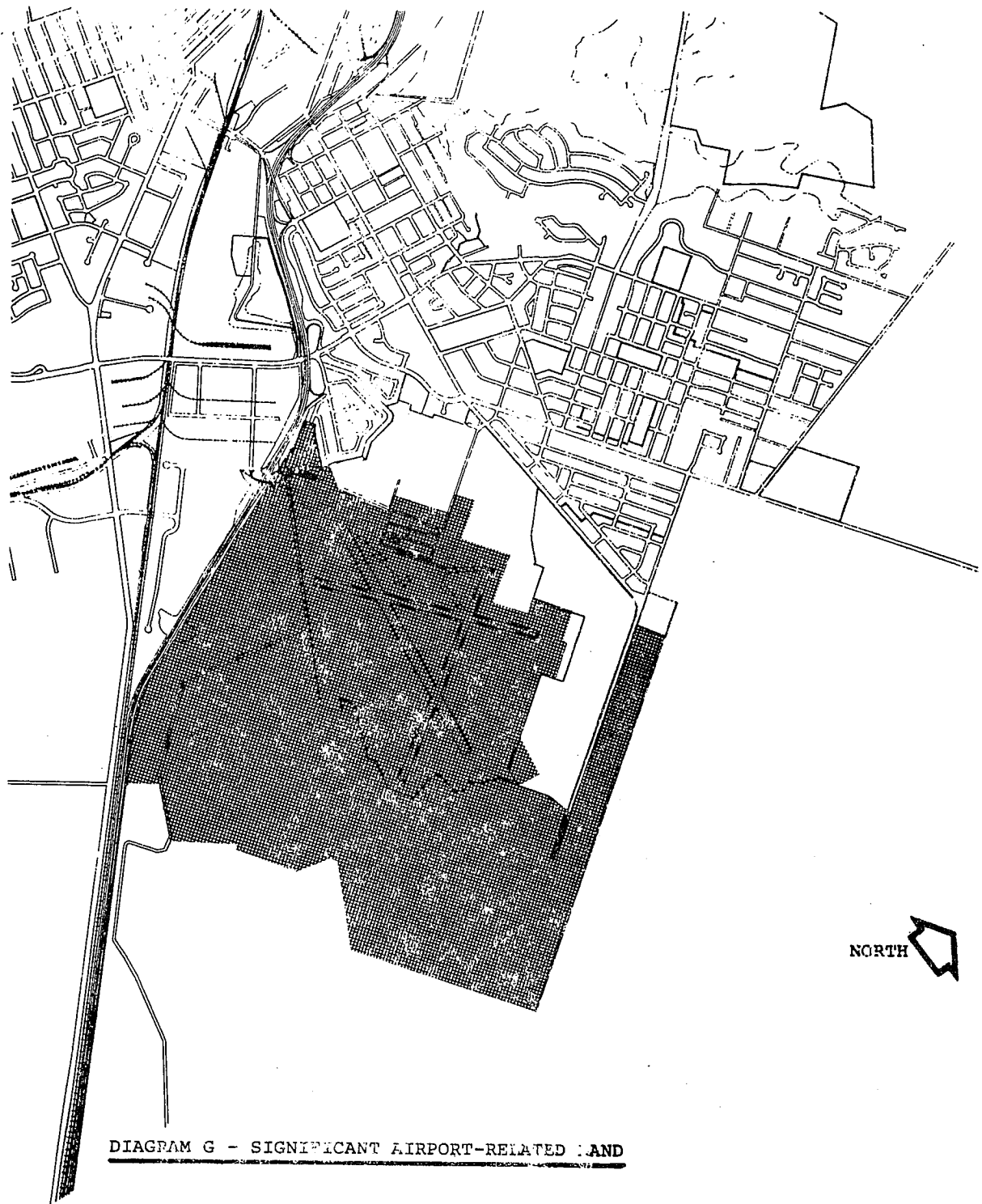


4. Aircraft Noise (Diagram E). The present sizes and types of aircraft utilized and their flight frequency are such that there is relatively little noise impact upon the community outside the runway approach zones. The area of noise influence, shown, was derived by using elementary formulas that incorporate frequency of activity and type of aircraft. Precise noise analysis may uncover areas of noise disturbance that will present future problems of noise for the city. Master plan studies will consider the noise element in detail.



5. Natural Features (Diagram F). There are few physical features in the airport environs that will significantly alter development potential or direction of airport expansion. Presently, 100' - 150' tall Eucalyptus trees are located within two imaginary surfaces, at the ends of runways 13 and 26. Tree trimmings have been made to comply with federal and local restrictions. Future alterations may be necessary also. The trees, however, pose no serious threat to flight activity.

One major terrain feature of significance is a flat agricultural plain at the end of runways 31 and 26, sharply recessed from the levels of the airport and agricultural land to the southeast. The edges or walls of the sink are a natural deterrent to southerly expansion of the runways without inordinate cost. The depression may be an asset or liability, depending upon its eventual land use relationship to the airport.



6. Significant Airport-Related Land (Diagram G). The Airport Master Plan of 1963 designated several areas around the airport as desirable for particular uses of land. Development of the areas has proceeded slowly but the potential for its use remains good. The lands encompassed are those vacant parcels on the airport property and those within 3/4 mile, a reasonable transportation distance for lands to be considered directly airport-accessible.

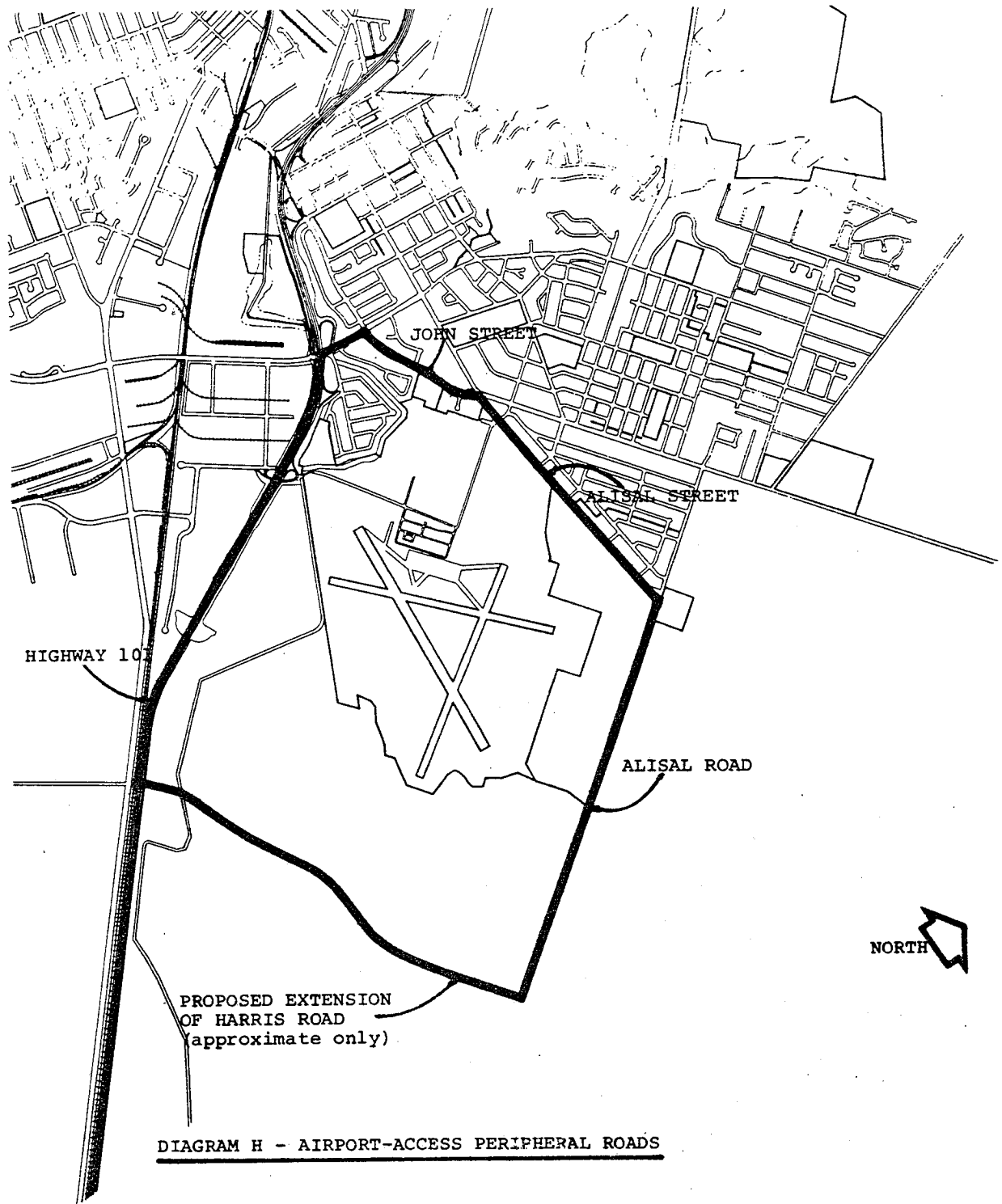


DIAGRAM H - AIRPORT-ACCESS PERIPHERAL ROADS

7. Airport-Access Peripheral Roads (Diagram H). This element is considered in conjunction with #6, significant land. Major arterial peripheral roads that provide access to the airport include Alisal Road, East Alisal Street, and the freeway, which acts, incidentally, as a confining edge to land use expansion southwest from the airport. The city map designating proposed future streets includes the extension of Harris Road in a northeasterly direction to meet Alisal Road. Such a road would probably be the closest arterial on the southeast edge of airport development. The proposed path shown is an arbitrary line based on considerations of topography, natural land features, property lines, and a feasible point of intersection at Alisal Road.

Roads such as John Street and Sanborn Road are included as necessary connector streets to airport access roads.

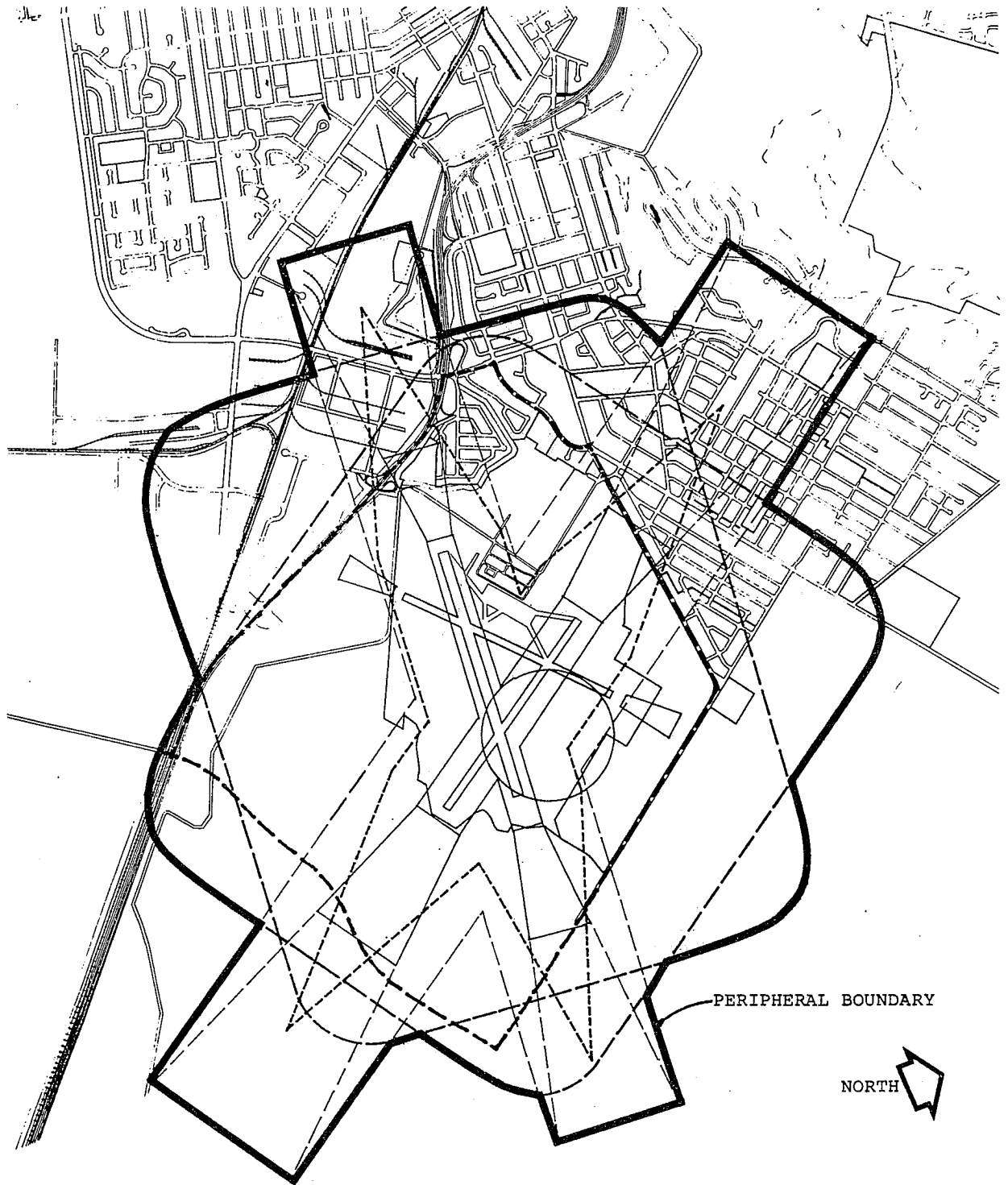


DIAGRAM J - AIRPORT LOCAL AREA OF INFLUENCE

8. Local Area of Influence. Diagram J illustrates the local area potentially influenced by airport activity. The various dashed lines outline the elements previously discussed, which, when combined, form the peripheral boundary.

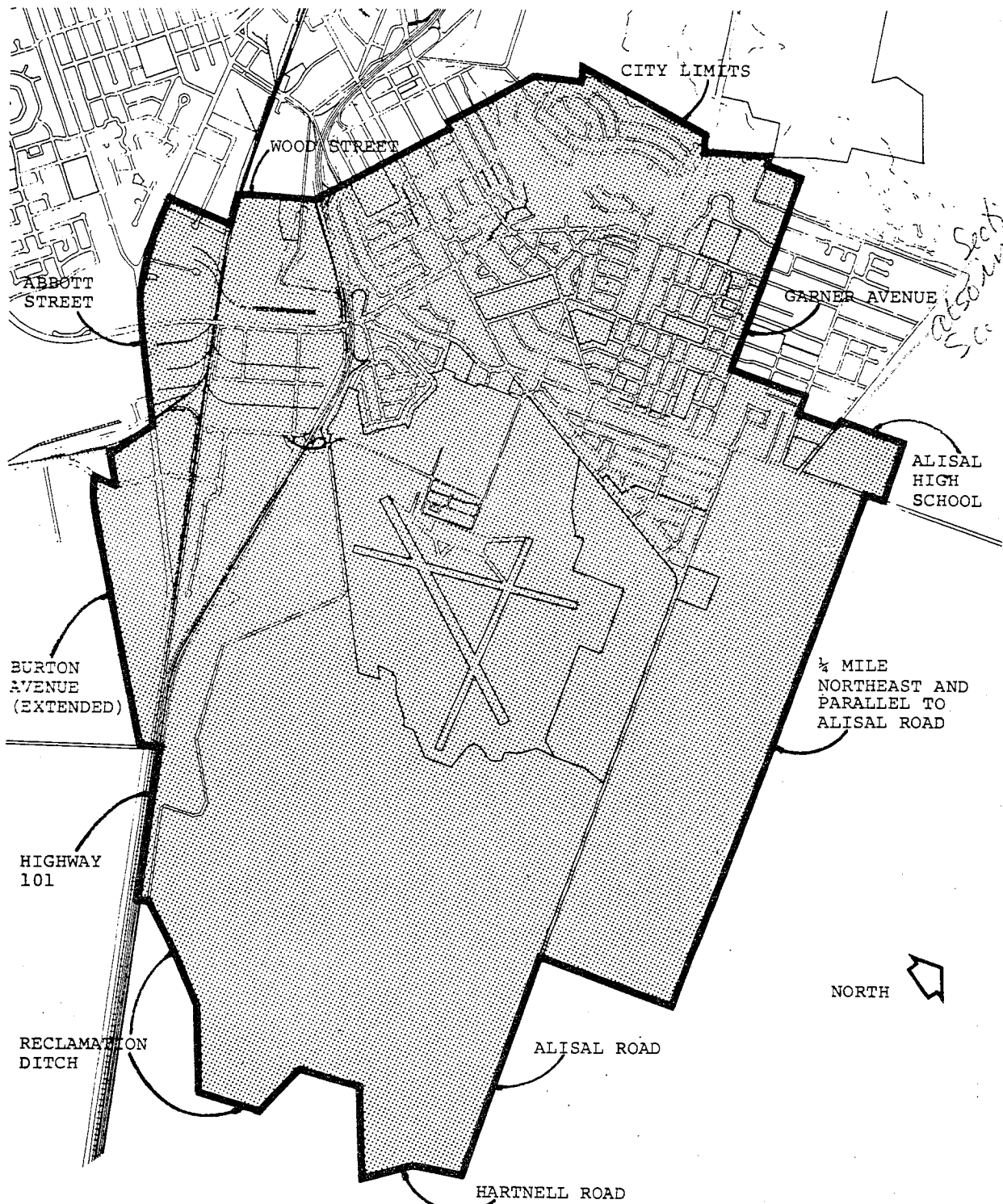


DIAGRAM K - PRECISE PLANNING AREA

9. Precise Planning Area Boundary (Diagram K). The peripheral boundary shown on Diagram J does not lend itself to easy identification. The precise planning area has therefore been established by expanding the boundary in Diagram J to the nearest or most logical street, or property line, railroad track, or natural feature.

