

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
ACTION AGENDA SUMMARY

DEPT: Planning and Community Development Af

BOARD AGENDA # 9:05 a.m.

Urgent  Routine

AGENDA DATE May 7, 2013

CEO Concurs with Recommendation YES  NO   
(Information Attached)

4/5 Vote Required YES  NO

SUBJECT:

Public Hearing to Consider Planning Commission's Recommendation for Approval of Use Permit  
Application No. PLN2012-0006 - Maring Private Airport

PLANNING COMMISSION RECOMMENDATIONS:

After conducting a duly advertised public hearing at its regular meeting of April 4, 2013, the Planning Commission, on a 7-0 vote (Buehner/Crabtree), recommended the Board approve the project, as follows:

1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.

(Continued on page 2)

FISCAL IMPACT:

There are no fiscal impacts associated with this project. In accordance with the adopted Department of Planning and Community Development Fee Schedule, this project is subject to payment of the department's established fees for processing of the application. All costs associated with this project have been paid and approval of this project will have no impact on the County's General Fund.

BOARD ACTION AS FOLLOWS:

No. 2013-227

On motion of Supervisor De Martini, Seconded by Supervisor Monteith  
and approved by the following vote,

Ayes: Supervisors: Monteith, De Martini and Chairman Chiesa

Noes: Supervisors: O'Brien

Excused or Absent: Supervisors: None

Abstaining: Supervisor: Withrow

1) X Approved as recommended

2) \_\_\_\_\_ Denied

3) \_\_\_\_\_ Approved as amended

4) \_\_\_\_\_ Other:

MOTION:



ATTEST: CHRISTINE FERRARO TALLMAN, Clerk

File No.

**PLANNING COMMISSION RECOMMENDATION (CONTINUED):**

2. Order the filing of a Notice of Determination with the Stanislaus County Clerk-Recorder pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that:
  - (a) The establishment, maintenance, and operation of the proposed use or building applied for is consistent with the General Plan designation of "General Agriculture"; and
  - (b) The project is consistent with any/all adopted county policies; and
  - (c) The project will not, under the circumstances of the particular case, be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use; and
  - (d) The project will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County; and
  - (e) Certain conditions have been added to ensure that the impact from this project is minimal; and
  - (f) The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district; and
  - (g) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural product on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping; and
  - (h) The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use; and
  - (i) The project will increase activities in and around the project area and increase demands for roads and services thereby requiring dedication and improvements.
4. Approve Use Permit Application No. PLN2012-0006 – Maring Private Airport, subject to the attached Conditions of Approval.

**DISCUSSION:**

This Use Permit application is a request to establish a private airport including three (3) airplane hangars totaling 7,300± square feet and a 2,800± foot runway. The project site is located on Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. As proposed, the airport would be situated across two separate assessor parcels (38± and 59± acres for a total of 97± acres) each enrolled under a Williamson Act contract. The site is currently designated

as "Agriculture" in the Stanislaus County General Plan and is within the A-2-40 zoning district (General Agriculture - 40 acre minimum for newly created parcels).

The proposed "private use" airport will primarily be used to assist in the applicant/owner's agricultural operations. A maximum of four (4) aircrafts are expected to be located on-site, housed within the proposed hangars. A maximum of ten (10) aircraft flights per week are anticipated. Aircraft flights will primarily be used by the applicant to survey farmland controlled by the applicant extending from Tracy, California to the greater Fresno County, California area. Additionally, the air facility will be used to transport clients to the neighboring agricultural packing facility, controlled by the applicant. The applicant has also identified that the airport will be used for limited recreational flights including use by others. The majority of fueling, repairs, and major maintenance will occur off-site at one of the various regional airports and no storage of fuel or other hazardous materials is expected on-site. The applicant has identified that on occasion, aircrafts may utilize an aircraft fueling truck that will make deliveries of fuel to re-fuel aircrafts on-site. Additional information, including a more detailed project description, is attached in the Planning Commission Staff Report (See Exhibit D of Attachment No. 1 – Application Information and Project Description).

The Stanislaus County Zoning Ordinance, Section 21.20.040 (A-2 - General Agriculture) allows for both public and private airports upon the granting of a use permit and with review by the Stanislaus County Airport Land Use Commission (ALUC), Stanislaus County Planning Commission and the approval of the Board of Supervisors.

A proposed airport/helipad, such as this project, may be approved if found to be consistent with the General Plan and with adopted County policies, including the following guidelines, as adopted by the Board of Supervisors on March 6, 1984, *"Establishing Policies for the Siting of New Airports, Agricultural Service Airports, and Temporary Agricultural Service Airports"* (See Exhibit H of Attachment No. 1 - Airport Siting Standards – Appendix 5-B of Safety Element, Stanislaus County General Plan).

1. Provide a clear zone for a distance of 200 feet from the end of the runway. The clear zone shall start at the ends of the runway and at a point 200 feet from the end of the runway be three times the width of the runway.
2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1,000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. This shall not be construed so as to prohibit the owner of any airport from having their own dwelling(s), shop(s), poultry building(s), or similar agricultural structure(s) within this area.
3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures.
4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.

5. Obtain, when necessary, approval of the California Department of Transportation Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.

A full analysis and discussion of the five policies for the siting of new airports can be found in the attached Planning Commission Staff Report - Attachment 1. Also contained within the Planning Commission Staff Report is a complete review of the proposed project's consistency with General Plan and a discussion on its conformance to the County's Zoning Ordinance, including consistency with Williamson Act Principles of Compatibility (See Attachment No. 1). This project has been sent to the California Department of Conservation (DOC) for review regarding Williamson Act. To date, DOC staff has not responded.

As required, this project was reviewed (via the CEQA-Early Consultation process) by the Stanislaus County Airport Land Use Commission (ALUC) at a regularly scheduled meeting on November 1, 2012. Discussion at the ALUC meeting focused primarily on potential safety impacts as well as the level of noise associated with flight and on-ground activity. Following the ALUC, the applicant provided an Environmental Noise Assessment, conducted by Brown-Buntin Associates, which evaluated probable aircraft noise related to the proposed airport. A full copy of the Noise Assessment can be found as "Exhibit G" of the Planning Commission Staff Report (See Attachment 1). In summary, the noise assessment found that the proposed airport operations would not exceed the noise compatibility standards of the State of California (65 dB CNEL) or those of Stanislaus County (60 dB CNEL). As such, the assessment did not suggest or require any mitigation (or alterations) to the project that would lessen any noise related impacts.

On April 4, 2013, the Stanislaus County Planning Commission held a public hearing and on a 7-0 (Buehner/Crabtree) vote recommended the Board of Supervisors approve the Use Permit application as proposed. Only one person spoke at the Planning Commission hearing. Elwyn Heinen of Advanced Design Group, the project representative, spoke in favor of the project and although there were none, offered to answer questions related to the proposed project.

#### **POLICY ISSUES:**

The Board should determine if the proposed project is consistent with the overall goals and policies of the Stanislaus County General Plan, including adopted policies regarding airport siting requirements, and Stanislaus County Zoning Ordinance provisions, including Williamson Act Principles of Compatibility, as described in this report.

#### **STAFFING IMPACT:**

There are no staffing impacts associated with this item.

**CONTACT PERSON:**

Angela Freitas, Planning and Community Development Director.  
Telephone: (209) 525-6330.

**ATTACHMENTS:**

1. Planning Commission Staff Report, April 4, 2013
  - Exhibit A - Findings
  - Exhibit B - Maps
  - Exhibit C- Conditions of Approval
  - Exhibit D - Application Information and Project Description
  - Exhibit E - Initial Study
  - Exhibit F - Negative Declaration
  - Exhibit G - Environmental Noise Assessment - Brown-Buntin Associates
  - Exhibit H - Airport Siting Standards – Appendix 5-B of Safety Element,  
Stanislaus County General Plan
  - Exhibit I - Environmental Review Referrals
  
2. Planning Commission Minutes, April 4, 2013

# STANISLAUS COUNTY PLANNING COMMISSION

April 4, 2013

## STAFF REPORT

### USE PERMIT APPLICATION NO. PLN2012-0006 MARING PRIVATE AIRPORT

**REQUEST: TO ESTABLISH A PRIVATE AIRPORT, INCLUDING THREE (3) AIRPLANE HANGARS TOTALING 7,300± SQUARE FEET AND A 2,800± FOOT RUNWAY.**

#### APPLICATION INFORMATION

Applicant / Property Owner:	Jon E. Maring
Engineer:	Elwyn Heinen, Advanced Design Group
Location:	Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley
Section, Township, Range:	35 & 36-4-7
Supervisorial District:	Five (Supervisor DeMartini)
Assessor's Parcel:	016-043-004 & 005
Referrals:	See Exhibit "I" Environmental Review Referrals
Area of Project Site:	97± acres
Water Supply:	On-Site Private Well
Sewage Disposal:	On-Site Private Septic System
Existing Zoning:	A-2-40 (General Agriculture)
General Plan Designation:	Agriculture
Community Plan Designation:	Not Applicable
Williamson Act Contract No.:	72-1007 & 71-0201
Environmental Review:	Negative Declaration

#### RECOMMENDATION

Staff recommends that the Planning Commission forward this project to the Board of Supervisors with a recommendation to approve this request based on the discussion below and on the whole of the record provided to us. If the Planning Commission chooses to make a recommendation to approve this project, Exhibit A provides an overview of all of the findings required for project approval which include use permit findings.

#### PROJECT DESCRIPTION

This is a request to establish a private airport including three (3) airplane hangars totaling 7,300 square feet and a 2,800± foot runway. The proposed "private use" airport will primarily be used to assist in the applicant/owner's agricultural operations. A maximum of ten (10) aircraft flights per week are anticipated. These flights will be used primarily by the applicant/owner to survey farmland controlled by the applicant/owner extending from Tracy, California to the greater

Fresno County, California area. Additionally, it is proposed that the air facility will be used to transport clients to the neighboring agricultural packing facility, controlled by the applicant/owner. The applicant has also identified that the airport will be used for limited recreational flights including use by others as described in the applicant's project description. A maximum of four (4) aircrafts are expected to be located on-site, all of which will be housed within the proposed hangars. All fueling, repairs, and major maintenance will occur off-site at one of the various regional airports and no storage of fuel or other hazardous materials is expected on-site. Additional information, including a more detailed project description, is attached. (See Exhibit D – *Application Information and Project Description*.)

### **SITE DESCRIPTION**

The project site is situated on two assessor parcels (38± & 59± acres for a total of 97± acres) each enrolled in a separate Williamson Act Contract (Nos. 72-1007 & 71-0201). The proposed airport runway will be constructed in a northwest to southeast direction, across portions of each parcel, with the three (3) proposed hangars situated on the northern portion of the 38± acre parcel. The site is located on Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. Surrounding uses consist of seasonal row crop land and orchards to the north, south, east, and west. The applicant/owner controls several properties surrounding the project site including a property just to the north developed as part of an agricultural commodity "packing" business. There are no on-site improvements or structures on the project site; however, the property is currently being used for growing agricultural crops.

### **ISSUES**

The following issues, related to the potential noise levels of the proposed airport, have been reviewed and analyzed:

#### **Environmental Noise Assessment – Aircraft Noise Analysis**

In general, airports and helipads (public or private) have the potential for several safety and environmental concerns. The Stanislaus County Zoning Ordinance (21.20.040) recognizes the potential safety impacts related to airports/helipads by laying out an approval process that is unique to airports/helipads. Applications for new "facilities" are processed as a Use Permit application but require review by the Airport Land Use Commission (ALUC) and a public hearing with the Planning Commission to make a recommendation to the Board of Supervisors. Final approval must be granted by the Board of Supervisors through a full public hearing process. This process includes review of the project's consistency with adopted siting guidelines discussed in further detail and found within the "General Plan Consistency" section of this report.

As this application was being processed, an Early Consultation referral was reviewed at the November 1, 2012, ALUC meeting. Staff was unsure of the potential noise impacts and sought direction from the ALUC regarding the necessity of a noise assessment. Discussion at the ALUC meeting focused on potential safety impacts as well as the level of noise associated with flight and on-ground activity. Although it was not unanimous, some of the commissioners felt that an aircraft noise assessment/study may be appropriate.

Following the ALUC meeting, Staff requested that the applicant conduct an Environmental Noise Assessment. The applicant hired Brown-Buntin Associates to conduct the analysis. (See Exhibit G - *Environmental Noise Assessment - Brown-Buntin Associates*.) The assessment

determined that the proposed airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. These potential noise levels do not exceed the noise compatibility standards of the State of California (65 dB CNEL) or Stanislaus County (60 dB CNEL). As such, the assessment did not suggest or require any mitigation (or alterations) to the project that would lessen any noise related impacts. Further discussion of the noise assessment is provided in the section below.

### **GENERAL PLAN CONSISTENCY**

The site is currently designated as "Agriculture" in the Stanislaus County General Plan and this designation is consistent with an A-2 (General Agriculture) zoning district. The Agriculture designation recognizes the value and importance of agriculture by acting to preclude incompatible urban development within agricultural areas.

A proposed airport/helipad, such as this project, may be approved if found to be consistent with the General Plan and with adopted County policies, including the following guidelines, as adopted by the Board of Supervisors on March 6, 1984, *"Establishing Policies for the Siting of New Airports, Agricultural Service Airports, and Temporary Agricultural Service Airports"*. (See Exhibit H - *Airport Siting Standards – Appendix 5-B of Safety Element, Stanislaus County General Plan.*)

1. Provide a clear zone for a distance of 200 feet from the end of the runway. The clear zone shall start at the ends of the runway and at a point 200 feet from the end of the runway be three times the width of the runway.
2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1,000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. This shall not be construed so as to prohibit the owner of any airport from having their own dwelling(s), shop(s), poultry building(s), or similar agricultural structure(s) within this area.
3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures.
4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.
5. Obtain when necessary approval of the California Department of Transportation Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.

In regards to items numbered 1, 2, and 3, it appears the intent of locating away from people intensive uses, such as residences, has been met given that the area around the project site is sparsely populated and not heavily developed. There are three residences in the vicinity of the proposed airport. The closest residence is located approximately 800 feet east of the middle runway edge, a second residence is located 2,300 feet from the southern runway edge, and the third residence is located 2,400 feet from the northern runway edge. Clear zones at the ends of the runway are adequate to meet the requirements defined above.



In regards to item number 4, the applicant states that the proposed runway surface is currently "to be determined"; however, it has been indicated to staff that the runway will most likely consist of densely packed smooth dirt surface, maintained in such a way as to prevent dust. The applicant has stated that all flight activity will take place between dawn and dusk. The lack of runway lighting will significantly limit any potential impact of runway lights on the surrounding area.

Additionally, noise levels are required to be maintained below limits defined by the State and County as being a nuisance. The California Airport Noise Regulation (CCR Title 21, Chapter 2.5, Sub-chapter 6) establishes 65 dB CNEL as the acceptable level of exterior aircraft noise for persons living in the vicinity of airports. The Stanislaus County Noise Element of the General Plan also utilizes the CNEL for assessing noise compatibility around airports. The county's standard for residential land uses is 60 dB CNEL, which is five (5) dB more restrictive than the above-described state standard. Typically noise concerns related to airports are due to the close proximity of residential structures or "sensitive noise receptors".

Although the proposed airport is located in a somewhat remote area, there were some potential conflicts that needed to be studied in more detail to assess any potential impacts related to noise. An Environmental Noise Assessment was conducted by Brown-Buntin Associates, Inc. to review potential noise impacts associated with on-site activities of the proposed airport. (See Exhibit G - *Environmental Noise Assessment - Brown-Buntin Associates*.) The assessment was finalized on February 6, 2013. The assessment identified that the project's noise sources will primarily be aircraft noise with the closest sensitive receptors being the three (3) residential structures in the area. The residential structures are located at 800, 2,300, and 2,400 feet from the runway edge. The assessment determined that the proposed airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. Noise levels such as these do not exceed the standards of the State of California (65 dB CNEL) or Stanislaus County (60 dB CNEL).

In regards to item number 5, the applicant and Staff have been in contact with Caltrans Division of Aeronautics throughout the course of processing this application. To date, Caltrans has not formally confirmed State permitting requirements although, based on the type of use, this proposed airport will most likely be exempt from obtaining State permits; however, a condition of approval has been added that will require the applicant/owner to obtain the proper permits from both the FAA and Caltrans Division of Aeronautics, if necessary.

In addition to the above information regarding the "Airport Siting Standards", the proposed project is addressed by the following goals, policies, and implementation measures of the Land Use Element of the General Plan:

**Goal One – Policy Two**

*"Land designated Agriculture shall be restricted to uses that are compatible with agricultural practices, including natural resources management, open space, outdoor recreation and enjoyment of scenic beauty."*

**Goal Three - Policy Seventeen**

*"Promote diversification and growth of the local economy."*

Implementation Measure No. 5: Allow private recreational uses where they are not found to cause land use conflicts.

The proposed project is also addressed by the following goals, objectives, and policies of the Agricultural Element of the General Plan:

**Objective 1.2:**

***Support the development of agriculture-related uses.***

In summary, the discussion section of Objective No. 1.2 states:

*"Given its broad diversity, Stanislaus County agriculture involves a variety of commercial and industrial activities and requires a range of supplies and services... Some of these activities and support services may be most appropriately located on agricultural lands, where they are convenient and accessible to farmers and ranchers. On the other hand, some of these uses may interfere with agricultural operations. The determination of which commercial activities and support services belong on agricultural lands depends on their connection to agriculture, the potential for conflicts, the size, scale, and adaptability of the use, and the amount of land lost to farming."*

**Goal Three – Policy Seventeen**

*"Promote diversification and growth of the local economy."*

Implementation Measure No. 2: Allow private recreational uses where they are not found to cause land use conflicts.

This project is also subject to the Agricultural Element Buffer requirements contained within Appendix A (Buffer and Setback Guidelines) of the Agricultural Element. With the proposed development situated on a relatively large project site, the buffer guidelines as outlined in the Agricultural Element have been met. Based on the foregoing discussion, staff believes the appropriate findings can be made and that the project is therefore consistent with the General Plan.

**ZONING CONFORMANCE**

The Stanislaus County Zoning Ordinance, Section 21.20.040 (A-2 - General Agriculture) allows for both public and private airports upon the granting of a use permit and the approval of the Board of Supervisors. Construction and operation of a private "agricultural" airport is considered to be consistent with agriculture uses in the County, and supports the agricultural economy rather than having a negative impact, provided all appropriate findings can be met.

The project site is enrolled in a Williamson Act contract. Uses requiring a use permit to be approved on contracted land must be found consistent with specific Williamson Act Principles of Compatibility. The following are the required Principles of Compatibility:

1. The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district.
2. The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district. Uses that significantly displace agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural products on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping.
3. The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use.

An Early Consultation referral and a 30-day referral/Initial Study were sent to the Department of Conservation (DOC) for review regarding the Williamson Act. To date, DOC staff has not responded.

Staff believes the necessary findings can be made showing that the airport will be used primarily in support of agriculture. With conditions of approval in place, there is no indication that, under the circumstances of this particular case, the proposed project will be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use, or that it will be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the county.

### **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to all interested parties and responsible agencies for review and comment and no significant issues were raised. (See Exhibit I - *Environmental Review Referrals*.) In addition to the standard referral agencies, this project was also reviewed by the County Environmental Review Committee (ERC), the Airport Land Use Commission (ALUC), and Caltrans Division of Aeronautics. A Negative Declaration has been prepared for approval as the project will not have a significant effect on the environment. (See Exhibit E - *Initial Study* and F - *Negative Declaration*.) Conditions of approval reflecting referral responses have been placed on the project. (See Exhibit C - *Conditions of Approval*.)

\*\*\*\*\*

**Note:** Pursuant to California Fish and Game Code Section 711.4, all project applicants subject to the California Environmental Quality Act (CEQA) shall pay a filing fee for each project; therefore, the applicant will further be required to pay **\$2,213.25** for the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and the Clerk Recorder filing fees. Planning staff will ensure that this will occur.

Contact Person: Joshua Mann, Associate Planner, (209) 525-6330

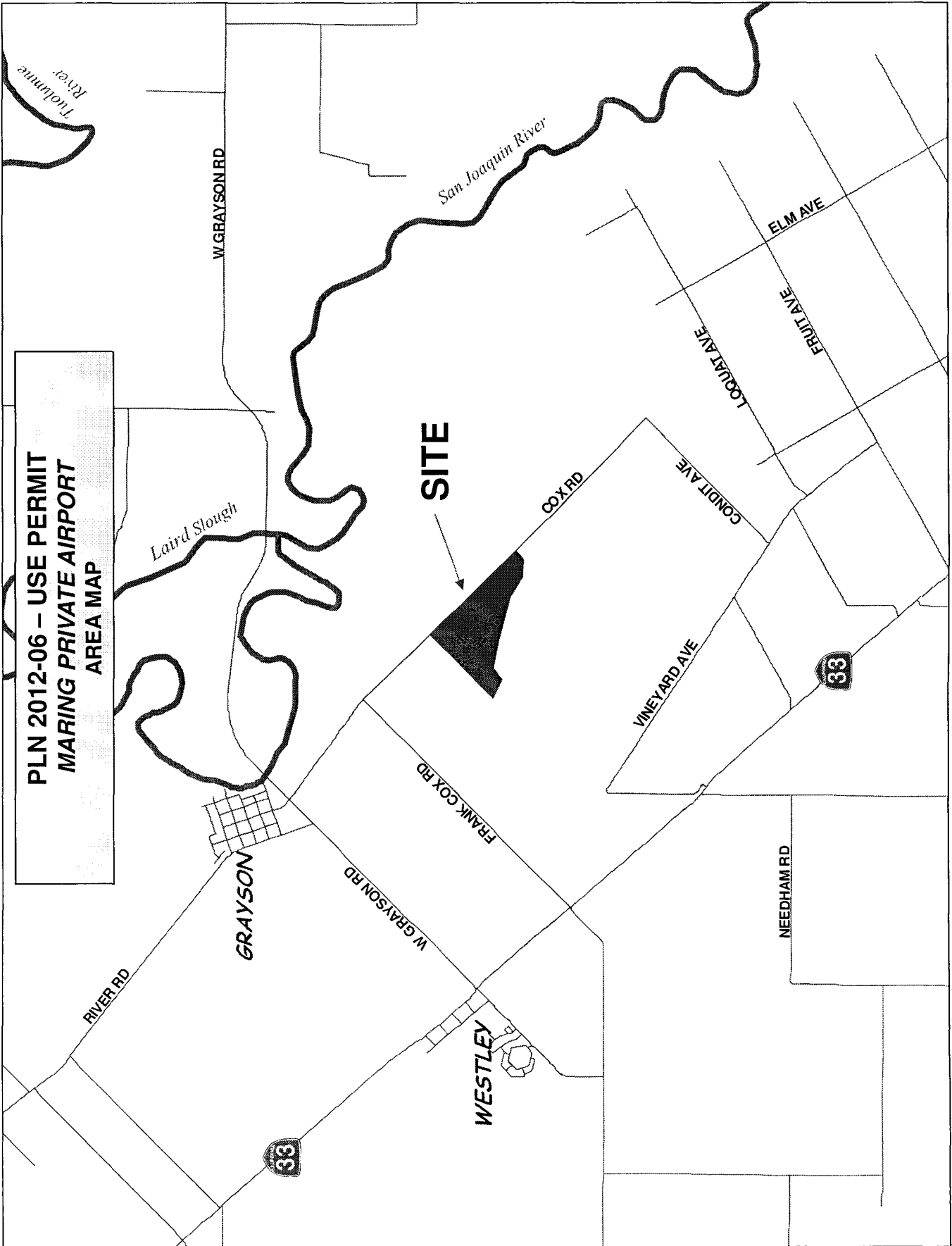
Attachments:

- Exhibit A - Findings
- Exhibit B - Maps
- Exhibit C- Conditions of Approval
- Exhibit D - Application Information and Project Description
- Exhibit E - Initial Study
- Exhibit F - Negative Declaration
- Exhibit G - Environmental Noise Assessment - Brown-Buntin Associates
- Exhibit H - Airport Siting Standards – Appendix 5-B of Safety Element, Stanislaus County General Plan
- Exhibit I - Environmental Review Referrals

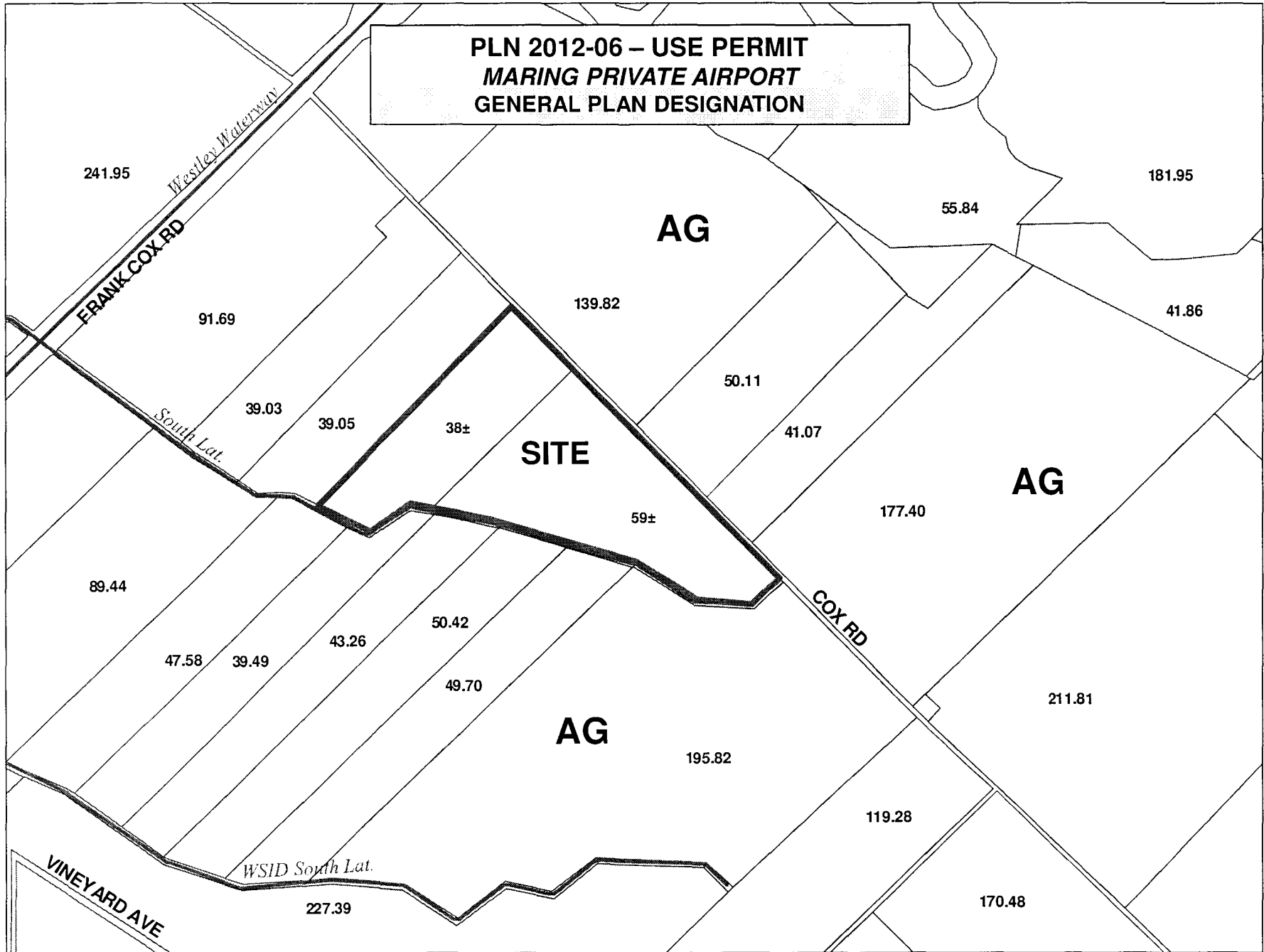
**Exhibit A**  
**Findings and Actions Required for Project Approval**

Based on the above report and the entire project record, staff recommends that the Planning Commission make the following recommendation to the Board of Supervisors:

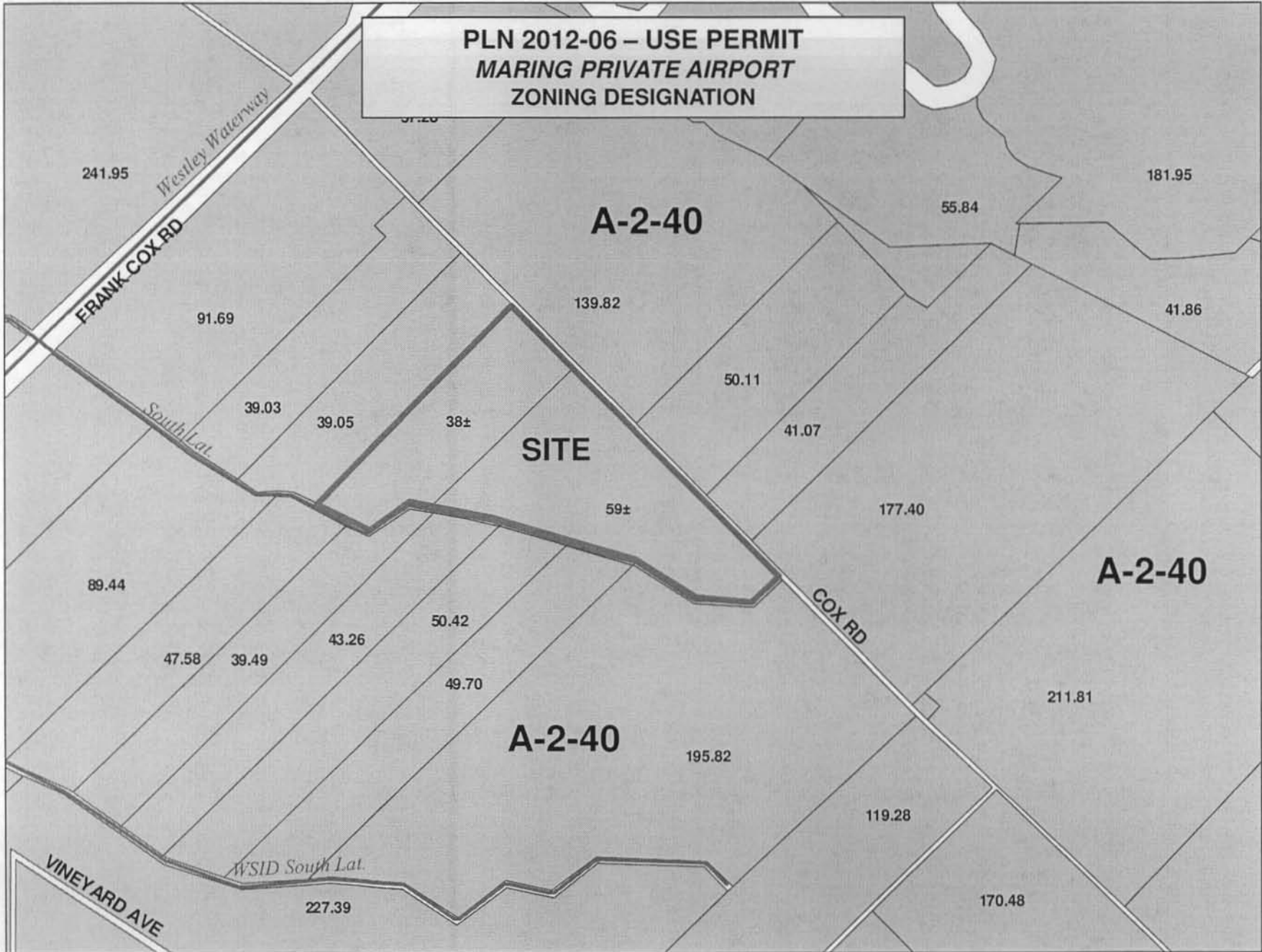
1. Adopt the Negative Declaration pursuant to CEQA Guidelines Section 15074(b), by finding on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence the project will have a significant effect on the environment and that the Negative Declaration reflects Stanislaus County's independent judgment and analysis.
2. Order the filing of a Notice of Determination with the Stanislaus County Clerk-Recorder pursuant to Public Resources Code Section 21152 and CEQA Guidelines Section 15075.
3. Find that:
  - (a) The establishment, maintenance, and operation of the proposed use or building applied for is consistent with the General Plan designation of "General Agriculture"; and
  - (b) The project is consistent with any/all adopted county policies; and
  - (c) The project will not, under the circumstances of the particular case, be detrimental to the health, safety, and general welfare of persons residing or working in the neighborhood of the use; and
  - (d) The project will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County; and
  - (e) Certain conditions have been added to ensure that the impact from this project is minimal; and
  - (f) The use will not significantly compromise the long-term productive agricultural capability of the subject contracted parcel or parcels or on other contracted lands in the A-2 zoning district; and
  - (g) The use will not significantly displace or impair current or reasonably foreseeable agricultural operations on the subject contracted parcel or parcels may be deemed compatible if they relate directly to the production of commercial agricultural product on the subject contracted parcel or parcels or neighboring lands, including activities such as harvesting, processing, or shipping; and
  - (h) The use will not result in the significant removal of adjacent contracted land from agricultural or open-space use; and
  - (i) The project will increase activities in and around the project area and increase demands for roads and services thereby requiring dedication and improvements.
4. Approve Use Permit Application No. PLN2012-0006 – Maring Private Airport, subject to the attached Conditions of Approval.



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
GENERAL PLAN DESIGNATION**



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
ZONING DESIGNATION**







PLN 2012-06 - USE PERMIT  
MARING PRIVATE AIRPORT  
AERIAL PHOTO (2008)

SITE

COX RD

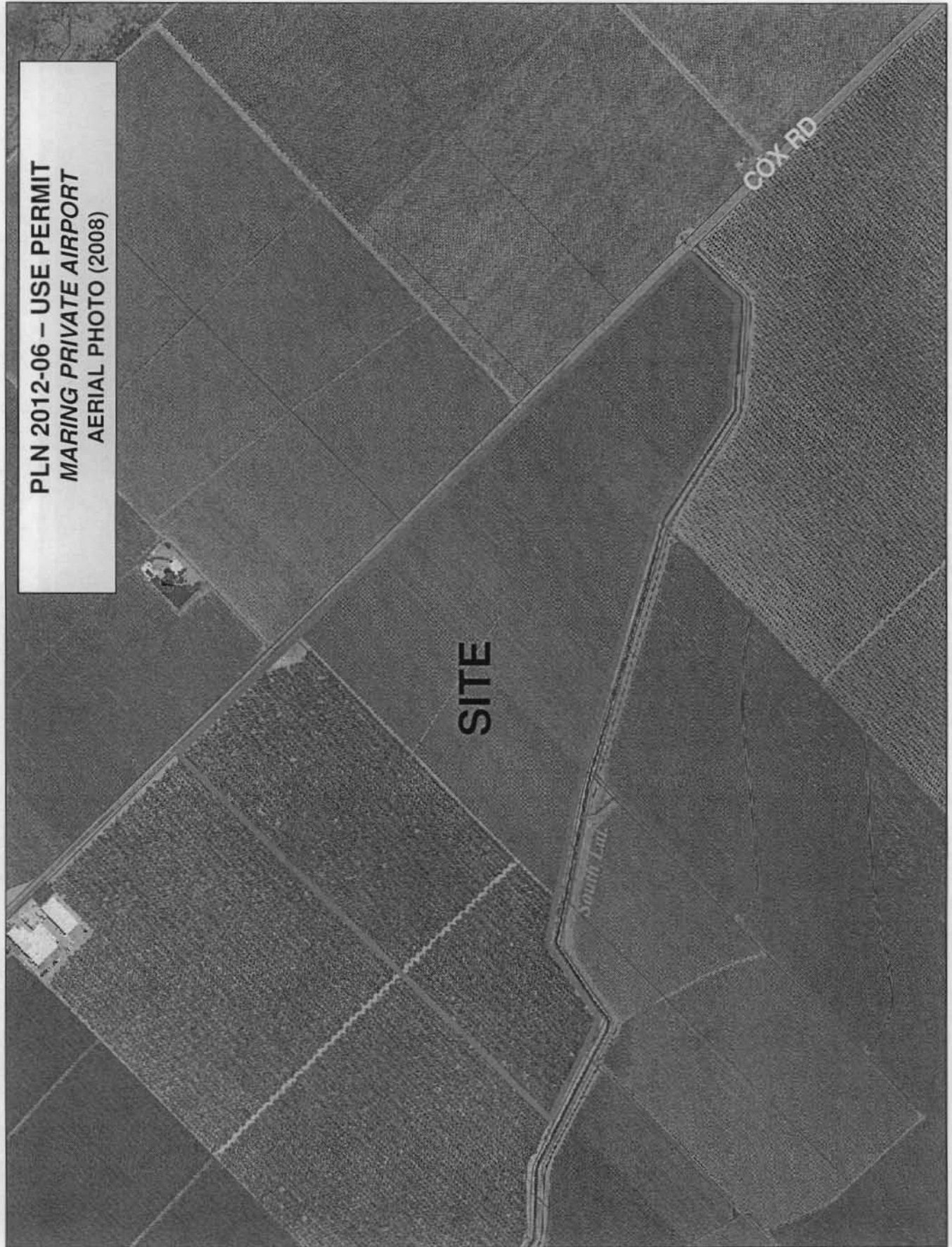
FRANK COX RD

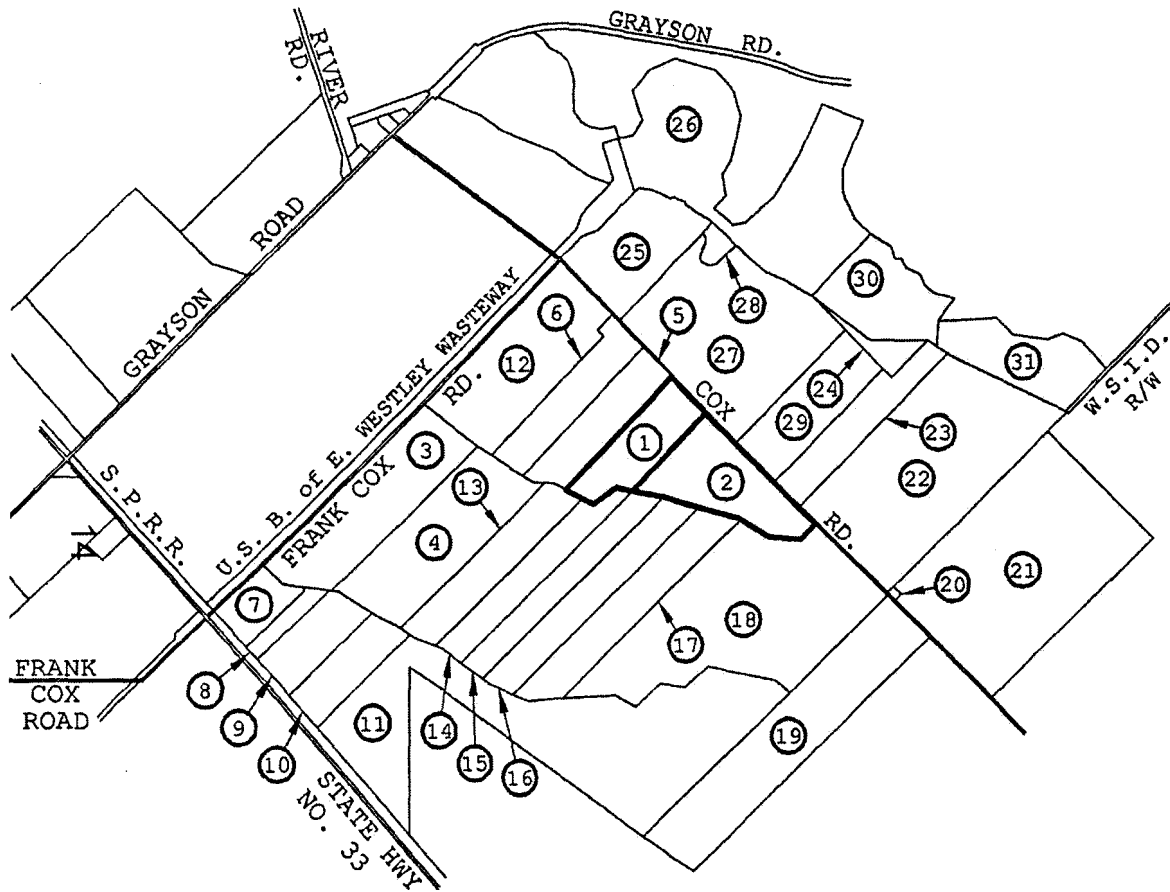
South East

WSID South East

VINEYARD AVE

PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
AERIAL PHOTO (2008)





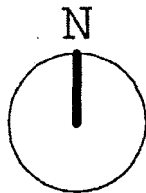
## LEGEND

APN:	USAGE
1) 016-043-004	AGRI / OPEN FARM GROUND.
2) 016-043-005	AGRI / OPEN FARM GROUND.
3) 016-031-006	AGRI / OPEN FARM GROUND.
4) 016-031-007	AGRI / OPEN FARM GROUND.
5) 016-043-003	AGRI / ORCHARD.
6) 016-043-002	DEL MAR FARMS / ORCHARD.
7) 016-031-014	ALMOND HULLING FACILITY.
8) 016-031-015	ALMOND HULLING FACILITY / RESIDENCE.
9) 016-031-004	AGRI / OPEN FARM GROUND.
10) 016-031-005	AGRI / OPEN FARM GROUND.
11) 016-032-002	AGRI / OPEN FARM GROUND / RESIDENCE.
12) 016-043-001	AGRI / OPEN FARM GROUND / RESIDENCE.
13) 016-043-006	AGRI / OPEN FARM GROUND.
14) 016-043-007	AGRI / OPEN FARM GROUND.
15) 016-043-008	AGRI / OPEN FARM GROUND.
16) 016-043-009	AGRI / OPEN FARM GROUND.
17) 016-043-010	AGRI / OPEN FARM GROUND.
18) 016-031-009	AGRI / OPEN FARM GROUND.
19) 016-032-003	AGRI / OPEN FARM GROUND / RESIDENCE.
20) 016-032-009	RESIDENCE.
21) 016-032-010	AGRI / OPEN FARM GROUND / RESIDENCE.
22) 016-026-013	AGRI / OPEN FARM GROUND.
23) 016-026-032	AGRI / OPEN FARM GROUND.
24) 016-026-047	AGRI / OPEN FARM GROUND.
25) 016-026-039	AGRI / ORCHARD / RESIDENCE.
26) 016-026-044	UNDEVELOPED / WETLANDS.
27) 016-026-049	AGRI / OPEN FARM GROUND / RESIDENCE.
28) 016-026-045	RESIDENCE.
29) 016-026-048	AGRI / OPEN FARM GROUND.
30) 016-026-051	AGRI / OPEN FARM GROUND.
31) 016-026-052	UNDEVELOPED / WETLANDS.

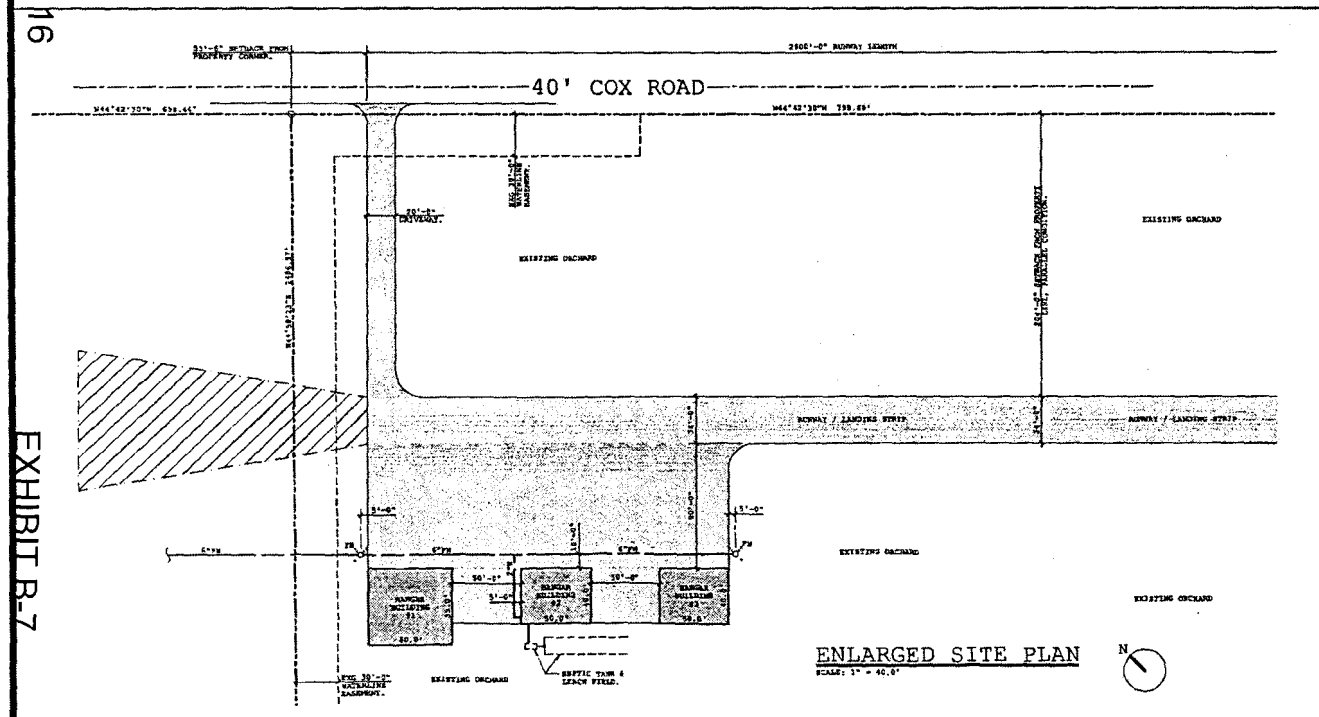
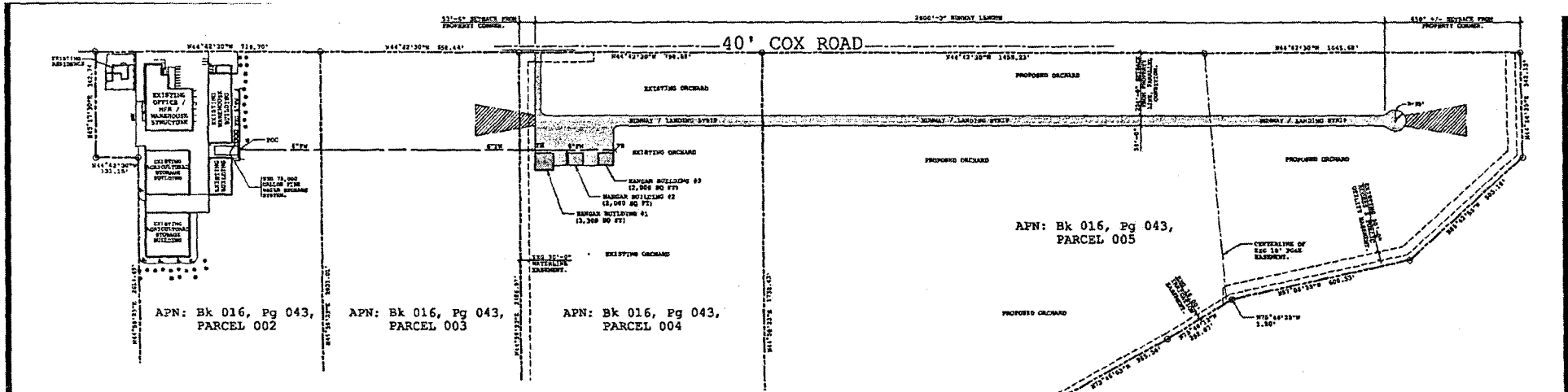
EXHIBIT B-5

# AREA MAP

SCALE: 1" = 3000.00'







**KEY SITE PLAN**  
SCALE: 1" = 300.00'

NOTE: CROSS HATCH AREA DESIGNATES A PROPOSED CLEAR ZONE FOR A DISTANCE OF 200 FEET FROM EACH END OF THE ROADWAY AND AS A POINT 200 FEET FROM THE END OF THE ROADWAY IN THOSE STATES THE RIGHT OF THE ROADWAY.

THE DESIGN AND CONSTRUCTION FEATURES SHOWN IN THESE PLANS INCORPORATE PROVISIONARY DESIGN. WHETHER THESE PLANS FOR THE DESIGN AND CONSTRUCTION FEATURES SHOWN HEREIN ARE TO BE ENLARGED IN SCALE OR IN PART WITHOUT THE CONSENT OF ADVANCED DESIGN GROUP, INC.

REV	DATE	BY

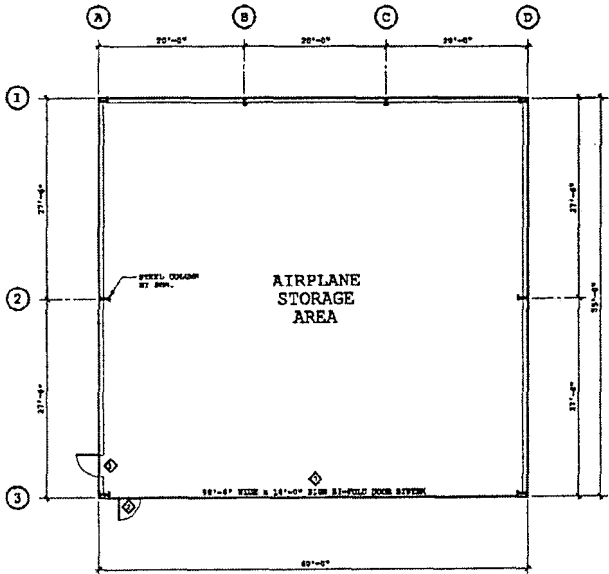
PROJECT: PRIVATE AIRPORT  
OWNER: MR. EDWARD J. MARING  
LOCATION: COX ROAD, PATTERSON, CALIFORNIA

**advanced**  
DESIGN GROUP, INC.  
110 WEST 17TH STREET, SUITE 200  
POMONA, CA 91768  
(951) 791-1100

DRAWN BY: 0118	PROJECT
CHECKED BY:	12048
DATE: 09/12/17	SHEET NUMBER
SCALE: AS NOTED	2

NOTE; THIS DRAWING IS FOR THE CONDITIONAL USE PERMIT APPLICATION.

EXHIBIT B-7



**HANGAR BUILDING #1 FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

- DOOR SCHEDULE**
- ① DESIGNATES 3'-0" x 7'-0" DOOR
  - ② DESIGNATES 8'-0" x 16'-0" DOOR
  - ③ DESIGNATES 2'-0" x 14'-0" DOOR
  - ④ DESIGNATES 3'-0" x 7'-0" DOOR
- ALL DOORS TO BE OPENED AUTOMATICALLY BY PULL OR PUSH.
- ALL DOORS TO BE OPENED AUTOMATICALLY BY PULL OR PUSH.
- ALL DOORS TO BE OPENED AUTOMATICALLY BY PULL OR PUSH.
- ALL DOORS TO BE OPENED AUTOMATICALLY BY PULL OR PUSH.



**NOTES:**

- THE REVISIONS TO THE FOLLOWING OCCUPANCY TYPES (PERMITS) ARE BASED UPON THE FOLLOWING:
  - (a) THE ALLOWABLE SEVERAL MULTIPLE DWELLS NOTED IN TABLE NO. 107.1(1) & 107.1(2) OF THE DISTRICT AND CITY OF LOS ANGELES.
  - (b) PERMITS NOTING IS NOT NOTIFIED.
  - (c) OWNER IS TO BE RESPONSIBLE FOR MAINTAINING THE BUILDING'S OCCUPANCY TYPES (PERMITS).

**SCHEDULE:** A-1-00 (Agricultural Structures)

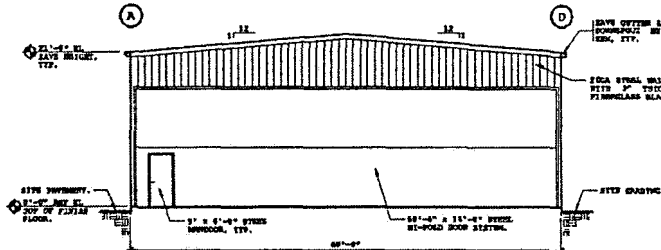
**CONSTRUCTION TYPE:** II(B) (Single Story, Steel Construction)

**PERMITTED OCCUPANCY TYPE:** B1 (Accessory Building) with "A-1" occupancy ratings for aircraft storage and repair.

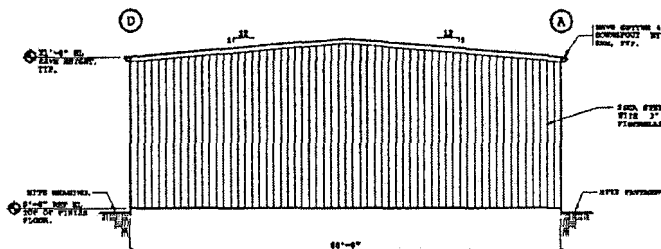
**ACTUAL AREA:** 3,050 SQ. FT. (AIRCRAFT BAYING, 60'-0" X 51'-0" LONG, WING VOLUME = 75,420 CU. FT.)

**ALLOWABLE AREA:** 17,300 SQ. FT.

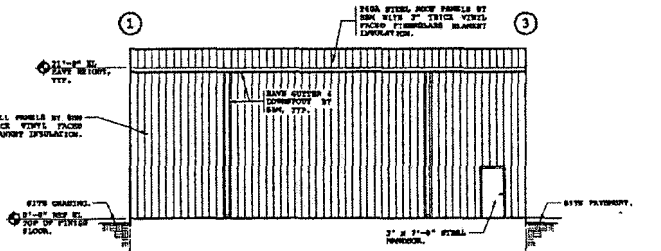
**BUILDING ANALYSIS**



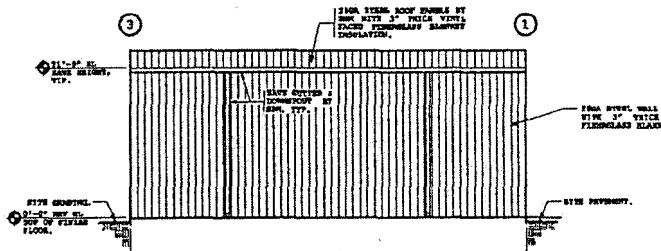
**NORTH ELEVATION AT LINE 3**  
SCALE: 1/8" = 1'-0"



**SOUTH ELEVATION AT LINE 1**  
SCALE: 1/8" = 1'-0"



**EAST ELEVATION AT LINE "A"**  
SCALE: 1/8" = 1'-0"



**WEST ELEVATION AT LINE "D"**  
SCALE: 1/8" = 1'-0"

**NOTE; THIS DRAWING IS FOR THE CONDITIONAL USE PERMIT APPLICATION.**

**advanced**  
DESIGN GROUP, INC.  
A DIVISION OF MCDERMOTT INTERNATIONAL, INC.

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**PROJECT:** PRIVATE AIRPORT  
**OWNER:** MR. EDWARD J. MARING  
**LOCATION:** COX ROAD, PATTERSON, CALIFORNIA

---

REV.	DATE	BY

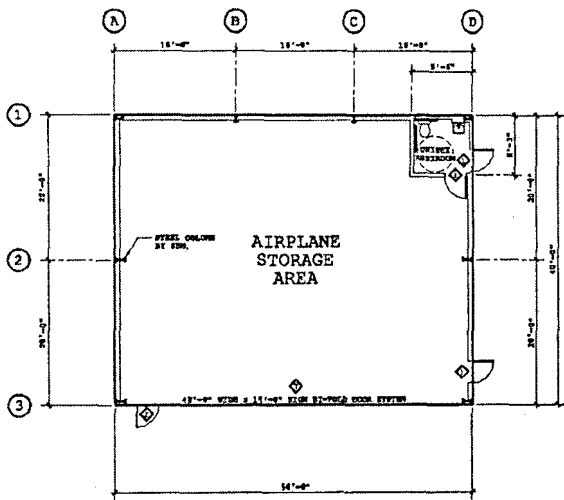
DATE: 08/14/13  
SCALE: AS NOTED

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**PROJECT:**  
**12048**

---

**SHEET NUMBER:**  
**3a**



HANGAR BUILDING #2 FLOOR PLAN  
SCALE: 1/8" = 1'-0"



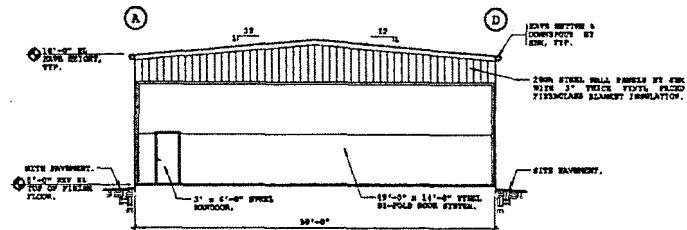
DOOR SCHEDULE

- ① DESIGNATES A 3'-0" x 7'-0" BULLDOZ STEEL DOOR WITH FALCONER SYSTEM FRAME.
- ② DESIGNATES A 3'-0" x 8'-0" BULLDOZ STEEL DOOR LOCATED WITHIN THE 84'-0" DOOR SYSTEM.
- ③ DESIGNATES A 10'-0" x 14'-0" STEEL 84'-0" DOOR SYSTEM WITH BULLDOZ OPERATOR AUTOMATICALLY OPERATING SYSTEM.
- REFER TO SPEC. SECTION FOR DIMENSIONS & LOADS.
- REFER TO SPEC. DRAWING FOR GLASS AND GLAZING REQUIREMENTS.
- REFER TO DETAIL 3/3 FOR THE DOOR HANDICAP REQUIREMENTS.
- REFER TO CLASSIFICATION FOR VENTING AND INSULATION AND TO BE IN COMPLIANCE WITH THE PROJECT'S ENERGY CODES.

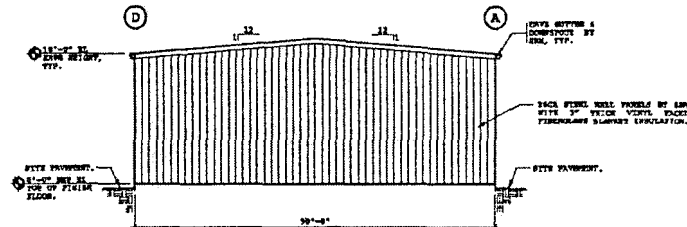
NOTE:

1. THE BUILDING'S FOLLOWING OCCUPANCY TYPE (S) ARE BASED UPON THE FOLLOWING:
  - a) THE ALLOWABLE BUILDING'S MATERIALS LISTED IN TABLE NO. 301.1(1) & 301.1(2) OF THE 2016 IBC FOR SO TO BE DETERMINED.
  - b) PERMITTED USE IS NOT FOR RESIDENTIAL.
  - c) OWNER IS TO BE RESPONSIBLE IN MAINTAINING THE BUILDING'S OCCUPANCY TYPE (S).
2. 3-0-04 (AGRICULTURAL PROJECT)
- CONSTRUCTION TYPE: II(D) (STEEL FRAME, STEEL CONSTRUCTION)
- PERMITTED OCCUPANCY TYPE:
  - a) AIRCRAFT HANGAR, TYPE "A-1" OCCUPANCY ARISING FOR AIRCRAFT STORAGE AND REPAIR.
- LOADING AREA: 2,000 SQ FT (CARGO) 10'0" WIDE x 40' 0" LONG. (SEE VOLUME 2, P. 093C7)
- ALLOWABLE AREA: 17,500 SQ FT.

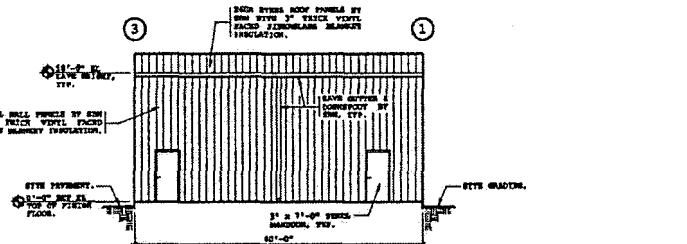
BUILDING ANALYSIS



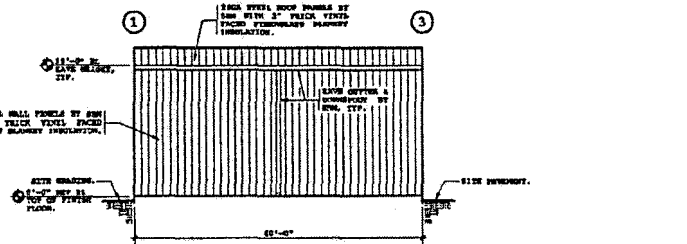
NORTH ELEVATION AT LINE 3  
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION AT LINE 1  
SCALE: 1/8" = 1'-0"



WEST ELEVATION AT LINE "D"  
SCALE: 1/8" = 1'-0"



EAST ELEVATION AT LINE "A"  
SCALE: 1/8" = 1'-0"

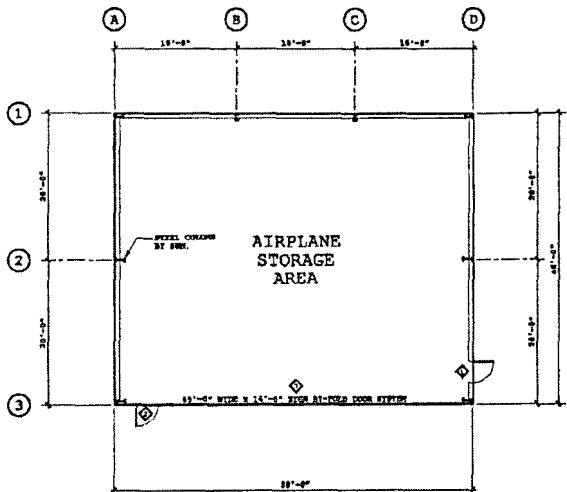
THE BUILDING AND CONSTRUCTION DETAILS SHOWN ON THESE DRAWINGS REPRESENT THE DESIGN AND CONSTRUCTION FEATURES BEING PROPOSED AND TO BE CONSIDERED AS PART OF THE BASIS FOR THE GRANTING OF A CONDITIONAL USE PERMIT.

**advanced**  
 DESIGN GROUP, INC.  
 10000 WILSON AVENUE, SUITE 100  
 BOSTON, MASSACHUSETTS 02116

PROJECT: PRIVATE AIRPORT  
 OWNER: MR. EDWARD J. MARRING  
 LOCATION: COX ROAD, PATTERSON, CALIFORNIA

DATE:	02/14/23
SCALE:	AS NOTED
PROJECT:	12048
SHEET NUMBER:	3b

NOTE; THIS DRAWING IS FOR THE CONDITIONAL USE PERMIT APPLICATION.



**HANGAR BUILDING #3 FLOOR PLAN**  
SCALE: 1/4" = 1'-0"

**DOOR SCHEDULE**

- ◆ DESIGNORS A 3'-0" x 8'-0" HOLLOW STEEL DOOR WITH PAINTED ENAMEL FINISH.
- ◆ DESIGNORS A 3'-0" x 8'-0" HOLLOW STEEL DOOR SCHEDULE WITH THE 61-TYPE DOOR SYSTEM.
- ◆ DESIGNORS A 19'-0" x 16'-0" STEEL 31-FOLD DOOR SYSTEM WITH REMOTE OPERATED AUTOMATIC OPENING SYSTEM.
- REFER TO SPEC. SECTION FOR DIMENSIONS & LOCAL.
- REFER TO SPEC. SECTION FOR GLASS AND RELATED REQUIREMENTS.
- REFER TO INSTALL 3/8 FOR THE DOOR MOUNTING REQUIREMENTS.
- INCLUDE GLASSING VALUES FOR FINISHING AND INSTALLATION AND TO BE IN COMPLIANCE WITH THE PROJECT'S GENERAL CONDITIONS.

**NOTES:**

- THE INSTALLER'S FOLLOWING OCCUPANCY TYPES (PERMITS) ARE MARKED ON THE PERMITS:
  - PERMITS ALLOWABLE WOODWORK MATERIALS APPROVED BY THE MARK NO. 107-111) & 207-111) OF THE BUREAU OF FIRE PROTECTION.
  - PERMITS APPROVED BY THE BUREAU OF FIRE PROTECTION.
  - PERMITS APPROVED BY THE BUREAU OF FIRE PROTECTION.
  - PERMITS APPROVED BY THE BUREAU OF FIRE PROTECTION.

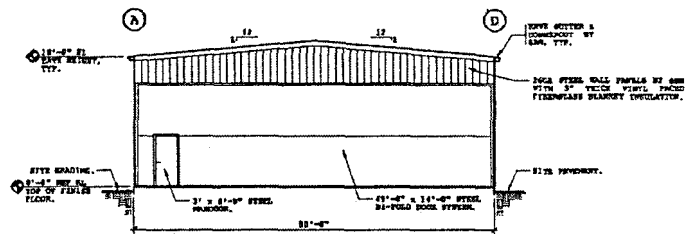
**CONSTRUCTION TYPE:** II (S) (PERMITS STEEL, STEEL CONSTRUCTION)

**PERMITS OCCUPANCY TYPE:** II (S) (PERMITS STEEL, STEEL CONSTRUCTION)

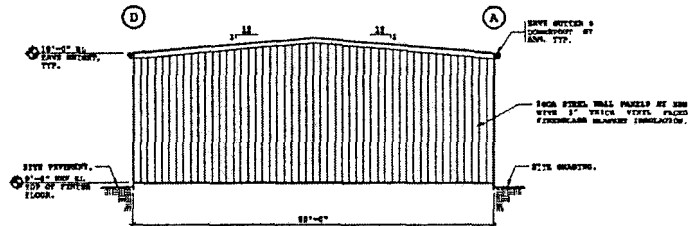
**ACTUAL AREA:** 2,000 SQ FT (WITHOUT EXHAUST, 80' WIDE x 60' LONG, 4800 SQ FT)

**ALLOWABLE AREA:** 17,000 SQ FT.

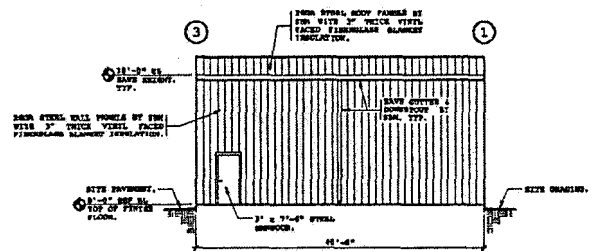
**BUILDING ANALYSIS**



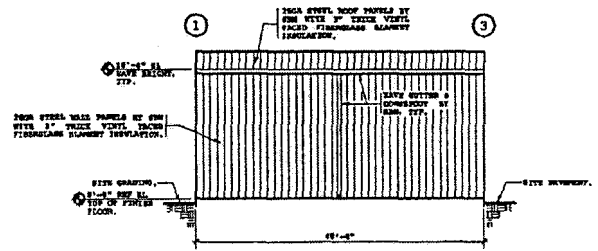
**NORTH ELEVATION AT LINE 3**  
SCALE: 1/4" = 1'-0"



**SOUTH ELEVATION AT LINE 1**  
SCALE: 1/4" = 1'-0"



**WEST ELEVATION AT LINE "D"**  
SCALE: 1/4" = 1'-0"



**EAST ELEVATION AT LINE "A"**  
SCALE: 1/4" = 1'-0"

**advanced**  
DESIGN GROUP, INC.  
1000 WEST 10TH AVENUE, SUITE 100  
DENVER, COLORADO 80202

---

PROJECT: PRIVATE AIRPORT  
 #PERM: MR. EDWARD J. MARING  
 LOCATION: COX ROAD, PATTERSON, CALIFORNIA

REV	DATE	BY	CHK	APP	APP

PROJECT: 12048

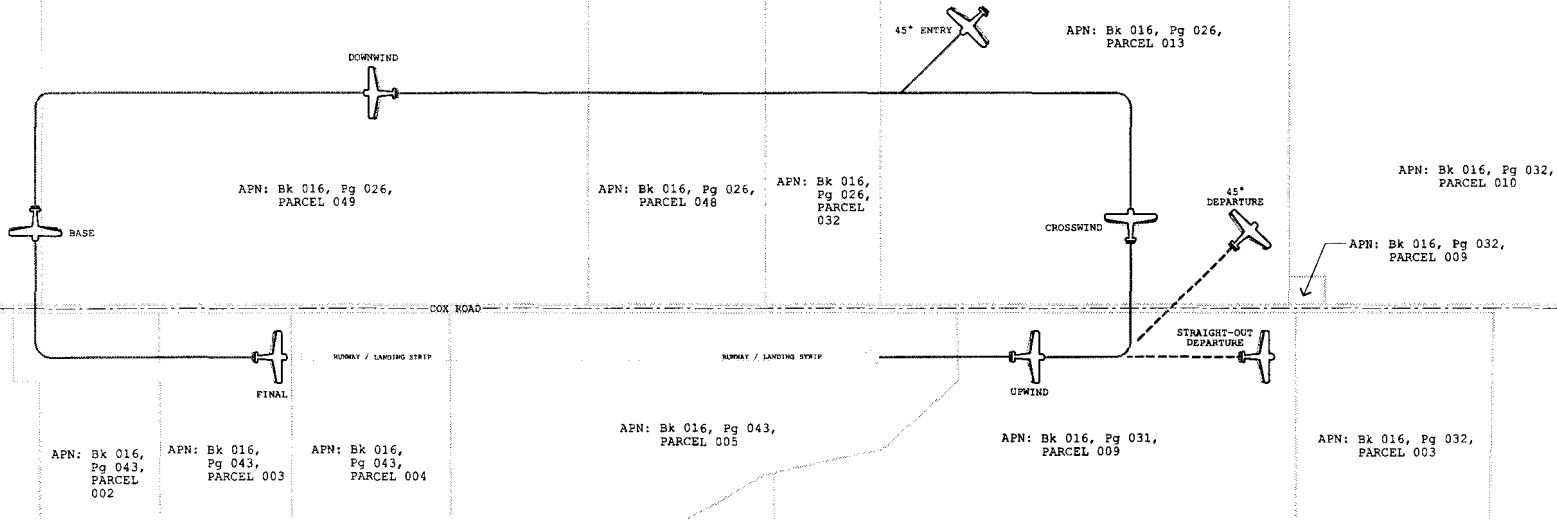
SHEET NUMBER: 3c

THE OWNER AND CONTRACTOR RELEASES ADVANCED DESIGN GROUP, INC. FROM LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE INCURRED BY THE OWNER OR CONTRACTOR IN CONNECTION WITH THE DESIGN AND CONSTRUCTION OF THE PROJECT.

NOTE; THIS DRAWING IS FOR THE CONDITIONAL USE PERMIT APPLICATION.



APN: Bk 016, Pg 026,  
PARCEL 039

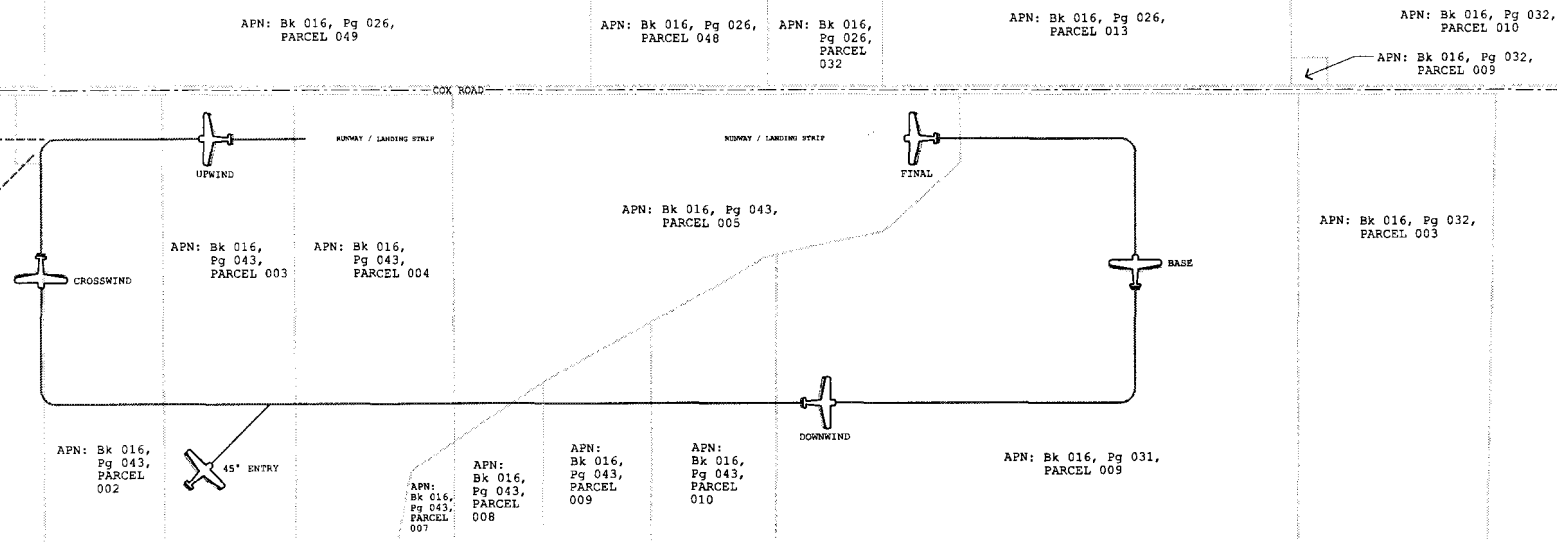


**LEFT HAND AIR TRAFFIC PATTERN #1**

SCALE: 1" = 300.0'



APN: Bk 016, Pg 026,  
PARCEL 039



**LEFT HAND AIR TRAFFIC PATTERN #2**

SCALE: 1" = 300.0'



**advanced**  
DESIGN GROUP INC.  
118 SOUTH STREET, SUITE 200, SAN ANTONIO, TEXAS 78204  
PHONE: 214-520-1234  
FAX: 214-520-1235

PROJECT: PRIVATE AIRPORT  
OWNER: MR. EDWARD J. MARING  
LOCATION: COX ROAD, PATTERSON, CALIFORNIA

REV	DATE	BY

DRAWN BY: DJM  
CHECKED BY:  
DATE: 10/23/12  
SCALE: AS NOTED

PROJECT  
**12048**  
SHEET NUMBER  
**XATP**

NOTE; THIS DRAWING IS PRELIMINARY, NOT FOR CONSTRUCTION.



21

EXHIBIT B-12

# AIR TRAFFIC PATTERN #1

DATE: 10/24/12

PLT FILE: 12048-XATP1.PLT

Google

Google



22

EXHIBIT B-13

© 2012 Google

# AIR TRAFFIC PATTERN #2

DATE: 10/24/12

PLT FILE: 12048-XATP2.PLT

10° N 121°09'26.22" W elev 62 ft

NOTE: Approval of this application is valid only if the following conditions are met. This permit shall expire unless activated within 18 months of the date of approval. In order to activate the permit, it must be signed by the applicant and one of the following actions must occur: (a) a valid building permit must be obtained to construct the necessary structures and appurtenances; or, (b) the property must be used for the purpose for which the permit is granted. (Stanislaus County Ordinance 21.104.030)

## **CONDITIONS OF APPROVAL**

### **USE PERMIT APPLICATION NO. PLN2012-0006 MARING PRIVATE AIRPORT**

#### **Stanislaus County Department of Planning and Community Development**

1. This use shall be conducted as described in the application and supporting information (including the plot plan) as approved by the Planning Commission and/or Board of Supervisors and in accordance with other laws and ordinances.
2. The applicant is required to defend, indemnify, or hold harmless the County, its officers, and employees from any claim, action, or proceedings against the County to set aside the approval of the project which is brought within the applicable statute of limitations. The County shall promptly notify the applicant of any claim, action, or proceeding to set aside the approval and shall cooperate fully in the defense.
3. Pursuant to Section 711.4 of the California Fish and Game Code (effective January 1, 2013), the applicant is required to pay a California Department of Fish and Wildlife (formerly the Department of Fish and Game) fee at the time of filing a "Notice of Determination." Within five (5) days of approval of this project by the Planning Commission or Board of Supervisors, the applicant shall submit to the Department of Planning and Community Development a check for **\$2,213.25**, made payable to **Stanislaus County**, for the payment of California Department of Fish and Wildlife and Clerk Recorder filing fees.  
  
Pursuant to Section 711.4 (e)(3) of the California Fish and Game Code, no project shall be operative, vested, or final, nor shall local government permits for the project be valid, until the filing fees required pursuant to this section are paid.
4. All exterior lighting shall be designed (aimed down and toward the site) to provide adequate illumination without a glare effect. This shall include, but not be limited to, the use of shielded light fixtures to prevent skyglow (light spilling into the night sky) and the installation of shielded fixtures to prevent light trespass (glare and spill light that shines onto neighboring properties).
5. Pursuant to Section 404 of the Clean Water Act, prior to construction, the developer shall be responsible for contacting the US Army Corps of Engineers to determine if any "wetlands," "waters of the United States," or other areas under the jurisdiction of the

Corps of Engineers are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from the Corps, including all necessary water quality certifications, if necessary.

6. Any construction resulting from this project shall comply with standardized dust controls adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and may be subject to additional regulations/permits as determined by the SJVAPCD.
7. A sign plan for all proposed on-site signs indicating the location, height, area of the sign(s), and message must be approved by the Planning Director or appointed designee(s) prior to installation.
8. Pursuant to Sections 1600 and 1603 of the California Fish and Game Code, prior to construction, the developer shall be responsible for contacting the California Department of Fish and Wildlife (formerly the Department of Fish and Game) and shall be responsible for obtaining all appropriate stream-bed alteration agreements, permits, or authorizations, if necessary.
9. Pursuant to the federal and state Endangered Species Acts, prior to construction, the developer shall be responsible for contacting the US Fish and Wildlife Service and California Department of Fish and Wildlife (formerly the Department of Fish and Game) to determine if any special status plant or animal species are present on the project site, and shall be responsible for obtaining all appropriate permits or authorizations from these agencies, if necessary.
10. Pursuant to State Water Resources Control Board Order 99-08-DWQ and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, prior to construction, the developer shall be responsible for contacting the California Regional Water Quality Control Board (RWQCB) to determine if a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, Industrial Storm Water General Permit, Clean Water Act Section 404 Permit, Clean Water Act Section 401 Permit – Water Quality Certification, or Waste Discharge Requirements are required. Written verification insuring compliance with the conditions shall be submitted to the Planning Department prior to issuance of a building permit for the requested structures or any grading activity related to the development of the runway. If a "Notice of Intent" is deemed necessary by the RWQCB, the developer shall prepare all appropriate documentation, including a Storm Water Pollution Prevention Plan (SWPPP). Once complete, and prior to construction, a copy of the SWPPP shall be submitted to the Stanislaus County Department of Public Works.
11. Should any archeological or human remains be discovered during development, work shall be immediately halted within 150 feet of the find until it can be evaluated by a qualified archaeologist. If the find is determined to be historically or culturally significant, appropriate mitigation measures to protect and preserve the resource shall be formulated and implemented. The Central California Information Center shall be notified if the find is deemed historically or culturally significant.
12. The Department of Planning and Community Development shall record a Notice of Administrative Conditions and Restrictions with the County Recorder's Office within 30 days of project approval. The Notice includes: Conditions of Approval/Development Standards and Schedule; any adopted Mitigation Measures; and a project area map.

13. The applicant and/or owner shall be required to receive approval from the FAA prior to conducting any flight activity. A Notice of Landing Proposal shall be submitted to FAA and a written response from FAA shall be forwarded to the Planning Department for review prior to conducting any flight activity. If it is determined that the airport is exempt from FAA permitting, provide documentation showing that the airport is exempt to the Stanislaus County Department of Planning and Community Development.
14. Prior to conducting any flight activity, the applicant/owner must present verification that an aviation easement for a "Clear Zone Area" has been recorded for any adjacent properties, not controlled or owned by the applicant/owner, that fall within an area extending 1,000-feet from the end of the runway. The aviation easement shall contain language to prevent construction of any structures within this "Clear Zone Area" and grant the airport owner/operator the right to fly in, through, or across any portion of the airspace of the adjacent property. The "Clear Zone Area" requirements are contained within the Airport Siting Standards – Appendix 5-B of the Safety Element, Stanislaus County General Plan.
15. As identified in the application and project related information, there shall be a maximum of four (4) aircrafts on-site. Any expansion or modification may be subject to further discretionary actions.

**Stanislaus County Department of Public Works**

16. Cox Road is classified as a 2-lane 60-foot Collector roadway. The required ½ width is 30-feet southwest of the roadway centerline on Cox Road along the project's frontage. If 30-feet of the road right-of-way southwest of the roadway centerline does not exist, then the remainder 30-feet shall be dedicated with an Irrevocable Offer of Dedication. The Irrevocable Offer of Dedication shall be submitted to Public Works prior to the issuance of any building or grading permit associated with this project.
17. A grading and drainage plan for the project site shall be submitted before any building permit for the site is issued. Public Works will review and approve the drainage calculations. The grading and drainage plan shall include the following information:
  - Drainage calculations shall be prepared as per the Stanislaus County Standards and Specifications that are current at the time the permit is issued.
  - The plan shall contain enough information to verify that all runoff will be kept from going onto adjacent properties and Stanislaus County road right-of-way.
  - The grading and drainage plan shall comply with the current Stanislaus County National Pollutant Discharge Elimination System (NPDES) General Permit and the Quality Control standards for New Development and Redevelopment contained therein.

- The grading, drainage, and associated work shall be accepted by Stanislaus County Public Works prior to a final inspection or occupancy, as required by any building permit.

The applicant of the building permit shall pay the current Stanislaus County Public Works weighted labor rate for the plan review of the building and/or grading plan and inspection of the work.

18. An encroachment permit shall be taken out for any new driveway or any work done in the Cox Road right-of-way. This work shall be done prior to any final inspection/occupancy of any building permit. Stanislaus County Public Works Department will approve the location of any new driveway.

#### **Stanislaus County Building Permits Division**

19. Development shall comply with California Code of Regulations, Title 24.

#### **Stanislaus County Department of Environmental Resources**

20. The applicant shall determine, to the satisfaction of the Department of Environmental Resources (DER), that a site containing (or formerly containing) residences or farm buildings, or structures, has been fully investigated (via Phase I and II studies) prior to the issuance of a grading permit. Any discovery of underground storage tanks, former underground storage tank locations, buried chemicals, buried refuse, or contaminated soil shall be brought to the immediate attention of DER.
21. Applicant should contact the Department of Environmental Resources regarding appropriate permitting requirements for hazardous materials and/or wastes. Applicant and/or occupants handling hazardous materials or generating hazardous wastes must notify the Department of Environmental Resources relative to: (Calif. H&S, Division 20)
  - A. Permits for the underground storage of hazardous substances at a new facility or the modification of existing tank facilities.
  - B. Requirements for registering as a handler of hazardous materials in the County.
  - C. Submittal of hazardous materials Business Plans by handlers of materials in excess of 55 gallons or 500 pounds of a hazardous material or of 200 cubic feet of compressed gas. The handling of acutely hazardous materials may require the preparation of a Risk Management Prevention Program, which must be implemented prior to operation of the facility. The list of acutely hazardous materials can be found in SARA, Title III, Section 302.
  - D. Generators of hazardous waste must notify the Department of Environmental Resources relative to the: (1) quantities of waste generated; (2) plans for reducing wastes generated; and (3) proposed waste disposal practices.
  - E. Permits for the treatment of hazardous waste on-site will be required from the hazardous materials division.
  - F. Medical waste generators must complete and submit a questionnaire to the Department of Environmental Resources for determination if they are regulated under the Medical Waste Management Act.
22. There is a potential for the water well supply for the proposed project to be defined by State regulations as a public water system. The water system owner shall submit plans

for the water system construction or addition and obtain approval from DER, prior to construction.

Prior to issuance of a building permit for the project, the owner must apply for and obtain a Water Supply Permit from DER. "The Water Supply Permit Application must include a technical report, prepared by a qualified professional engineer, that demonstrates compliance with State regulations and includes the technical, managerial, and financial capabilities of the owner to operate a public water system."

23. The sewage disposal system is to be installed on-site and shall be a conventional type of septic system.

**California Department of Transportation Division of Aeronautics (CalTrans)**

24. If necessary, the applicant shall obtain a California State Airport Permit prior to conducting any flight activity. Depending on the airport's classification type, as defined by California Public Utility Code section 21661 and California Code of Regulations section 3533, a California State Airport Permit may not be required.
25. Prior to conducting any flight activity, the applicant/owner shall forward a copy of the State Airport Permit or provide documentation showing that the airport is exempt from any State permitting requirements, to the Stanislaus County Department of Planning and Community Development.

**San Joaquin Valley Air Pollution Control District (SJVAPCD)**

26. The project applicant shall manage the project area in such a way as to avoid excess dust emissions which could potentially affect any downwind sensitive receptors.
27. The proposed project may be subject to the following District rules:
- Regulation VIII (Fugitive PM10 Prohibitions)
  - District Rule 9510 (AIA)
  - Rule 4002 (National Emission Standards for Hazardous Air Pollutants)
  - Rule 4102 (Nuisance)
  - Rule 4601 (Architectural Coatings)
  - Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations)

\*\*\*\*\*

*Please note: If Conditions of Approval/Development Standards are amended by the Planning Commission or Board of Supervisors, such amendments will be noted in the upper right-hand corner of the Conditions of Approval/Development Standards; new wording is in **bold** and deleted wording will have a ~~line through it~~.*





# APPLICATION QUESTIONNAIRE

<p><b><u>Please Check all applicable boxes</u></b>  <b>APPLICATION FOR:</b>  <i>Staff is available to assist you with determining which applications are necessary</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> General Plan Amendment  <input type="checkbox"/> Rezone  <input checked="" type="checkbox"/> Use Permit  <input type="checkbox"/> Variance  <input type="checkbox"/> Historic Site Permit         </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Subdivision Map  <input type="checkbox"/> Parcel Map  <input type="checkbox"/> Exception  <input type="checkbox"/> Williamson Act Cancellation  <input type="checkbox"/> Other _____         </td> </tr> </table>	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Rezone <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Variance <input type="checkbox"/> Historic Site Permit	<input type="checkbox"/> Subdivision Map <input type="checkbox"/> Parcel Map <input type="checkbox"/> Exception <input type="checkbox"/> Williamson Act Cancellation <input type="checkbox"/> Other _____	<p><b>PLANNING STAFF USE ONLY:</b></p> <p>Application No(s): _____</p> <p>Date: _____</p> <p>S _____ T _____ R _____</p> <p>GP Designation: _____</p> <p>Zoning: _____</p> <p>Fee: _____</p> <p>Receipt No. _____</p> <p>Received By: _____</p> <p>Notes: _____</p>
<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Rezone <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Variance <input type="checkbox"/> Historic Site Permit	<input type="checkbox"/> Subdivision Map <input type="checkbox"/> Parcel Map <input type="checkbox"/> Exception <input type="checkbox"/> Williamson Act Cancellation <input type="checkbox"/> Other _____		

In order for your application to be considered COMPLETE, please answer all applicable questions on the following pages, and provide all applicable information listed on the checklist on pages i – v. Under State law, upon receipt of this application, staff has 30 days to determine if the application is complete. We typically do not take the full 30 days. It may be necessary for you to provide additional information and/or meet with staff to discuss the application. Pre-application meetings are not required, but are highly recommended. An incomplete application will be placed on hold until all the necessary information is provided to the satisfaction of the requesting agency. An application will not be accepted without all the information identified on the checklist.

Please contact staff at (209) 525-6330 to discuss any questions you may have. Staff will attempt to help you in any way we can.

## PROJECT INFORMATION

**PROJECT DESCRIPTION:** (Describe the project in detail, including physical features of the site, proposed improvements, proposed uses or business, operating hours, number of employees, anticipated customers, etc. – Attach additional sheets as necessary)

*\*Please note: A detailed project description is essential to the reviewing process of this request. In order to approve a project, the Planning Commission or the Board of Supervisors must decide whether there is enough information available to be able to make very specific statements about the project. These statements are called "Findings". It is your responsibility as an applicant to provide enough information about the proposed project, so that staff can recommend that the Commission or the Board make the required Findings. Specific project Findings are shown on pages 17 – 19 and can be used as a guide for preparing your project description. (If you are applying for a Variance or Exception, please contact staff to discuss special requirements).*

Refer to the attached Project Description and Findings.

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**PROJECT DESCRIPTION AND FINDINGS;**

Dated 02/20/13;

**LOCATION:**

This use permit application is for a proposed private airport to primarily assist in the owner's existing agricultural operations. The proposed private airport facility is located along Cox Rd. in Patterson, California. The Assessor's parcel numbers are 016-043-004 & 005. The current zoning is A-2-40 (agricultural district) and is currently open farm ground. The current property owner is Edward J. Maring.

**SURROUNDING:**

The surrounding area is predominately agriculturally related. Please refer to the attached area map for additional detail.

These parcels are currently under Williamson Act contracts. Findings include that this use permit is for a private airport to assist with the owner's existing agricultural operations. This proposed project is directly in line with agricultural usage and with the growth of the surrounding agricultural area. This usage will not significantly compromise the long-term productive agricultural capability of the parcel or adjoining parcels in this zoning district.

In addition, this type of usage is not expected to result in the removal of adjacent surrounding land from agricultural usage. It is not expected that the proposed facility will compromise the long-term productive agricultural capability of the surrounding areas, nor displace any existing agricultural operations, nor remove agricultural land to a significant concern.

The development of this project will assist in the continued viability of the agricultural community.

**Buffer and Setback Guidelines Comments;**

Reconfirming 08/14/12 phone conversation with Mr. Milton O'Haire, Assistant Agri. Commissioner, [miltono@stancounty.com](mailto:miltono@stancounty.com), Phone: (209) 525-4730, Stanislaus County Dept. of Ag. & Wts. & Meas., with regard to ADG's 08/08/12 email of the project's preliminary site plan drawing, sheet 2, dated 07/07/12.

- a. Mr. Milton O'Haire confirmed that the above project setbacks are acceptable.

**Williamson Act Comments;**

Reconfirming 08/10/12 phone message from Ms. Meredith Meraz, 916 445 9411, California Department of Conservation, with regard to ADG's 08/08/12 email of the project's preliminary site plan drawing, sheet 2, dated 07/07/12.

- a. Based upon that the main usage of the landing strip is related to agricultural usage, the Williamson Act should not be an issue. Non agricultural usage may be utilized, but the major use must be related to agricultural usage.

**USAGE:**

The airport will be used primarily by Mr. Tom Maring, Mr. Ed Maring, Mr. Matt Maring, Mr. Zach Maring, Mr. Jon Maring and Mr. Leroy Deldon (Maring family members).

A maximum of 10 flights per week is estimated. These flights pertain mainly for surveying the Maring family farms that extend from Tracy to the west side of Fresno County. Minor use is to bring agricultural related customers / clients to the packing shed and for touring of the farm fields. Additional usage is for the Maring family's recreational use.

A common left hand flight pattern will be used landing into the predominant N/W wind when appropriate.

A maximum of (4) aircrafts are expected to be at the above project's facility. (2) aircrafts can be stored in Hangar Building #1 and (1) aircraft is to be stored in each Hangar Buildings #2 & #3. There will be no aircrafts stored outside of the hangars.

The floor areas within the (3) hanger buildings are to be dry cleaned only (chemical, broom, sweep, vacuumed, etc...). The washing of the floors for discharge to the project's site drainage system is not permitted.

**OPERATIONS:**

All fueling will be done offsite and / or by a delivery truck. No fueling will be done within the hangar buildings.

All repairs and maintenance will be performed offsite. This includes any washing of the aircraft if needed. Only minor repairs (adding and checking of oil and fluids, flight check-off inspections, hand cleaning & waxing, etc...) will be performed onsite.

No hazardous materials are to be stored onsite except for a maximum of (12) quarts of engine oil for additive requirements.

**CONSTRUCTION:**

The proposed facility, to be built in one phase, and is further described as;

<b>BLDG</b>	<b>AREA</b>	<b>PROPOSED USE</b>	<b>CONSTRUCTION SCHEDULE</b>
#1	3300 SQ.FT.	HANGAR	2012
#2	2000 SQ.FT.	HANGAR	2012
#3	2000 SQ.FT.	HANGAR	2012

The hangar buildings will have a concrete slab system and a hard surface runway (still to be determined). The dirt in the area will be maintained to be smooth and firm.

The hangar buildings will have common security lighting. The runway will be marked with a "R" at both ends in compliance with California Code of Regulations (Title 21 section, article 5. Personal use airport. 3560).

APPENDIX "C"

U.S. Department of Transportation Federal Aviation Administration																		
NOTICE OF LANDING AREA PROPOSAL																		
Name of Proponent, individual, or Organization <b>MARINO FAMILY</b>					Address of Proponent, individual, or Organization (No., Street, City, State, Zip Code) <b>JOE MARINO 9800 COX RD PATERSON, CA 95363</b>													
<input type="checkbox"/> Check if the property owner's name and address are different than above, and list property owner's name and address on the reverse.																		
<input checked="" type="checkbox"/> Establishment or Activation <input type="checkbox"/> Alteration			<input type="checkbox"/> Deactivation or abandonment <input type="checkbox"/> Change of Status			<input checked="" type="checkbox"/> Airport <input type="checkbox"/> Heliport			<input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Seaplane Base									
<input type="checkbox"/> Vertiport <input type="checkbox"/> Other (Specify)																		
<b>A. Location of Landing Area</b>																		
1. Associated City/State <b>PATERSON, CA.</b>			2. County/State (Physical Location of Airport) <b>STANISLAUS</b>			3. Distance and Direction From Associated City or Town Miles: <b>6</b> Direction: <b>N/W</b>												
4. Name of Landing Area <b>DIME</b>			5. Latitude <b>37°13'21.52"</b>		6. Longitude <b>09°13'15.58"</b>		7. Elevation <b>66'</b>											
<b>B. Purpose</b>																		
Type Use <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Private Use of Public Land/Waters			If Change of Status or Alteration, Describe Change			<input type="checkbox"/> Establishment or change to traffic pattern (Describe on reverse)			Construction Dates To Begin/Begin: <b>9-1-12</b> Est. Completion: <b>6-1-13</b>									
<b>C. Other Landing Areas</b>																		
		Ref. A5 above		<b>D. Landing Area Data</b>			Existing (if any)			Proposed								
		Direction From Landing Area		Distance From Landing Area		1. Airport, Seaplane Base, or Flightpark			Rwy #1		Rwy #2		Rwy #3		Rwy		Rwy	
						Magnetic Bearing of Runway (s) or Sealane									315°			
<b>KMOD</b>		245°		11 NM		Length of Runway (s) or Sealane (s) in Feet									2800'			
<b>CA67</b>		090°		2 NM		Width of Runway (s) or Sealane (s) in Feet									34'			
						Type of Runway Surface (Concrete, Asphalt, Turf, Etc.)									C			
						2. Heliport												
						Dimensions of Final Approach and Take off Area (FATO) in Feet												
						Dimensions of Touchdown and Lift-Off Area (TLOF) in Feet												
						Magnetic Direction of Ingress/Egress												
<b>E. Obstructions</b>																		
Type		Height Above Landing Area		Direction From Landing Area		Distance From Landing Area		3. All Landing Areas			Description of Lighting (if any)			Direction of Prevailing Wind				
<b>NONE</b>								<b>NONE</b>			<b>NONE</b>			300°				
<b>F. Operational Data</b>																		
1. Estimated or Actual Number Based Aircraft																		
Airport, Flightpark, Seaplane base		Present (if est. indicate by letter "E")		Anticipated 5 Years Hence		Heliport		Present (if est. indicate by letter "E")		Anticipated 5 Years Hence								
Multi-engine				1		Under 3500 lbs. NGW												
Single-engine				2		Over 3500 lbs. NGW												
Glider																		
<b>G. Other Considerations</b>																		
Identification		Direction From Landing Area		Distance From Landing Area		2. Average Number Monthly Landings			Present (if est. indicate by letter "E")		Anticipated 5 Years Hence		Present (if est. indicate by letter "E")		Anticipated 5 Years Hence			
						Jet						Helicopter						
						Turboprop						Ultralight						
						Prop		20		30		Glider						
3. Are IFR Procedures For The Airport Anticipated																		
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes    Within _____ Years    Type Navaid:																		
<b>H. Application for Airport Licensing</b>																		
<input type="checkbox"/> Has Been Made <input type="checkbox"/> Will Be Made			<input type="checkbox"/> Not Required <input type="checkbox"/> State			<input type="checkbox"/> County <input type="checkbox"/> Municipal Authority												
<b>I. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.</b>																		
Name, title (and address if different than above) of person filing this notice - type or print				Signature (in ink)			Date of Signature			Telephone No. (Precede with area code)								
				<i>[Signature]</i>			12-12-12			209 844 5355								

12048

# PROJECT SITE INFORMATION

Complete and accurate information saves time and is vital to project review and assessment. Please complete each section entirely. If a question is not applicable to your project, please indicated this to show that each question has been carefully considered. Contact the Planning & Community Development Department Staff, 1010 10<sup>th</sup> Street – 3<sup>rd</sup> Floor, (209) 525-6330, if you have any questions. Pre-application meetings are highly recommended.

ASSESSOR'S PARCEL NUMBER(S): Book 016 Page 043 Parcel 004&005

Additional parcel numbers: \_\_\_\_\_  
Project Site Address  
or Physical Location: Cox Rd., Patterson, CA

Property Area: Acres: 96.65 or Square feet: \_\_\_\_\_

Current and Previous Land Use: (Explain existing and previous land use(s) of site for the last ten years)

Open Farm Ground.

List any known previous projects approved for this site, such as a Use Permit, Parcel Map, etc.: (Please identify project name, type of project, and date of approval)

55-PM-13

Existing General Plan & Zoning: Agriculture A-2-40

Proposed General Plan & Zoning: Agriculture A-2-40  
(if applicable)

ADJACENT LAND USE: (Describe adjacent land uses within 1,320 feet (1/4 mile) and/or two parcels in each direction of the project site)

East: Open Farm Ground

West: Open Farm Ground

North: Open Farm Ground

South: Open Farm Ground

## WILLIAMSON ACT CONTRACT:

Yes  No

Is the property currently under a Williamson Act Contract?

Contract Number: #1971-0201 & #1972-721007

If yes, has a Notice of Non-Renewal been filed?

Date Filed: n/a

Yes  No

Do you propose to cancel any portion of the Contract?

Yes  No

Are there any agriculture, conservation, open space or similar easements affecting the use of the project site. (Such easements do not include Williamson Act Contracts)

If yes, please list and provide a recorded copy: \_\_\_\_\_

**SITE CHARACTERISTICS:** (Check one or more) Flat  Rolling  Steep

**VEGETATION:** What kind of plants are growing on your property? (Check one or more)

Field crops  Orchard  Pasture/Grassland  Scattered trees   
Shrubs  Woodland  River/Riparian  Other

Explain Other: Row crop

Yes  No

Do you plan to remove any trees? (If yes, please show location of trees planned for removal on plot plan and provide information regarding transplanting or replanting.)

**GRADING:**

Yes  No

Do you plan to do any grading? (If yes, please indicate how many cubic yards and acres to be disturbed. Please show areas to be graded on plot plan.) 4970 yds of cut/fill.

4 acres to be disturbed.

**STREAMS, LAKES, & PONDS:**

Yes  No

Are there any streams, lakes, ponds or other watercourses on the property? (If yes, please show on plot plan)

Yes  No

Will the project change any drainage patterns? (If yes, please explain – provide additional sheet if needed) \_\_\_\_\_

Yes  No

Are there any gullies or areas of soil erosion? (If yes, please show on plot plan)

Yes  No

Do you plan to grade, disturb, or in any way change swales, drainages, ditches, gullies, ponds, low lying areas, seeps, springs, streams, creeks, river banks, or other area on the site that carries or holds water for any amount of time during the year? (If yes, please show areas to be graded on plot plan)

**Please note: If the answer above is yes, you may be required to obtain authorization from other agencies such as the Corps of Engineers or California Department of Fish and Game.**

**STRUCTURES:**

Yes  No  Are there structures on the site? (If yes, please show on plot plan. Show a relationship to property lines and other features of the site.)

Yes  No  Will structures be moved or demolished? (If yes, indicate on plot plan.)

Yes  No  Do you plan to build new structures? (If yes, show location and size on plot plan.)

Yes  No  Are there buildings of possible Historical significance? (If yes, please explain and show location and size on plot plan.) \_\_\_\_\_

**PROJECT SITE COVERAGE:**

Existing Building Coverage: 0 Sq. Ft.

Landscaped Area: 0 Sq. Ft.

Proposed Building Coverage: 7300 Sq. Ft.

Paved Surface Area: 131000 Sq. Ft.

**BUILDING CHARACTERISTICS:**

Size of new structure(s) or building addition(s) in gross sq. ft.: (Provide additional sheets if necessary) \_\_\_\_\_

Three buildings totaling 7300 sq.ft.

Number of floors for each building: one

Building height in feet (measured from ground to highest point): (Provide additional sheets if necessary) \_\_\_\_\_

18' / 21'

Height of other appurtenances, excluding buildings, measured from ground to highest point (i.e., antennas, mechanical equipment, light poles, etc.): (Provide additional sheets if necessary) \_\_\_\_\_

n/a

Proposed surface material for parking area: (Provide information addressing dust control measures if non-asphalt/concrete material to be used) \_\_\_\_\_

n/a

**UTILITIES AND IRRIGATION FACILITIES:**

Yes  No  Are there existing public or private utilities on the site? Includes telephone, power, water, etc. (If yes, show location and size on plot plan)

Who provides, or will provide the following services to the property?

Electrical: PG&E

Sewer\*: septic

Telephone: n/a

Gas/Propane: n/a

Water\*\*: Fire water & domestic water are to be

Irrigation: n/a

obtained directly from adjacent property's well.



\*Please Note: A "will serve" letter is required if the sewer service will be provided by City, Sanitary District, Community Services District, etc.

\*\*Please Note: A "will serve" letter is required if the water source is a City, Irrigation District, Water District, etc., and the water purveyor may be required to provide verification through an Urban Water Management Plan that an adequate water supply exists to service your proposed development.

Will any special or unique sewage wastes be generated by this development other than that normally associated with resident or employee restrooms? Industrial, chemical, manufacturing, animal wastes? (Please describe:)

n/a

Please Note: Should any waste be generated by the proposed project other than that normally associated with a single family residence, it is likely that Waste Discharge Requirements will be required by the Regional Water Quality Control Board. Detailed descriptions of quantities, quality, treatment, and disposal may be required.

Yes  No  Are there existing irrigation, telephone, or power company easements on the property? (If yes, show location and size on plot plan.)

Yes  No  Do the existing utilities, including irrigation facilities, need to be moved? (If yes, show location and size on plot plan.)

Yes  No  Does the project require extension of utilities? (If yes, show location and size on plot plan.)

**AFFORDABLE HOUSING/SENIOR:**

Yes  No  Will the project include affordable or senior housing provisions? (If yes, please explain)

**RESIDENTIAL PROJECTS:** (Please complete if applicable – Attach additional sheets if necessary)

Total No. Lots: \_\_\_\_\_ Total Dwelling Units: \_\_\_\_\_ Total Acreage: \_\_\_\_\_

Net Density per Acre: \_\_\_\_\_ Gross Density per Acre: \_\_\_\_\_

<i>(complete if applicable)</i>	Single Family	Two Family Duplex	Multi-Family Apartments	Multi-Family Condominium/Townhouse
Number of Units:	_____	_____	_____	_____
Acreage:	_____	_____	_____	_____

**COMMERCIAL, INDUSTRIAL, MANUFACTURING, RETAIL, USE PERMIT, OR OTHER PROJECTS:** (Please complete if applicable – Attach additional sheets if necessary)

Square footage of each existing or proposed building(s): Three buildings totaling 7300 sq.ft.

(3300sq.ft, 2000sq.ft and 2000sq.ft).

Type of use(s): Private airport.

Days and hours of operation: 24 hours

Seasonal operation (i.e., packing shed, huller, etc.) months and hours of operation: \_\_\_\_\_

n/a

Occupancy/capacity of building: \_\_\_\_\_

n/a

Number of employees: (Maximum Shift): n/a (Minimum Shift): \_\_\_\_\_

Estimated number of daily customers/visitors on site at peak time: n/a

Other occupants: n/a

Estimated number of truck deliveries/loadings per day: n/a

Estimated hours of truck deliveries/loadings per day: n/a

Estimated percentage of traffic to be generated by trucks: n/a

Estimated number of railroad deliveries/loadings per day: n/a

Square footage of:

Office area: \_\_\_\_\_ Warehouse area: \_\_\_\_\_

Sales area: \_\_\_\_\_ Storage area: \_\_\_\_\_

Loading area: \_\_\_\_\_ Manufacturing area: \_\_\_\_\_

Other: (explain type of area) 7300 sq.ft. airplane hangar storage.

Yes  No  Will the proposed use involve toxic or hazardous materials or waste? (Please explain)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**ROAD AND ACCESS INFORMATION:**

What County road(s) will provide the project's main access? (Please show all existing and proposed driveways on the plot plan)

Cox Rd.

\_\_\_\_\_  
\_\_\_\_\_

Yes  No  Are there private or public road or access easements on the property now? (If yes, show location and size on plot plan)

Yes  No  Do you require a private road or easement to access the property? (If yes, show location and size on plot plan)

Yes  No  Do you require security gates and fencing on the access? (If yes, show location and size on plot plan)

**Please Note: Parcels that do not front on a County-maintained road or require special access may require approval of an Exception to the Subdivision Ordinance. Please contact staff to determine if an exception is needed and to discuss the necessary Findings.**

**STORM DRAINAGE:**

How will your project handle storm water runoff? (Check one)  Drainage Basin  Direct Discharge  Overland

Other: (please explain) \_\_\_\_\_

If direct discharge is proposed, what specific waterway are you proposing to discharge to? Direct discharge  
into surrounding agricultural farmland.

**Please Note: If direct discharge is proposed, you will be required to obtain a NPDES permit from the Regional Water Quality Control Board, and must provide evidence that you have contacted them regarding this proposal with your application.**

**EROSION CONTROL:**

If you plan on grading any portion of the site, please provide a description of erosion control measures you propose to implement.

Erosion control will be in compliance with Stanislaus County standards.

**Please note: You may be required to obtain an NPDES Storm Water Permit from the Regional Water Quality Control Board and prepare a Storm Water Pollution Prevention Plan.**

**ADDITIONAL INFORMATION:**

Please use this space to provide any other information you feel is appropriate for the County to consider during review of your application. (Attach extra sheets if necessary)

n/a  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



1010 10<sup>th</sup> Street, Suite 3400  
Modesto, California 95354

## Stanislaus County Planning and Community Development

Phone: (209) 525-6330  
Fax: (209) 525-5911

### CEQA INITIAL STUDY

Adapted from CEQA Guidelines APPENDIX G Environmental Checklist Form, Final Text, December 30, 2009

1. **Project title:** Use Permit Application No. PLN2012-0006 - Maring Private Airport
2. **Lead agency name and address:** Stanislaus County  
1010 10th Street, Suite 3400  
Modesto, CA 95354
3. **Contact person and phone number:** Joshua Mann, Associate Planner  
(209) 525-6330
4. **Project location:** Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. APN: 016-043-004 & 005
5. **Project sponsor's name and address:** Jon E. Maring  
P.O. Box 97  
Westley, CA 95387
6. **General Plan designation:** Agriculture
7. **Zoning:** A-2-40 (General Agriculture)
8. **Description of project:**  
Request to establish a private airport, including three (3) airplane hangars totaling 7,300 square feet and a 2,800 foot runway, on two (2) parcels totaling 97± acres.
9. **Surrounding land uses and setting:** Agricultural uses and single-family dwellings.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Department of Public Works  
CalTrans - Division of Aeronautics

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Joshua Mann, Associate Planner  
 Prepared By \_\_\_\_\_

February 15, 2013  
 Date \_\_\_\_\_

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration.

Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) **Earlier Analysis Used.** Identify and state where they are available for review.
  - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) **Mitigation Measures.** For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  - 7) **Supporting Information Sources:** A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
  - 9) The explanation of each issue should identify:
    - a) the significant criteria or threshold, if any, used to evaluate each question; and
    - b) the mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUES

I. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
<p><b>Discussion:</b> The site itself is not considered to be a scenic resource or a unique scenic vista. New development resulting from this project will include the construction of the 2,800 foot aircraft runway and three (3) aircraft hangar buildings. The existing site is comprised of seasonal crop land consistent with surrounding properties and permitted in the A-2 (General Agriculture) zoning district. The applicant has stated that no lighting will be installed to illuminate the runway and operation will be limited from dawn to dusk. Lighting will be installed around the hangar area for security purposes; however, because the project site is located in a relatively remote area of the County, and the nearest residence is approximately 1000± feet from the proposed project site, it is unlikely that the security lighting will have a significant negative impact on the aesthetics of the area. Furthermore, standard conditions of approval will be added to this project to address glare from any proposed security lighting, operational lighting, and/or supplemental on-site lighting.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

**Discussion:** The site is designated Agriculture and zoned A-2-40 (General Agriculture). The County Zoning Ordinance, Section 21.20.040, allows for public and private airports upon the granting of a use permit and the approval of the Board of Supervisors. Construction and operation of a private "agricultural" airport is considered to be consistent with agriculture uses in the County and supports the agricultural economy rather than having a negative impact. The entire project site, comprised of two separate assessor parcel numbers (APNs) each enrolled in a separate Williamson Act Contract (Nos. 72-1007 & 71-0201), has soils classified by the Farmland Mapping and Monitoring Program as being "Prime Farmland". This project will have no impact to forest land or timberland. The site presently contains no structures and is farmed with both seasonal row crops and an orchard. This project will not conflict with any agricultural activities in the area and/or lands enrolled in the Williamson Act. The project was referred to the Department of Conservation but a response has not been received to date.

Surrounding uses consist of seasonal row crop land and orchards to the north, south, east, and west. The applicant controls several properties surrounding the site, including a property just north of the project site, developed as part of an agricultural commodity "packing" business.

**Mitigation:** None.

**References:** The California State Department of Conservation Farmland Mapping and Monitoring Program - Stanislaus County Farmland 2010 and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?				X



<p><b>e) Create objectionable odors affecting a substantial number of people?</b></p>				<p><b>X</b></p>
<p><b>Discussion:</b> The proposed project is located within the San Joaquin Valley Air Basin (SJVAB) and, therefore, falls under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In conjunction with the Stanislaus Council of Governments (StanCOG), the SJVAPCD is responsible for formulating and implementing air pollution control strategies. The SJVAPCD's most recent air quality plans are the 2007 PM10 (respirable particulate matter) Maintenance Plan, the 2008 PM2.5 (fine particulate matter) Plan, and the 2007 Ozone Plan. These plans establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SJVAB, which has been classified as "extreme non-attainment" for ozone, "attainment" for respirable particulate matter (PM-10), and "non-attainment" for PM 2.5, as defined by the Federal Clean Air Act.</p> <p>Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SJVAPCD thresholds as a result of the nature and small scale of the proposed project and project's operation after construction. Implementation of the proposed project would fall below the SJVAPCD significance thresholds for both short-term construction and long-term operational emissions, as discussed below. Because construction and operation of the project would not exceed the SJVAPCD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality standards or the interim emission reductions specified in the air plans.</p> <p>For these reasons, the proposed project would be consistent with the applicable air quality plans. Also, the proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project and would be considered to have a less than significant impact.</p> <p>Construction activities associated with new development occurring in the project area could temporarily increase localized PM10, PM2.5, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations in the project vicinity. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM10 and PM2.5 emissions are generally clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.</p> <p>Construction activities associated with the proposed project would consist primarily of striping of the ground in preparation of the runway and construction of the three (3) aircraft hangars. These activities would not require any substantial use of heavy-duty construction equipment and would require little or no demolition or grading as the site is presently vacant and considered to be topographically flat. Consequently, emissions would be minimal. Furthermore, all construction activities would occur in compliance with all SJVAPCD regulations; therefore, construction emissions would be less than significant without mitigation.</p> <p>Operational emissions would be generated by mobile sources as a result of normal operation of the airport. The proposed project would result in new aircraft trips to and from the site. These aircraft trips would replace trips made by the aircraft owner/applicant's current use of an existing area airport. The applicant currently commutes by vehicle to an area airport but as this project is developed, the applicant will cease commuting and utilize the private airport adjacent to their residence. The operational emissions are not expected to be a significant impact.</p> <p>The SJVAPCD responded to an early consultation referral stating that the project would not have a significant adverse impact on air quality due to the District's analysis that the project is not expected to exceed the District emissions/pollutant significance thresholds of 10 tons per year of NOX, 10 tons per year of ROG, and 15 tons per year of PM-10; however, the district did state that the project would be subject to Indirect Source Review (Rule 9510), Regulation VIII (Fugitive PM-10 Prohibitions), 4002 (National Standards for Hazardous Air Pollutants), District Rules 4102 (Nuisance), 4550 (Conservation Management Practices), 4601 (Architectural Coatings), and 4641 (Cutback, Slow Cure, &amp; Emulsified Asphalt, Paving &amp; Maintenance Operations). As a part of the project's approval, all comments provided by the District will be incorporated into the project's conditions of approval.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Referral response from the San Joaquin Valley Air Pollution Control District dated October 8, 2012; San Joaquin Valley Air Pollution Control District - Regulation VIII Fugitive Dust/PM-10 Synopsis; <a href="http://www.valleyair.org">www.valleyair.org</a>; and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				

IV. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
<p><b>Discussion:</b> It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. The site is not identified as being within any biologically sensitive areas as shown in the California Natural Diversity Database (CNDDB). The project is also not within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</p> <p>It does not appear this project will result in impacts to endangered species or habitats, locally designated species, or wildlife dispersal or mitigation corridors. The site has undergone surface manipulation through grading and farming and has been intensely farmed for years. The applicant/owner has stated that following the installation of the runway, the remaining portion of the property will continue to be farmed as either seasonal row crops or as a fruit/nut bearing orchard.</p> <p>There will be no other potentially significant impacts to any sensitive plant or animal life in the area. The project was referred to the California Department of Fish and Wildlife and the United States Fish and Wildlife Service for comments but no response has been received to date.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Stanislaus County General Plan and Support Documentation<sup>1</sup> and the California Department of Fish and Wildlife California Natural Diversity Database.</p>				

V. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
<p><b>Discussion:</b> It does not appear this project will result in significant impacts to any archaeological or cultural resources. The project was referred to the Native American Heritage Commission (NAHC) via the State Clearinghouse. A response was received that stated various information related to the discovery of cultural resources on the project site. Although no information was included stating specific cultural resources may be present on site, a standard condition of approval will be added to this project to address any discovery of cultural resources during any ground disturbing activities, such as construction of the runway and associated hangar buildings.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Referral response from the Native American Heritage Commission dated October 12, 2012, and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
VI. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

d) Be located on expansive soil creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

**Discussion:** As contained in Chapter 5 of the General Plan Support Documentation, the areas of the County subject to significant geologic hazard are located in the Diablo Range, west of Interstate 5; however, as per the California Building Code, all of Stanislaus County is located within a geologic hazard zone (Seismic Design Category D, E, or F) and a soils test may be required at building permit application. Results from the soils test will determine if unstable or expansive soils are present. If such soils are present, special engineering of the structure will be required to compensate for the soil deficiency. Any earth moving is subject to Public Works Standards and Specifications which consider the potential for erosion and run-off prior to permit approval. Likewise, any addition of a septic tank or alternative waste water disposal system would require the approval of the Department of Environmental Resources (DER) through the building permit process, which also takes soil type into consideration within the specific design requirements. The project was referred to DER and the County's Building Permits Division. DER has provided comments which address the proposed restroom and drinking water facilities within the hangar building. These comments will be incorporated into the project's conditions of approval. Building Permits Division comments will also be incorporated into the conditions of approval for this project.

**Mitigation:** None.

**References:** Referral response from the Stanislaus County Building Permits Division dated October 16, 2012; referral response from the Department of Environmental Resources dated October 24, 2012; California Building Code; and the Stanislaus County General Plan and Support Documentation - Safety Element<sup>1</sup>.



VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

**Discussion:** The principal Greenhouse Gasses (GHGs) are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e). In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limits. This Scoping Plan includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010, AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

Although not originally intended to reduce GHGs, California Code of Regulations (CCR) Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative

mandate to reduce California’s energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreased GHG emissions. The current Title 24 standards were adopted to respond to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily CO2, CH4, and N2O, are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF6) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. As described in the air quality section, the use of heavy-duty construction equipment would be very limited; therefore, the emissions of CO2 from construction would be less than significant.

The project would also result in direct annual emissions of GHGs during operation. Direct emissions of GHGs from operation of the proposed project are primarily due to aircraft emissions. The project would not result in emission of GHGs from any other sources. It should also be noted, as mentioned in the Air Quality section, the applicant’s aircrafts are presently in service at an airport in Stanislaus County. As such, the GHG impacts of the use of the aircrafts will not change from what they are today. In fact, some reduction in vehicle emissions will be seen as the applicant will utilize the proposed airport adjacent to their residence rather than commuting to the off-site airport. Consequently, GHG emissions are considered to be less than significant.

**Mitigation:** None.

**References:** Applicant information; [www.valleyair.org](http://www.valleyair.org); and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**Discussion:** There is a potential for the proposed project to result in a risk of accidental explosion or release of hazardous substances in the event of an aircraft accident or crash; however, because pesticides, herbicides, fuels, and other potentially hazardous materials will not be stored, handled, or transported on site, there is little risk of accidental spill or release of these substances on-site. All fueling will take place at off-site airfields and the applicant has indicated that there is no intention of storing fuel or other hazardous materials on-site. The airstrip will be subject to any FAA and CalTrans safety requirements such as inclusion of flight maps, periodic safety checks, and any continuous licensing requirements. Additionally, all structures must be adequately designed and constructed for the appropriate uses. The project is located outside of the nearest Airport Land Use Planning Area (Modesto City-County Airport) and, as such, will have no direct impact on the planning area.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>.

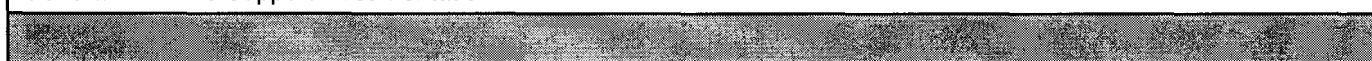
IX. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	

f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

**Discussion:** Run-off is not considered an issue because of several factors which limit the potential impact. These factors include a relative flat terrain of the subject site and relatively low rainfall intensities. Areas subject to flooding have been identified in accordance with the Federal Emergency Management Act. The project site itself is not located within a recognized flood zone and, as such, flooding is not an issue with respect to this project. The possibility of run-off associated with the construction of new structures will be reviewed as part of the overall building permit review process. A single septic system will be part of the on-site construction and will serve the restroom within the largest of the three (3) aircraft hangars. DER is responsible for reviewing and permitting septic systems in Stanislaus County. A referral response was received from DER requesting standard conditions of approval be added to the project to address the proposed septic and water well systems. The Central Valley Regional Water Quality Control Board (RWQCB) provided a response that indicated various permitting and regulatory requirements to which new construction or site development may be subject. Comments from both agencies will be incorporated into the project's conditions of approval.

**Mitigation:** None.

**References:** Referral response from the Department of Environmental Resources dated October 24, 2012; referral response from the Central Valley Regional Water Quality Control Board dated October 15, 2012; and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.



X. LAND USE AND PLANNING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**Discussion:** This project will not result in the physical division of an established community. The site is adjacent to established agricultural uses and the proposed agricultural airfield operations facility is considered compatible with agriculture. The proposed project is consistent with the site's general plan designation and zoning classification. The project does not conflict with any conservation plans.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>.



XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
<p><b>Discussion:</b> The location of all commercially viable mineral resources in Stanislaus County has been mapped by the State Division of Mines and Geology in Special Report 173. There are no known significant resources on the site.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
XII. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
<p><b>Discussion:</b> Air flight operations and air space restrictions are governed by the Federal Aviation Administration and California Department of Transportation. The Stanislaus County General Plan also provides policies for siting of new airports including Agricultural Service Airports. These policies include a requirement that the facility be located so that air or surface travel does not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures. The policy further requires the runways to be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. Additionally, adequate controls or measures must be taken to prevent offensive dust, noise, vibrations, or bright lights. Siting of this facility meets the distance guidelines described in the General Plan.</p>				



The California Airport Noise Regulation (CCR Title 21, Chapter 2.5, Sub-chapter 6) establishes 65 dB CNEL as the acceptable level of exterior aircraft noise for persons living in the vicinity of airports. The Stanislaus County Noise Element of the General Plan also utilizes the CNEL for assessing noise compatibility around airports. The county's standard for residential land uses is 60 dB CNEL, which is five (5) dB more restrictive than the above-described state standard. Typically noise concerns related to airports are due to the close proximity of residential structures or "sensitive noise receptors". Although the proposed airport is located in a somewhat remote area, there are some potential conflicts that needed to be studied in more detail to asses any potential impacts related to noise.

An Environmental Noise Assessment was conducted by Brown-Buntin Associates, Inc. to review potential noise impacts associated with on-site activities of the proposed airport. The assessment was finalized on February 6, 2013. The assessment identifies that the project's noise sources will primarily be aircraft noise with the closest sensitive receptors being three (3) residential structures. The residential structures are located at 300, 400, and 800 feet from the nearest point of the runway. The assessment determined that the proposed airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. Such levels do not exceed the noise compatibility standards of the State of California (65 dB CNEL) or Stanislaus County (60 dB CNEL).

**Mitigation:** None.

**References:** Environmental Noise Assessment conducted by Brown-Buntin Associates, Inc. dated February 6, 2013, and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XIII. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Discussion:** The proposed use of the site will not create significant service extensions or new infrastructure which could be considered as growth inducing. No housing or persons will be displaced by this project. This project is adjacent to large scale agricultural operations and the nature of the use is considered consistent with the A-2 zoning district.

**Mitigation:** None.

**References:** Stanislaus County General Plan and Support Documentation<sup>1</sup>.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
<p>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
Fire protection?			X	
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X
<p><b>Discussion:</b> The County has adopted Public Facilities Fees, as well as one for the Fire Facility Fees on behalf of the appropriate fire district, to address impacts to public services. Such fees are required to be paid at the time of building permit issuance. Conditions of Approval will be added to this project to insure the proposed development complies with all applicable fire department standards with respect to access and water for fire protection.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Referral response from the Modesto Regional Fire Authority dated September 28, 2012, and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
XV. RECREATION --	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
<p>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>				X
<p>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>				X
<p><b>Discussion:</b> This project is not anticipated to increase significant demands for recreational facilities as such impacts typically are associated with residential development.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				

XVI. TRANSPORTATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
<p><b>Discussion:</b> Significant impacts to traffic and transportation were not identified by reviewing agencies. The site has direct access onto Cox Road which is a County maintained road. The access onto the project site is large enough to offer emergency access and the size of the parcel is large enough to offer adequate on-site parking opportunities. The project was referred to the Stanislaus County Department of Public Works and Caltrans District 10 for review. The Caltrans Division of Aeronautics did provide comments relating to obtaining the necessary state permits to establish and operate the proposed airport. The Department of Public Works has requested conditions of approval to address site grading, new driveway approaches, and the need for an irrevocable offer of dedication along Cox Road. Comments from both agencies will be incorporated into the project's conditions of approval.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Referral response from the Stanislaus County Department of Public Works dated October 19, 2012; referral response from Caltrans - Division of Aeronautics dated October 4, 2012; and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Included	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
<p><b>Discussion:</b> Limitations on providing services have not been identified. There is no indication the proposed project will result in diminished water quality standards. Any development resulting from this project will be served by an on-site septic system. The project will not result in the construction and/or expansion of storm water drainage facilities. The project site will be served by an individual water well. Concerns regarding groundwater quality and availability have not been expressed. The project will not conflict with any applicable solid waste regulations; however, the waste stream generated by the proposed project can be significantly reduced by recycling all applicable waste products.</p>				
<p><b>Mitigation:</b> None.</p>				
<p><b>References:</b> Referral response from the Department of Environmental Resources dated October 24, 2012, and the Stanislaus County General Plan and Support Documentation<sup>1</sup>.</p>				
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Included</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X

<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>			X	
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>				X
<p><b>Discussion:</b> Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or the surrounding area.</p>				

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<sup>1</sup>Stanislaus County General Plan and Support Documentation adopted in October 1994, as amended. Optional and updated elements of the General Plan and Support Documentation: **Agricultural Element** adopted on December 18, 2007; **Housing Element** adopted on April 20, 2010 and pending certification by the California Department of Housing and Community Development; **Circulation Element** and **Noise Element** adopted on April 18, 2006.

## NEGATIVE DECLARATION

**NAME OF PROJECT:** Use Permit Application No. PLN2012-0006 - Maring Private Airport

**LOCATION OF PROJECT:** Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. APN: 016-043-004 & 005

**PROJECT DEVELOPERS:** Jon E. Maring  
P.O. Box 97  
Westley, CA 95387

**DESCRIPTION OF PROJECT:** Request to establish a private airport, including three (3) airplane hangars totaling 7,300 square feet and a 2,800 foot runway, on two (2) parcels totaling 97± acres.

Based upon the Initial Study, dated **February 15, 2013**, the Environmental Coordinator finds as follows:

1. This project does not have the potential to degrade the quality of the environment, nor to curtail the diversity of the environment.
2. This project will not have a detrimental effect upon either short-term or long-term environmental goals.
3. This project will not have impacts which are individually limited but cumulatively considerable.
4. This project will not have environmental impacts which will cause substantial adverse effects upon human beings, either directly or indirectly.

The Initial Study and other environmental documents are available for public review at the Department of Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, California.

Initial Study prepared by: Joshua Mann, Associate Planner

Submit comments to: Stanislaus County  
Planning and Community Development Department  
1010 10th Street, Suite 3400  
Modesto, California 95354

**AIRCRAFT NOISE ANALYSIS  
MARING PRIVATE AIRPORT  
STANISLAUS COUNTY, CALIFORNIA**

**BBA Report No. 13-004**

**PREPARED FOR**

**DEL MAR FARMS  
P.O. BOX 97  
WESTLEY, CALIFORNIA 95387**

**PREPARED BY**

**BROWN-BUNTIN ASSOCIATES, INC.  
VISALIA, CALIFORNIA**

**FEBRUARY 6, 2013**

## INTRODUCTION

The project is a proposed private airport to be owned and operated by Jon E. Maring (Del Mar Farms) on Cox Road near Patterson in Stanislaus County. The proposed airport would consist of a single 2,800 foot-long runway that would be used for 5-10 flights per week on an annual average basis. Stanislaus County has required that an aircraft noise analysis be prepared for the project to assist the county with preparation of environmental documentation as required by the California Environmental Quality Act (CEQA) and the State Division of Aeronautics.

This analysis, prepared by Brown-Buntin Associates, Inc. (BBA), is based upon project information provided by the project applicant and the project engineer (Advanced Design Group, Inc.). Revisions to the information utilized to prepare this analysis may require a re-evaluation of the findings of this report.

Attachment A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

## CRITERIA FOR ACCEPTABLE NOISE EXPOSURE

The California Airport Noise Regulation (CCR Title 21, Chapter 2.5, Subchapter 6) establishes 65 dB CNEL as the acceptable level of exterior aircraft noise for persons living in the vicinity of airports. The Stanislaus County Noise Element of the General Plan also utilizes the CNEL for assessing noise compatibility around airports. The county's standard for residential land uses is 60 dB CNEL, which is 5 dB *more* restrictive than the above-described state standard.

The CNEL is the energy average sound level for a 24-hour period determined after addition of penalties of 5 dB to aircraft noise events during the evening hours (7:00 p.m.-10:00 p.m.) and 10 dB to aircraft noise events during the nighttime hours (10:00 p.m.-7:00 a.m.). The CNEL is calculated based upon annual average conditions regarding aircraft operations and runway use. That means that the noise exposure on a particular day is likely to be either higher or lower than the annual average for a given location.

The Federal Aviation Administration (FAA) and U.S. Department of Housing and Urban Development (HUD) both apply an exterior noise level standard of 65 dB, as defined by the Day-Night Average Level (DNL), when evaluating land use compatibility around airports. The only difference between the DNL and the CNEL noise metrics is that the CNEL includes a 5 dB penalty during the evening hours and the DNL does not. Both metrics apply a 10 dB penalty during the nighttime hours of 10:00 p.m. to 7:00 a.m., and they are considered to be equivalent descriptors of the community noise environment within +/- 1.0 dB.



The FAA also has responsibility for establishing noise level standards for the development and manufacture of new aircraft. Local or state jurisdictions may not impose their own noise level standards to the noise generated by *individual* aircraft operations, but may consider noise compatibility criteria, as described above, for the purpose of noise compatibility planning around existing or proposed airport or heliport/helipad facilities.

## AIRCRAFT NOISE EXPOSURE CALCULATIONS

Aircraft noise exposure was calculated using the Federal Aviation Administration (FAA) Integrated Noise Model (INM), airport configuration information provided by the project engineer and aircraft operations data provided by the project developer. Aircraft noise exposure was calculated using the CNEL noise metric.

The INM was developed for the FAA and represents the federally sanctioned and required method for quantifying aircraft noise exposure for noise compatibility planning purposes. Version 7.0c is the current version of the INM.

The INM calculates aircraft noise exposure by mathematically combining aircraft noise levels and airport operations factors at a series of points within a cartesian coordinate system which defines the location of airport runways and generalized aircraft flight tracks. User inputs to the INM include the following:

- Runway configuration
- Aircraft flight track definitions
- Distribution of aircraft to flight tracks
- Aircraft traffic volume and fleet mix
- Temporal distribution of flights (day/evening/night)

The INM database includes aircraft performance parameters and noise level data that may be used to model noise from operations by most of the civilian aircraft presently in service at U.S. airports. When a user specifies a particular aircraft type from the INM database, the model automatically provides the necessary inputs concerning aircraft power settings, speed, departure profiles and noise levels. In its present form, the INM accounts for changes in the distance from a receptor to an aircraft noise source (slant range distance) due to variations in local terrain. The INM does *not* take into account reflections from nearby buildings or acoustical shielding caused by buildings or vegetation that may surround an airport.

According to the project developer, there will be approximately 5-10 flights per week on an annual average basis. Assuming that a flight consists of a takeoff and landing, this translates into 520-1,040 operations per year or an average of 1.4-2.8 operations per day. A worst-case operational scenario of 2.8 operations per day has been utilized for this analysis.

The project developer plans to have four aircraft based at the airport, including a PA32, C182, TBM8 and C55. The PA32 and C182 are single-engine piston-powered aircraft, the TBM8 is a single-engine turboprop and the C55 is a twin-engine piston-powered aircraft. According to the project developer, the Cessna 182 will be utilized for most flights. The C182 aircraft type from the INM database has therefore been used to model typical aircraft operations at the proposed airport.

Annual average runway use has been estimated by the project developer to be 97% to the northwest and 3% to the southeast. Ninety-nine percent of aircraft operations would occur between the hours of 7:00 a.m. and 10:00 p.m. Aircraft would utilize a standard left downwind pattern for arrivals and would typically either make a straight-out or left downwind departure. It was assumed for noise modeling that 50% of aircraft arrivals and departures would follow the extended runway centerline (straight in/out) and that 50% would execute left-hand arrival and departure patterns. Exhibits illustrating typical aircraft traffic patterns provided by the project engineer are included in Attachment B.

The INM was used to calculate aircraft noise exposure as defined by the annual average CNEL at the three closest noise-sensitive receptors. Those receptors are noted in Attachment C as R1, R2 and R3. Receptor R1 represents the closest home to the northwest of the airport and is located approximately 300 feet south of the extended centerline of the runway. Receptor R2 is located to the north and abeam the runway at a distance of approximately 800 feet north of the center of the runway. Receptor R3 represents the closest home to the southeast of the airport and is located approximately 400 feet north of the extended centerline of the runway. Table I summarizes calculated CNELs at the closest sensitive receptors based upon an average of 2.8 aircraft operations per day.

<b>TABLE I</b>		
<b>SUMMARY OF CALCULATED AIRCRAFT NOISE EXPOSURE</b>		
<b>MARING PRIVATE AIRPORT</b>		
<b>STANISLAUS COUNTY</b>		
<b>Receptor</b>	<b>Location</b>	<b>Annual Average CNEL</b>
R1	2,400 ft. northwest of runway and 300 feet south of ECL	47.1 dB
R2	800 ft. north of runway	47.3 dB
R3	2,300 feet southeast and 400 feet north of ECL	34.5 dB
<p>Note: ECL means extended centerline of runway.</p> <p>Sources: Brown-Buntin Associates, Inc. Integrated Noise Model v.7.0c</p>		

From Table I it may be determined that the CNEL values calculated by the INM comply with the State of California noise compatibility standard of 65 dB CNEL and the Stanislaus County standard of 60 dB CNEL. As previously noted, CNEL values on any given day may be higher or lower than the annual average CNEL due to the number of aircraft operations and runway use on that day.

## CONCLUSIONS

The proposed Maring Private Airport will generate annual average noise levels in the range of 34.5-47.3 dB CNEL at the closest existing homes to the project site. Such levels do not exceed the noise compatibility standards of the State of California or Stanislaus County.

The conclusions of this analysis are based upon the best information known to Brown-Buntin Associates, Inc. (BBA) at the time the analysis was prepared concerning the proposed airport location, airport configuration, projected number of aircraft operations and aircraft fleet mix. Any significant changes to these factors may require revisions to the findings of this report. Additionally, any significant future changes in aircraft technology, aircraft fleet mix, noise regulations or other factors beyond BBA's control may result in long-term noise results different from those described by this analysis.

Respectfully submitted,



Robert E. Brown  
President

REB:reb

## ATTACHMENT A

### ACOUSTICAL TERMINOLOGY

**AMBIENT NOISE LEVEL:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**DNL/L<sub>dn</sub>:** Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**L<sub>eq</sub>:** Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L<sub>eq</sub> is typically computed over 1, 8 and 24-hour sample periods.

**NOTE:** The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L<sub>eq</sub> represents the average noise exposure for a shorter time period, typically one hour.

**L<sub>max</sub>:** The maximum noise level recorded during a noise event.

**L<sub>n</sub>:** The sound level exceeded "n" percent of the time during a sample interval (L<sub>90</sub>, L<sub>50</sub>, L<sub>10</sub>, etc.). For example, L<sub>10</sub> equals the level exceeded 10 percent of the time.

## ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE  
CONTOURS:**

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

**NOISE LEVEL  
REDUCTION (NLR):**

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of noise level reduction combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

**SEL or SENEL:**

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

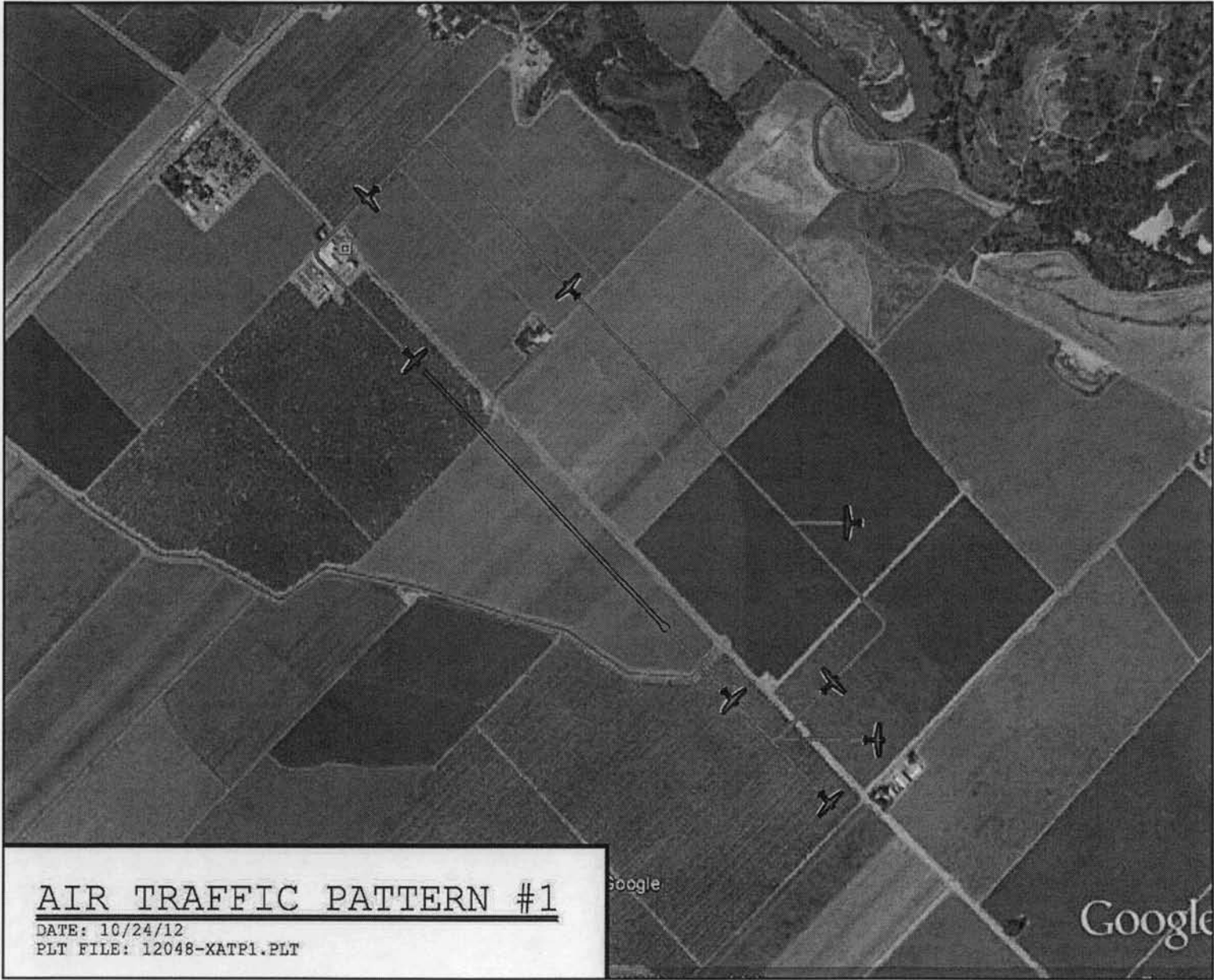
**SOUND LEVEL:**

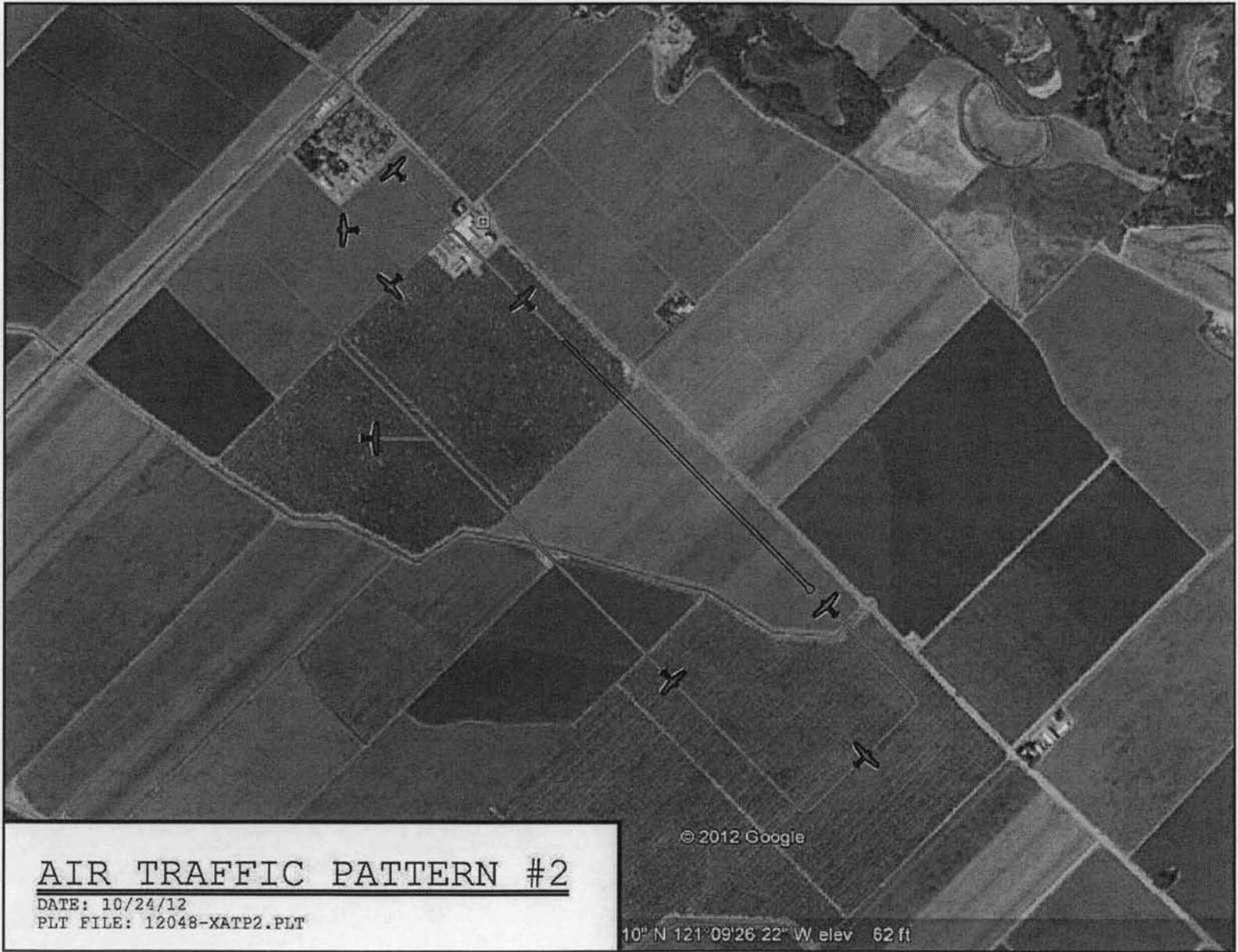
The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION  
CLASS (STC):**

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

ATTACHMENT B-1: TYPICAL SOUTHEAST FLOW OPERATIONS





ATTACHMENT C: NOISE-SENSITIVE RECEPTORS USED FOR NOISE MODELING





APPENDIX 5-B  
AIRPORT SITING STANDARDS

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS  
STATE OF CALIFORNIA

Date: March 6, 1984

No. 84-367

On motion of Supervisor Blom, Seconded by Supervisor Simon,  
and approved by the following vote,  
Ayes: Supervisors: Blom, Simon, Cannella and Chairman Starn  
Noes: Supervisors: None  
Excused or Absent: Supervisors: Terry  
Abstaining: Supervisor: None D-2

THE FOLLOWING RESOLUTION WAS ADOPTED:

IN RE: ESTABLISHING POLICIES FOR THE SITING OF NEW AIRPORTS, AGRICULTURAL  
SERVICE AIRPORTS AND TEMPORARY AGRICULTURAL SERVICE AIRPORTS

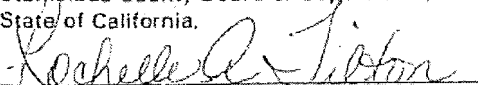
WHEREAS, after receiving a report concerning private airports in Stanislaus  
County, this Board referred the matter to the Planning Commission for study and  
possible recommendations; and

WHEREAS, the Commission held a public hearing to gain input from private  
airport owners, pilots, cropdusters and other interested parties; and

WHEREAS, after much discussion, the Planning Commission recommends that this  
Board adopt the "Establishing Policies for the Siting of New Airports, Agricultural  
Service Airports and Temporary Agricultural Service Airports" as submitted,

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors does hereby  
adopt the "Establishing Policies for the Siting of New Airports, Agricultural Service  
Airports and Temporary Agricultural Service Airports" to wit:

ATTEST: BETH MEYERSON-MARTINEZ, Clerk  
Stanislaus County Board of Supervisors,  
State of California.



By: Rochelle A. Tilton, Assistant Clerk

5-14

File No. S-18-CC-27

ESTABLISHING POLICIES FOR THE SITING OF NEW  
AIRPORTS, AGRICULTURAL SERVICE AIRPORTS, AND TEMPORARY  
AGRICULTURAL SERVICE AIRPORTS

WHEREAS, it is the duty of the Stanislaus County Board of Supervisors to promote and protect the health, safety, comfort, convenience and general welfare of the residents of Stanislaus County; and

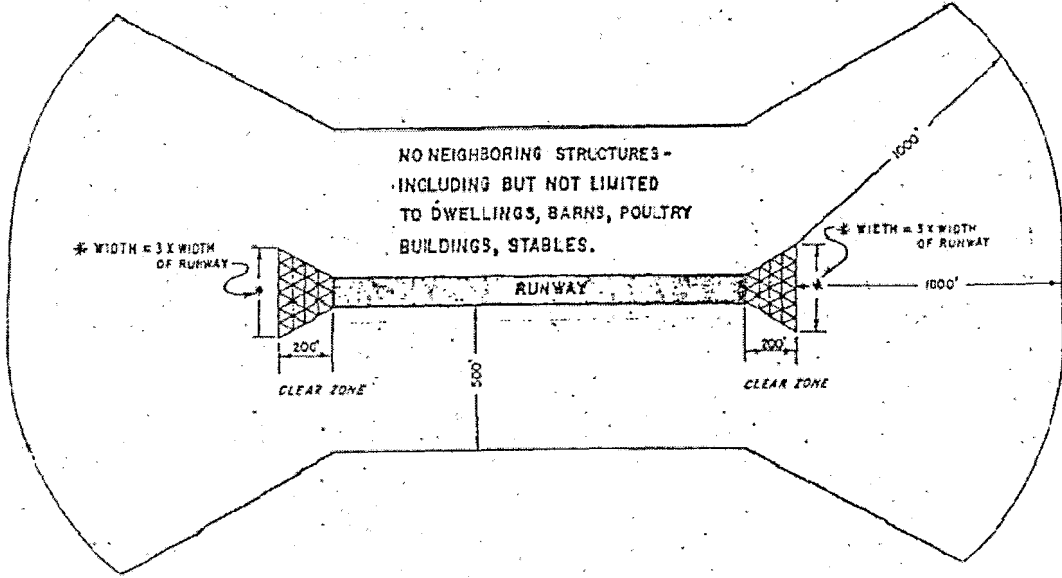
WHEREAS, private airstrips, private airports, crop duster landing strips and heliports are presently permitted upon approval of a use permit in A-2 (Exclusive Agriculture) and certain R-A (Rural Residential) zones; and

WHEREAS, the Board of Supervisors recognizes the fact that airports, agricultural service airports and temporary agricultural service airports are necessary for the economy and convenience of the people of Stanislaus County; and

WHEREAS, careful consideration must be given to the siting, layout and design of any new airport, agricultural service airport or temporary agricultural service airport in these areas to protect the health, safety, comfort, and general welfare of the residents of Stanislaus County,

NOW, THEREFORE, BE IT RESOLVED that the following policies shall be utilized as guidelines by Stanislaus County when considering an application for a use permit or staff approval application to locate any new airport or temporary agricultural service airport or expand any existing airport or temporary agricultural service airport.

1. Provide a clear zone for a distance of two-hundred feet (200') from the end of the runway. The clear zone shall start at the ends of the runway and at a point two-hundred feet (200') from the end of the runway be three (3) times the width of the runway.
2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than: (a) 1000 feet from the ends of the runway, or (b) 500 feet to the sides of the runway. This shall not be construed so as to prohibit the owner of any airport from having their own dwelling(s), barn(s), shop(s), poultry building(s), or similar agricultural structure(s) within this area.
3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings or structures.
4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.
5. Obtain when necessary approval of the California Department of Transportation, Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.




**SUMMARY OF RESPONSES FOR ENVIRONMENTAL REVIEW REFERRALS**

**PROJECT: USE PERMIT APPLICATION NO. PLN2012-0006 MARING PRIVATE AIRPORT**

REFERRED TO:				RESPONDED		RESPONSE			MITIGATION MEASURES		CONDITIONS	
	2 WK	30 DAY	PUBLIC HEARING NOTICE	YES	NO	WILL NOT HAVE SIGNIFICANT IMPACT	MAY HAVE SIGNIFICANT IMPACT	NO COMMENT NON CEQA	YES	NO	YES	NO
CA DEPT OF CONSERVATION: Land Resources	X	X	X		X							
CA DEPT OF FISH & WILDLIFE	X	X	X		X							
CA DEPT OF TRANSPORTATION DIST 10	X	X	X	X							X	
CA OPR STATE CLEARINGHOUSE	X	X	X	X				X		X		X
CA RWQCB CENTRAL VALLEY REGION	X	X	X	X				X		X		X
CENTRAL VALLEY FLOOD PROTECTION	X	X	X		X							
COOPERATIVE EXTENSION	X	X			X							
FIRE PROTECTION DIST: WEST STAN	X	X	X	X				X		X		X
HOSPITAL DISTRICT: DEL PUERTO	X	X	X		X							
IRRIGATION DISTRICT: WEST STAN	X	X	X		X							
MODESTO REGIONAL FIRE AUTHORITY	X	X		X				X		X		X
MOSQUITO DISTRICT: TURLOCK	X	X	X		X							
MT VALLEY EMERGENCY MEDICAL	X	X	X		X							
PACIFIC GAS & ELECTRIC	X	X	X		X							
SAN JOAQUIN VALLEY APCD	X	X	X	X				X		X	X	
SCHOOL DISTRICT 1: PATTERSON	X	X	X		X							
STAN CO AG COMMISSIONER	X	X			X							
STAN CO ALUC	X	X			X							
STAN CO BUILDING PERMITS DIVISION	X	X		X				X		X	X	
STAN CO CEO	X	X			X							
STAN CO DER	X	X		X				X		X	X	
STAN CO ERC	X	X		X				X		X		X
STAN CO FARM BUREAU	X	X	X		X							
STAN CO HAZARDOUS MATERIALS	X	X			X							
STAN CO PUBLIC WORKS	X	X		X				X		X	X	
STAN CO SHERIFF	X	X			X							
STAN CO SUPERVISOR DIST #5: DeMARTIN	X	X			X							
STAN COUNTY COUNSEL	X	X			X							
StanCOG	X	X			X							
STANISLAUS LAFCO	X	X	X		X							
SURROUNDING LAND OWNERS			X		X							
US ARMY CORPS OF ENGINEERS	X	X	X		X							
US FISH & WILDLIFE	X	X	X		X							
US MILITARY AGENCIES (SB 1462) (5 agencies)	X	X	X		X							

- B. USE PERMIT APPLICATION NO. PLN2012-0006 - MARING PRIVATE AIRPORT** - Request to establish a private airport, including three (3) airplane hangars totaling 7,300 square feet and a 2,800 foot runway, on two (2) parcels totaling 97± acres. The site is located within the A-2-40 (General Agriculture) zoning district, on Cox Road, southeast of Frank Cox Road, northwest of Condit Avenue, near the communities of Grayson and Westley. The Planning Commission will consider a CEQA Negative Declaration on this project.  
APN: 016-043-004 & 005  
Staff Report: Joshua Mann Recommends **APPROVAL**.  
Public hearing opened.  
**OPPOSITION:** No one spoke.  
**FAVOR:** Elwyn Heinen, Advanced Design Group  
Public hearing closed.  
Buehner/Crabtree, 7-0 (Unanimous), **RECOMMENDED APPROVAL TO THE BOARD OF SUPERVISORS**

<p style="text-align: center;"><b>EXCERPT</b></p> <p style="text-align: center;"><b>PLANNING COMMISSION</b></p> <p style="text-align: center;"><b>MINUTES</b></p> <p style="text-align: center;"></p> <p>Secretary, Planning Commission</p> <p style="text-align: center;"><u>5-2-2013</u></p> <p>Date</p>
--

# **STANISLAUS COUNTY USE PERMIT APPLICATION**

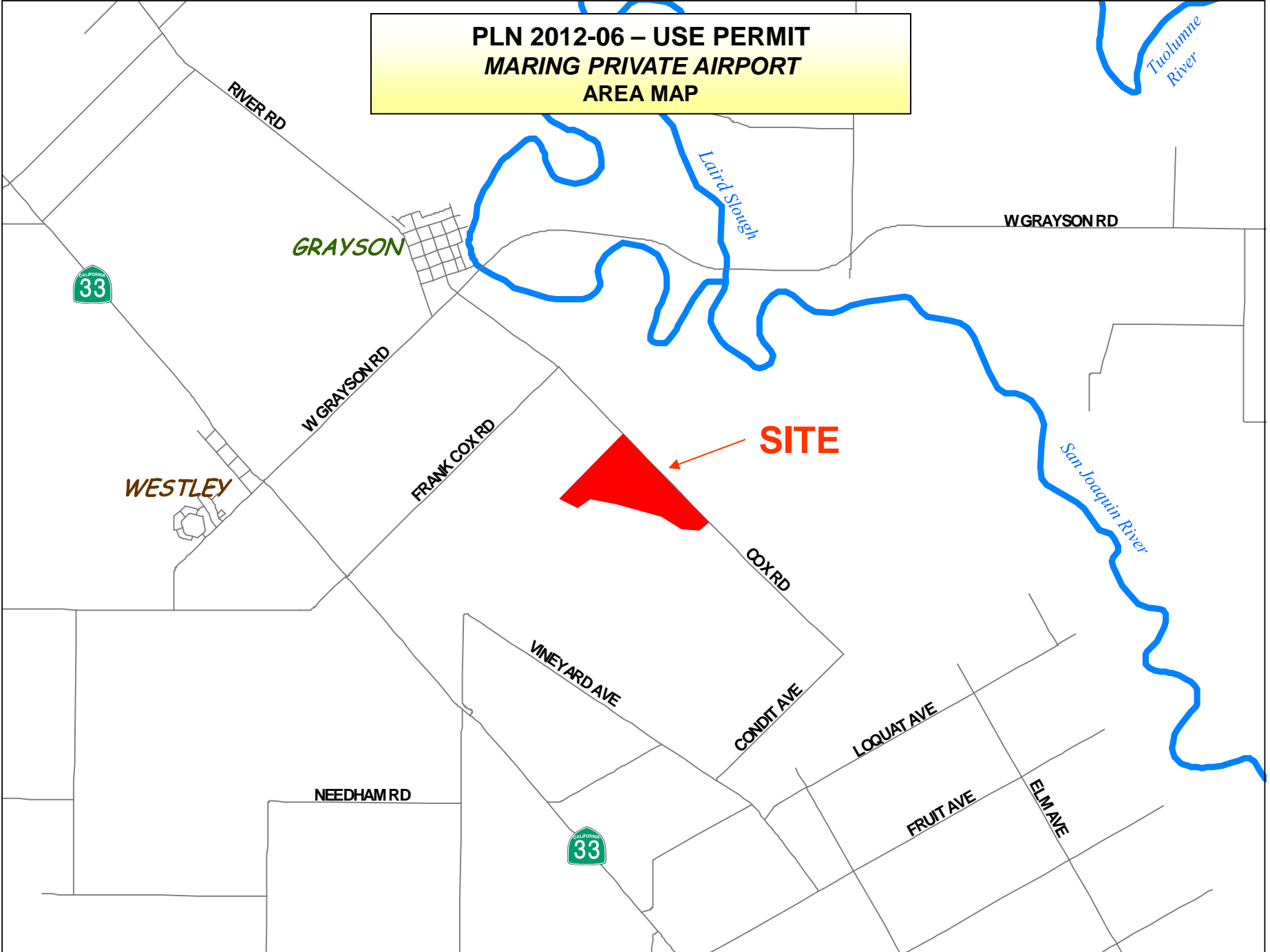
## **- PLN 2012-06 - *MARING PRIVATE AIRPORT***

**BOARD OF SUPERVISORS**

*May 7<sup>th</sup>, 2013*



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
AREA MAP**



Tuolumne River

Laid Slough

San Joaquin River

W GRAYSON RD

GRAYSON

RIVER RD

33

W GRAYSON RD

WESTLEY

FRANK COX RD

SITE

COX RD

VINEYARD AVE

CONDIT AVE

LOQUAT AVE

NEEDHAM RD

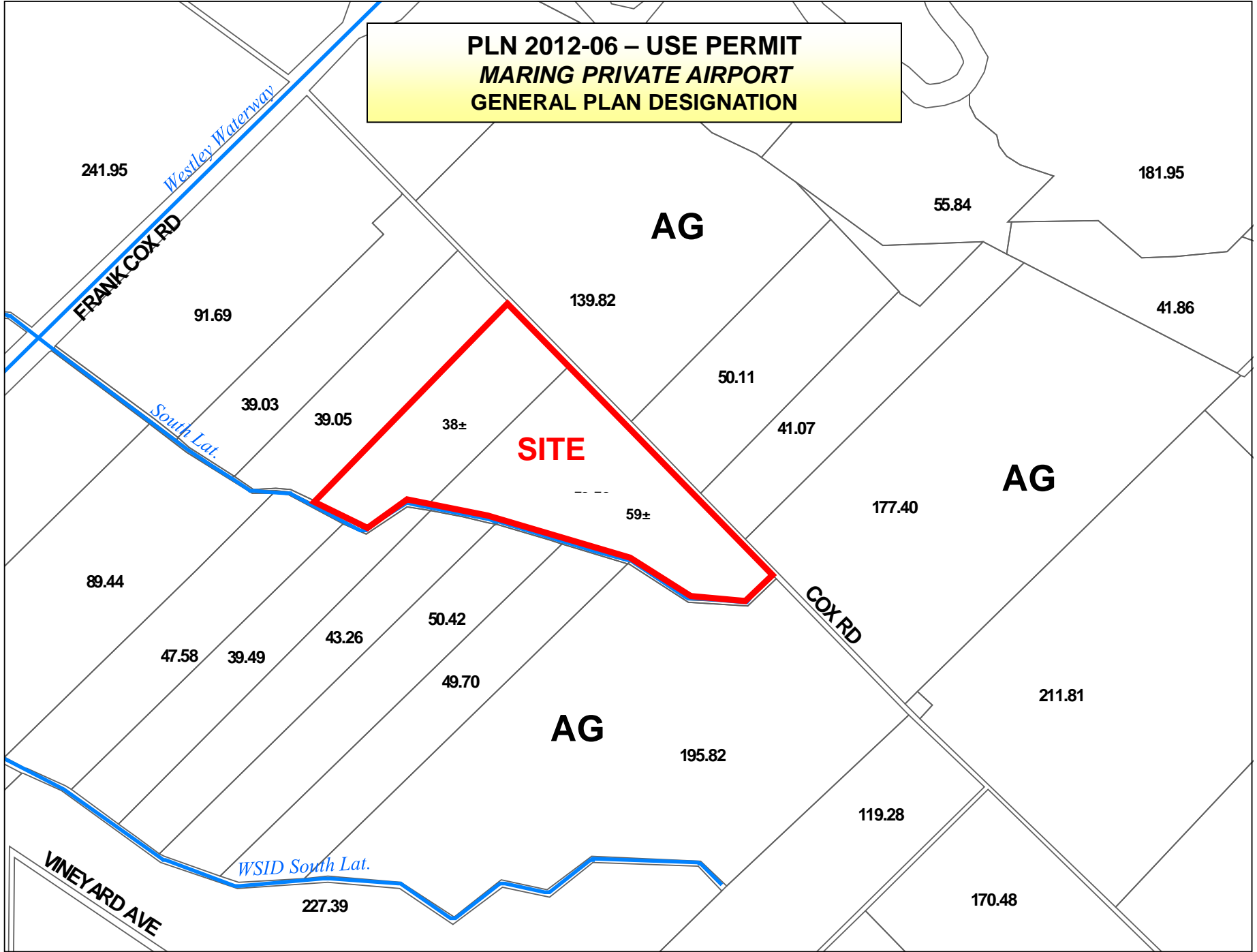
33

FRUIT AVE

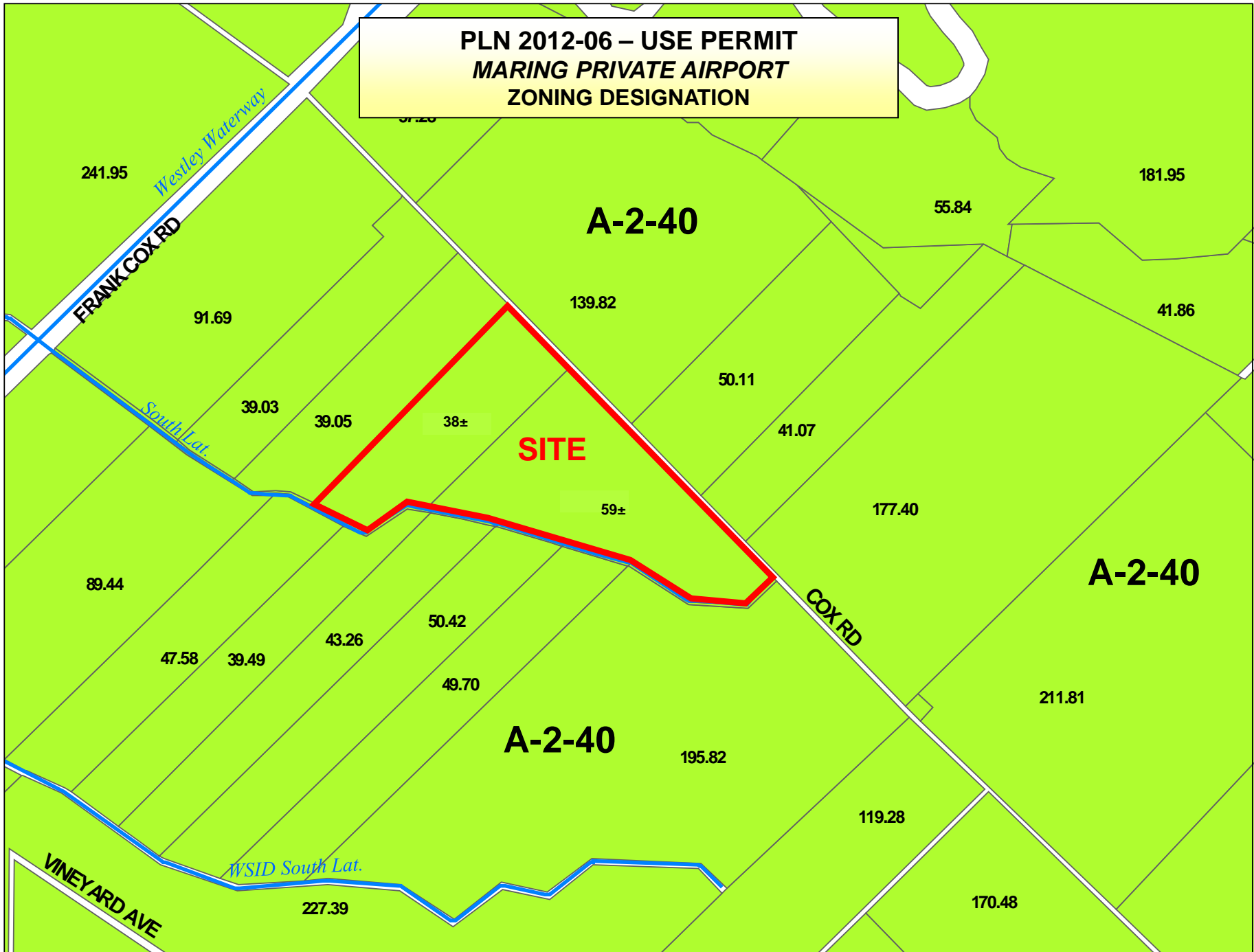
ELM AVE



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
GENERAL PLAN DESIGNATION**



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
ZONING DESIGNATION**



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
AERIAL PHOTO (2008)**

*Westley Waterway*

**FRANK COX RD**

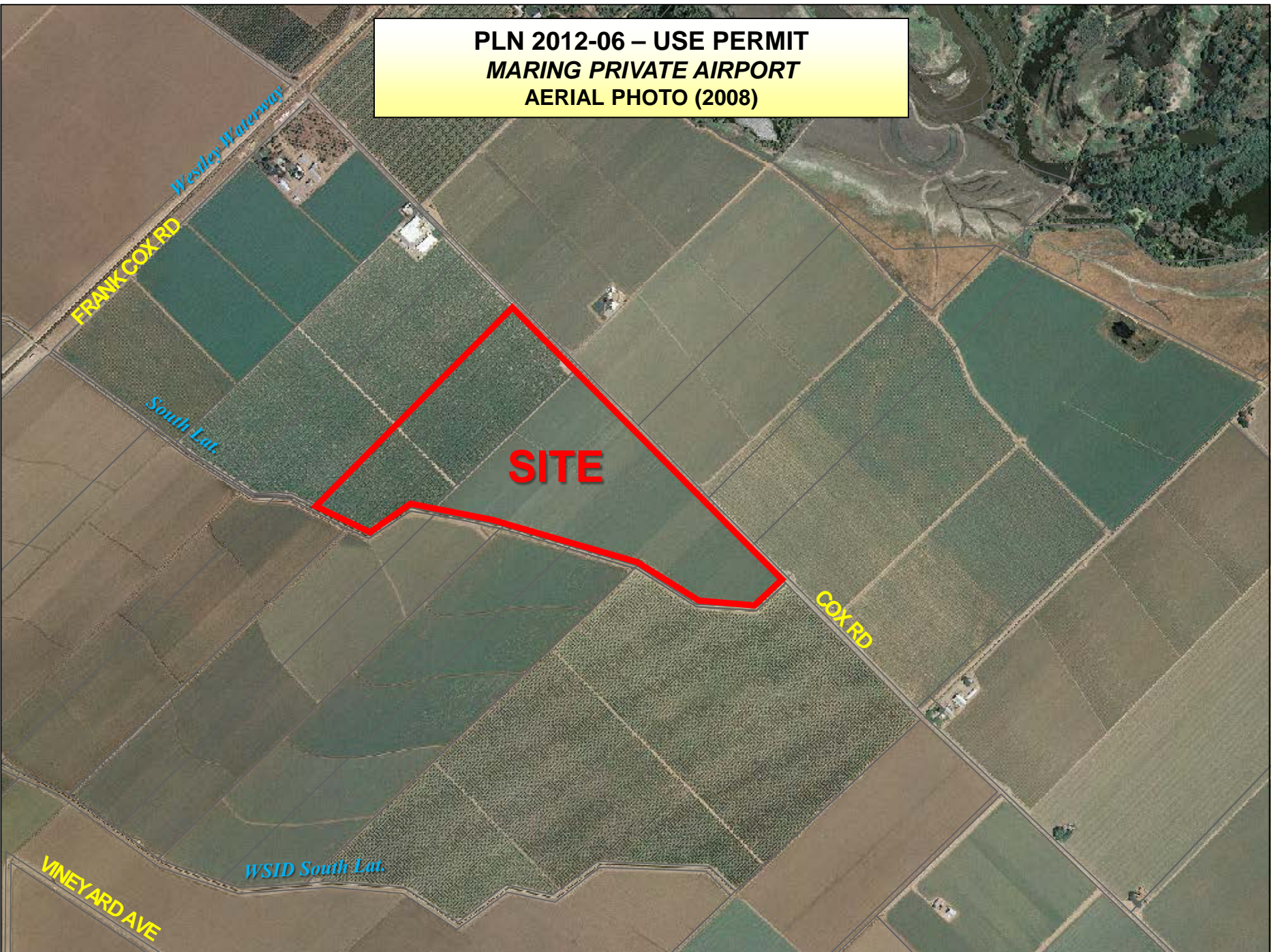
*South Lat.*

**SITE**

**COX RD**

*WSID South Lat.*

**VINEYARD AVE**



# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

- **Private Airport**
  - **2,800’ Runway**
  - **3 Aircraft Hangers totaling 7,300± sq.ft**
  - **On two parcels – total of 97± acres under Williamson Act Contract**
  - **No on-site storage of fuel, however delivery of fuel may occur via fuel truck**

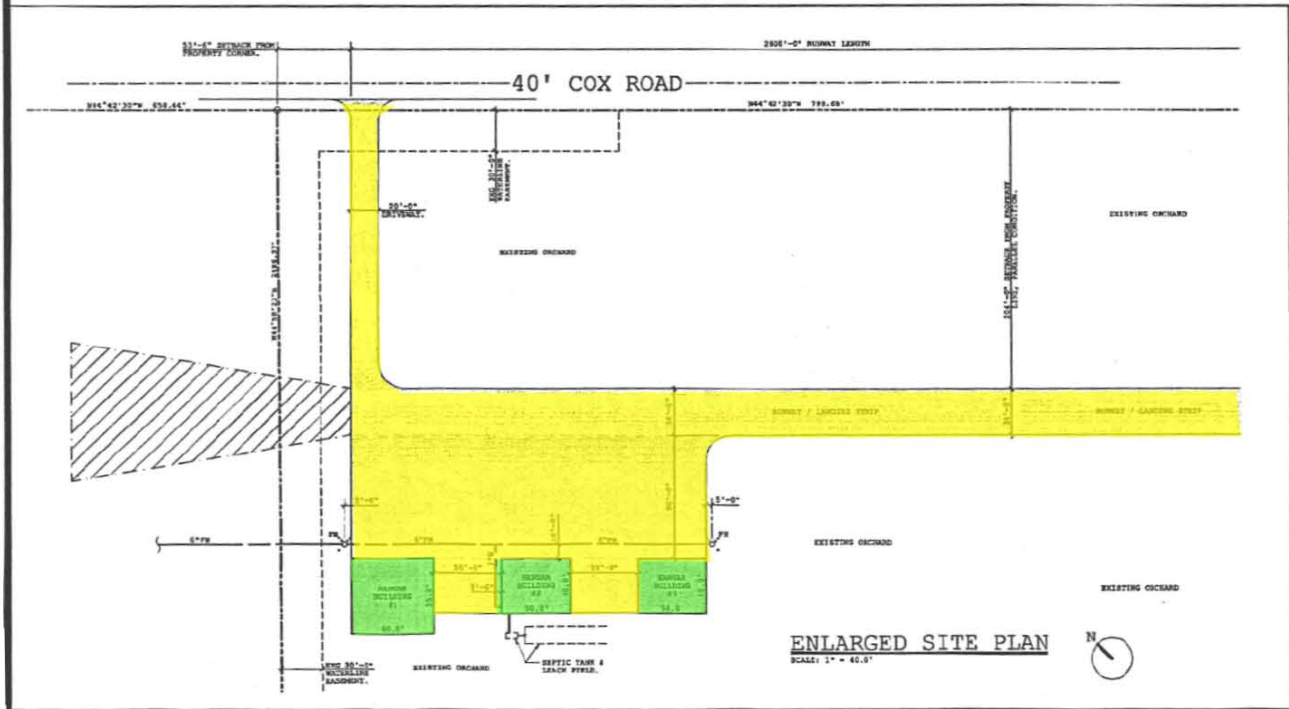
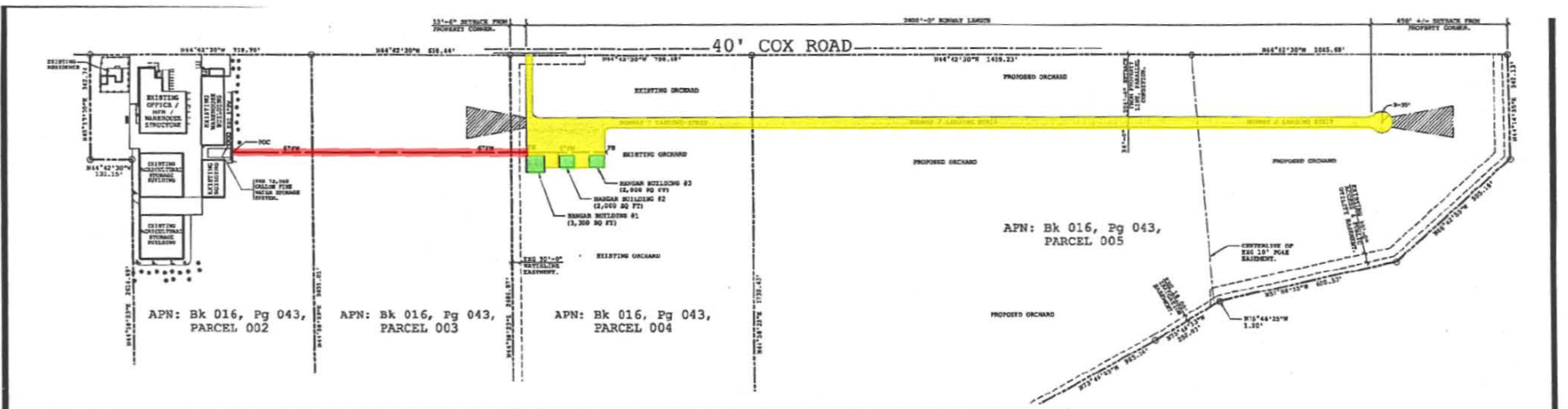
# **USE PERMIT - PLN2012-06**

## **“MARING AIRPORT”**

- **Applicant’s Statement**

- **Aerial survey of Ag crops in Central Valley**
- **Airport to be used for private use and for transporting applicant’s “packing” business customers**
- **Estimated 5-10 flights per week**
- **Surface of runway undetermined**
- **Area around hangers will be concrete**





**KEY SITE PLAN**  
SCALE: 1" = 100.00'

NOTE: CROSS HATCH AREA INDICATES A REQUIRED CLEAR ZONE FOR A DISTANCE OF 200 FEET FROM EACH END OF THE ROADWAY AND AT A POINT 200 FEET FROM THE END OF THE ROADWAY IN THREE TIMES THE WIDTH OF THE ROADWAY.

THE DESIGN AND CONSTRUCTION FEATURES SHOWN ON THESE PLANS SUBJECT TO NECESSARY ADJUSTMENTS WITHIN THESE PLANS FOR THE DESIGN AND CONSTRUCTION FEATURES SHOWN THEREON AND TO BE ENLARGED IN SCALE OR IN ANY MANNER THE CONSULTOR IS ADVISED DESIGN GROUP, INC.

REV	DATE	BY

PROJECT: PRIVATE AIRPORT  
OWNER: MR. EDWARD J. MARING  
LOCATION: COX ROAD, PATTERSON, CALIFORNIA

DESIGN BY: DGM  
CHECKED BY:  
DATE: 05/15/13  
SCALE: AS NOTED

PROJECT  
**12048**

SHEET NUMBER  
**2**

**advanced**  
DESIGN GROUP, INC.  
1103 REDD STREET, MADERA, CA 93651  
PH: 510-324-1545  
EMAIL: info@advgrp.com

NOTE; THIS DRAWING IS FOR THE CONDITIONAL USE PERMIT APPLICATION.

53'-6" SETBACK FROM PROPERTY CORNER.

2800'-0" RUNWAY LENGTH

450' +/- SETBACK FROM PROPERTY CORNER.

# 40' COX ROAD

N44°42'30"W 798.68'

N44°42'30"W 1459.23'

N44°42'30"W 1045.68'

EXISTING ORCHARD

PROPOSED ORCHARD

RUNWAY / LANDING STRIP

RUNWAY / LANDING STRIP

RUNWAY / LANDING STRIP

R=35'

EXISTING ORCHARD

PROPOSED ORCHARD

PROPOSED ORCHARD

- HANGAR BUILDING #3 (2,000 SQ FT)
- HANGAR BUILDING #2 (2,000 SQ FT)
- HANGAR BUILDING #1 (3,300 SQ FT)

APN: Bk 016, Pg 043, PARCEL 005

APN: Bk 016, Pg 043, PARCEL 004

EXG 30'-0" WATERLINE EASEMENT.

EXISTING ORCHARD

PROPOSED ORCHARD

CENTERLINE OF EXG 10' PG4E BASEMENT.

EXISTING UTILITIES CROSSING RUNWAY WITHIN CROSSING EASEMENT

EXG 18'-0" OF EASEMENT.

N44°38'23"E 2486.97'

N44°58'23"E 1732.43'

N44°14'35"E 342.13'

N86°42'53"W 305.19'

N57°08'55"W 600.53'

N75°46'25"W 1.20'

N72°48'13"W 202.07'

N73°46'03"W 985.56'

N78°53'43"W 557.71'

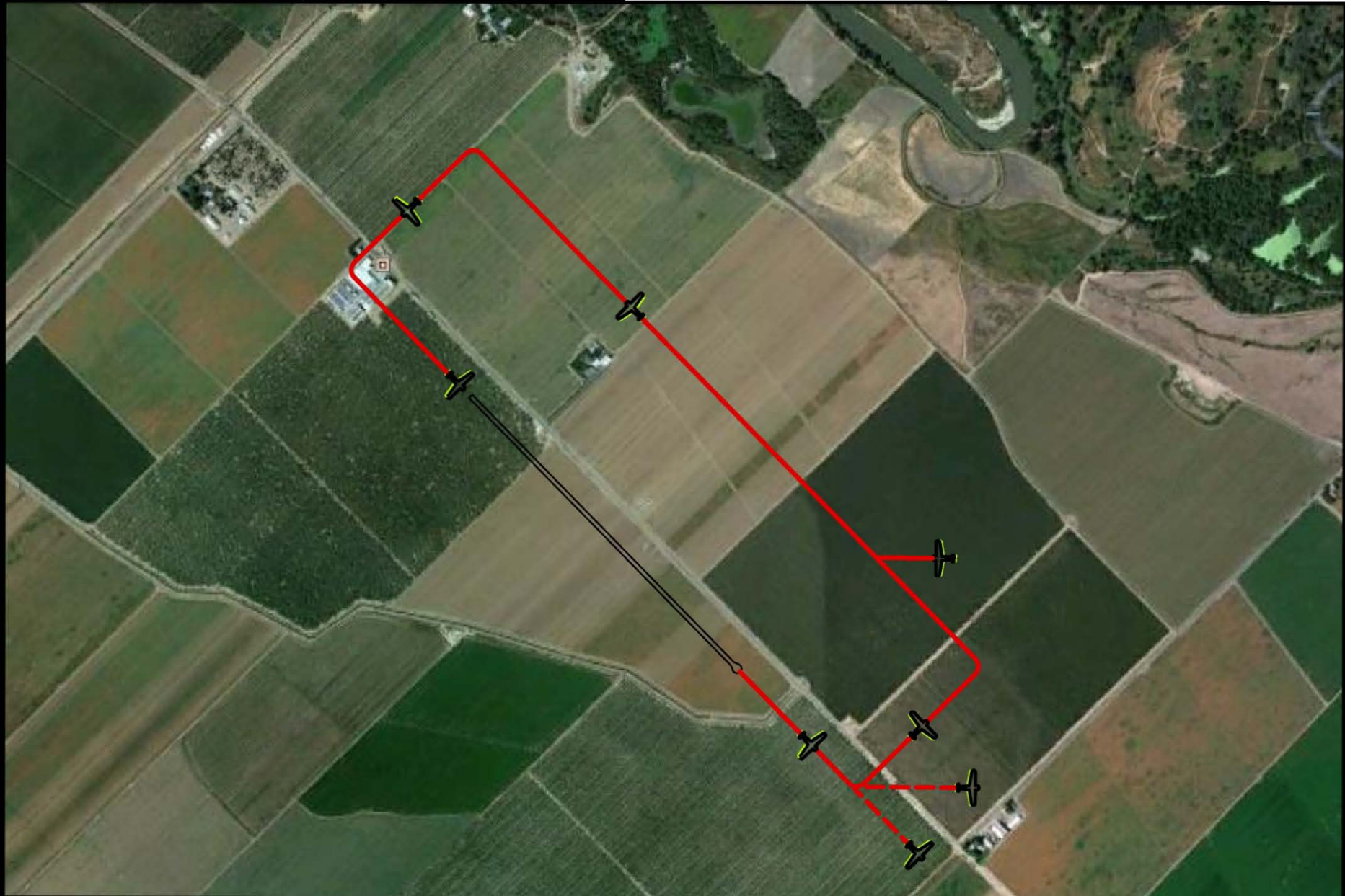
N78°53'43"W 557.71'

## KEY SITE PLAN

SCALE: 1" = 100.00'



NOTE: CROSS HATCH AREA DESIGNATES A REQUIRED CLEAR ZONE FOR A DISTANCE OF 200 FEET FROM EACH END OF THE RUNWAY AND AT A POINT 200 FEET FROM THE END OF THE RUNWAY BE THREE TIMES THE WIDTH OF THE RUNWAY.

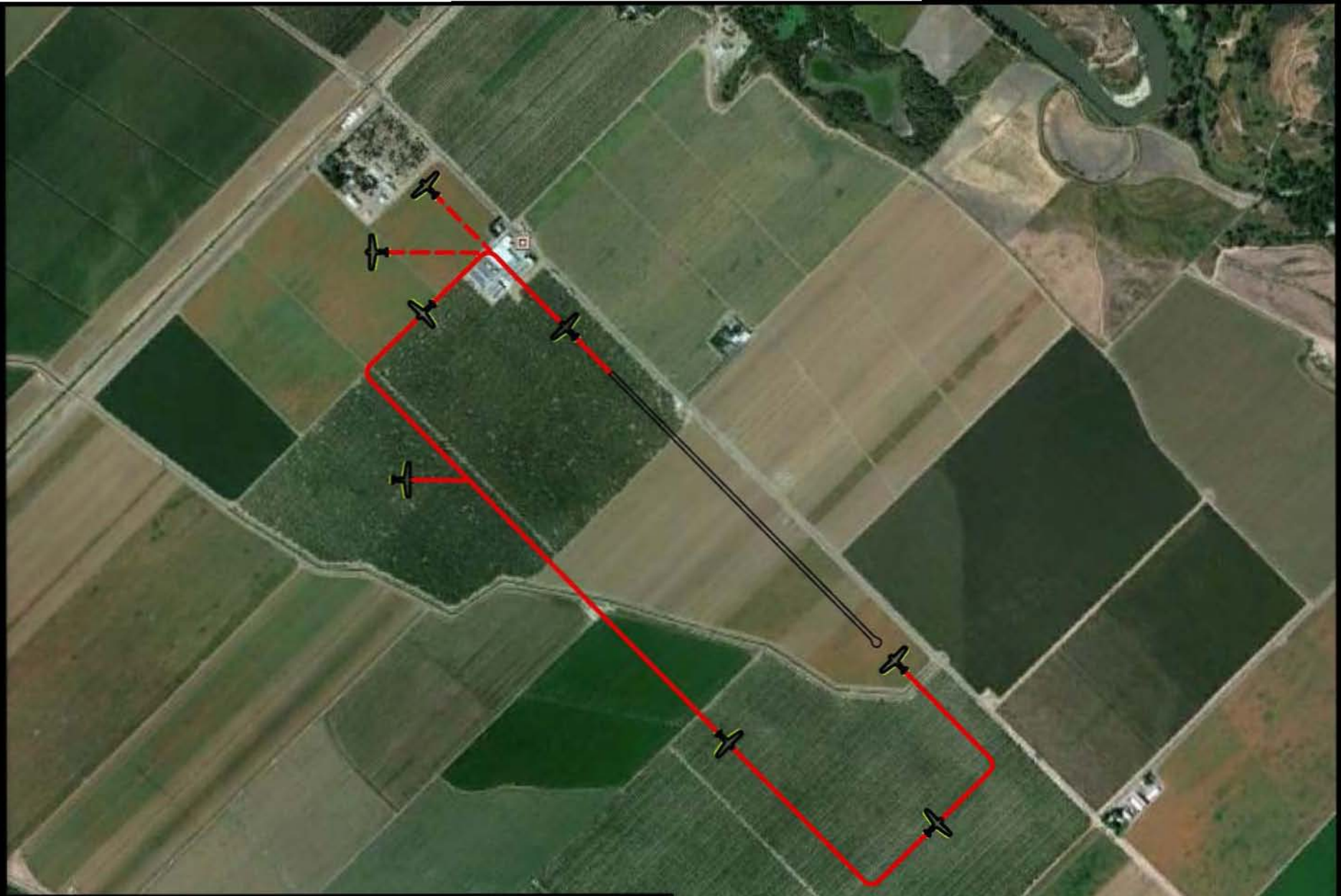


# AIR TRAFFIC PATTERN #1

DATE: 10/24/12

PLT FILE: 12048-XATP1.PLT





© 2012 Google

# AIR TRAFFIC PATTERN #2

DATE: 10/24/12

PLT FILE: 12048-XATP2.PLT

10° N 121° 09' 26.22" W elev 62 ft

# **USE PERMIT - PLN2012-06**

## **“MARING AIRPORT”**

### **Section 21.20.040 – Zoning Ordinance**

- Allows Private Airports through a Use Permit process, including approval by the Board of Supervisors**
- Requires review by Airport Land Use Commission – November 1<sup>st</sup>, 2012**



# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

### Section 21.20.040 – Zoning Ordinance

- Private Airports may be approved if:
  - » Found Consistent with General Plan & County Policies
  - » Appendix 5-B of Safety Element,  
*“Policies for Siting of New Airports...”*
    - *Exhibit ‘H’ of PC Staff Report*



# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

### *“Policies for Siting of New Airports...”*

1. Provide a clear zone for a distance of 200 feet from the end of the runway. The clear zone shall start at the ends of the runway and at a point 200 feet from the end of the runway be three times the width of the runway.





# USE PERMIT - PLN2012-06

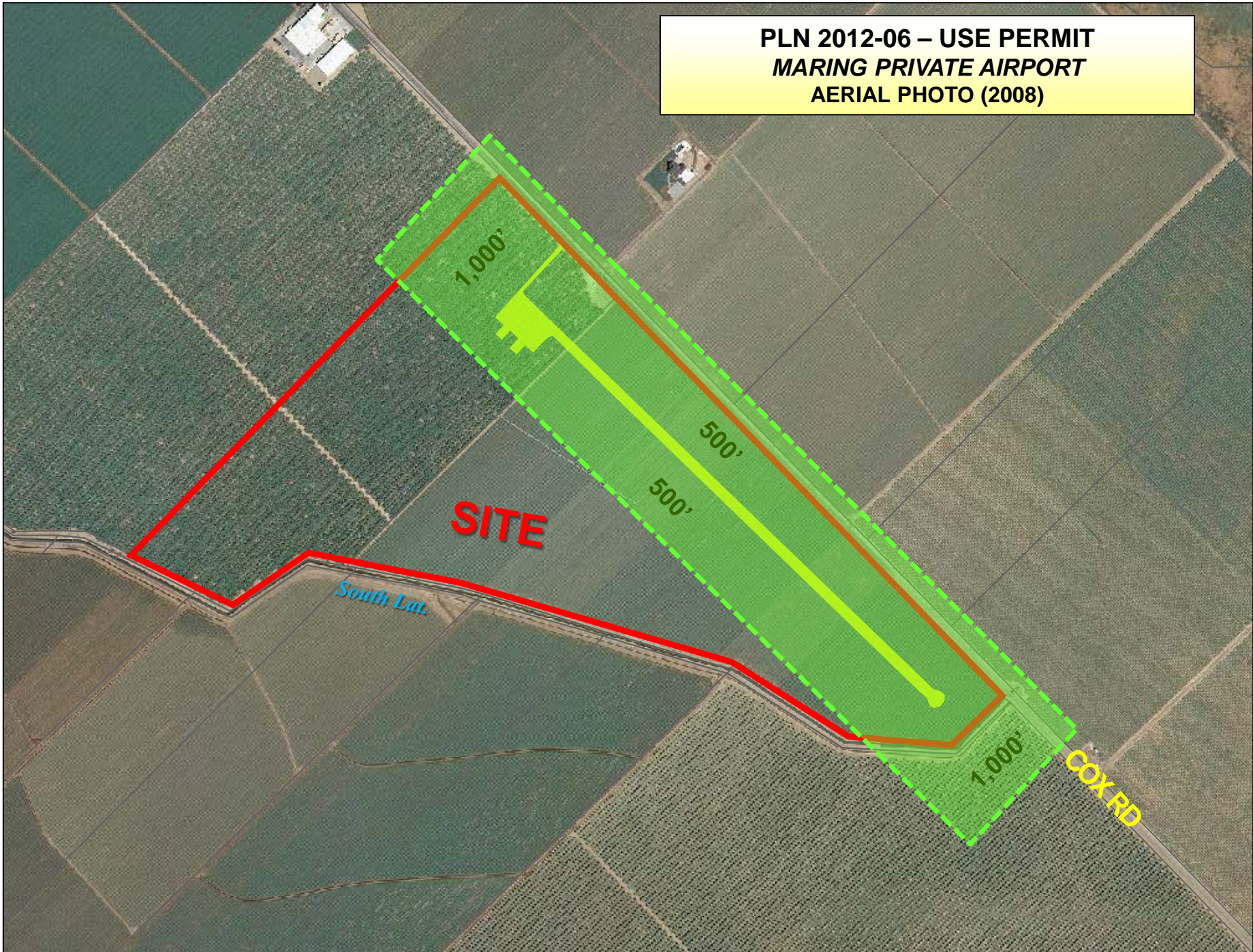
## “MARING AIRPORT”

### *“Policies for Siting of New Airports...”*

2. Be no closer to any neighboring dwelling, barn, shop, poultry building, or similar agricultural structure than:
  - (a) 1,000 feet from the ends of the runway,  
or
  - (b) 500 feet to the sides of the runway.



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
AERIAL PHOTO (2008)**



# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

### *“Policies for Siting of New Airports...”*

3. Be located so that air or surface traffic shall not constitute a nuisance or danger to neighboring property, farms, dwellings, or structures.





# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

### *“Policies for Siting of New Airports...”*

4. Show that adequate controls or measures will be taken to prevent offensive dust, noise, vibrations, or bright lights.



# USE PERMIT - PLN2012-06

## “MARING AIRPORT”

### *“Policies for Siting of New Airports...”*

5. Obtain when necessary approval of the California Department of Transportation Division of Aeronautics and the Federal Aviation Administration prior to the issuance of the use permit.



# ISSUES

- **Concerns raised on potential Noise Levels associated with proposed airport operations**
- **CalTrans - Division of Aeronautics**
- **Airport Land Use Commission Meeting - November 1<sup>st</sup>, 2012**



# ISSUES (cont'd)

- **Following ALUC Meeting Staff requested Noise Assessment be conducted**
  - Attached as Exhibit 'G' of PC Staff Report
- **Noise Assessment reviewed potential sensitive noise receptors in area**
  - 3 single family residences within immediate project vicinity



# ISSUES (cont'd)

- **Noise Assessment determined projected Noise Levels would be 34.5 - 47.3 dB CNEL at the closest existing residence**
- **Projected Noise Levels well below:**
  - **State Noise Compatibility Standards of 65db CNEL**
  - **County Standards of 60dB CNEL**



# ENVIRONMENTAL REVIEW

- Pursuant to the California Environmental Quality Act (CEQA), the proposed project was circulated to all interested parties and responsible agencies for review and comment.
- Based on the comments, a Negative Declaration is being recommended.



# FINDINGS

## ***Staff believes:***

- The specific findings listed under section 21.20.040 and the Williamson Act Findings, that the Airport will be primarily related to an Agricultural use, can be made
- Listed in Exhibit 'A' of the Staff Report



# PLANNING COMMISSION

April 4<sup>th</sup>, 2013

- **Staff recommended the Planning Commission recommend Approval subject to actions 1-4 outlined in Exhibit 'A' of the PC Staff Report**
- **7-0 Vote ( Com. Buehner / Com. Crabtree)  
Recommend the Board Approve the Use Permit request**



**PLN 2012-06 – USE PERMIT  
MARING PRIVATE AIRPORT  
AERIAL PHOTO (2008)**

*Westley Waterway*

**FRANK COX RD**

*South Lat.*

**SITE**

**COX RD**

*WSID South Lat.*

**VINEYARD AVE**

