

1. Aviation Hazards Section from the Public Safety Element

Airports

Although not located within the Pleasanton Planning Area boundary, the Livermore Municipal Airport affects land uses in Pleasanton in the form of noise and safety. These concerns are addressed by the Alameda County Airport Land Use Commission (ALUC) in ~~its the Airport Land Use Compatibility Policy Plan (ALUCP). The most recent comprehensive update to the ALUCP occurred in 2012. Development of the Livermore Municipal Airport is regulated by Livermore's General Plan, and an Airport Zoning District within the City of Livermore. Livermore's previous master plan for the Livermore Municipal Airport, which was adopted by the City of Livermore in 1975, was rescinded in 2010. of 1986, and the City of Livermore's adopted Airport Protection Area (1993). The development of the Airport and phasing of improvements is addressed in the Livermore Municipal Airport Master Plan (adopted December 1975). In March 2004, the City of Livermore released a Public Review Draft Master Plan Update which outlined plans for airport expansion, including additional hangar space, office space, expansion of services serving aviation uses, and creation of a southern parallel taxiway. Due to considerable public opposition from residential neighbors in Pleasanton and Livermore, the City of Livermore withdrew the draft pending the completion of noise studies and the implementation of noise reduction measures. See the Noise Element for discussion of airport noise issues.~~

~~The Airport Land Use Policy Plan~~ The Livermore Airport ALUCP delineates several boundaries, parts of which are located within Pleasanton's Planning Area. All the following are illustrated on Figure

5-10. ~~The Airport Influence Area (AIA) General Referral Area~~ is the area which is now or could in the future be affected by airport operations. ~~This area is also referred to as the "airport influence area." Certain projects, such as general plan and specific plan amendments~~ Proposed projects within this area must ~~also~~ be referred to the ~~ALUC Airport Land Use Commission~~ for its review and determination of consistency with the ~~ALUCP Airport Land Use Policy Plan~~. This area extends west to Santa Rita Road in Pleasanton.

~~As part of the ALUCP the~~ The ~~ALUC has also adopted seven safety compatibility zones. The AIA is the outermost boundary of these zones. Three of the zones, 4, 6, and 7, extend into the Pleasanton, while the remainder do not. The choice of safety criteria for a particular zone is largely a function of risk acceptability as determined by the ALUC. Where the risks of a particular land use are considered significant but tolerable in the ALUCP, the implementation of certain restrictions may be considered to reduce the risk to a more acceptable level. Uses that are acceptable generally require no limitations. Proposed construction projects exceeding 200 feet in height (city wide) or which exceed the height compatibility airspace identified within the AIA are of potential concern, and require Federal Aviation Administration and/or ALUC review. a Height Referral Area, which includes noise impacts zones and safety zones at both ends of airport runways. These boundaries and the policies that apply within them are described in detail in its Land Use Policy Plan. Within the Pleasanton Planning Area, the General Referral Area is a subset of the Height Referral Area.~~

In addition to the above, in 1993, the ALUCP was amended to include an Airport Protection Area (previously adopted by the City of Livermore in 1991) within which new residential development or the intensification of existing development ~~is was~~ is prohibited, with the exception of potential transit oriented development at the future

Isabel/I-580 BART station in Livermore. This area extends generally 5,000 feet east, north, and south of the runways, and 7,100 feet west of the runways. The ALUCP states the intent of the APA is to prevent the encroachment of incompatible land uses near the vicinity of the Livermore Airport. The 2012 update to the ALUCP allows for consideration of intensification of existing development within the Airport Protection Area within the City of Livermore. Within the Pleasanton Planning Area, the Airport Protection Area is a subset of the General Referral Area and the Height Referral Area.

~~The Airport Land Use Policy Plan also delineates Airport Safety Zones for each runway that is not located within the Pleasanton Planning Area. Pleasanton's General Plan and Stoneridge Drive Specific Plan must be consistent with the Airport Land Use Policy Plan and Airport Protection Area plan. Substantial~~



Livermore airport aerial view

~~areas within the Pleasanton Planning Area lie within the Airport's height referral area, although they are located at sufficient distances so that all uses allowed under the City's 85-foot zoning height limit for commercial and industrial uses and 40-foot limit for residential uses would be compatible. No City of Pleasanton residential land use designations are located within the Airport Protection Area.~~

Heliports

The Valley Care Medical Center operates a heliport at its hospital on Santa Rita Road. This heliport is operated on an as-needed basis for emergency medical transportation.

2. Figure 5-10 of the Public Safety Element

The first Figure 5-10, shown below, is proposed to be deleted. The second Figure 5-10, with seven safety zones, is proposed to be added.

Figure 5-10 proposed to be deleted.

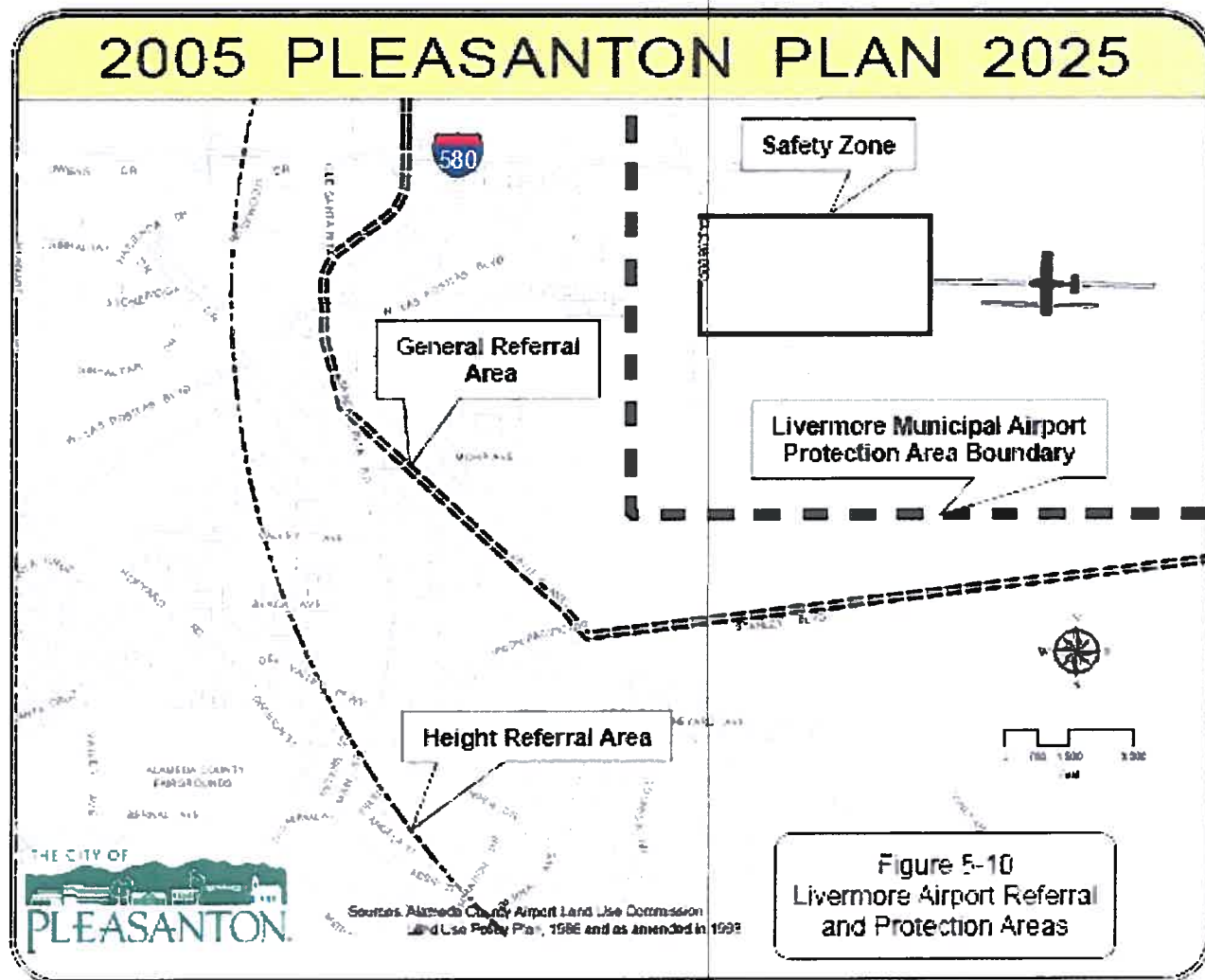


Figure 5-10
Livermore Airport Referral
and Protection Areas

2005 PLEASANTON PLAN 2025

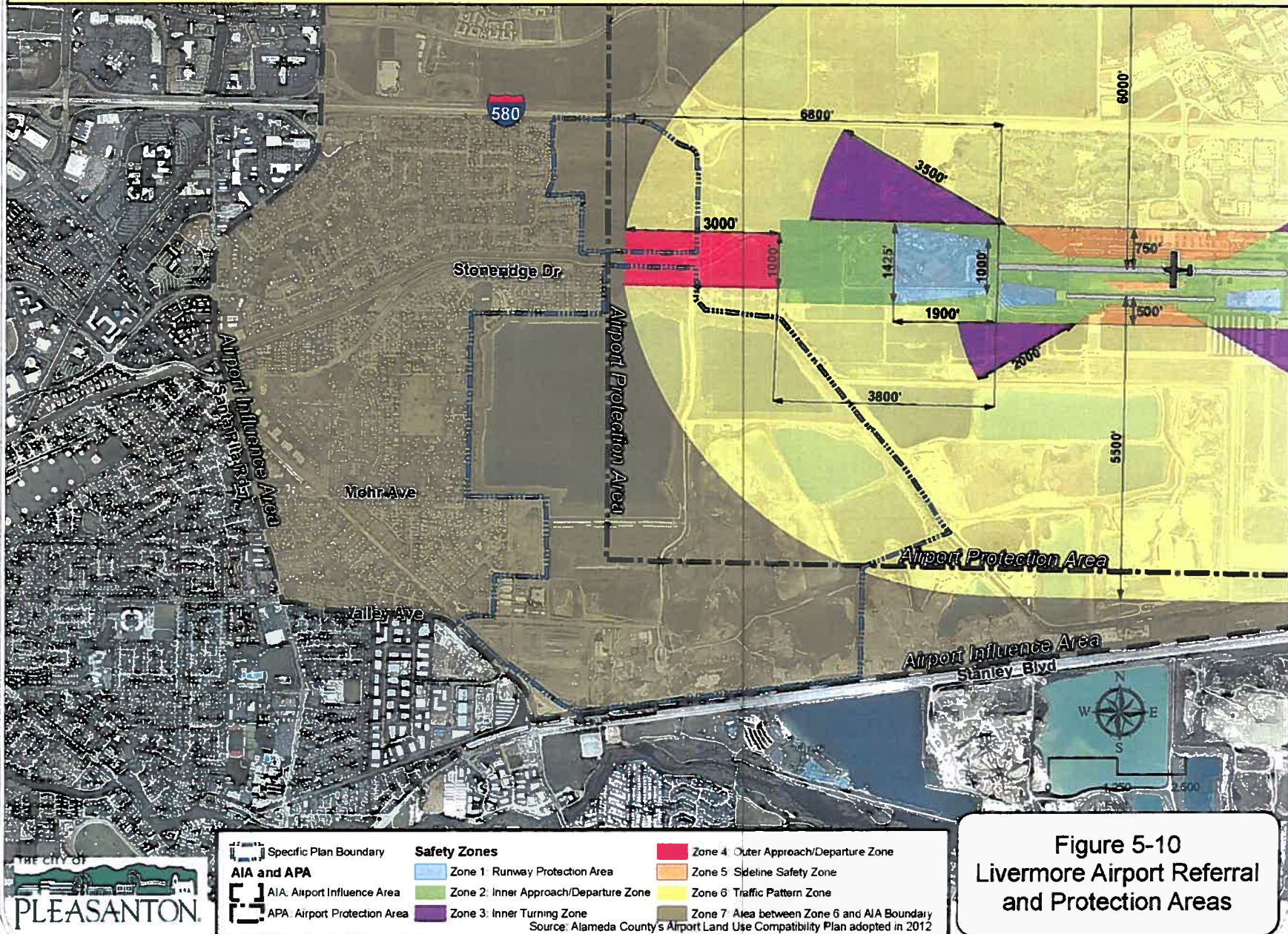


Figure 5-10
Livermore Airport Referral
and Protection Areas



3. Goals, Policies and Programs of the Public Safety Element

Air Navigation Hazards

Goal 6: Minimize the risks to lives and property due to air navigation hazards generated by the Livermore Municipal Airport.

Policy 20: ~~Work with the Alameda County Airport Land Use Commission, and its staff, and airport stakeholders to address air navigation hazards. Deny any development plan that would create any air navigation hazards due to electrical interference, smoke, glare, lighting, or other navigational hazard in the General Referral Area.~~

~~Program 20.1: Process applications requiring Airport Land Use Commission review in a manner consistent with Alameda County's Airport Land Use Compatibility Plan for the Livermore Municipal Airport⁴. Refer all General Plan amendments, specific plan amendments and rezonings proposed within the General Referral Area to the Alameda County Airport Land Use Commission (ALUC).~~

~~Program 20.2: Refer all General Plan amendments, specific plan amendments, and rezonings that lie within the Livermore Municipal Airport Height Referral Area and which may create buildings exceeding airport height standards to the Alameda County ALUC.~~

~~Program 20.3: Prohibit residential uses within the Livermore Municipal Airport Protection Area.~~

Policy 21: Work with the City of Livermore to address air navigation hazards.

Program 21.1: Meet with the City of Livermore and the Federal Aviation Administration (FAA), as necessary, to jointly provide solutions to air navigation conflicts.

⁴ Clarifications to be used when interpreting the Airport Land Use Compatibility Plan, including a listing of application types requiring review, are described in Appendix C to the General Plan.

4. Aircraft Noise Section from the Noise Element

Aircraft Noise

A mix of small aircraft, including private jets, use the Livermore Municipal Airport, a general aviation airport located east of Pleasanton. Aircraft flying into and out of the Livermore Municipal Airport can generate annoying individual noise events. However, the Airport is located far enough from most development within Pleasanton that daily average noise levels within the Planning Area were measured at 56 dBA L_{dn}.⁵ State Noise Standards generally allow residential development in areas where noise due to aircraft is less than a 65 dBA day/night noise average.⁶ These standards are based on annoyance factors and are not health-based standards. No residential development within Pleasanton is currently located within the 60 dBA contour related to Livermore Airport Noise.

Studies have shown that aircraft noise above 60 dBA L_{dn} may be slightly more annoying than traffic noise at the same level.⁷ See the Land Use Compatibility Guidelines, below.

The potential expansion of the Livermore Municipal Airport (described in the March 2004 *Draft Livermore Municipal Airport Master Plan Update*) generated considerable controversy in Pleasanton because of anticipated noise impacts from the proposed runway expansion and

increased number of flights. In 2005, Livermore ceased work on the Master Plan Update. Livermore's master plan for the Livermore Municipal Airport was rescinded in 2010. Development of the airport is regulated by Livermore's General Plan, and an Airport Zoning District approved in 2010 within the City of Livermore. and thus the 1975 Master Plan continues to control planning for the airport. Although Livermore is not currently considering runway expansions, recent consideration of increases in the number of allowed hanger spaces and aircraft tie-downs has some Pleasanton residents concerned about additional flight operations and future noise impacts. The City of Pleasanton supports a position that these potential changes to airport operations should be subject to environmental review.

Airport noise continues to impact Pleasanton residents. In 2006, Pleasanton residents lodged 1,366 noise complaints regarding aircraft at the airport, of which almost half (677) came from two households.

⁵ This is a monitoring site measured for the background noise report. Illingworth & Rodkin, "City of Pleasanton Noise Element Update Environmental Noise Background Report," Dec.17, 2007. See Figure 11-11 for a map of these sites.

⁶ State Department of Transportation, Division of Aeronautics, accessed 2/27/08: <http://www.dot.ca.gov/hq/planning/aeronaut/documents/noisestandards.doc>

⁷ Richard Rodkin, Principal, Illingworth & Rodkin, Inc., letter to Sally Maxwell and Janice Stern, City of Pleasanton Planning Department, April 17, 2008.

5. Appendix C

Clarifications to be used when interpreting the ALUCP are provided in this Appendix C:

1. The following are exempt from additional ALUCP review per section 2.7.5.7(b) of the ALUCP:

- A. Staples Ranch: All commercial, residential, park, and stormwater uses, and related site improvements that are consistent with the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR, certified in August 2010 and approved with the Vesting Tentative Map in 2010. These are “existing land uses” which according to the ALUCP are exempt from further review.
- B. East Pleasanton Specific Plan: All existing lakes (Lake H, I, and Cope Lake), as well as all existing plants, trees, wetland areas, arroyos, and ponds are “existing land uses” and are exempt from further review.

2. Balanced amendments to the ALUCP are supported:

~~{Section 3.3.2.6 of the ALUCP contains a flexible APA policy supporting modifications to accommodate high density residential development within the APA in Livermore. This suggests the ALUC is likewise amenable to other similar amendments to the APA or ALUCP in general to support similar densities within the same safety and noise zones if the use is not one of particular concern to the ALUC as listed in section 3.3.2.9. of the ALUCP.}~~

- 2.3. An existing non-conforming project which is relocating is supportable under the special condition that it is relocating within either the same ALUCP safety zone as the existing project, or a less restrictive zone. The ALUC may recommend additional reasonable measures for the project if consistent with the ALUCP.
- 3.4. In the ALUCP, the “local agency” is not the City of Pleasanton for properties owned and operated by another public agency for its own public purpose. For example, if the property belongs to the Pleasanton Unified School District, it is the “local agency” with regard to proposals related to its property.
- 4.5. When forwarding a project to the ALUC for review, the project sponsor shall submit a complete application and any analyses directly to ALUC staff for ALUC review at the earliest date feasible. The project sponsor shall be the property owner and/or its designee.

5.6. Only the following types of applications within the AIA are required to be submitted to ALUC staff for review:

- General Plan Amendments
- Specific Plan Amendments
- Zoning Map Amendments
- Zoning Text Amendments which are:
 - Adding a new use category that is not similar to an existing use¹; or
 - Allowing structures taller than 60' in height

- PUD Development Plans and PUD Modifications which are:
 - Adding a new use category that is not similar to an existing use²; or
 - Allowing structures taller than 60' in height

- Building regulations, except for updates of the California, International, and related building codes

6.7. Proposed structures (city wide) more than 200 feet in height shall be referred to the Federal Aviation Administration and ALUC for review.

¹ As an example, if a K-12 school is allowed, a pre-school is not considered a new use.

² Ibid.