

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
AERONAUTICS PROGRAM – M.S. #40
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October 12th, 2023

Ashley Vera
Associate Planner
City of Livermore
1052 S. Livermore Avenue
Livermore, CA 94550

Electronically Sent <asvera@livermoreca.gov>

Governor's Office of Planning & Research

Oct 12 2023

STATE CLEARINGHOUSE

Re: 2023010091, SMP 38/SMP 39/SMP 40 Project

Dear Ms. Vera:

The California Department of Transportation, Aeronautics Program has reviewed the Draft Environmental Review for the project titled SMP 38/SMP 39/SMP 40. One of the goals of the California Department of Transportation (Caltrans), Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the Draft EIR.

All three sites, SMP 38, SMP 29, and SMP 40, are located within the Airport Protection Area Boundary and Airport Influence Area defined by the airport land use compatibility plan (ALUCP) of Livermore Municipal Airport. SMP 38 sits largely within Safety Zone 6, and partially in Safety Zones 2 and 3. A majority of SMP 39 is in Safety Zone 6 with a small portion in Safety Zone 3. SMP 40 sits within Safety Zone 6. Per the ALUCP, industrial land uses (warehouses, manufacturing, research, and development) are permitted within Zone 6. However, land use compatibility is more restricted for Safety Zones 2 and 3, with conditional or non-permitted industrial uses in these areas. Future and proposed development should adhere to the compatibility standards set forth in the ALUCP. Moreover, SMP 38 and SMP 39 are in the 60 CNEL noise contour, with a portion of SMP 38 in the 65 CNEL noise contour. SMP 40 is outside of the CNEL noise contours for Livermore Municipal Airport. Noise compatibility should also be considered per the ALUCP noise compatibility criteria standards.

Per the California Public Utilities Code Section 21001 et seq. relating to the State Aeronautics Act, Section 21676(b) prior to the amendment of a general plan...within

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the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. Any proposed development in the defined safety zones, therefore, must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan(s) formed by the ALUC pursuant to the PUC, Section 21674.

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development of airports, as declared by the California Legislature. A responsibility of the ALUC is to assess potential risk to aircraft and persons in airspace and people occupying areas within the vicinity of the airport.

If you have any questions or need additional information, please contact me at my email address: tiffany.martinez@dot.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Tiffany Martinez".

Tiffany Martinez
Transportation Planner, Aeronautics Program

Cc: State Clearinghouse