

California Department of Transportation

AERONAUTICS PROGRAM
DIVISION OF TRANSPORTATION PLANNING
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Governor's Office of Planning & Research

April 18, 2024

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STATE CLEARINGHOUSE

Ms. Nancy Arroyo

Electronically Sent narroyo@sjgov.org

Associate Planner
San Joaquin County Community Development Department
1810 E. Hazelton Ave.
Stockton, CA 95205

Re: SCH #2024030726 - Administrative Use Permit No. PA-2300024

Dear Ms. Arroyo

The California Department of Transportation, Caltrans Aeronautics has reviewed the Mitigated Negative Declaration for the Administrative Use Permit No. PA-2300024. One of the goals of the California Department of Transportation, Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions (ALUC) or their equivalent, 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 Mitigated Negative Declaration.

The proposal is for an Administrative Use Permit application for a tractor trailer and heavy equipment dealership facility including equipment sales and repair. The project includes the construction of a 76,404-square-foot sales, rental, service, and warehouse building, a 25,275-square-foot sales, rental, service, and warehouse building, a 27,301-square-foot repair shop, and a 3,967-square-foot wash and storage building. **The project site is located approximately 1.4 miles of the Stockton Metropolitan Airport.**

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries, or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource for all public use airports and is available online at: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-ally.pdf>

Safety Compatibility Policies

The proposed Project site is in Safety Zone 7B (Traffic Pattern Zone 7B), of the Stockton Municipal Airport and therefore must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) adopted by the ALUC pursuant to the PUC, Section 21674. The San Joaquin County Community Development Department should consider Safety Zone 7B Compatibility policies stipulated in the ALUCP.

Noise Compatibility Policies

The project site is located within the 70-75 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the Stockton Municipal Airport as shown in the San Joaquin County Airport Land Use Compatibility Plan (ALUCP). The proposal appears to be consistent with compatibility criteria in the ALUCP. The ALUCP recommends occupied structures must be soundproofed to reduce interior noise to 45 decibels (dB) according to State guidelines.

Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the California Code of Regulations (CCR: Title 21 CCR, §5006, §5012) for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports.

While airports do not have mitigation requirements for single event noise occurrences under FAA regulations, aircraft operations may cause noticeable noise annoyance from single events that result in impacts such as sleep disturbance. Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines.

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft

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noise in this area. Noise mitigation measures are not a substitute for land use compatibility planning for new development.

Closing Statements

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development in the vicinity 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.

These comments reflect the areas of review by Caltrans Aeronautics with respect to airport-related noise, safety, and land use planning issues. Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at <phone number>, or by email at <email>.

Sincerely,

Vince Ray
Aviation Planner

c: California State Clearing House, state.clearinghouse@opr.ca.gov