Kmetovic and Associates
Land Use and Environmental Planning
David J. Kmetovic

DRAFT ENVIRONMENTAL IMPACT REPORT

FOR

FRAZER LAKE AIRPARK

USE PERMIT #182-80

Prepared for

The County of San Benito

August 1981

Certified November 19, 1981

Applicant:

Frazer Lake Airport Associates

17720 Monterey Road

Morgan Hill, CA 95037

3052 Sylvan Avenue, Oakland, CA 94602

INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by Kmetovic and Associates and is prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as ammended, to inform public decisionmakers and the public of the environmental consequences of projects they propose to carry out or approve. This report presents an objective description of both positive and negative impacts and related suggestions for mitigating adverse impacts or providing alternative solutions for environmental problems that could be created by the proposed project.

The County prepared an Environmental Checklist Form (Initial Study), on the project, dated 11-13-80 which established the need for an EIR and outlined the areas of environmental concern to be addressed in this report. This checklist is included as Appendix A of the EIR. These areas are addressed in separate sections of the report.

An Environmental Impact report may not be used as an instrument to rationalize approval of a project nor do indications of adverse impacts necessarily require a project to be disapproved. It is utilized as an informational document in the decision making process.

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1.0 PROJECT DESCRIPTION

1.1 PROJECT LOCATION

The project site occupies approximately 150 ±acres and consists of APN 13-05-1 and a portion of APN 13-05-6, located in an unincorporated area of San Benito County. The site has 1634 feet of frontage on Frazer Lake Road and lies approximately 7 miles north of the City of Hollister. Figures 1 and 2 shows the regional and local setting of the site.

1.2 OBJECTIVE OF THE PROJECT

The project proponents, the Frazer Lake Airpark Association, have filed a Use Permit Application (# 182-80), with the County of San Benito to allow a Recreational Airstrip and appurtanent facilities to be located on the property. No other permits or approvals are required from the County.

1.3 CHARACTERISTICS OF THE PROJECT

Background

The members of the Frazer Lake Airpark Association are all presently members of the Morgan Hill Airman's Association. That organization has been based at the Morgan Hill Airport on Cochran Road since 1948. In 1979 the Associations's lease on the airport property was not renewed and the property was sold to the Wiltron Company for development of a light industrial facility.

Since the Morgan Hill Airport's closing, members of the Association have based their aircraft at other airports in the areas. However, due to limited space available, especially hangar space, and the desire to operate their own facility again, some members of the Association have been investigating sites to develop a new airport facility. The project site, owned by Mr. Joe Zanella, was selected as fitting the Association's requirements for a facility. On November 10, 1980, a Use Permit application was filed with the County of San Benito to allow the proposed use. At that time the EIR requiremen was made. Since the time of that application, the project has received a preliminary review and air-space approval from the Federal Aviation Administration (FAA) which is included as Appendix B of this report.

The site area has received an analysis as a potential airport site in the Santa Clara County Airports Master Plan, Technical Report III, prepared by Hodge and Shutt Aviation Planning Services (see References section). Several sites in southern Santa Clara and a site in the general area of the project site in San Benito County were evaluated for their potential as sites to relocate the Santa Clara County South County Airport. Of 28 poten-

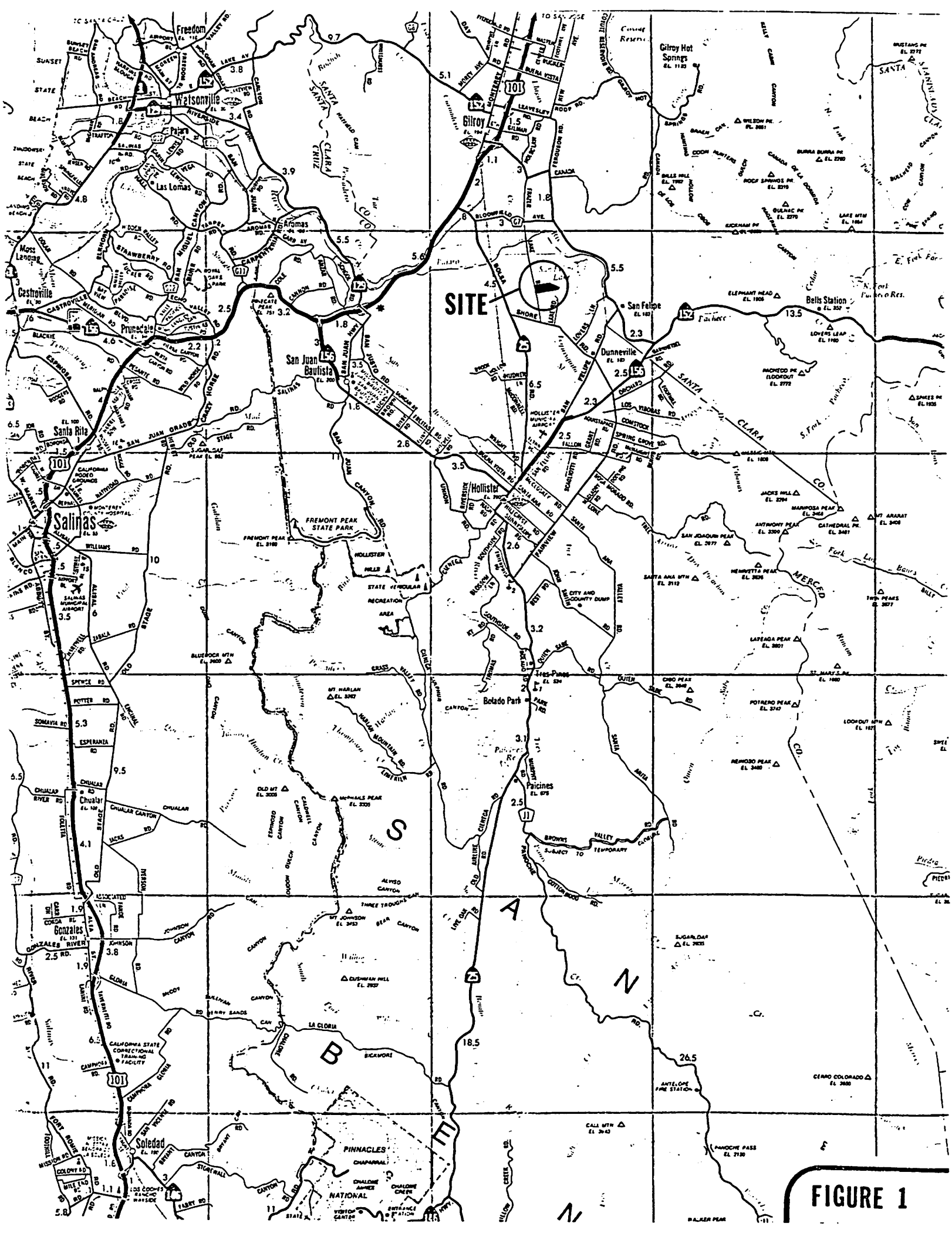
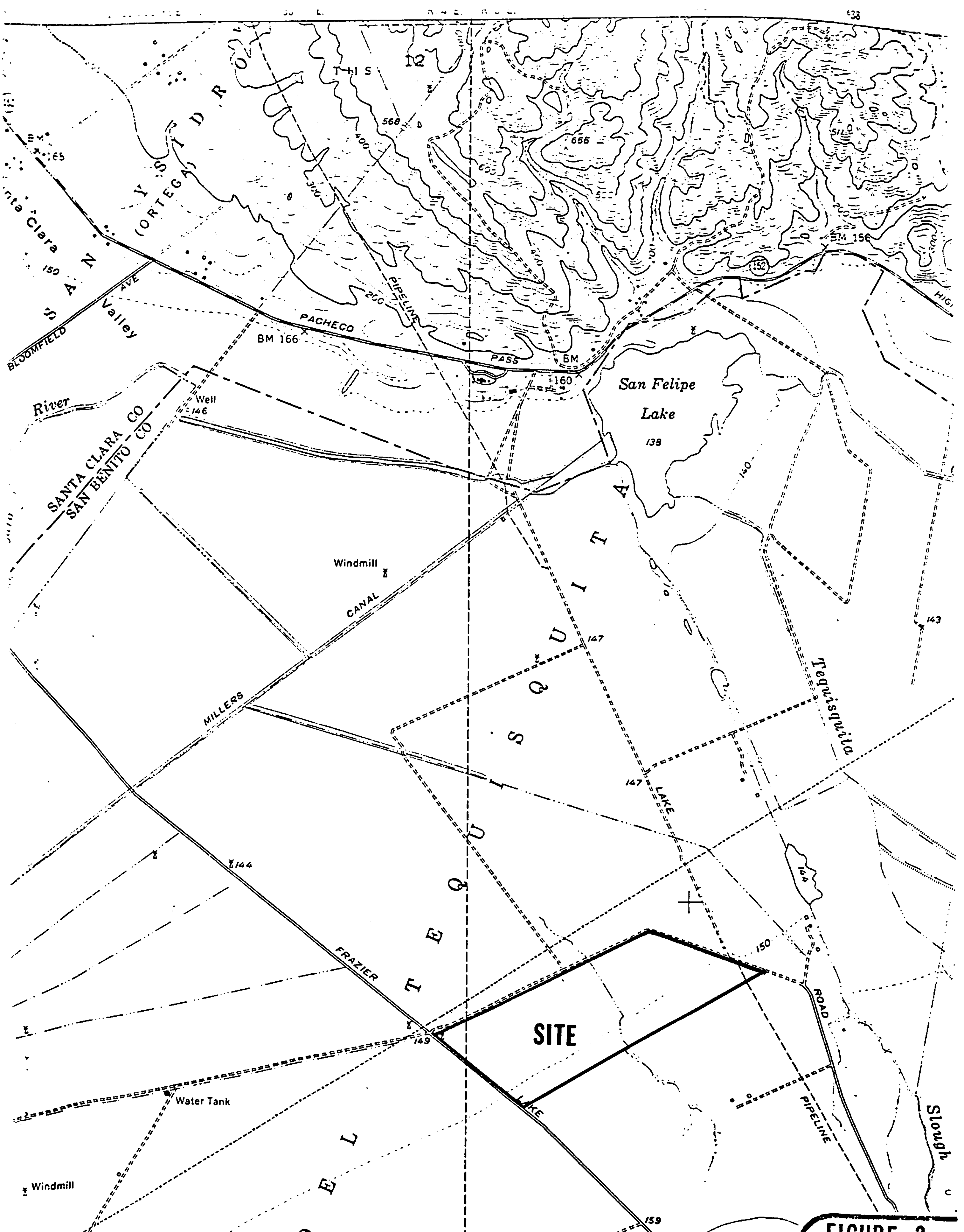

SITE
Freedom
Watsonville
Gilroy
Gilroy Hot Springs
Aromas
Las Lomas
Moss Landing
Castroville
Prunedale
San Juan Bautista
San Felipe
Dunneville
Bells Station
Santa Rita
Salinas
Hollister
Chualar
Gonzales
Soledad
Bolado Park
Paicines
Tres Pinos
FREMONT PEAK STATE PARK
SAN BENITO
MONTEREY
SANTA CLARA CO.
MERCED CO.

FIGURE 1


T 11 S
12
568
666
600
400
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200
511
BM 156
152
BM 165
SAN YSIDRO (ORTEGA)
Santa Clara
150
Valley
BLOOMFIELD AVE
PIPELINE
PACHECO PASS
BM 166
BM 160
San Felipe Lake
138
140
River
Well
146
SANTA CLARA CO
SAN BENITO CO
Windmill
CANAL
MILLERS
147
143
Tequisquita
TEQUISQUITA
LAKE
144
150
FRAZIER LAKE
ROAD
SITE
149
Water Tank
PIPELINE
Slough
DEL
Windmill
159
150
638

FIGURE 2

tial sites, 18 were found to be suitable for airport facilities, based on physical constraints, land use conflicts and other criteria. The San Benito County site, termed Site V, was among those deemed suitable. However, it should be understood that this analysis was not specific to the Frazer Lake Airpark project site.

Project Characteristics

The project site consists of approximately 150 acres of level land located along the east side of Frazer Lake Road. The site is presently utilized for both hay and grazing of cattle, in different areas. The only structures on the site are a windmill and cement watering tank in the extreme west corner of the property. PG&E overhead lines, approximately 40 feet high, pass along the project's western boundary along Frazer Lake Road. Vegetation is entirely annual grasses and other minor herbaceous plants. Surrounding land uses are of an Agricultural nature, and are discussed in more detail in Section 2.1.

A map of the proposed improvements has been prepared by Walter J. Hanna, the project engineer, and has been reproduced as Figure 3. The project proposes a 2500 x 100 foot runway to be oriented northeast to southwest along the property's south boundary. The airport's runway dimensions and other characteristics have been designed utilizing information contained in the FAA Advisory Circular, Utility Airports Air Access to National Transportation. This document provides design criteria and dimensional standards for all airport facilities including runways, clear zones, taxiways, aprons, hangar areas and visual markings.

This airport type, as specified in the FAA circular, is a Basic Utility Airport - Stage I. The definition of this type is as follows:

> "This type of airport accomodates about 75 percent of the propeller airplanes under 12,500 pounds (5,670 kg). It is primarily intended to serve low-activity locations, small population communities, and remote areas. Usually Stage I is only the first step toward development of a Stage II Basic Utility airport."

The applicant states the Basic Utility Airport - Type I serves the needs of the Association and no plans to improve it to a Stage II or to increase its capacity are contemplated.

Runway and taxiways are to be surfaced with natural turf. Surfaces shall be kept mowed and maintained by the Association to maintain a useable surface. The nature of this type of surface is such that the facility will not be useable for flying during certain periods following wet weather.

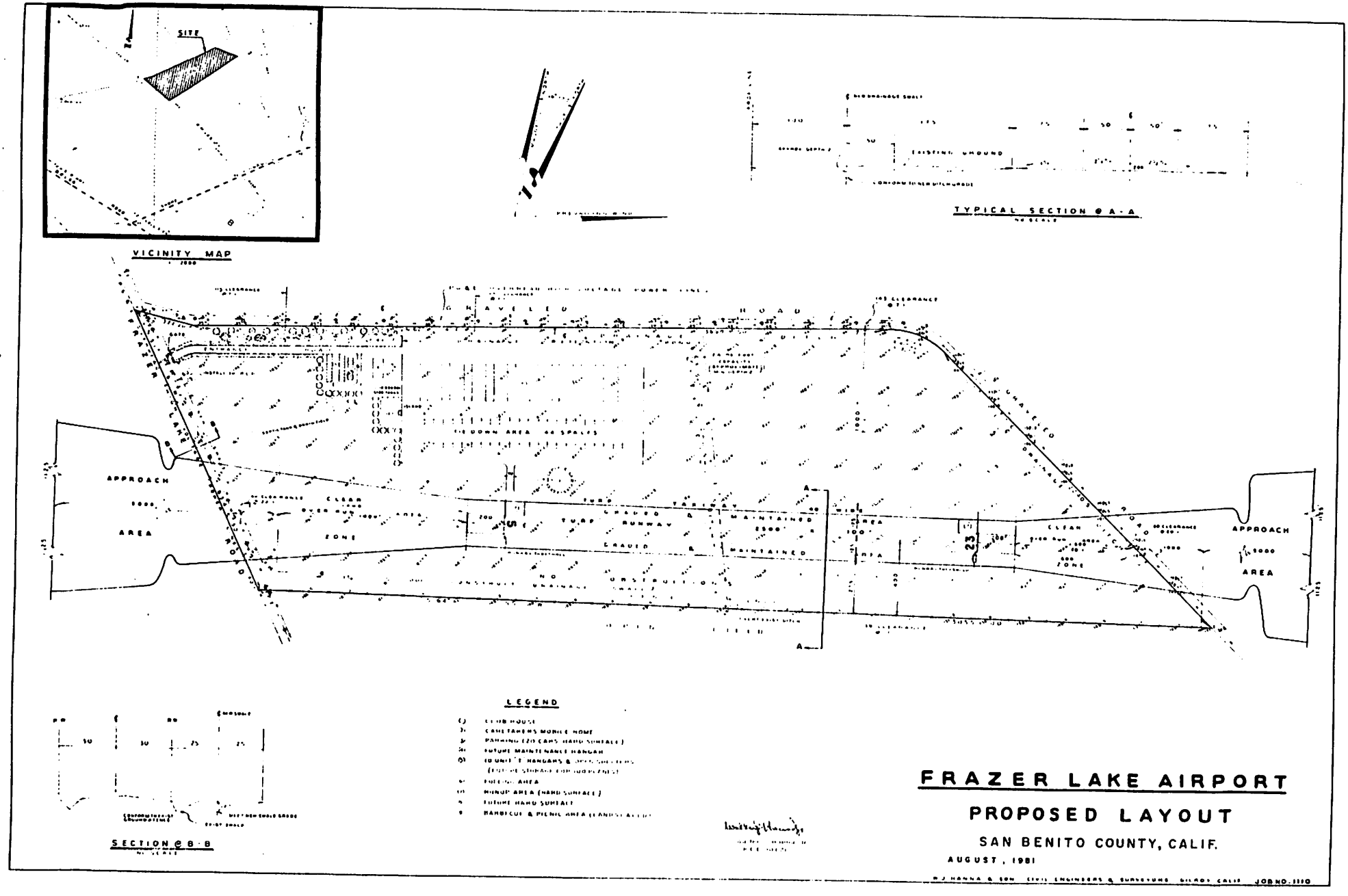

SITE
VICINITY MAP
TYPICAL SECTION @ A-A
APPROACH AREA
APPROACH AREA
TURF GRADED & MAINTAINED RUNWAY
GRADED & MAINTAINED
23
LEGEND
SECTION @ B-B
FRAZER LAKE AIRPORT
PROPOSED LAYOUT
SAN BENITO COUNTY, CALIF.
AUGUST, 1981

FIGURE 3

The facility will have sufficient room for 100 aircraft which will be considered the ultimate capacity (personal communication, Ed Johnson, 7-1-81). Parking space for each aircraft will be provided through a combination of tie-downs and hangars. Total area of hangar space, if entirely built out for 100 aircraft, would be 80,000 square feet. Two 10,000 gallon aviation fuel storage tanks are proposed to be sunken below ground, and will supply a fueling area at the west end of the aircraft storage area. Other structures proposed are a caretakers mobile home, clubhouse and a future maintenance hangar. Also indicated on the site plan is a landscaped barbecue and picnic area.

Access to the site is proposed via a gravel extension off of Frazer Lake Road. Parking spaces are provided for twenty vehicles. Water is to be provided by an existing well. Sewage disposal is to be via a septic tank-leach field system.

Storm runoff will be carried in drainage channels along the south property line to Frazer Lake Road, and in a channel parelleling the existing gravel road along the north project boundary. A drainage retention pond is proposed to receive runoff waters from the developed portion of the site.

Grading activity will be necessary to place improvements above wet areas in the rainy season. The drainage retention pond will serve as a source of fill material required for grading. Section A-A, shown in Figure 3, indicates maximum fill height at the runway centerline as 2 feet.

The project's improvements will affect approximately 20 acres of the 50 acre site. The applicants intend to lease out the remainder for agriculutural uses which do not conflict with airport facilities.

2.0 PLANNING CONSIDERATIONS

2.1 ZONING AND LAND USE

The site is presently zoned A-1-B-225, Agricultural - Recreational, 5 acre minimum building site, as are all adjoining properties. The intent of the Agricultural - Recreational district, as stated in the Zoning Ordinance, is:

> ". . . to provide for the proper development of recreational and agricultural areas in the County of San Benito. All regulations for this district are deemed to be necessary for the protection of the quality of such agricultural and recreational areas and for the securing of the health, safety and general welfare of the residents of the County."

Uses either permitted or permitted subject to the issuance of a use permit consist of general agricultural uses, a wide range of recreational uses and other uses including industrial and recreationally-oriented commercial uses. Airports are not called out as Permitted Uses under the Agricultural - Recreational district. However, Section 71.1 of the Zoning Ordinance, Additional Uses Permitted, specifies that, following a public hearing, may be permitted in districts from which they are prohibited, where such uses are deemed essential or desireable to the public convenience or welfare and are in harmony with the various elements or objectives of the General Plan. An aircraft landing field is among those uses specified. This Use Permit application is thus made in conformance with this Section of the Zoning Ordinance.

The site, presently utilized for a combination of dry farming (hay) and grazing, would be subject to a land use significantly different than those existing either on-site or on adjoining lands. The airport would produce effects, most notably noise, which would be noticeable by residents in the area, though the level of noise produced is not expected to produce a significant nuisance (refer to Section 3.3).

2.2 SAN BENITO COUNTY GENERAL PLAN

The County General Plan is presently undergoing revision and expansion. There are no approved sections of the Plan at the time of this writing (July, 1981), thus the 1973 document will apply to this project. The Plan is generally quite vague in character and is devoid of policies on which to assess compliance of the project. However, applicable elements are discussed in this section.

LAND USE ELEMENT

The Land Use Element discusses population histories and projections based on sex, nationality, age groups and other factors, comparing them to other areas. A small portion of the element provides goals for the location of diffferent land use types. The proposed land use is addressed under "other uses," as follows:

> "There are other uses which cannot now be foreseen. Examples are institutional and recreational uses. In the preparation of a Zoning Ordinance special provisions should be included to recognize this fact and provisions made for their establishment under reasonable conditions."

As addressed in the Zoning and Land Use section, the Zoning Ordinance does cover this specific use. The project poses no conflicts with the intent or direction of the Land Use Element.

CIRCULATION ELEMENT

The Circulation Element classifies Frazer Lake Road as a Collector Road. The project poses no impacts on roads serving the site which would jeopordize their proper functioning in their respective classifications. However, as presented in Section 3.2, Frazer Lake Road is of marginal structural condition to properly carry existing traffic.

CONSERVATION ELEMENT

This element identifies agricultural soils as one of the County's most valuable resources; however no goals or policies to protect it are established. The project will remove a very small area of non-irrigated agricultural land from production, however it will allow agricultural activities to remain on most of the project's acreage.

NOISE ELEMENT

The Noise Element presents an analysis of the nature of noise, methods of measurement as well as specific noise-generating characteristics of different sources including airports. Although no actual standards are established, the Element concludes in recommending the adoption of noise performance standards as a part of zoning regulations. An analysis of project-generated noise is presented in Section 3.3.

The following General Plan elements are not affected by the proposed project: Seismic Safety, Housing, Safety and Scenic Highways.

OPEN SPACE ELEMENT

The project involves the conversion of a portion of Agricultural Open Space to Recreational Open Space. These two open space classifications are recognized and defined on pages 4 and 4 of the Element. The project does not involve a Williamson Act contract nor does it induce residential growth which would lead to the conversion of Open Space to urban uses (see Section 4.3).

3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATIONS

3.1 SOILS AND HYDROLOGY

Existing Conditions

The project site is underlain by two soils types in the Willows series. Willows soils are poorly drained, generally clayey, nearly level soils formed on flood plains. The Soil Survey of San Benito County, prepared by the USDA Soil Conservation Service, also indicates Willows soils have engineering limitations due to very low strength, very slow permeability, high shrink-swell potential and high groundwater level.

Surface drainage characteristics of the property are somewhat poor, as is true of the entire Bolsa area. The project site and surrounding areas show very little gradient toward the Pajaro River, as is characteristic of flood plain areas. Although the area is not contained within the 100 year flood zone as defined by the U.S. Corps of Engineers, standing water remains in the site following storm activity in significant quantities (George Thomas, San Benito County Flood control District, personal communication). Drainage ditches traverse the property as shown in Figures 2 and 3. Although these ditches are of low gradient and are poorly defined in areas, they do function to carry runoff waters to Miller's Canal and the Pajaro River, to the north.

Impacts

The project proposes the placement of pavement, structures and graded areas on the site, which will increase potential storm runoff very slightly. The runoff increase produced will be minor due to a limited impermeable area and an existing condition of very low soil permeability characteristic of Willows soils.

Proposed drainage system improvements will re-route an existing channel across the site, improve an existing channel along Frazer Lake Road and place a retention facility along the project's north boundary. Waters presently discharged onto the property from the south will be carried via the new ditch to the Frazer Lake Road ditch. Runoff from improved areas on-site will be carried to the retention facility.

The proposed retention facility has been designed to hold a greater volume of runoff than will be created by the increase in runoff related to impermeable surfacing. The Project Engineer indicates the pond, equal to approximately 2 acre feet of volume, has been "over-designed" both to handle drainage problems and to provide a source of fill material for the runway imporovements. Thus, given the drainage system improvements proposed, flooding problems in the Bolsa area are not expected to be aggravated by the project.

Existing soil characteristics form a potential constraint to proper engineering for the project due to low strength and high shrink-swell potential.

Mitigation

No additional drainage improvements other than those proposed will be required to prevent significant impacts on or off-site. However, the drainage retention facility shall be designed such that no health or safety hazards are created. The County has not at this time adopted any design standards for retention facilities. Standards are exected to be developed in the near future (personal communication, Rob Mendiola), and are expected to be applied to this project. The presence of a 24-hour security guard on the premises is expected to reduce any safety risk to tresspassers. Soils shall be tested by a licensed Soils Engineer to determine strength characteristics and to develop any additional recommendations for site preparation. Soil tests and profiles will be required for the leach field system. A Sanitary Engineer may be required to provide design assistance if required by the County Environmental Health Department. The possibility exists that a septic system may not be feasible on the site, in which case chemical toilets would be the only alternative.

Drainage problems in the Bolsa area are presently under study by Associated Engineers of Hollister. If the results of this Study are available at the time of the Use Permit consideration, additional solutions to drainage problems developed in the Study shall be included in drainage system design, if applicable.

3.2 TRAFFIC

Existing Conditions

The project site has its only access via an unpaved private road extending from Frazer Lake Road. Frazer Lake Road is classified as a collector road in the County's transportation system. It connects State Route 152 in Santa Clara County with Shore Road. Shore Road extends between State Routes 25 and 156, the major arterial routes in the area.

Frazer Lake Road has a paved surface of 24 feet, narrowing to 20 feet where it passes over Miller's Canal Bridge approximately 7000 feet north of the site. Road shoulders are unimproved dirt and in general are quite narrow. The alignment at the project site is almost perfectly straight and there are no constraints or sight distance imposed by structures or vegetation. Speeds were observed to be relatively high given the size of the road. A relatively high percentage of large agricultural trucks was also observed.

Mr. Keith Carlin, San Benito County Road Commissioner, indicates 24 hour traffic counts taken in June 1981 show 1010 traffic movements (personal communication, 7-10-81). Mr. Carlin also indicated he consideres the road "probably structurally inadequate for its present traffic load." Inadequate road base structure has led to a high level of maintenance on this road, a problem that is aggravated by truck traffic.

Impacts

Traffic generation rates for smaller airports of this type are not calculated in Caltrans's Trip Ends Generation Research Counts, normally utilized to predict traffic increases. Traffic generation rate will thus be obtained based on the following assumptions:

- 100 aircraft (the facility's ultimate capacity).
- Each owner makes 2 trips to the facility each week.
- 75 % of trips are made during weekends.
- An additional 50 trips per week are made by other than pilot/owners.

Utilizing the above assumptions the project would generate a weekday, daily average traffic increase of approximately 20 vehicle trips. Weekends, the primary time most recreational pilots use their aircraft, would generate approximately 80 vehicle trips per day.

Considering the absense of traffic data for this particular land use, generation rates are liberal (i.e., high). The average 2 trips per week is generous as many pilots do not use their machines more than several times in an entire year. Additionally, the facility is not expected to be useable during prolonged wet weather periods, though owners may travel to the facility to perform maintenance.

The application indicates the facility may include a small clubhouse. However, the applicant states any large gatherings, an annual picnic for example, are expected to be held at a more suitable site. Thus, traffic from special events is not expected to be a problem.

The projected traffic increase would not ordinarily pose a significant impact, added to existing traffic levels. However, the structural integrity of Frazer Lake Road, and narrow pavement width and shoulders, makes this increase of more concern. The increase will very slightly decrease the proper functioning of the road due to these constraints. Since traffic is expected to be almost entirely passenger vehicles, damage to road base is considered negligable.

Mitigation

No mitigation for actual traffic increase is possible. Any future upgrading of Frazer Lake Road will be financed in part by increased tax revenues from the airport. The property will be taxed at a rate of 1.25% of the value of improvements and aircraft based at the facility (Jim Pacheco, County Assessor's Office, personal communication). Estimated total yearly County taxes are $14,375 (valuation estimate provided by Ed Johnson). It is not clear how much of increased revenues would be applicable to an upgrading of Frazer Lake Road. Since there does not appear to be development planned for other parcels served by the road, formation of an Assessment District to finance improvements would not be appropriate. The contribution to maintenance revenues through taxes is considered the only appropriate mitigation to this impact. Plans for improvements are not presently scheduled by the Public Works Department.

Improvement of the intersection of the access road with Frazer Lake Road should be made to allow safe turn movements. This should include either a widening and surfacing of shoulders in this immediate area, or a left turn lane for southbound traffic entering the site.

3.3 NOISE

Existing Conditions

The project site is located in an area which supports various agricultural land uses. Although agricultural activities present occassional noise sources (use of tractors and other equipment), the primary source of noise in the area is highway traffic. Ambient noise level typical of such rural areas is usually considered approximately 50 CNEL*, which is generally perceived as "relatively quiet."

The area immediately surrounding the site is quite sparsely populated. As shown in Figure 4, three residences are located to the east of the site, along private roads. Residences are also located further east and south along Lover's Lane and Shore Road, although at relatively sparse, rural densities. No particularly noise-sensitive land uses such as hospitals, schools, poultry ranches or wildlife preserves are located in the project area.

* The Community Noise Equivalent Level (CNEL), is a noise index determined by the cumulative noise exposure occurring over a 24 hour day in terms of the A-weighted sound energy. A-weighting correlates noise output level to human judgement of the acceptability of noise. This index also includes weighting factors of noise levels applied to evening and nightime periods, thus taking into consideration the greater sensitivity of people to noise at these times.

Impacts

Noise impacts were generated using a noise analysis from the Santa Clara County Airports Master Plan, Technical Report. This document includes a discussion and projection of future noise impacts for airports within Santa Clara County including South County Airport in San Martin. This facility was chosen for comparison, although it is of higher capacity than the project, thus generates higher noise levels.

California Airport Noise Standards contain guidelines indicating land uses, considered acceptable or unacceptable with respect to noise exposure. These standards require that airport noise within residential communities not exceed 65 CNEL. However, for areas described as quiet suburban or rural, the State guidelines suggest a 5 CNEL reduction from the basic standard. Accordingly, the noise exposure analysis utilized in the Master Plan Report and which would apply in this case is 60 CNEL.

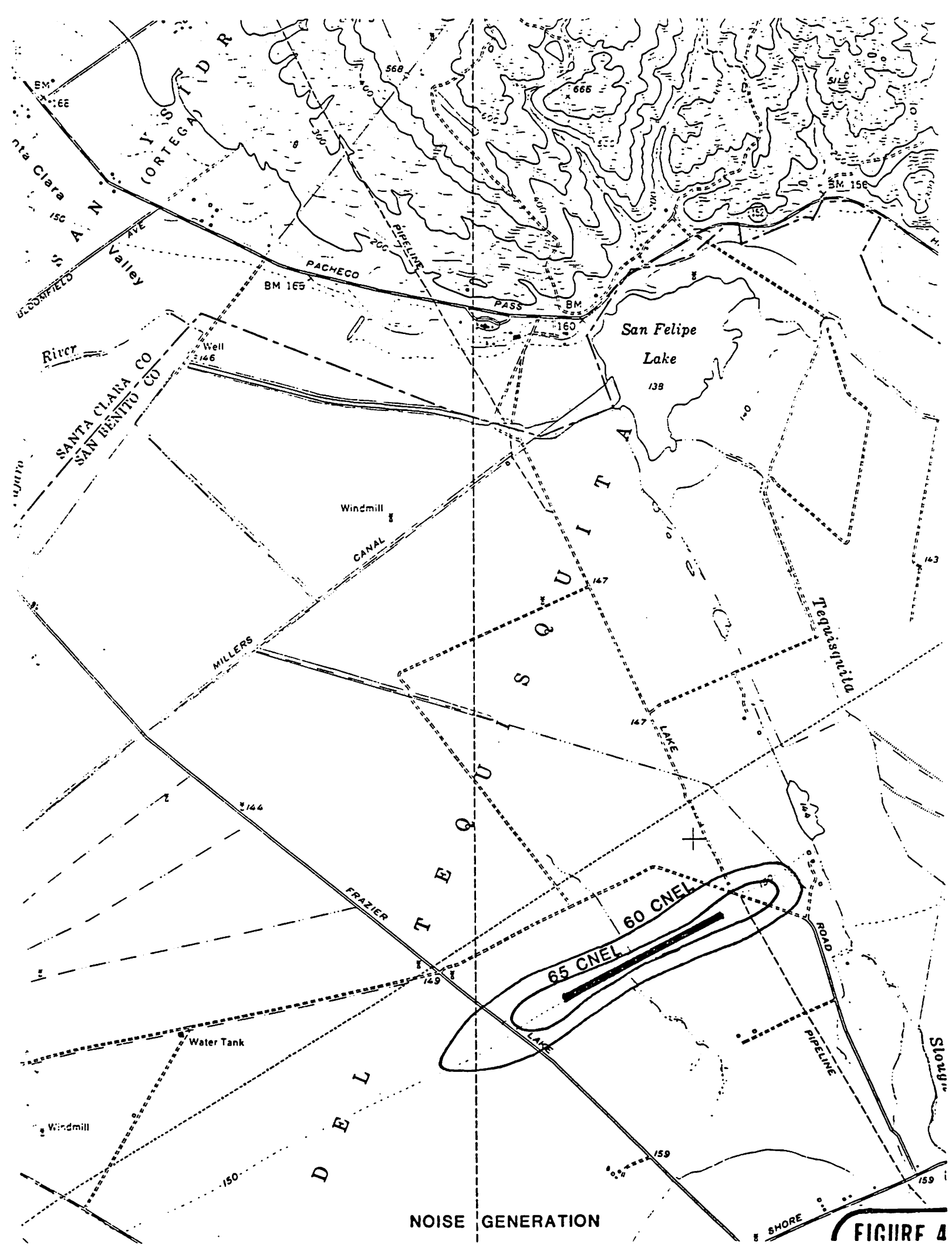
Figure 4 shows projected noise contours from the project. These contours were derived by a direct transfer of the information from a U.S.G.S. Quadrangle Map of the same scale. There are no physical differences between the two sites which would affect noise generation rates significantly. Noise levels indicated actually exceed those which will be generated since they are calculated on a projected annual activity rate of 110,000 operations which is based on a capacity of 130 aircraft. Actual maximum capacity of the Frazer Lake Airport is 100 aircraft. ←

As indicated, noise heard in residential areas will not exceed the level which has been established as a comfortable level for rural residential land use. The home to the east of the site lies very close to the 60 CNEL contour. However, the countour shown was calculated from a higher aircraft capacity and the actual contour would lie further from the residence.

Thus the project will generate additional noise over existing conditions, but at a rate which has been shown to be acceptable for surrounding land uses. The airport will be equipped with low-wattage runway lighting for night use, however the applicant indicates nighttime use is expected to be a relatively rare occurance, involving return flights. Thus noise impacts at the more sensitive nighttime periods is not expected to be significant.

Mitigation

Noise impacts are not expected at a level which would require mitigation. However, the County may wish to condition the Use Permit such that a review of problems associated with the airport, including a public hearing, is conducted after a specified period of initial airport operation. Conditions, which may include curfews, limited types



NOISE GENERATION

FIGURE 4

of maneuvers allowed (i.e., touch-and-go) or having aircraft meet decibel limits, may be considered at that time.

An additional possible mitigation is the purchasing of noise easements or development rights in the areas within the 60 CNEL area. However, since development of these areas is quite unlikely, this would be an unnecessary burden on the developer.

3.4 ARCHEOLOGICAL RESOURCES

The project site was subject to a Cultural Resource Evaluation by the firm of Archeological Resource Management of San Jose. Both archival research and field investigation was undertaken to determine the presence/absence of archeological resources.

The consultant states: "Based upon the archival records and surface surveys, it does not appear that any archeological resources exist in the project area. It is concluded that the proposed development of this property would have no direct or indirect impact upon cultural resources."

If archeological traces are encountered during construction, work should be halted within a 50 meter radius, the Planning Department notified, and a qualified archeologist retained to examine the find and recommend mitigations as necessary. A copy of the Archeological Investigation is available for public review in the County Planning Department.

4.0 ENVIRONMENTAL EVALUATION

4.1 UNAVOIDABLE ADVERSE IMPACTS

The following impacts will occur with implementation of the project, regardless of the mitigation features which may be applied:

1. Soils will be covered with impervious materials due to the construction of structures.
2. An increase in storm runoff will accompany impervious surfacing.
3. Noise will be generated, increasing ambient levels in the surrounding area.
4. A slight increase in traffic on Frazer Lake Road and other local roads will occur.

4.2 CUMULATIVE IMPACTS

Often times, impacts which are individually insignificant contribute to significant cumulative impacts, when viewed in a local or regional context.

The only project-related adverse impact which can be evaluated in this manner, is traffic impacts. Continued development of more intensive land use on R-1-225 zoned lands along Frazer Lake Road would lead to a reduction in service level of this road. However, there is no clearly established trend toward a shift in land use in this area, nor does this project intiate any such trend.

A cumulative positive impact is an increase in airport facilities in the region to accomodate increasing numbers of aircraft. The members of the Frazer Lake Airpark Association would remove their aircraft from other facilities in southern Santa Clara County, increasing space available for others.

4.3 GROWTH INDUCEMENT

The project does not initiate any trends or remove any constraints which would foster increased growth in the area. However, the need for the facility is a manifestation of growth trends in other areas outside of San Benito County.

4.4 PROJECT ALTERNATIVES

The only alternative which would achieve the goals of the project proponents would be a relocation of the project. Each alternative site would involve a different set of constraints to the proper functioning of a small airport facility of this type, thus impacts would vary. It is felt the project site is generally free of conflicting land uses or physical constraints, relative to other potential sites in the area. This is especially true

given the applicants' wish to locate a reasonable distance from the Morgan Hill/Gilroy area. Other sites are evaluated in the Santa Clara County Airports Master Plan with regard to environmental constraints and land use conflicts.

The "no project" alternative is essentially identical to the relocated project alternative, since the need for an airport facility by the Airman's Association would remain.

REFERENCES

Persons Contacted

Mr. Roland Perkins, Chief Sanitarian, San Benito County
Mr. Walter J. Hanna, Project Engineer
Mr. Ed Johnson, Applicant, Committeeman, Frazer Lake Airpark Association.
Ms. Joanne Simpson, Acting Planning Director, San Benito County
Mr. Phillip Fitzbuck, Planning Director (until 6-30-81), San Benito County
Mr. Keith Carlin, Road Commissioner, Public Works Department, San Benito County
Mr. Bruce Iseman, U.S.D.A. Soil Conservation Service, Gilroy
Mr. George Thomas, San Benito Coiunty Flood Control and Water Conservation District.
Mr. Rob Mendiola, Planning Director, San Benito County
Mr. Dan Weatherly, Associated Engineers, Hollister
Mr. Jim Pacheco, Appraiser, San Benito County

Reference Materials

SOIL SURVEY, SAN BENITO COUNTY, U.S.D.A. Soil Conservation Service, 1969

SAN BENITO COUNTY GENERAL PLAN, Nestor Barrett, 1973

SANTA CLARA COUNTY AIRPORTS MASTER PLAN, TECHNICAL REPORTS I, II, III, Hodges and Shutt Aviation Planning Services, 1980

SAN BENITO COUNTY ORDINANCE NO. 398, ZONING, (Revision of 1974)

ADVISORY CIRCULAR, UTILITY AIRPORTS AIR ACCESS TO NATIONAL TRANSPORTATION, Department of Transportation, FAA, 1975

AUTHOR

This Report was prepared by Kmetovic and Associates under the direction of David J. Kmetovic, Environmental Planning Consultants. Robert R. Cartier, Ph.D., served in a subconsulting role, providing Archeological analysis.

Appendix A

Initial Study

COUNTY OF SAN BENITO

APPENDIX F

ENVIRONMENTAL CHECKLIST FORM
(To be completed by Lead Agency)

I. BACKGROUND

1. Name of Proponent Joe Zanella - FRAZIER LAKE AIRPARK
2. Address and Phone Number of Proponent:
   7041 Lovers Lane
   Hollister, CA 95023
3. Date of Checklist Submitted November 13, 1980
4. Agency Requiring Checklist San Benito County Planning Commission
5. Name of Proposal, if applicable
   Use Permit No. 182-80 - AP# 13-05-01,06

II. ENVIRONMENTAL IMPACTS
(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	YES	MAYBE	NO
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?			✓
b. Disruptions, displacements, compaction or overcovering of the soil:	✓		
c. Change in topography or ground surface relief features?	✓		
e. Any increase in wind or water erosion of soils, either on or off the site?			✓
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake:		✓	

APPENDIX F
(cont'd)

	YES	MAYBE	NO
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?			✓
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?			✓
b. The creation of objectionable odors?			✓
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?			✓
3. Water. Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			✓
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	✓		
c. Alterations to the course or flow of flood waters?			✓
d. Change in the amount of surface water in any water body?			✓
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?			✓
f. Alteration of the direction or rate of flow of ground waters?			✓
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?			✓

APPENDIX F
(cont'd)

	YES	MAYBE	NO
h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	✓
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	___	✓
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	___	___	✓
b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	___	✓
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	___	✓
d. Reduction in acreage of any agricultural crop?	___	___	✓
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	___	___	✓
b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	___	✓
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	___	✓
d. Deterioration to existing fish or wildlife habitat?	___	___	✓

	YES	MAYBE	NO
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	✓	—	—
b. Exposure of people to severe noise levels?	—	—	✓
7. Light and Glare. Will the proposal produce new light or glare?	—	—	✓
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	✓	—	—
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	—	—	✓
b. Substantial depletion of any nonrenewable natural resource?	—	—	✓
10. Risk of Upset. Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	—	✓
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	—	✓
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	—	—	✓
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	✓	—	—

APPENDIX F
(cont'd)

	YES	MAYBE	NO
b. Effects on existing parking facilities, or demand for new parking?	___	___	✓
c. Substantial impact upon existing transportation systems?	___	___	✓
d. Alterations to present patterns of circulation or movement of people and/or goods?	___	___	✓
e. Alterations to waterborne, rail or air traffic?	___	___	✓
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	___	✓
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	___	___	✓
b. Police protection?	___	___	✓
c. Schools?	___	___	✓
d. Parks or other recreational facilities?	___	___	✓
e. Maintenance of public facilities, including roads?	___	___	✓
f. Other governmental services?	___	___	✓
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	___	___	✓
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	___	___	✓

APPENDIX F
(cont'd)

	YES	MAYBE	NO
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	___	___	✓
b. Communications systems?	___	___	✓
c. Water?	___	___	✓
d. Sewer or septic tanks?	___	___	✓
e. Storm water drainage?	___	___	✓
f. Solid waste and disposal?	___	___	✓
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	✓
b. Exposure of people to potential health hazards?	___	___	✓
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	___	___	✓
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	___	✓
20. Archeological/Historical. Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?	___	___	✓

APPENDIX F
(cont'd)

	YES	MAYBE	NO
21. Mandatory Findings of Significance.			
(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?			✓
(b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)			✓
(c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	✓		
(d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

THIS PROPOSAL HAS THE POTENTIAL OF SIGNIFICANT IMPACT.

PJ 10-13-80

APPENDIX F
(cont'd)

IV. DETERMINATION
(To be completed by the Lead Agency)

On the basis of this initial evaluation:

_____ I find 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 the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

✓ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENT IMPACT REPORT is required.

Date 11-18-80

Philip A. Fitzpatrick
(Signature)
County Planner

For SAN BENITO COUNTY PLANNING COMMISSION

Appendix B

Airspace Approval, FAA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN REGION
P. O. BOX 92007, WORLDWAY POSTAL CENTER
LOS ANGELES, CALIFORNIA 90009

June 2, 1981

Mr. E. P. Johnson, Jr.
Committeeman
Frazer Lake Airpark Association
17720 Monterey Street
Morgan Hill, California 95037

Dear Mr. Johnson:

Reference is made to your recent submission to this agency of the information necessary to initiate an airspace study of the proposed establishment of the Frazer Lake Airport Airport located near Hollister, California, at latitude 36°57'12" N, longitude 121°27'49" W, with a site elevation of 150 feet MSL.

The proposed was circularized for comment on April 15, 1981. A total of eight comments were received including one objection. The objection was based on a concern that the proposed airport may cause air traffic problems at some date in the future due to its location with respect to air flight routes arriving and departing the Hollister Municipal Airport.

The proposed airport will be located approximately 26,700 feet (5.07 miles) north northwest of Hollister Municipal Airport. Public airports located at these distances can function safely without special constraints and without hazards to each other. Both airports are limited in the size and speed of aircraft they can accommodate. These limitations derive from the length of the runways and high temperatures encountered. Neither airport is projected to lie in the high density category. Additionally, traffic patterns can be adjusted to provide flight further away for the adjacent or nearby airport.

We have completed an airpsace study of the proposed facility (Case No. 81-AWE-210-NRA) and it has been determined that the establishment of the facility is acceptable from an airspace utilization standpoint. Therefore the Federal Aviation Administration does not object to its establishment for public use during visual flight rules conditions only.

The airspace approval does not indicate that the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act of 1969 (P. L. 91-190).

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is only a determination with respect to the safe and efficient use of airspace by aircraft. In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, and the effects that existing or proposed man-made objects and natural objects within the affected area would have on the proposal.

This determination in no way preempts or waives any ordinances, laws or regulations of any other governmental body or agency.

The Federal Aviation Administration cannot prevent the construction of a structure near the facility. The facility environs can only be protected through such means as local zoning ordinances and acquisition of property rights.

When the airport is completed and becomes operational, please complete the enclosed FAA Form 5010-5 and mail it to Federal Aviation Administration, Airports Data Branch, AAS-330, 800 Independence Ave., SW, Washington, D. C. 20591.

If the proposed facility is not activated within two years from the date of this letter, this determination becomes void. An extension may be requested, if necessary, up to 15 days prior to this expiration date.

Sincerely,

James A. Holweger
Chief, Airspace and Procedures Branch
Air Traffic Division

Enclosure
FAA Form 5010-5