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# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: Tehachapi Municipal Airport Land Use Compatibility Plan Update

Lead Agency: City of Tehachapi

Contact Name: Corey Costelloe

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Project Location: Tehachapi (*City*) Kern (*County*)

Project Description (Proposed actions, location, and/or consequences).

See attached Project Description

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

There are no potentially significant effects and no proposed mitigation measures associated with the Project.

*Revised September 2011*

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

No areas of controversy have been expressed to the Lead Agency by responsible agencies or the public.

Provide a list of the responsible or trustee agencies for the project.

Kern County
Eastern Kern Air Pollution Control District
California Department of Transportation, Aeronautics Division

## Project Location

The Tehachapi Municipal Airport (Airport) consists of an approximately 264-acre site located at 314 North Hayes Street, Tehachapi, CA 93561. The Airport is generally located north of West H Street and south of State Route (SR) 58, between Dennison Road to the east and North Mill Street to the west. The Airport is surrounded by an Airport Influence Area (AIA) established by the Tehachapi Municipal Airport Land Use Compatibility Plan (ALUCP), which encompasses portions of the City and County of Kern (referred to herein as the County or Kern County). The Airport and AIA (collectively referred to herein as the Project site) are generally located within Township 32S, Range 33E, Sections 15, 16, 17, 20, 21, 22, 27, and 28, Mount Diablo Base and Meridian (MDB&M).

## Project Description

### *Background and Objectives*

The creation of Airport Land Use Commissions (ALUCs) and preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act, Article 3.5, California Public Utilities Code (PUC) Section 21670 et seq.

In Kern County, in lieu of establishing a countywide ALUC, the County and each affected city have elected to designate certain local jurisdictions with the responsibility to prepare, adopt, and amend airport land use compatibility plans. For the Airport, the City is established as the Designated Agency, and the City of Tehachapi City Council (City Council) is responsible for adopting the ALUCP Update and making airport land use compatibility decisions for both the incorporated and unincorporated areas around the Airport.

The City, as the Designated Agency for the Airport, proposes the adoption of the Project. The objectives of the proposed ALUCP Update are to:

1. Meet California legislative mandate to prepare and adopt an airport land use compatibility plan pursuant to the requirements of PUC Section 21675.
2. Adopt an airport land use compatibility plan for the Airport that will protect public health, safety, and welfare by ensuring the orderly expansion of the Airport and adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards (PUC Section 21670[a]).
3. Base an airport land use compatibility plan on a long-range master plan or an airport layout plan, as determined by the Caltrans Aeronautics Division, that reflects the anticipated growth of the Airport during at least the next 20 years (PUC Section 21675[a]).

***2019 Airport Layout Plan***

As required by PUC Section 21675(a), the proposed ALUCP Update is based on the 2019 Airport Layout Plan (referred to herein as the 2019 ALP or ALP) approved by the Federal Aviation Administration (FAA) in May 2019, together with supplemental information provided by the Airport and in the Airport Master Plan Update adopted by the City Council in August 2004.

The 2019 ALP reflects aviation easements for areas of the Runway Protection Zone (RPZ) that are off the Airport site. The 2019 ALP also reflects the relocation of the Building Restriction Line (BRL) from 250 feet from the runway centerline to 350 feet from the runway centerline to protect for a future non-precision instrument approach. The relocated BRL would allow buildings within the BRL to meet the height criteria established under Federal Aviation Regulations (FAR) Part 77, as set forth in Title 14, Part 77 of the Code of Federal Regulations (CFR Part 77), for runways with a straight-in non-precision instrument approach procedure and would permit buildings up to 14 feet in height.

A future Air Attack Facility north of Runway 29 End, behind the future BRL, is also depicted within the 2019 ALP. The Air Attack Facility would support firefighting efforts during emergencies throughout the State of California.

Since the adoption of the 2019 ALP, the Airport has acquired 0.3 acres of land south of the airfield along Mojave Street, which is reflected in the updated ALUCP Airport boundary.

***Proposed Project – ALUCP Update***

The proposed ALUCP Update applies the safety zones (i.e., identified as compatibility zones throughout the ALUCP Update) consistent with the 2011 California Airport Land Use Planning Handbook (Handbook) to the existing runway length of 4,040 feet. There are no proposed changes to the runway length. The Airport has been approved to operate as a short general aviation (GA) airport and can apply the short GA runway safety zones for specific airport design and operational characteristics.

The ALUCP Update proposes to modify the compatibility zones by extending these zones further to the northwest, southeast, and southwest to encompass areas either previously in a less restrictive compatibility zone or new areas previously outside of the existing AIA defined by the adopted ALUCP. The ALUCP Update also proposes extending the existing AIA to the outer limits of the CFR Part 77 conical surface. The proposed AIA extends approximately 1.8 miles beyond the Airport's runway ends and 1.7 miles beyond the Airport's centerline and encompasses lands within the City and unincorporated areas of Kern County.

The proposed AIA and compatibility zones for the ALUCP Update consider the geographic extents of four types of compatibility concerns:

- Noise: Locations exposed to potentially disruptive levels of aircraft noise.
- Overflight: Locations where aircraft overflights can be intrusive and annoying to many.
- Safety: Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground.
- Airspace Protection: Places where height and various other land use characteristics need to be restricted in order to prevent creation of physical (including wildlife attractants), visual, or electronic hazards to flight within the airspace required for operation of aircraft to and from the Airport.

The ALUCP Update proposes modification of the adopted compatibility zones following the guidance from the Handbook. The compatibility zones modifications proposed in the ALUCP Update are summarized in Table 1 below:

**Table 1**
**Summary of Proposed Compatibility Zone Changes**

| Adopted Compatibility Zone Designations | Proposed Compatibility Zone Designations | Proposed Modifications |
|---|---|---|
| Compatibility Zone A | Compatibility Zone A | Extend adopted Compatibility Zone A beyond the Airport site to encompass the runway protection zones at both runway ends. |
| Compatibility Zone B1 | Compatibility Zone B1<br>Compatibility Zone B2<br>Compatibility Zone C<br>Compatibility Zone D1 | Adopted Compatibility Zone B1 is proposed to be divided into multiple compatibility zones (i.e., B1, B2, C, and D1) to allow for differing density and intensity criteria based on safety risk guidelines in the Handbook.<br><br>Adopted Compatibility Zone B1 will be modified to encompass some parcels that are currently in the less restrictive adopted Compatibility Zone C. |
| Compatibility Zone C | Compatibility Zone D1<br>Compatibility Zone D2 | Adopted Compatibility Zone C will be changed and divided into the proposed Compatibility Zones D1 and |

| Adopted Compatibility Zone Designations | Proposed Compatibility Zone Designations | Proposed Modifications |
|---|---|---|
| | | D2 to allow for differing density and intensity criteria in the approach versus sideline zones of the Airport based on the safety risk guidance in the Handbook. |
| Compatibility Zone D | Compatibility Zone E | Adopted Compatibility Zone D is proposed to be changed to proposed Compatibility Zone E and extended to the outer edges of the existing AIA conical surface. |

The proposed ALUCP Update also includes revisions to the ALUCP procedures (e.g., defining the types of land use actions requiring City Council review) and compatibility policies (e.g., establishing the compatibility criteria and implementation procedures). The procedural policy revisions are proposed for clarity purposes only and would have no environmental impacts. The proposed ALUCP Update will replace the existing ALUCP adopted by Kern County in 2012.

The ALUCP Update defines areas subject to the updated policies and criteria, including the proposed compatibility zones, which identify areas where land use restrictions may be necessary to maintain airport land use compatibility. Additionally, the proposed AIA defines areas within which future proposals involving certain land use and Airport-related actions, as defined in Section 6.2.2 of the Handbook, would be subject to City review for consistency determination with the proposed ALUCP Update. Although the ALUCP Update is not defined as a land use or Airport-related action in Section 6.2.2 of the Handbook, adoption of the ALUCP Update constitutes a project for purposes of CEQA (Section 3.7.2 of the Handbook). Accordingly, the potential environmental effects associated with the ALUCP Update are evaluated throughout this Initial Study.

***Land Use Designation***

County: The unincorporated areas of the Project site are designated Public or Private Recreation Areas (3.1/2.7), Minimum 2.5 Gross Acres/Unit (5.6/2.7), Maximum 4 Units/Net Acre (5.4/2.7), Resource Reserve, Minimum 20 Acre Parcel Size (8.2), State or Federal Land (1.1), Extensive Agriculture, Minimum 20 Acre Parcel Size (8.3/2.1), Mineral and Petroleum, Minimum 5 Acre Parcel Size (8.4/2.7), Service Industrial (7.2/2.1/2.7), Intensive Agriculture, Minimum 20 Acre Parcel Size (8.1/2.7), Other Facilities (3.3/2.7), Maximum 1 Unit/Net Acre

(5.5/2.7), Resources Management, Minimum 20 Acre Parcel Size (8.5/2.7), and Maximum 10 Units/Net Acre (5.3/2.7).

City: The incorporated areas of the Project site are designated Natural (T-1), Rural (T-2), Rural General (T-2.5), Open Space, Civic/School, Neighborhood Edge (T-3), Neighborhood General (T-4), Neighborhood Center (T-4.5), Downtown (T-5), Freeway Corridor (SD-1), Tucker Corridor (SD-2), and Capital Hills (SD-3).

***Zoning***

County: The unincorporated areas of the Project site are zoned Exclusive Agriculture, Airport Approach Height Combining (A-H), Exclusive Agriculture (A), Limited Agriculture (A-1), Medium Industrial, Precise Development Combining (M-2 PD), Medium Industrial, Airport Approaching Height Combining, Precise Development Combining, Geologic Hazard Combining (M-2 H PD GH), Estate 20 Acres, Residential Suburban Combining (E[20] RS), Estate 0.5 Acres, Residential Suburban Combining (E [1/2] RS), Estate 2.5 Acres, Residential Suburban Combining, Floodplain Combining (E [2 1/2] RS FP), Estate 5 Acres, Mobilehome Combining (E[5] MH), and Low Density Residential (R-1).

City: The incorporated areas of the Project site include a mixture of form-based zoning and conventional zoning. Specifically, form-based zoning in the incorporated areas of the Project site includes SD-2, T-3, T-4, T-4.5, T-5, Civic/School, and Antelope Run Drainage. Conventional zoning in the incorporated areas of the Project site include Agriculture (A), Estate (E), Low Density Single Family Residential (R-1), Recreation, School, Public Use (RSP), Medium Density Residential (R-2), High Density Multi-Family Residential (R-3), Mobilehome Park (MP), Mobilehome Subdivision (MS), Residential and Professional (RP), Neighborhood Commercial (C-1), Central Commercial (C-2), General Commercial (C-3), Highway Commercial (C-4), Light Industrial (M-1), Heavy Industrial (M-2), East Tehachapi Specific Plan, Capital Hills Specific Plan, and Open Space (O.S.), and Antelope Run Drainage.