



AIRPORT LAND USE COMMISSION

Columbia Airport and Pine Mountain Lake Airport

SPECIAL AIRPORT LAND USE COMMISSION

A.N. FRANCISCO BUILDING

48 YANEY AVENUE, 4th Floor Conference Room

December 30, 2025

5:00 p.m.

48 Yaney Avenue, Sonora
Mailing: 2 S. Green Street
Sonora, CA 95370
209 533-5633
(209) 533-5616 (fax)
www.tuolumnecounty.ca.gov

You may submit written comments by U.S. mail at 2 South Green Street, Sonora, CA 95370 or email (CDD@tuolumnecounty.ca.gov) for retention as part of the administrative record. Comments will not be read during the meeting.

1. CALL TO ORDER

2. PUBLIC COMMENT

Members of the public may speak on any item, not on the printed agenda. The Commission may take no action.

3. OLD BUSINESS

None

4. NEW BUSINESS

NASH & BLOM, Building Permit BP-25-578 to allow construction of a hanger totaling 5,075 square feet on a 4.89± acre parcel, zoned RE-1:MX:AIR (Residential Estate, One Acre Minimum: Mobilehome Foundation Combining: Airport Combining) under Title 17 of the Tuolumne County Ordinance Code (TCOC).

The project location is located at 21200 Ferretti Road. A portion of Section 13, Township 1 South, Range 16 East, Mount Diablo Baseline and Meridian. Assessor's Parcel Numbers 093-290-010. In Airport Land Use Compatibility Zone B1 of the Pine Mountain Lake Airport.

5. COMMISSION BUSINESS

None

6. COMMISSIONER/STAFF REPORTS

7. ADJOURNMENT

The Minutes, Staff Reports, and planning documents for the items referenced in this Agenda are available for review at the Tuolumne County Community Development Department, 48 Yaney Avenue, Sonora, California, and online at www.tuolumnecounty.ca.gov.

Any other materials related to the items referenced in this Agenda that are provided by the County to the Commissioners prior to the meeting are available for review at the Tuolumne County Community Development Department, 48 Yaney Avenue, Sonora, California, and will be available at the meeting. Any materials provided to the Commissioners during the meeting by the County

will be available for review at the meeting, and materials provided by the public will be available for review at the Community Development Department the day following the meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Tuolumne County Community Development Department at (209) 533-5633. Notification 48 hours prior to the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting (28FR35.102-35.104 ADA Title 11)

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AIRPORT LAND USE COMMISSION

Columbia Airport and Pine Mountain Lake Airport

Roger Root
ALUC Secretary

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SECRETARY'S EVALUATION

DATE: December 30, 2025

SURFACE/MINERAL
RIGHTS OWNERS: Steve Nash and Jodi Blom

APPLICANT: Steve Nash

PROJECT
NUMBER: BP-25-578

PROJECT AND LOCATION

PROJECT
DESCRIPTION: Building Permit BP-25-578 to allow construction of a hangar totaling 5,075 square feet on a 4.89± acre parcel, zoned RE-1:MX:AIR (Residential Estate, One Acre Minimum: Mobilehome Foundation Combining: Airport Combining) under Title 17 of the Tuolumne County Ordinance Code (TCOC).

LOCATION: Parcel 7A of PM63-76 within Airport Estates, Pine Mountain Lake located at 21200 Ferretti Road. A portion of Section 13, Township 1 South, Range 16 East, Mount Diablo Baseline and Meridian. Assessor's Parcel Numbers 093-290-010. In Airport Land Use Compatibility Zone B1 of the Pine Mountain Lake Airport.

1. An application was submitted to permit the construction of a 5,075± square foot hangar located in Zone B1 of the Pine Mountain Lake Airport. The proposed hangar will be approximately 26' above grade at the highest point of the building with a slanted roof line. The parcel contains a single-family dwelling and attached garage which was reviewed by the Commission under ALUC23-037 (B2023-01654). The parcel also contains a steel storage building located downslope and away from the airport side, accessed from Ferretti Road via an asphalt paved driveway. This existing driveway connects to the existing taxiway that was constructed traversing the north side of the Airport Estates property. The site map in Exhibit A has been utilized from ALUC23-037 in which it reflects two separate parcels. Since the prior review, those two parcels have been merged into one parcel.

ALUC Plan Review

2. The project site is located within Compatibility Zone B1 and B2 associated with the Pine Mountain Lake (PML) Airport. The proposed hangar is solely within Compatibility Zone B1 and has an approximate base elevation of 2,907± feet above mean sea level and will be located within the 60dB noise contour associated with the PML Airport. The hangar is to be located approximately 503± feet way from the edge of the runway and approximately 40± feet off the southern edge of the taxiway parallel to the runway.
3. Since the hangar is to be located within Zone B1, ministerial permits, such as a building permit, must be sent to the ALUC (Policy 2.1.4.2(b), ALUCP 2025).
4. The ALUC Commission has three choices of actions after reviewing the proposed project:

- (a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*.
 - (b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to modifications which the Commission may specify.
 - (c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission may note the conditions under which the plan, ordinance, or regulation would be consistent with the *Compatibility Plan*. (Policy 2.2.2.3, ALUCP 2025)
5. The primary criteria for assessing whether a potential land use development is to be judged compatible with a nearby airport are set forth in the Primary Compatibility Criteria matrix, Table 2A on page 2-17 of the *Compatibility Plan*. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3 (Policy 2.2.4.1). These criteria for the B1 Zone are listed below:

TABLE 2A Safety Criteria Matrix Tuolumne County Airport Land Use Compatibility Plan (continued)					
Zone	Location	MAXIMUM DENSITIES		ADDITIONAL CRITERIA	
		Residential (du/ac) ¹	Other Uses (people/ac) ²	Prohibited Uses ⁴	Other Development Conditions
B1	Approach Departure Zone and Adjacent to Runway	1 d.u. per 10 acres	25	- Children's schools, day care centers, libraries, hospitals, nursing homes - Highly noise sensitive uses (e.g., outdoor theaters)⁶	- Locate structures away from extended runway centerline - Additional NLR required for some uses⁶
B2	Extended Approach/Departure Zone	1 d.u. per 3 acres	50	- Aboveground bulk storage of hazardous materials⁵ - Hazards to flight⁴	- Airspace review required for all objects (B1 zone) - Deed notice recordings³

The hangar does not constitute a prohibited use or introduce incompatible land uses per the County's zoning ordinance or the *Compatibility Plan*. The site is not located within the extended runway centerline of Runway 9-27, sited 325 feet away from the edge of Runway 9-27, perpendicular to it nearer the eastern end. The project is consistent with the *Compatibility Plan*.

6. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land uses which may cause visual, electronic, or bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. During review of projects submitted to it, the Airport Land Use Commission shall review such applications for hazards to flight. Specific characteristics to be avoided include:
- glare or distracting lights which could be mistaken for airport lights.
 - sources of dust, steam, or smoke which may impair pilot visibility.
 - sources of electrical interference with aircraft communications or navigation.
 - any use, especially landfills and certain agricultural uses, which may attract large flocks of birds.

Building Permit BP-25-578 would not introduce any hazards to flight as described above.

7. The project's proposed structure falls within the mapped Height Caution Zone but is outside of the nearby mapped Critical Height Zone of the PML Airport. The proposed structure is designed with a slanted roof, and is anticipated to be a maximum of 26' above grade at its highest point. Per Policy 2.4.3.2(a)(1) of the *Compatibility Plan*, all locations within Compatibility Zones B1 are considered to be within the Critical Height Zone, and per Policy 2.4.3.2(a)(3), all proposed projects located within the Critical Height Zone are subject to ALUC review.

NASH

8. Per Table 2A and Policy 2.4.3.2(a)(3), based on its presence in Compatibility Zone B1, the project is subject to airspace review for its structures. CDD staff have prepared an analysis, to see if the proposed structure of the project falls beneath the FAR Part 77 surface plane for the Pine Mountain Lake Airport.
9. The proposed aircraft hangar is located within the B1 Airport Compatibility Zone for the Pine Mountain Lake Airport. An evaluation was conducted to determine whether the height of the proposed structure would penetrate any FAR Part 77 imaginary airspace surfaces. The proposed hangar would have an approximate height of 26 feet above existing grade. The ground elevation at the hangar site is approximately 2,881 feet, resulting in a maximum structure elevation of approximately 2,907 feet. The hangar is located approximately 520 feet from the airport runway. The established airport elevation for Pine Mountain Lake Airport is approximately 2,920 feet. Under FAR Part 77, the horizontal surface is defined as a plane located 150 feet above the established airport elevation, resulting in a horizontal surface elevation of approximately 3,070 feet at the project location. Based on this analysis, the highest point of the proposed hangar would be approximately 163 feet below the applicable FAR Part 77 horizontal surface. Therefore, the proposed hangar would not penetrate FAR Part 77 imaginary airspace surfaces and would not result in an obstruction to navigable airspace. See Exhibit D below for a demonstration of this analysis.
10. The proposed structure would be constructed within the 60 dB CNEL noise contour. Table 2B of the Compatibility Plan identifies single-family residential uses as “marginally acceptable” within the 50–55 dB CNEL range. Since the hangar is accessory to a single-family dwelling, it is not considered incompatible with aircraft operations or related noise. The construction of a residence adjacent to an active airport runway reflects acceptance of existing aircraft noise conditions. Additionally, a deed recordation has been filed for this parcel, indicating the proximity of the airport and associated noise conditions.



TABLE 2B | Noise Compatibility Criteria - Tuolumne County Airport Land Use Compatibility Plan

Land Use Category	CNEL (dB)				
	50-55	55-60	60-65	65-70	70-75
Residential					
Single-family, nursing homes, mobile homes	+	O	-	--	--
Multi-family, apartments, condominiums	++	+	O	--	--
Public					
Schools, libraries, hospitals	+	O	-	--	--
Churches, auditoriums, concert halls	+	O	O	-	--
Transportation, parking, cemeteries	++	++	++	+	O
Commercial and Industrial					
Offices, retail trade	++	+	O	O	-
Service commercial, wholesale trade	++	++	+	O	O
Warehousing, light industrial, general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
Cropland	++	++	++	++	+
Livestock breeding	++	+	O	O	-
Parks, playgrounds, zoos, golf courses, riding stables, water recreation	++	+	+	O	-
Outdoor spectator sports	++	++	+	O	O
Amphitheaters	++	+	+	O	-
+	O	-	--	--	--
Land Use	Acceptability	Interpretation/Comments			
++	Clearly Acceptable	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.			
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.			
O	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.			
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.			
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.			

Ordinance Code Review

11. The zoning of Assessor's Parcel Number 093-290-010 contains the Airport Combining (:AIR) district. The regulations pertaining to the :AIR district are codified in Chapter 17.20 of the Zoning Ordinance. Section 17.20.050 of the Ordinance Code states that development, as defined in Section 18.24.040 of the Ordinance Code, within the :AIR district shall be consistent with the Tuolumne County Airport Land Use Compatibility Plan and Chapters 18.24 and 18.28 of this code. Building permits are subject to the review process as outline in Chapter 18.24 of the TCOC. Building Permit BP-25-578 has been referred to the ALUC.
12. Section 18.24.050 of the Ordinance Code states as follows:

The Airport Land Use Commission may find the application or proposal consistent with the Tuolumne County Airport Land Use Compatibility Plan, consistent with the plan subject to modifications or conditions which the Airport Land Use Commission may specify, or inconsistent with the plan. In finding the application or proposal consistent with the plan, the Airport Land Use Commission shall determine the following:

NASH

- A. *The project is within the height limits established by the Federal Aviation Administration, or is otherwise authorized by the Federal Aviation Administration pursuant to its regulations;*
 - B. *The use is consistent with the adopted Tuolumne County Airport Land Use Compatibility Plan, or will be consistent subject to conditions imposed by the Airport Land Use Commission;*
 - C. *The use will not result in hazards to flight, specifically it will not generate any of the following:*
 - 1. *Glare or distracting lights which could be mistaken for airport lights;*
 - 2. *Sources of dust, steam, or smoke which could impair pilot visibility;*
 - 3. *Sources of electrical interference with aircraft communications or navigation;*
 - 4. *Any use, especially landfills and certain agricultural uses, which may attract large flocks of birds; or*
 - 5. *Hazards to flight which would otherwise endanger the landing, taking off, or maneuvering of aircraft intended to use the airport.*
13. The project is consistent with the height limits established by the FAA, is consistent with the *Compatibility Plan*, and will not result in hazards to flight. The project is therefore consistent with Tuolumne County Ordinance Code.

Federal Aviation Regulations

14. Section 77.9 of the Federal Aviation Regulations (FAR Part 77) requires that each sponsor proposing construction or alteration that would result in the following must notify the Administrator of the FAA:
- Any construction or alteration exceeding 200 ft above ground level.
 - Any construction or alteration:
 - within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.
 - within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft.
 - within 5,000 ft of a public use heliport which exceeds a 25:1 surface.
15. Pursuant to Section 77.17, the notification shall use FAA Form 7460-1 and must be submitted at least 45 days prior to the start of the construction or alteration. Persons failing to comply with the provisions of FAR Part 77 are subject to Civil Penalty under Section 902 of the Federal Aviation Act of 1958, as amended and pursuant to 49 U.S.C. Section 46301(a). This requirement will be satisfied through a condition to the building permit as identified in C #3 of the Secretary's Certification.

SECRETARY'S CERTIFICATION

COMPATIBILITY PLAN:

Pursuant to Section 18.24.050 of the Tuolumne County Ordinance Code, I hereby certify as follows:

- A. The project is within the height limits established by the Federal Aviation Administration (FAA), or is otherwise authorized by the FAA pursuant to their regulations and conditions listed under Paragraph C.
- B. Subject to the conditions listed in Paragraph C, I certify that the use is not anticipated to:
- Create electrical interference with radio communication between the Airport and aircraft.
 - Make it difficult for flyers to distinguish between Airport lights and others.
 - Result in glare in the eyes of flyers using the Airport.
 - Impair visibility in the vicinity of the Airport.
 - Otherwise endanger the landing, taking off, or maneuvering of aircraft intended to use the Airport, excepting the penetration of height restrictions noted above.
- C. The use is consistent with the adopted Tuolumne County Airport Land Use Compatibility Plan, subject to the following conditions:
1. No new structure constructed or new vegetation, such as trees, located on the project site shall exceed a height of 40'. The height of a structure includes any antenna, chimney, or other attachments.
 2. Any new structure, development, or use on the project site shall be constructed, painted, designed, or operated in such a way as to avoid:
 - a. Glare or distracting lights which could be mistaken for airport lights;
 - b. Sources of dust, steam, or smoke which may impair pilot visibility;
 - c. Sources of electrical interference with aircraft communications or navigation;
and
 - d. Any use which may attract large flocks of birds.
 3. File a *Notice of Proposed Construction or Alteration* (Form 7460-1) with the Federal Aviation Administration (FAA) in accordance with 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718, at least forty five (45) days prior to the start of construction of any new structures on the project site if necessary. A copy of the form shall be submitted to the Community Resources Agency. Alternatively, the form may be completed on-line at: <http://forms.faa.gov/forms/faa7460-1>.

EXHIBIT A: SITE MAP

ALUC23-037

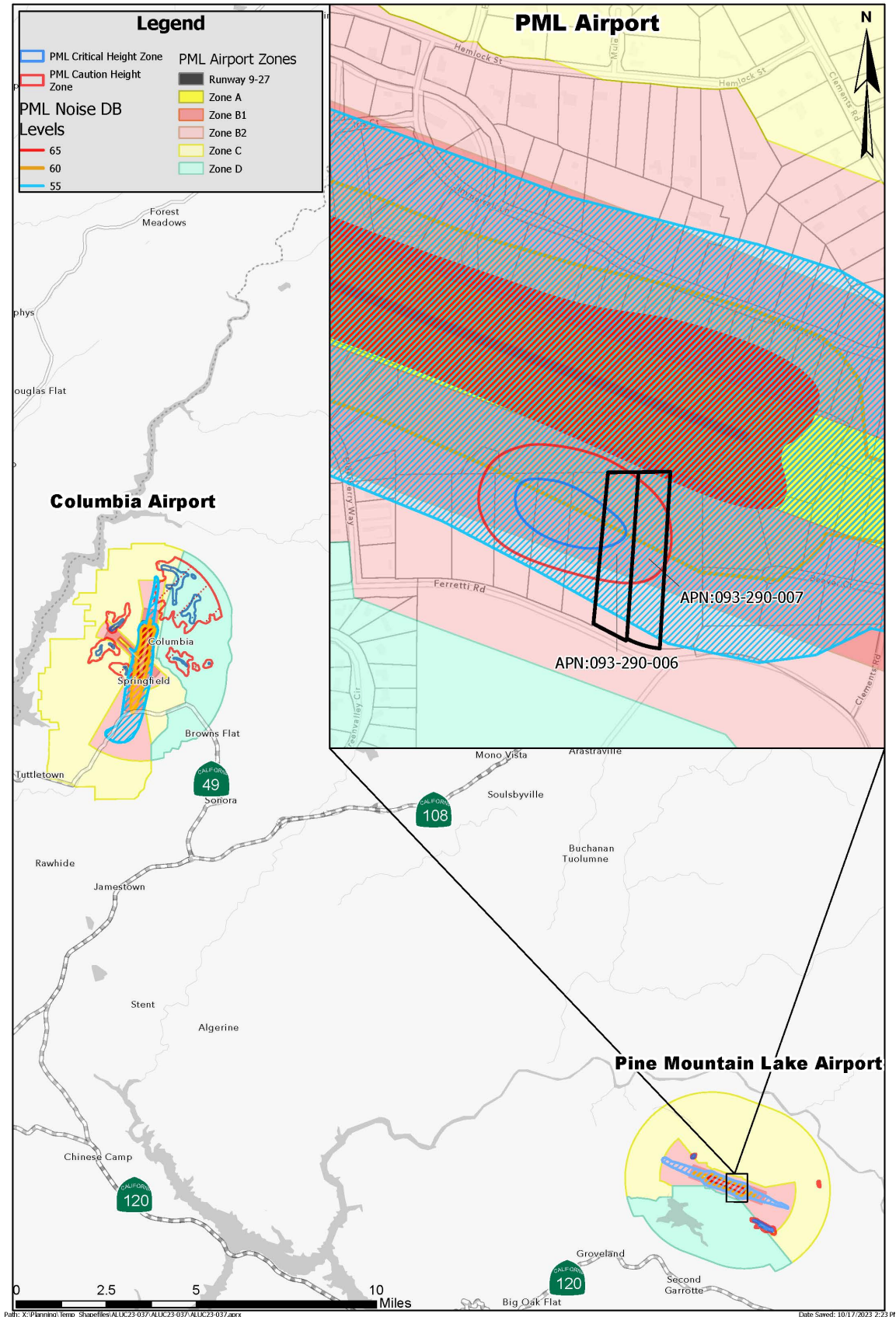


EXHIBIT B: SITE PLAN

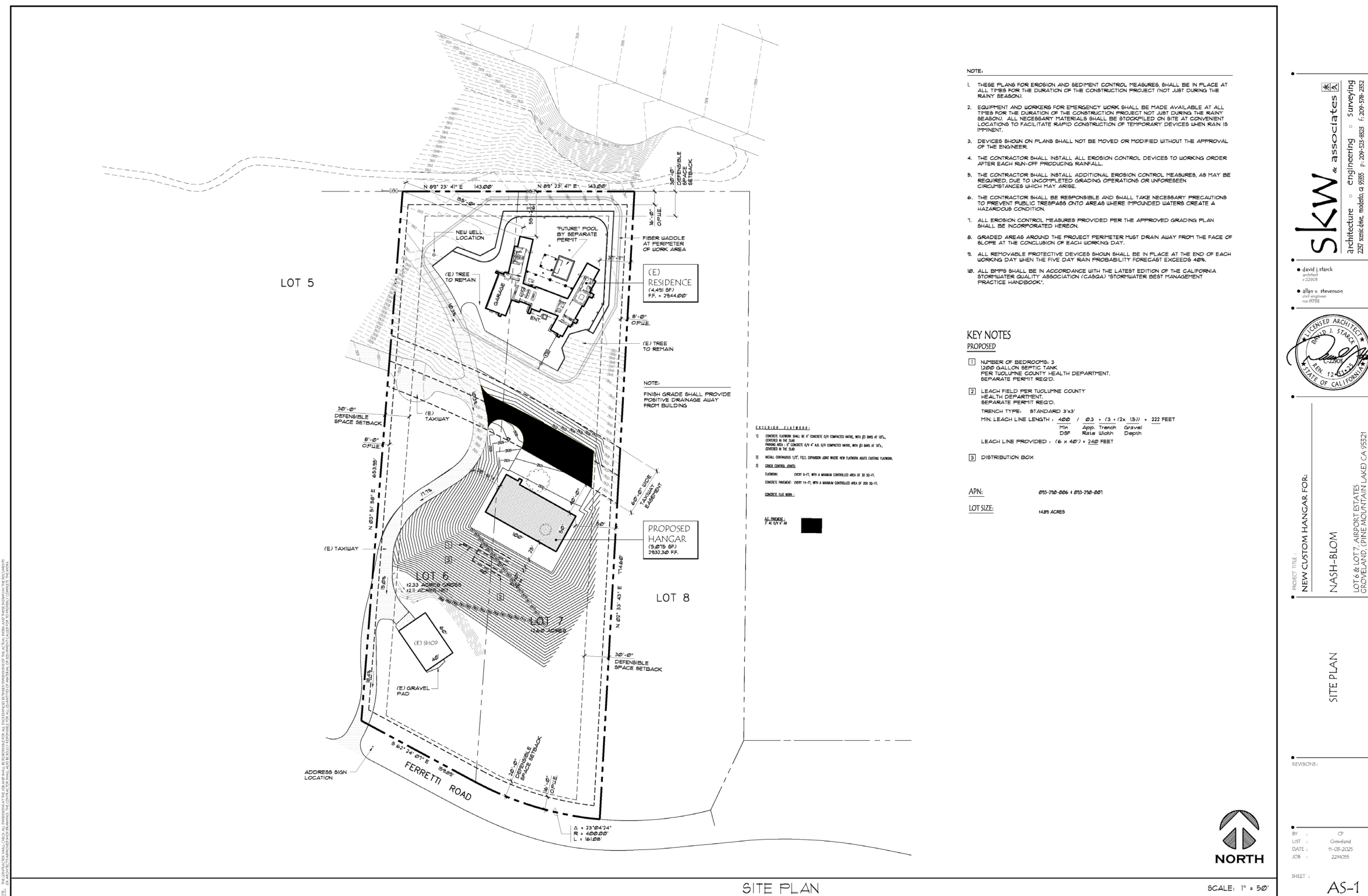


EXHIBIT C: ELEVATIONS

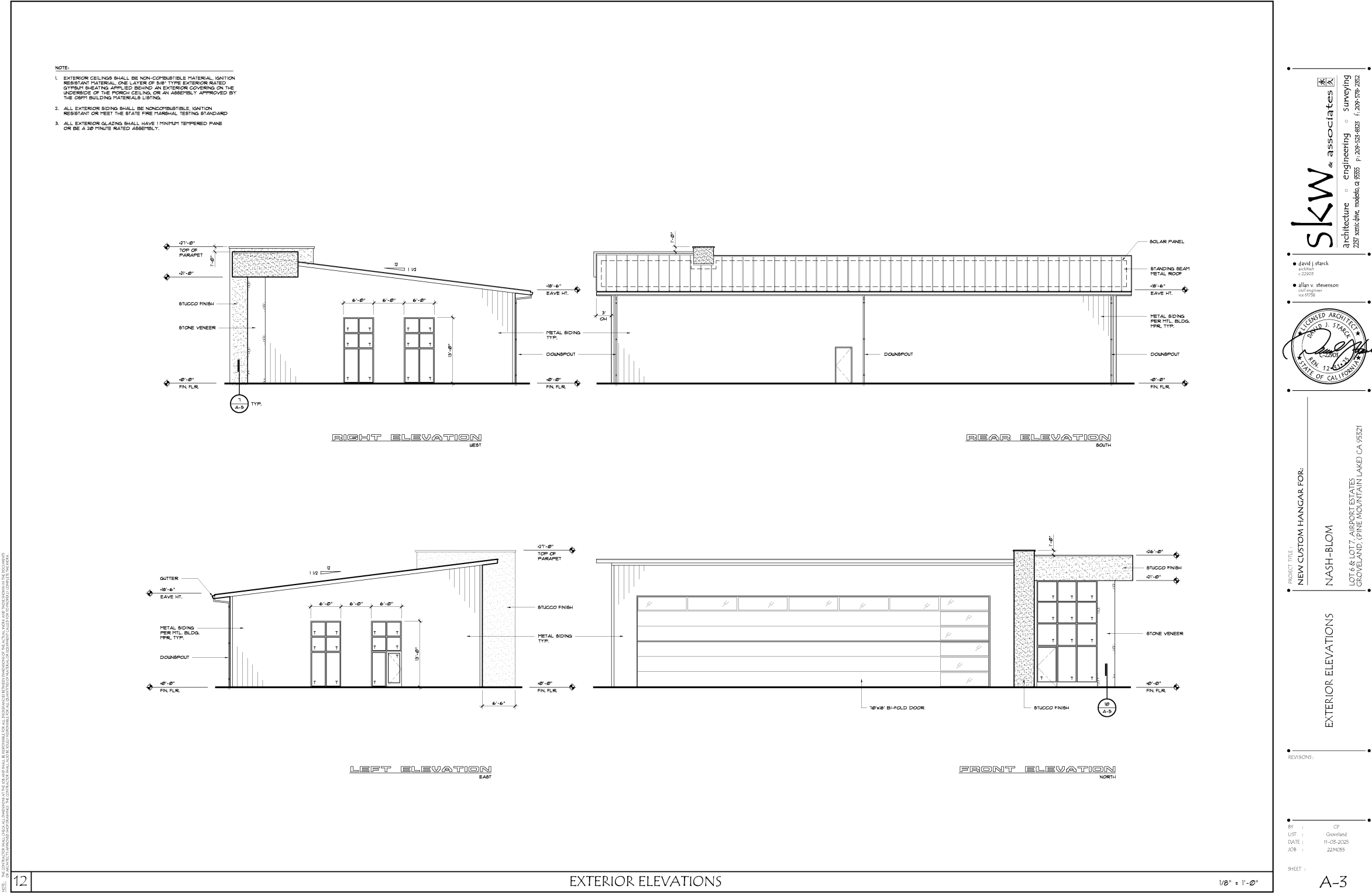


EXHIBIT D: FAR77 AIRSPACE ANALYSIS

Pine Mountain Lake Airport – Proposed Hangar

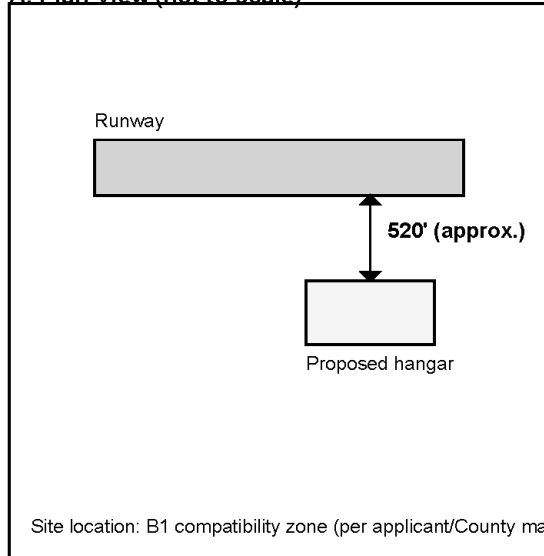
FAR Part 77 – Horizontal Surface Clearance Diagram (conceptual)

Date: 2025-12-18

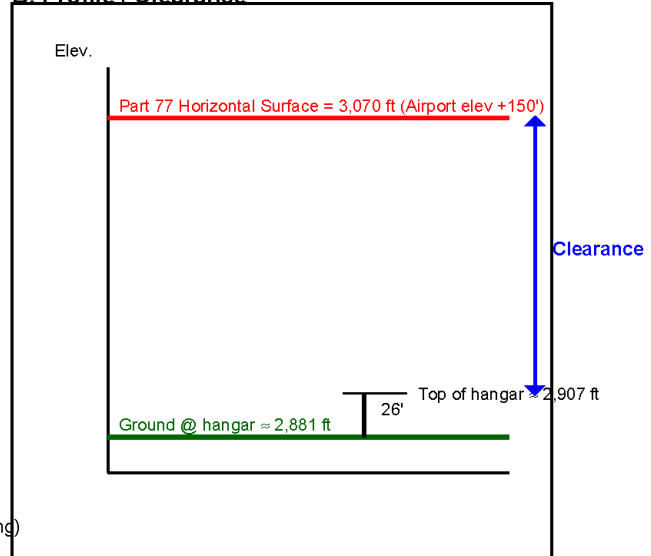
Inputs (provided)

- Runway elevation (used as established airport elevation): 2,920 ft
- Hangar ground elevation: 2,881 ft
- Hangar height (max): 26 ft
- Distance from hangar to runway (horizontal): 520 ft (approx.)
- Assumed controlling surface: Part 77 Horizontal Surface (14 CFR §77.19)

A. Plan View (not to scale)



B. Profile / Clearance



Notes / Assumptions

- 1) Horizontal Surface definition: 14 CFR §77.19(a) (civil airports) – a horizontal plane 150 ft above the established airport elevation.
- 2) This diagram treats the provided runway elevation (2,920 ft) as the established airport elevation for the horizontal surface.
- 3) If the established airport elevation differs, replace it and recompute: Horizontal Surface = Airport Elevation + 150 ft.
- 4) This exhibit is conceptual (not a surveyed Part 77 submittal).

Result: Top of hangar ≈ 2,907 ft is ≈ 163 ft BELOW the Part 77 horizontal surface (3,070 ft).

Based on the provided elevations/heights, the proposed hangar falls beneath the FAR Part 77 horizontal surface plane.