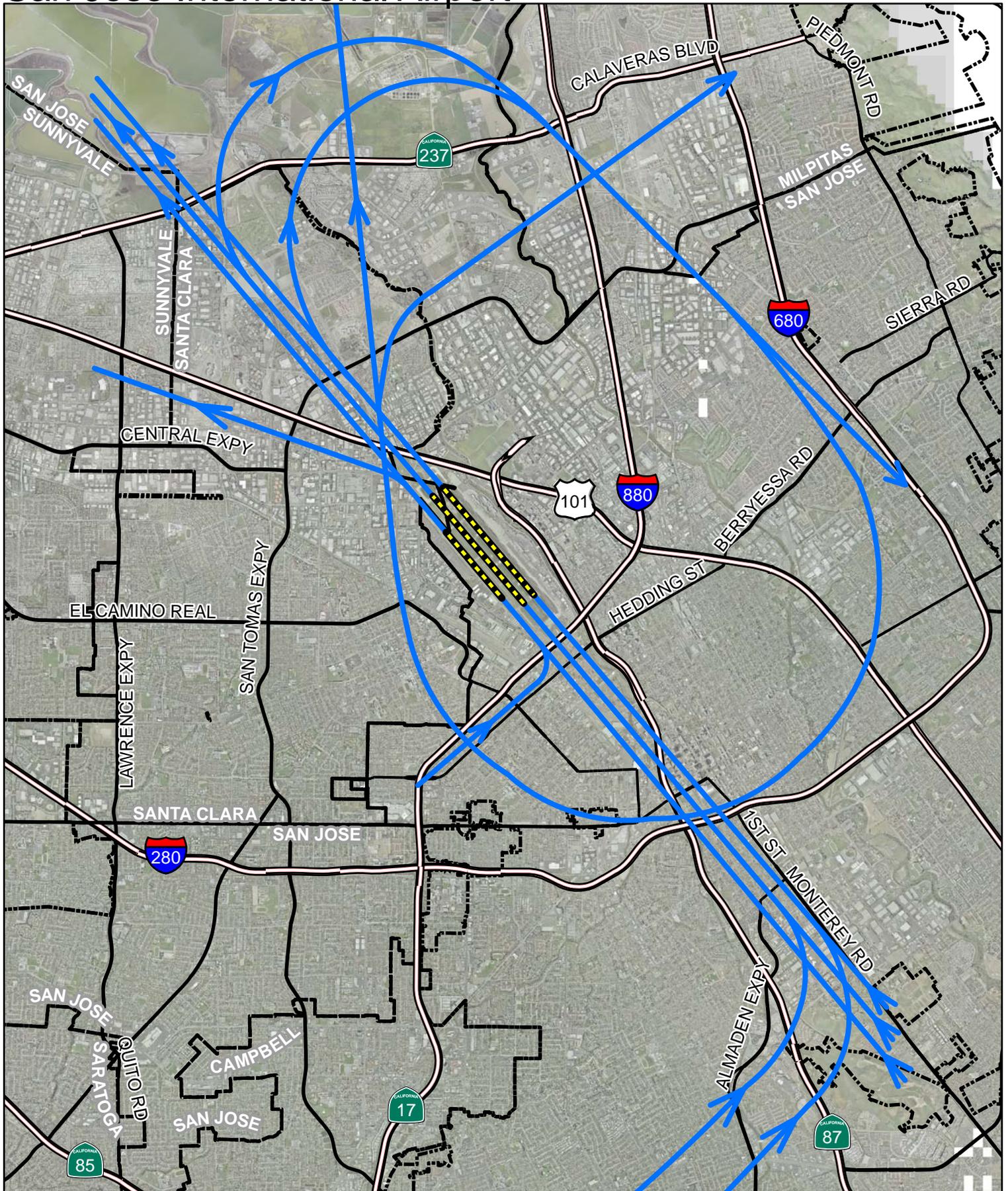


San Jose International Airport  
Location Map  
Figure 1



# San Jose International Airport

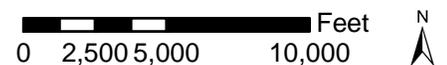


## Flightpaths

- Flightpath
- Runway

## Aircraft Flight Tracks

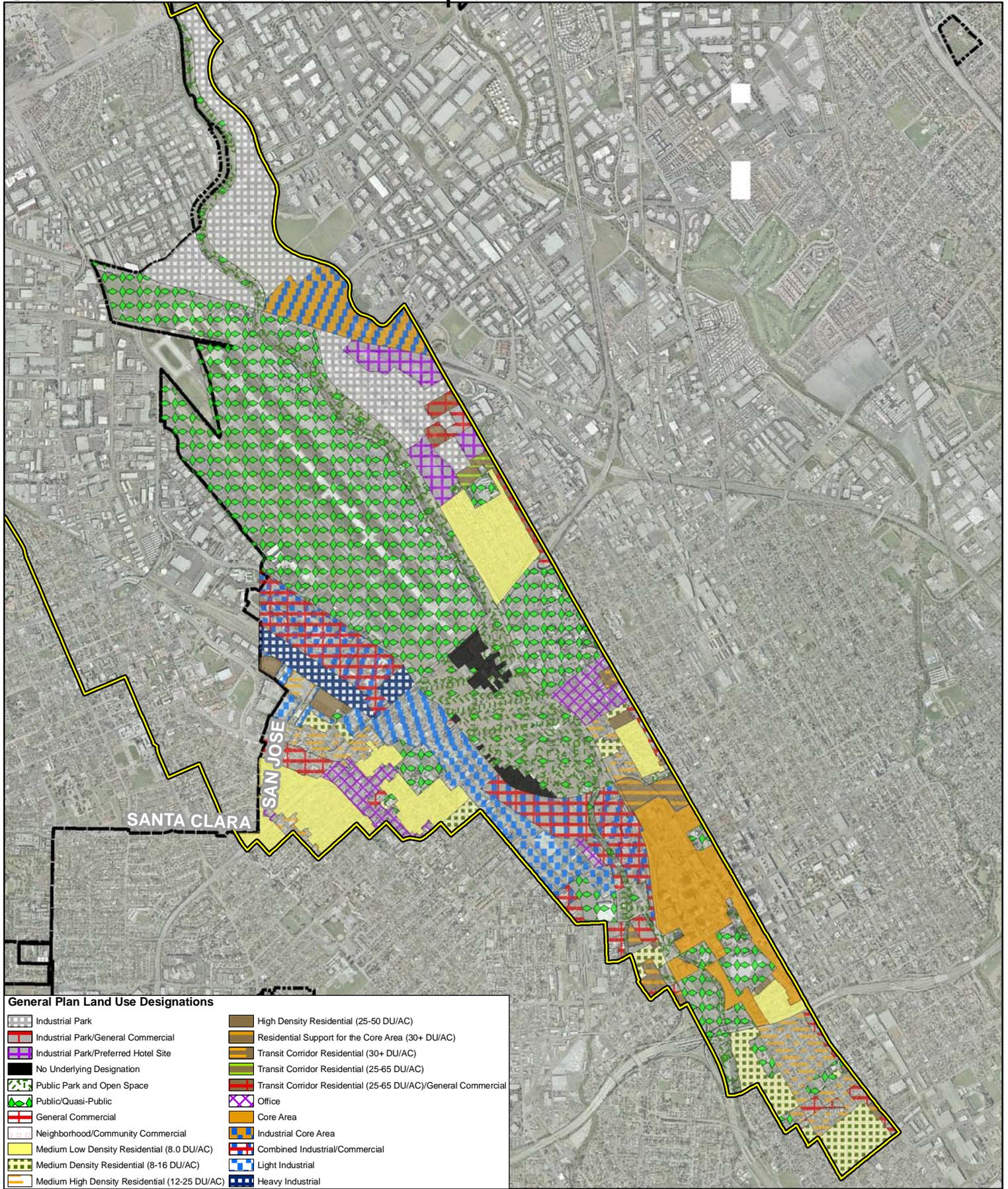
### Figure 3a



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# San Jose International Airport



## General Plan Land Use

City of San Jose

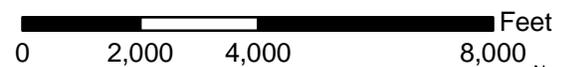
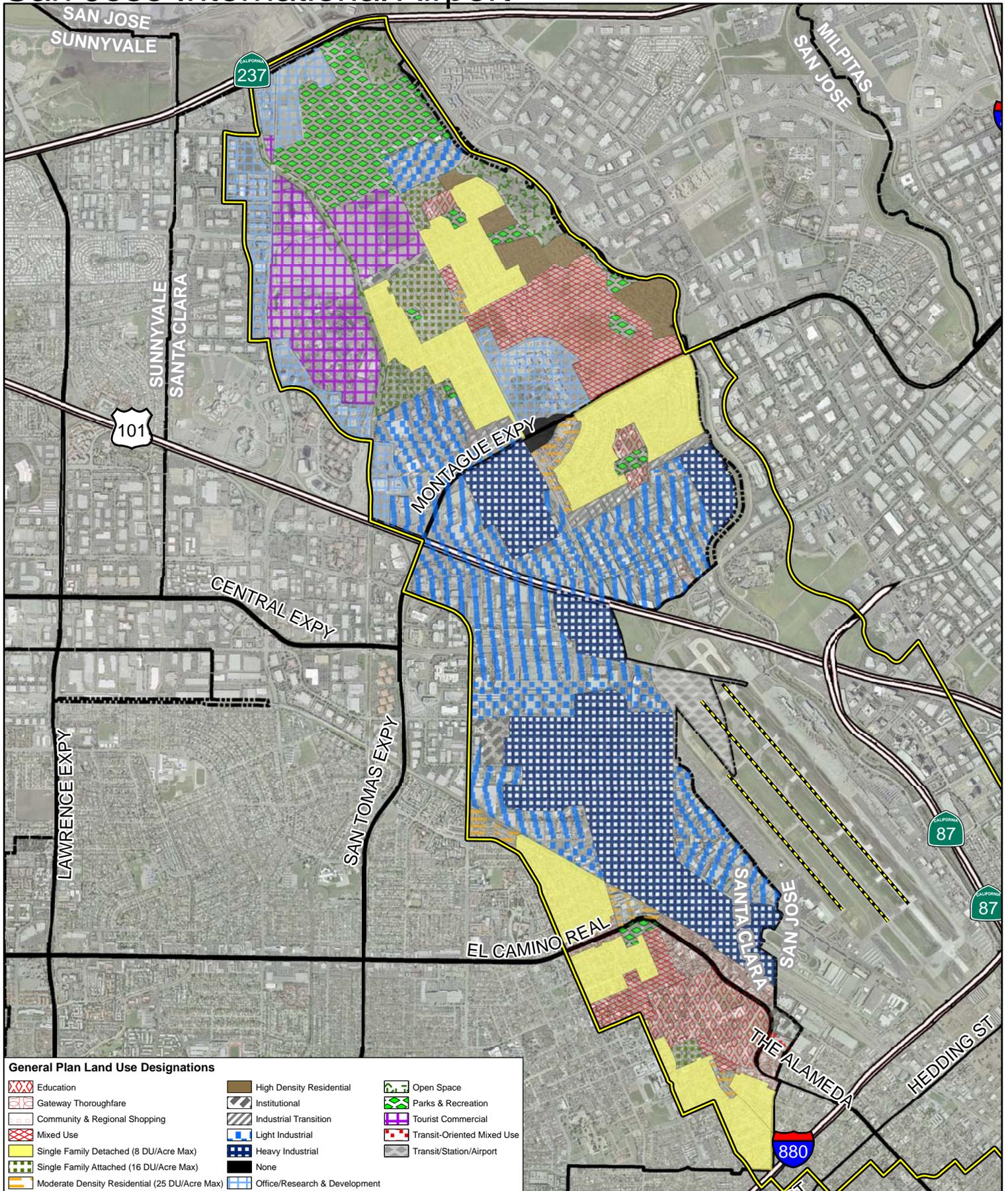


Figure 4a

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# San Jose International Airport



General Plan Land Use  
City of Santa Clara

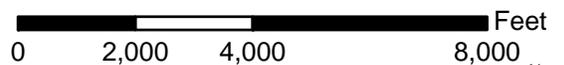
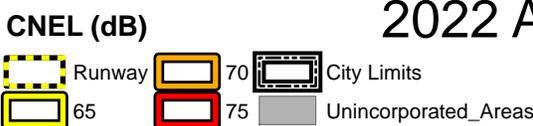
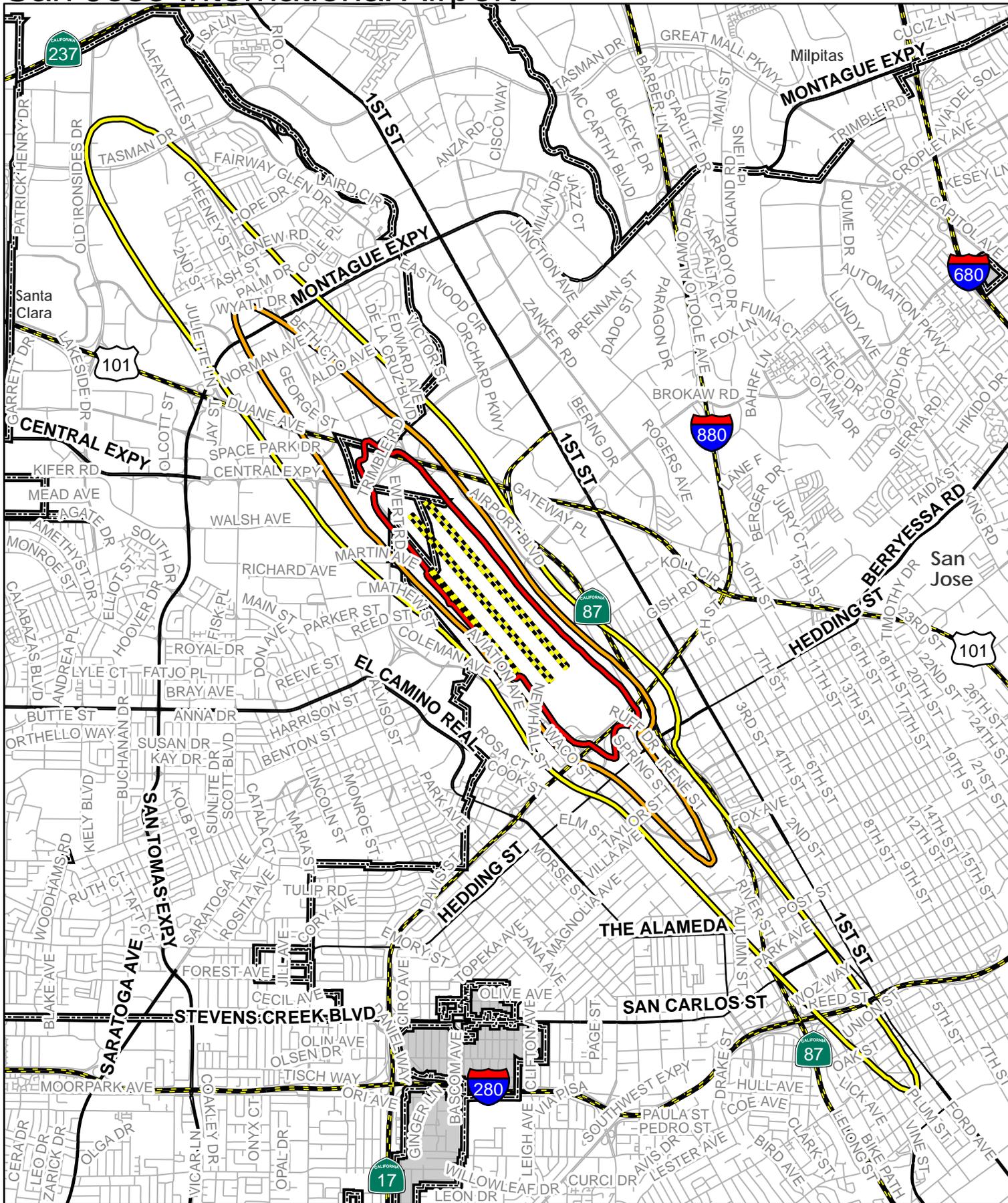


Figure 4b

This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability. 4/15/2009 - Y:\Matt\ALUC\Projects\SJ\SJC\_Figure4b\_landuse\_SC02.mxd

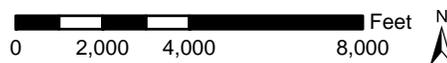


# San Jose International Airport



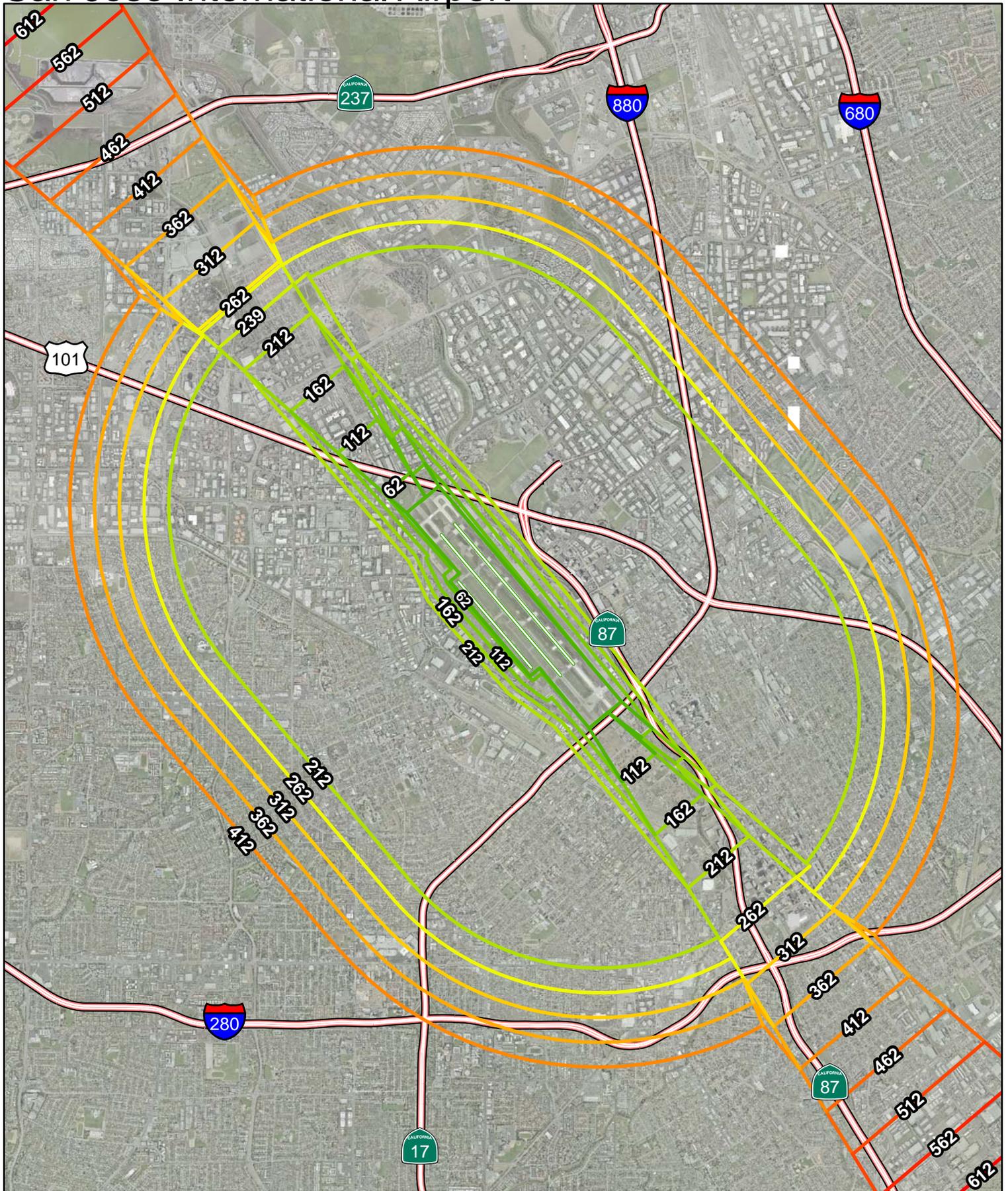
## 2022 Aircraft Noise Contours

Figure 5



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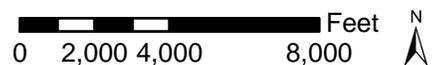
# San Jose International Airport



Maximum Structure Height (feet above MSL)

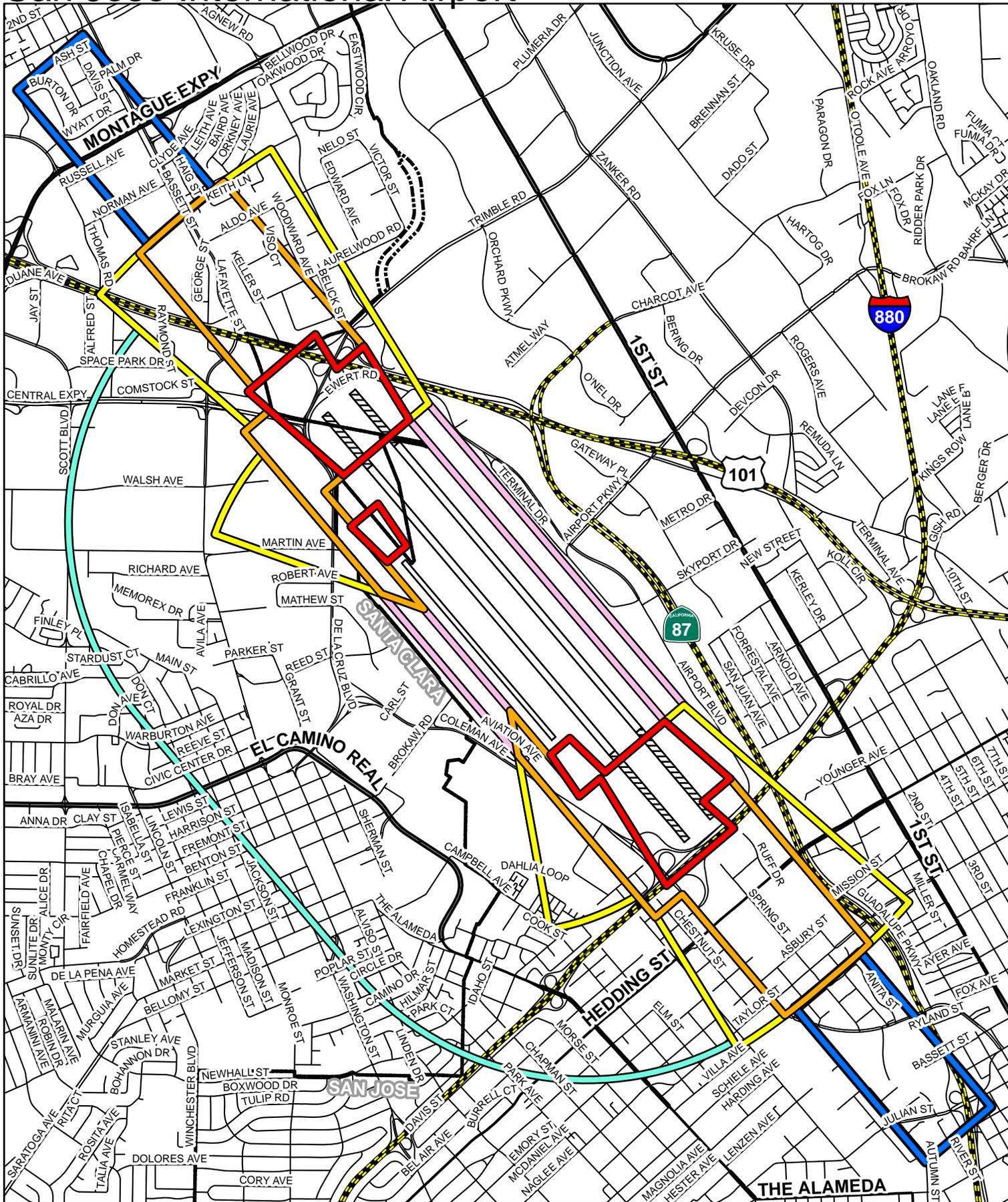
- Runway
- Ground Level
- 62
- 112
- 162
- 212
- 239
- 262
- 266
- 312
- 362
- 412
- 462
- 512
- 562
- 612

## FAR Part 77 Surfaces Figure 6



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# San Jose International Airport



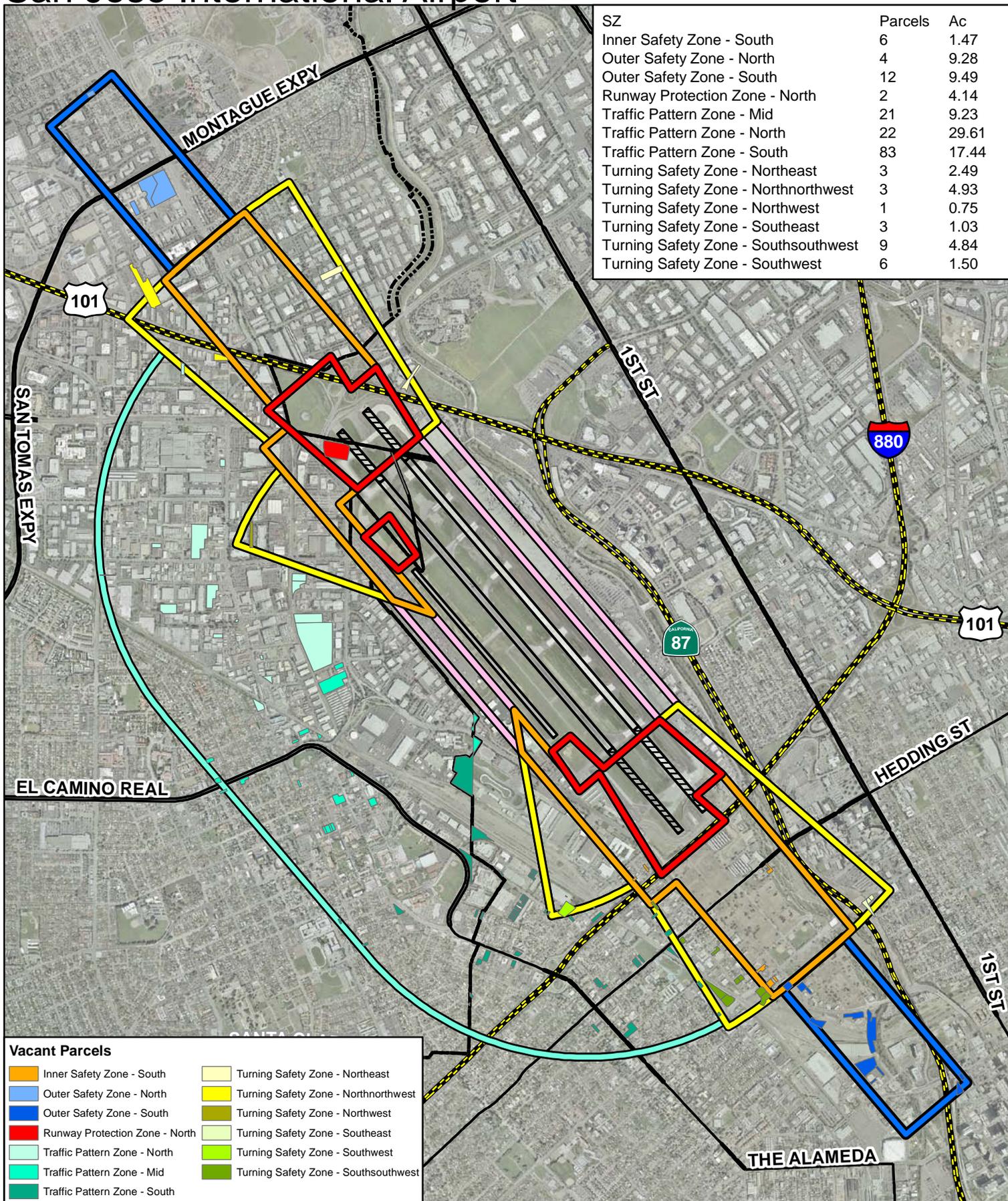
- Safety Zones**
- Runway
  - Proposed Runway
  - Runway Protection Zone
  - Inner Safety Zone
  - Turning Safety Zone
  - Outer Safety Zone
  - Sideline Safety Zone
  - Traffic Pattern Zone

## Airport Safety Zones Figure 7



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8/3/2009 - Y:\Matt\ALLU\projects\SJ\figure7\_sz\_5.mxd

# San Jose International Airport



SZ	Parcels	Ac
Inner Safety Zone - South	6	1.47
Outer Safety Zone - North	4	9.28
Outer Safety Zone - South	12	9.49
Runway Protection Zone - North	2	4.14
Traffic Pattern Zone - Mid	21	9.23
Traffic Pattern Zone - North	22	29.61
Traffic Pattern Zone - South	83	17.44
Turning Safety Zone - Northeast	3	2.49
Turning Safety Zone - Northnorthwest	3	4.93
Turning Safety Zone - Northwest	1	0.75
Turning Safety Zone - Southeast	3	1.03
Turning Safety Zone - Southsouthwest	9	4.84
Turning Safety Zone - Southwest	6	1.50

**Vacant Parcels**

Inner Safety Zone - South	Turning Safety Zone - Northeast
Outer Safety Zone - North	Turning Safety Zone - Northnorthwest
Outer Safety Zone - South	Turning Safety Zone - Northwest
Runway Protection Zone - North	Turning Safety Zone - Southeast
Traffic Pattern Zone - North	Turning Safety Zone - Southwest
Traffic Pattern Zone - Mid	Turning Safety Zone - Southsouthwest
Traffic Pattern Zone - South	

**Safety Zones**

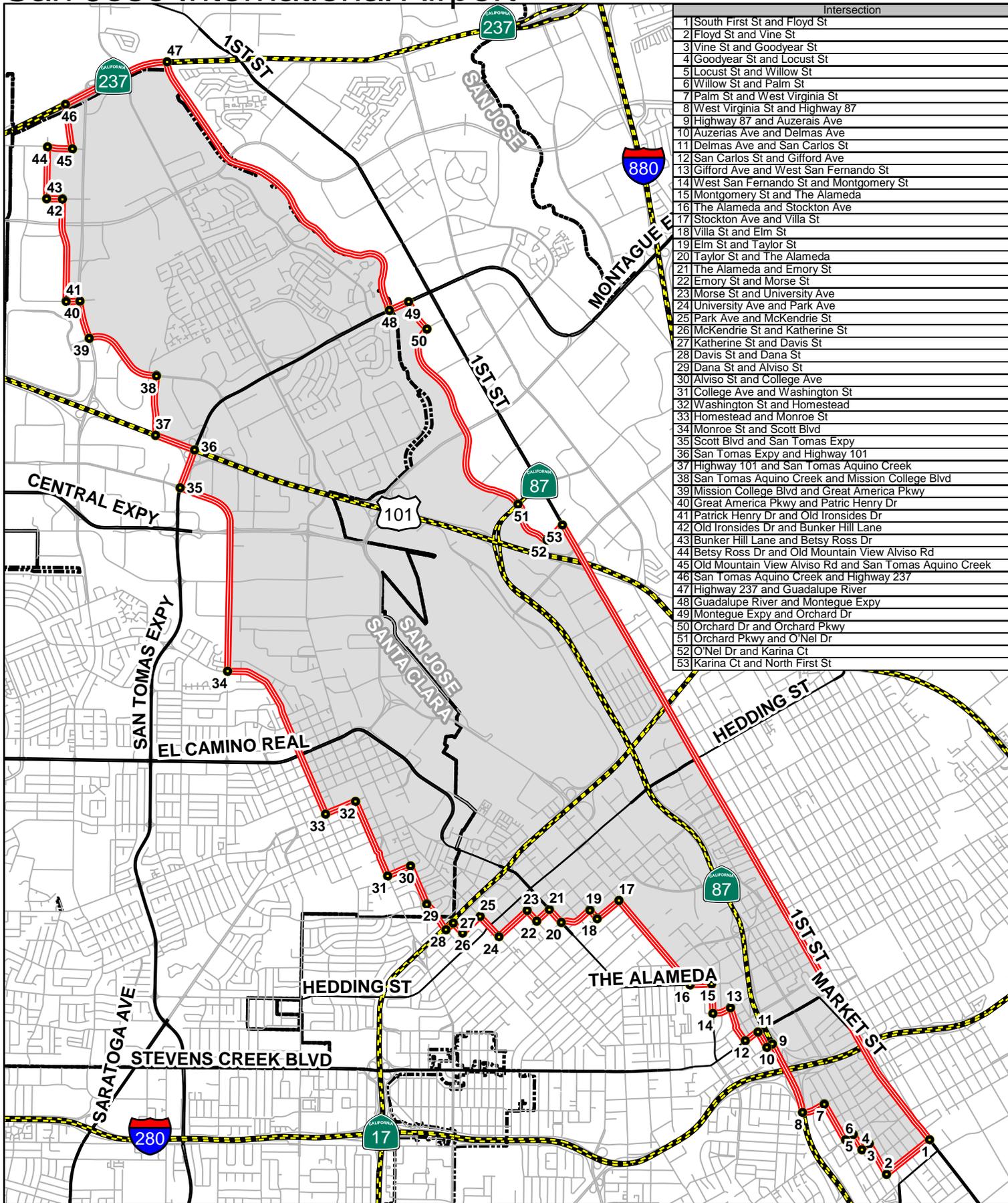
Runway	Turning Safety Zone
Displaced Threshold	Outer Safety Zone
Runway Protection Zone	Sideline Safety Zone
Inner Safety Zone	Traffic Pattern Zone

## Airport Safety Zones Figure 7



This map created by Santa Clara County Planning Office. The GIS data was compiled from various sources. While deemed reliable, the Planning Office assumes no liability. 1/27/2010 - Y:\MATT\ALUC\projects\S\SI\figure7\_sz\_vacant\_1.mxd

# San Jose International Airport

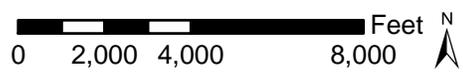


Intersection
1 South First St and Floyd St
2 Floyd St and Vine St
3 Vine St and Goodyear St
4 Goodyear St and Locust St
5 Locust St and Willow St
6 Willow St and Palm St
7 Palm St and West Virginia St
8 West Virginia St and Highway 87
9 Highway 87 and Auzerais Ave
10 Auzerias Ave and Delmas Ave
11 Delmas Ave and San Carlos St
12 San Carlos St and Gifford Ave
13 Gifford Ave and West San Fernando St
14 West San Fernando St and Montgomery St
15 Montgomery St and The Alameda
16 The Alameda and Stockton Ave
17 Stockton Ave and Villa St
18 Villa St and Elm St
19 Elm St and Taylor St
20 Taylor St and The Alameda
21 The Alameda and Emory St
22 Emory St and Morse St
23 Morse St and University Ave
24 University Ave and Park Ave
25 Park Ave and McKendrie St
26 McKendrie St and Katherine St
27 Katherine St and Davis St
28 Davis St and Dana St
29 Dana St and Alviso St
30 Alviso St and College Ave
31 College Ave and Washington St
32 Washington St and Homestead
33 Homestead and Monroe St
34 Monroe St and Scott Blvd
35 Scott Blvd and San Tomas Expy
36 San Tomas Expy and Highway 101
37 Highway 101 and San Tomas Aquino Creek
38 San Tomas Aquino Creek and Mission College Blvd
39 Mission College Blvd and Great America Pkwy
40 Great America Pkwy and Patric Henry Dr
41 Patrick Henry Dr and Old Ironsides Dr
42 Old Ironsides Dr and Bunker Hill Lane
43 Bunker Hill Lane and Betsy Ross Dr
44 Betsy Ross Dr and Old Mountain View Alviso Rd
45 Old Mountain View Alviso Rd and San Tomas Aquino Creek
46 San Tomas Aquino Creek and Highway 237
47 Highway 237 and Guadalupe River
48 Guadalupe River and Montague Expy
49 Montague Expy and Orchard Dr
50 Orchard Dr and Orchard Pkwy
51 Orchard Pkwy and O'Nel Dr
52 O'Nel Dr and Karina Ct
53 Karina Ct and North First St

Airport Influence Area

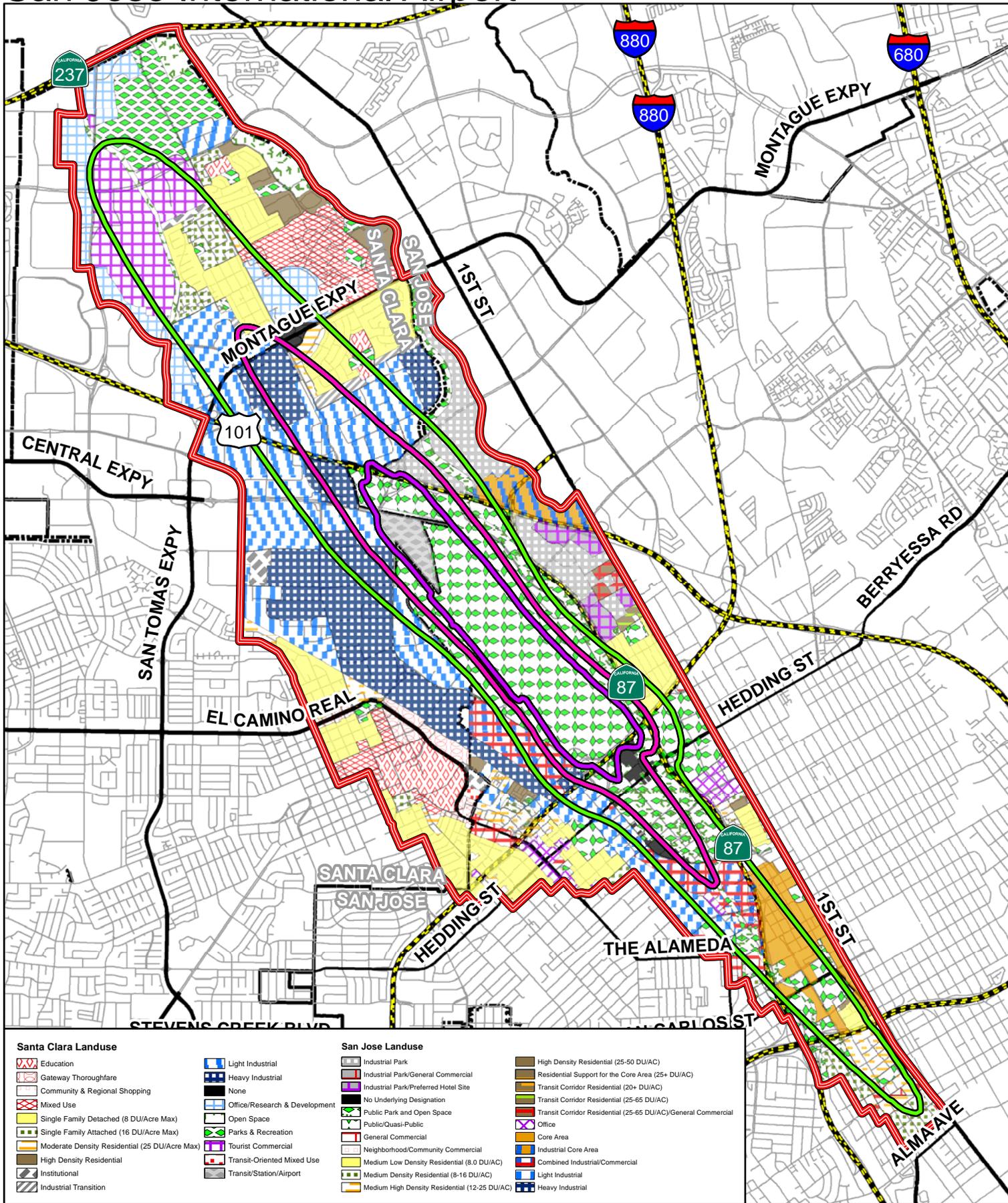
- SJ\_AIA\_intersections
- ▭ SJC

## Airport Influence Area Figure 8



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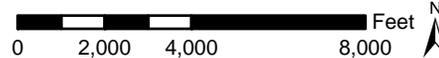
# San Jose International Airport



Santa Clara Landuse		San Jose Landuse	
	Education		Industrial Park
	Gateway Thoroughfare		Industrial Park/General Commercial
	Community & Regional Shopping		Industrial Park/Preferred Hotel Site
	Mixed Use		No Underlying Designation
	Single Family Detached (8 DU/Acre Max)		Public Park and Open Space
	Single Family Attached (16 DU/Acre Max)		Public/Quasi-Public
	Moderate Density Residential (25 DU/Acre Max)		General Commercial
	High Density Residential		Neighborhood/Community Commercial
	Institutional		Medium Low Density Residential (8.0 DU/AC)
	Industrial Transition		Medium Density Residential (8-16 DU/AC)
	Light Industrial		Medium High Density Residential (12-25 DU/AC)
	Heavy Industrial		High Density Residential (25-50 DU/AC)
	None		Residential Support for the Core Area (25+ DU/AC)
	Office/Research & Development		Transit Corridor Residential (20+ DU/AC)
	Open Space		Transit Corridor Residential (25-65 DU/AC)
	Parks & Recreation		Transit Corridor Residential (25-65 DU/AC)/General Commercial
	Tourist Commercial		Office
	Transit-Oriented Mixed Use		Core Area
	Transit/Station/Airport		Industrial Core Area
			Combined Industrial/Commercial
			Light Industrial
			Heavy Industrial

AIRPORT	CNEL (dBs)
	65
	70
	75

## Landuse and Noise



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TABLE 1  
**65 dBA CNEL Coutour - Displacemnt Analysis**

General Plan Designation	Total Acreage Affected	Existing CLUP Policies	Proposed CLUP Policies	Discussion	Potential for Displacement
Combined Industrial/Commercial	463.51	<b>Commercial:</b> Caution, Review Noise Insulation needs carefully. <b>Industrial:</b> Satisfactory.	<b>Commercial:</b> Conditionally Acceptable. <b>Industrial:</b> Generally Acceptable	Policies regarding Commercial and Industrial Development do not substantially change with adoption of new CLUP. Uses are either acceptable (Industrial) or require evaluation for noise insulation (Commercial)	None
Public Parks and Open Space	253.71	<b>Public Parks:</b> Caution, Review Noise Insulation needs carefully.	<b>Public Parks:</b> Generally Unacceptable. New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.	Existing CLUP Noise Policies for this zone require noise insulation. The new CLUP discourages parks within the 65 CNEL contour, requiring noise analysis and insulation, acknowledging outdoor activities will be adversely impacted. While the new CLUP has stronger language discouraging neighborhood parks, both Land Use Plans acknowledge noise impacts within this zone. In summary, while neighborhood parks and playgrounds are strongly discouraged under the new CLUP, the acknowledgement of noise impacts has not substantially changed. Under both existing and proposed CLUP policies, land uses within this General Plan designation are not allowed	<b>Low</b>
Public/Quasi-Public	254.3	Avoid Land Use Unless related to Airport Service	Unacceptable. New Construction or development shall not be undertaken.		None
Residential	395.94	Avoid Land Use Unless related to Airport Serviced	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the design. Outdoor activities are likely to be adversely affected.	Under the existing CLUP, Residential uses are not allowed. Under the new CLUP, residential uses are discouraged however could be allowed with noise analysis and attenuation.	None
Education	6.09	Avoid Land Use Unless related to Airport Service	Unacceptable. New Construction or development shall not be undertaken.	Educational uses cannot be established in the existing CLUP and cannot be established in the proposed CLUP.	None

Downtown Core	112.62	<b>Commercial:</b> Caution, Review Noise Insulation Carefully. <b>Residential:</b> Avoid Land Use Unless related to Airport Service	<b>Commercial:</b> Generally Acceptable. <b>Residential:</b> Generally Unacceptable.	The Downtown Core General Plan Designation allows several types of land uses. Noise policies affecting typical uses within this zone (Commercial, Residential) are less stringent under the proposed CLUP.	None
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## 70 dBA CNEL Coutour - Displacemnt Analysis

Land use	Total Acreage	Existing CLUP	Proposed CLUP	Narrative	Potential for Displacement
Light Industrial	194.38	Caution, Review noise insulation needs carefully	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the design. Outdoor activities are likely to be adversely affected.	Both the Existing CLUP and the Proposed CLUP requie a review of noise insulation for industrial uses witin this zone. Although the new CLUP policies are more specific in discouragiing Industrial uses, they could stil be allowed with noie insulation features incorporated into the design.	<b>Low</b>
Heavy Industrial	129.66	Caution, Review noise insulation needs carefully	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the design. Outdoor activities are likely to be adversely affected.	Both the Existing CLUP and the Proposed CLUP requie a review of noise insulation for industrial uses witin this zone. Although the new CLUP policies are more specific in discouragiing Industrial uses, they could stil be allowed with noie insulation features incorporated into the design.	<b>Low</b>
Combined Industrial/Commercial	49.68	<b>Industrial / Commercial:</b> Caution, Review noise insulation needs carefully	<b>Industrial /Most Commercial:</b> Generally Unacceptable. <b>Transient lodging:</b> Unacceptable.	Both the Existing CLUP and the Proposed CLUP requie a review of noise insulation for industrial and most commercial uses witin this zone. Although the new CLUP policies are more specific in discouragiing these uses, they could stil be allowed with noise insulation features incorporated into the design. Some types of uses within the Commercial Zone, such as Transiet lodging and Auditoriums would not be allowed.	Certain Uses (Lodging): <b>Yes</b> Other Uses: <b>Low</b>

Public Parks and Open Space	136.28	Caution, Review noise insulation needs carefully	<b>Playgrounds, Neighborhood Parks:</b> Unacceptable. New Construction or development shall not be undertaken. <b>Golf courses, riding stables, water recreation, cemeteries:</b> Conditionally Acceptable.	Policies preventing neighborhood recreation uses (neighborhood parks, playgrounds) are much stronger under the proposed CLUP. However other recreation related uses such as golf courses, stables, and open space are deemed "Conditionally Acceptable". Portions of land within this Parks designation are within Guadalupe Creek and thus not subject to development. Majority of lands are in Guadalupe Gardens and were partially acquired with intent to serve as buffer zone for the Airport. Application of the new CLUP noise policies could partially displace certain new recreational uses, such as neighborhood parks and playgrounds.	Partial
Public/Quasi-Public	209.82	Avoid Land Use unless related to airport service	Unacceptable. New Construction or development shall not be undertaken.	Under both existing and proposed CLUP policies, land uses within this Genral Plan designation are not allowed	None
Residential	29.69	Avoid Land Use unless related to airport service	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the des	Under both existing and proposed CLUP policies, Residenail uses within this Genral Plan designation are not allowed	None

## 75 dBA CNEL Coutour - Displacement Analysis

Land use	Total Acreage	Existing CLUP	Proposed CLUP	Narrative	Potential for Displacement
Light Industrial	4.39	Caution, Review noise insulation needs carefully	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the design. Outdoor activities are likely to be adversely affected.	Both the Existing CLUP and the Proposed CLUP requirer a review of noise insulation for industrial uses witin this zone. Although the new CLUP policies are more specific in discouragiing Industrial uses, they could stil be allowed with noise insulation features incorporated into the design.	Low

Heavy Industrial	0.11	Caution, Review noise insulation needs carefully	Generally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise attenuation features included in the design. Outdoor activities are likely to be adversely affected.	Both the Existing CLUP and the Proposed CLUP require a review of noise insulation for industrial uses within this zone. Although the new CLUP policies are more specific in discouraging Industrial uses, they could still be allowed with noise insulation features incorporated into the design.	<b>Low</b>
Combined Industrial/Commercial	82.35	<b>Industrial:</b> Caution, Review noise insulation needs carefully. <b>Commercial:</b> Avoid Land Use unless related to airport service	<b>Industrial:</b> Generally Unacceptable. <b>Commercial:</b> Unacceptable. New Construction or development shall not be undertaken.	Policies regarding Industrial Uses are discussed above under Heavy and Light Industrial. Commercial development cannot be established in the both the existing and proposed CLUP.	Industrial: <b>Low</b> Commercial: None
Public Parks and Open Space	11.36	Avoid Land Use unless related to airport service	Unacceptable. New Construction or development shall not be undertaken.	New Public Parks cannot be established in the existing and proposed CLUP.	None
Public/Quasi-Public	547.61	Avoid Land Use unless related to airport service	Unacceptable. New Construction or development shall not be undertaken.	The acreage within the 75 CNEL noise contour is all Airport property.	None

TABLE 2

# CLUP Safety Zones - Displacement Analysis

Safety Zone	General Plan Designation	Existing CLUP Policies	Proposed SJC CLUP Policies	Acreage Affected	Narrative	Potential For Displacement
<b>Runway Protection Zone (RPZ)</b> (Equal to the area of the Inner Safety Zone in the existing CLUP)		100% No Structures Allowed	100% No People Allowed		No development allowed in both the current and proposed CLUP.	none
<b>Inner Safety Zone (ISZ)</b> (Equal to the area of the Outer Safety Zone in the existing CLUP)	Public Park and Open Space	Allowed subject to the 10/25 rule limitation*	Allowed with a maximum of 120 people per acre and 30 percent of gross acreage open. No structures within 100 feet of the runway	145	Safety Policies regarding population density under the new CLUP are not more stringent than the existing CLUP.	none
	Public / Quasi Public	Allowed subject to the 10/25 rule limitation*	Allowed with a maximum of 120 people per acre and 30 percent of gross acreage open. No structures within 100 feet of the runway	71.25	Most of the 71.25 acres is owned by the Airport in close proximity to the runways. Safety Policies regarding population density under the new CLUP are not more stringent than the existing CLUP.	none

Light Industrial	Allowed subject to the 10/25 rule limitation*	Allowed with a maximum of 120 people per acre and 30 percent of gross acreage open. No structures within 100 feet of the runway	165.85	Safety Policies regarding population density under the new CLUP are not more stringent than the existing CLUP.	none
Heavy Industrial	Allowed subject to the 10/25 rule limitation*	Allowed with a maximum of 120 people per acre and 30 percent of gross acreage open. No structures within 100 feet of the runway	42.74	Safety Policies regarding population density under the new CLUP are not more stringent than the existing CLUP.	none
Combined Industrial / Commercial	Allowed on a small scale subject to the 10/25 rule limitation* Offices would have to be constructed to widely distribute employees and avoid a group of people concentrated together	Allowed with a maximum of 120 people per acre and 30 percent of gross acreage open. No structures within 100 feet of the runway. No shopping centers, restaurants, theaters, stadiums, multi-story office buildings, educational facilities, daycare facilities, nursing homes and hospitals are allowed.	36.75	Some commercial uses (shopping centers, restaurants, etc,) would not be allowed. However, other industrial and commercial uses could be established within the 120 people per acre cap.	<b>Partial</b>
Residential	Not allowed	Not allowed	9.71	No residential development is allowed under the existing and the proposed CLUP.	none

\* The 10/25 requires that no more than 10 persons on an annual average and no more than 25 people at any one time on each

Safety Zone	General Plan Land Use Designation	Existing CLUP	Proposed CLUP	Acreage	Discussion	Potential for Displacement
Turning Safety Zone(TPZ)	Public Parks and Open Space	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	29.40	Public Parks are allowed within this safety zone subject to meeting the density and open space requirements.	none
	Public/Quasi-Public	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	68.50	Public Uses are allowed in this safety zone, subject to meeting the density and open space requirement.	none
	Light Industrial	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	148.73	Industrial uses are allowed in this safety zone, subject to meeting the density and open space requirement.	None

Heavy Industrial	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	122.13	Industrial uses are allowed in this safety zone, subject to meeting the density and open space requirement.	None
Industrial Park	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	9.62	Industrial uses are allowed in this safety zone, subject to meeting the density and open space requirement.	None
Combined Industrial/Commercial	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways. No regional shopping centers, theaters, gas stations or similar activities.	64.16	Some commercial uses (shopping centers, gas stations, etc.) would not be allowed. However, other industrial and commercial uses could be established within the safety zone subject to meeting the density and open space requirements.	<b>Partial</b>

	Single Family Residential	N/A	Nonresidential. Maximum 200 people per acre. If non-residential uses are not feasible, allow residential infill to existing density.	18.51	Affected areas consist of existing single family development (8 du/acre) . The proposed CLUP policies allow for residential infill development on parcels less than a quarter acre in size.	None
	High Density Residential	N/A	Nonresidential. Maximum 200 people per acre. If non-residential uses are not feasible, allow residential infill to existing density	6.40	Although lands with this General Plan designation are currently developed. Redevelopment of these areas would be prohibited under the new CLUP	Yes
	Education	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways No schools or day care centers allowed.	3.42	Schools would not be allowed in this safety zone. Although only a portion of this General Plan designation is within this safety zone, the new CLUP policies would not allow new development or redevelopment.	Yes
	Office	N/A	Non-residential, maximum 200 people per acre, with 20 percent open space and minimum dimensions of 300 feet by 75 feet parallel to the runways	10.8	Office uses are allowed in the proposed CLUP, subject to meeting the density and open space requirements.	None
<b>Safety Zone</b>	<b>General Plan Land Use</b>	<b>Existing CLUP</b>	<b>Proposed CLUP</b>	<b>Acreage</b>	<b>Narrative</b>	<b>Displacement</b>

<b>Outer Safety Zone(OSZ)</b>	Public Parks and Open Space	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	51.62	Parks are allowed subject to meeting the density requirements.	None
	Public/Quasi-Publ	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	22	Public / Quasi Public uses are allowed in the proposed CLUP, subject to meeting the density and open space requirements.	None
	Light Industrial	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	40.05	Industrial uses are allowed in this safety zone, subject to meeting the density and open space requirement.	None
	Heavy Industrial	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	50.17	Industrial uses are allowed in this safety zone, subject to meeting the density and open space requirement.	None
	Combined Industrial/ Commercial	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open. No Regional Shopping Centers, theaters, or meeting halls.	95.10	Some Commercial uses such as regional shopping centers and theaters are not allowed within this safety zone,however other industrial and commercial uses could be developed subject to the density and open space requirements.	<b>Partial</b>
	Single Family Residential	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open. Residential - if non-residential uses are not feasible, allow residential infill to existing density	52	Affected areas consist of existing single family development (8 du/acre) . The proposed CLUP policies allow for residential infill development on parcels less than a quarter acre in size.	None

	Medium Density R	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open. Residential - if non-residential uses are not feasible, allow residential infill to existing density	13	Although lands with this General Plan designation are currently developed (type of development unknown), Redevelopment of these areas would be prohibited under the new CLUP	Yes
	Downtown Core	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	6.36	This General Plan designation is intended for high density commercial and residential development. Under the new CLUP policies, population density is limited to 300 persons per acres and certain uses (new residential) are not allowed. As such, development could occur in this zone, abet at lower densities than perscribed under the General Plan	Partial
	Office Research and Development	N/A	Nonresidential, Maximum of 300 people per acre with 20% of the gross area open	5.98	Although large-scale Office R&D development would be inconsistent with the proposed CLUP, smaller scale Office R&D development could occur within this safety zone per the population density requiriements.	None
<b>Safety Zone</b>	<b>General Plan Land Use</b>	<b>Existing CLUP</b>	<b>Proposed CLUP</b>	<b>Acreage</b>	<b>Narrative</b>	<b>Displacement</b>
Sideline Safety Zone(SSZ)	Public/Quasi-Public	N/A	Nonresidential, Maximum of 300 people per acre with 30% of the gross area open	125.46	All the land located within this safety zone is on Airport property.	None

	Combined Industrial/ Commercial	N/A	Nonresidential, Maximum of 300 people per acre with 30% of the gross area open	,21 acres	Combined Industrial / Commercial uses could be allowed subject to meeting the density and open space requirements within this zone.	None
<b>Traffic Pattern Zone</b>	Numerous	N/A	No Limit on population density and 10 percent of the gross area every half mile must remain open. No sports stadiums or similar uses with very high concentrations of people.	Numerous	The only uses with very high concentrations of people would not be allowed within this zone. All other types of development could occur.	<b>Very limited</b>