SANTA MARIA AIRPORT

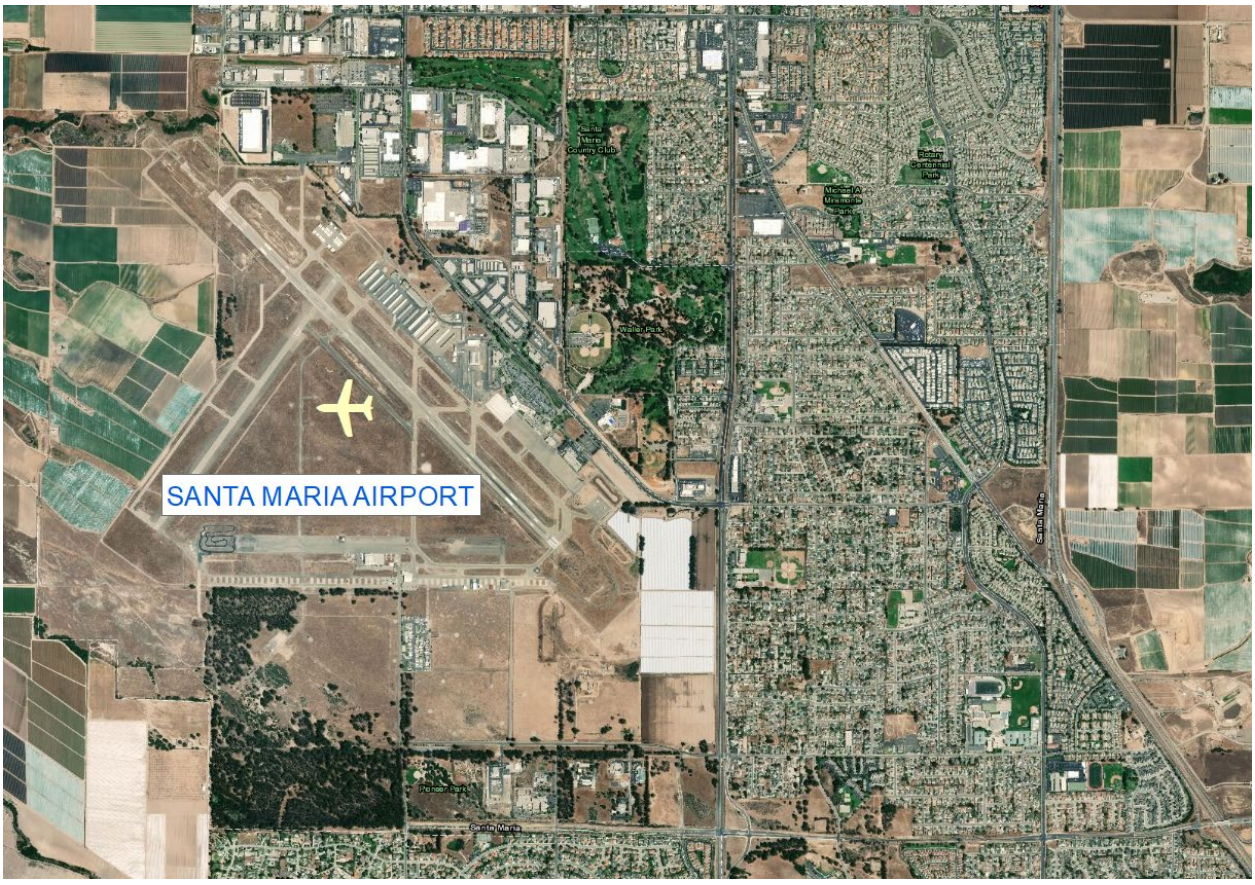
Land Use Compatibility Plan

Prepared for

Santa Barbara County
Association of Governments

January 2023

ESA



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A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

ADOPTION OF SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN	RESOLUTION NO. 23-04

WHEREAS the State Aeronautics Act requires every County in which there is a public airport to establish an Airport Land Use Commission (ALUC) (Pub. Util. Code § 21670(b)); and

WHEREAS in 1990 SBCAG assumed the ALUC duties from the Santa Barbara County-Cities Area Planning Council which had served as the ALUC since December 31, 1970 when the ALUC function was first established; and

WHEREAS pursuant to Section 21670(a)(1) of the Public Utilities Code[1] the purpose of the State Aeronautics Act is to provide for the orderly development of each public use airport and the area surrounding these airports and to prevent the creation of new noise and safety hazards; and

WHEREAS pursuant to Section 21674, the powers and duties of an ALUC include: assisting local agencies in ensuring compatible land uses in the vicinity of new and existing airports; coordinating planning at the state, regional and local levels so as to provide for the orderly development of air transportation; preparing and adopting Airport Land Use Compatibility Plans; and reviewing plans of local agencies to determine whether such plans are consistent with the applicable Airport Land Use Compatibility Plan (ALUCP); and

WHEREAS pursuant to Sections 21670(a)(2) and 21674(a), the ALUC has no authority over existing land uses regardless of whether such uses are incompatible with airport activities; and

WHEREAS pursuant to Section 21675, ALUCs are required to prepare and adopt an ALUCP that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation (Caltrans), which reflects the anticipated growth of the airport during at least the next twenty (20) years; and

WHEREAS the Santa Maria Airport is located in the city of Santa Maria and is immediately bordered by unincorporated Santa Barbara County to the west, and the unincorporated community of Orcutt to the south and southeast; and

WHEREAS the Santa Maria Airport is owned and operated by the Santa Maria Public Airport District; and

WHEREAS the Santa Maria Airport ALUCP sets forth policies, a planning boundary, intensity and density criteria for promoting compatibility between the airport and the surrounding land uses; and

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[1] All Section references are to the California Public Utilities Code, unless indicated otherwise.

WHEREAS in April 1981 the Santa Barbara Area Planning Council adopted the Santa Barbara County Airport Land Use Plan (ALUP), and a subsequent amendment was made in December 1986, and re-printing in October 1993; and

WHEREAS the ALUC has prepared a new Santa Maria Airport ALUCP because the 1993 Santa Barbara County Airport Land Use Plan does not address anticipated growth of the airport during at least the next twenty (20) years; and

WHEREAS the State Aeronautics Act states that the ALUCP must reflect the anticipated growth of the airport during the next twenty (20) years, forecasts for the Santa Maria Airport were derived from the 2017 Santa Maria Airport Master Plan, which shows 49,750 annual operations in 2036– a 30% increase from the baseline year 2015; and

WHEREAS in developing the Santa Maria Airport ALUCP the airport influence area (AIA) was established by the ALUC after consultation with the involved agencies (§ 21675(c)); and

WHEREAS to inform the development of all ALUCPs in the region an ALUCP Update Technical Advisory Committee was formed consisting of local jurisdiction planning staff from the County of Santa Barbara, cities of Goleta, Santa Maria and Lompoc, airport general managers from each of the affected airports, and Caltrans staff; and

WHEREAS state law requires the primary guidelines for preparation of compatibility plans are contained in the California Airport Land Use Planning Handbook (Handbook) published by Caltrans (§ 21674.7); and

WHEREAS the policies and maps in the Santa Maria Airport ALUCP rely upon the guidance provided by the most current October 2011 edition of the Handbook; and

WHEREAS on June 13, 2018, Caltrans accepted the use of the Santa Maria Airport forecasts and operations in the Santa Barbara Airport ALUCP; and

WHEREAS Government Code Section 65302.3(a) requires that local jurisdiction's general and specific plans be consistent with the ALUCP; and

WHEREAS pursuant to Government Code Section 65302.3(b), each local agency having jurisdiction over land uses within an ALUC's AIA shall modify its general plan and any affected specific plans to be consistent with the ALUCP within 180 days; and

WHEREAS pursuant to Government Code Section 65302.3(c) if the legislative body of a local agency does not concur with any provision of the plan required under Section 21675, it may satisfy the provisions of this section by adopting findings pursuant to Section 21676; and

WHEREAS the ALUC uses the ALUCP to review plans, regulations or other planning actions within the AIA; and

WHEREAS local jurisdictions whose General Plan or Comprehensive Plans have been submitted to and deemed consistent with the ALUCP by the ALUC, will use their newly adopted General Plan or Comprehensive Plan to review land use projects located within their

jurisdictions and the AIA for consistency with the policies of the ALUCP; and

WHEREAS, for the purposes of environmental review under the California Environmental Quality Act (CEQA), the "Project" was defined as including each of the individual Land Use Compatibility Plans for the Santa Barbara Airport, the Santa Maria Airport, the Lompoc Airport, the Santa Ynez Airport, and Vandenberg Space Force Base; and

WHEREAS a Negative Declaration was prepared and circulated for public review concluding no potentially significant environmental impacts would occur as the result of the of the Project, and this Negative Declaration adequately describes the environmental consequences of the currently proposed Project; and

WHEREAS public hearing notices and a webinar learning session for the Santa Maria Airport ALUCP regarding document availability and public hearing schedules were published by electronic mail, online posting, newspaper posting, and mail; and

WHEREAS the ALUC conducted public hearings on November 9, 2022 before SBCAG's subregional committees and on November 17, 2022 before the Board regarding the Santa Maria Airport ALUCP and Negative Declaration for the Project; and

WHEREAS the location of the documents and other materials constituting the record of proceedings upon which the ALUC's decision is based is located at the SBCAG Office, 260 N. San Antonio Rd., Ste. B, Santa Barbara, CA 93110; and

WHEREAS the Santa Maria Airport ALUCP supersedes and replaces the portion of the 1993 ALUP that has otherwise governed the Santa Maria Airport.

NOW, THEREFORE BE IT FOUND AND RESOLVED THAT THE SBCAG BOARD OF DIRECTORS, ACTING AS THE AIRPORT LAND USE COMMISSION FOR SANTA BARBARA COUNTY, FINDS:

1. The Santa Maria Airport Land Use Compatibility Plan was developed in accordance with the State Aeronautics Act and the guidance laid out in the California Airport Land Use Planning Handbook; and

2. The Santa Maria Airport Land Use Compatibility Plan is the applicable ALUCP for the Santa Maria Airport under State law; and

3. The Board has considered the proposed Negative Declaration together with the Initial Study and any comments received during the public review process; and

4. The Negative Declaration for the Project is complete, correct and, adequate and prepared in accordance with the California Environmental Quality Act and applicable State guidelines; and

5. On the basis of the whole record of the Negative Declaration there is no substantial evidence that the Project will have a significant effect on the environment and the Negative Declaration reflects the ALUC's independent judgment and analysis; and

6. The Santa Maria Airport Land Use Compatibility Plan is adopted and supersedes and replaces the portion of the 1993 ALUP that otherwise governed the Santa Barbara Airport.

BE IT FURTHER RESOLVED THAT:

1. The above recitations are true and correct; and

2. A copy of this Resolution and the Santa Maria Airport ALUCP will be transmitted to the Division of Aeronautics within Caltrans.

PASSED AND ADOPTED this 19th day of January 2023 by the following vote:

AYES: Williams, Capps, Hartmann, Nelson, Lavagnino, Infanti, King, Patino, Perotte, Clark, Friedman, and Chair Osborne

NOES:

ABSENT: Julian

ABSTAIN:

ATTEST:

Marjie Kirn
Executive Director

Santa Barbara County
Association of Governments

Jenelle Osborne, Chair

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel

By: _____
Senior Deputy County Counsel

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CHAPTER ONE
Introduction

1.1 Overview of the Plan

The basic function of airport land use compatibility plans (ALUCPs or compatibility plans) is to promote compatibility between airports and the land uses that surround them "to the extent that these areas are not already devoted to incompatible uses" (Pub. Util. Code §21674(a)). With limited exception, California law requires preparation of ALUCPs for each public-use and military airport in the state. Most counties have established an Airport Land Use Commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans, development proposals, and certain airport development plans for consistency with the compatibility plans. In Santa Barbara County, the ALUC function rests with the Santa Barbara County Association of Governments (SBCAG).

This Compatibility Plan, prepared for the Santa Maria Airport, is the fundamental tool used by the SBCAG, acting in its capacity as the Santa Barbara County ALUC, in fulfilling its purpose of promoting airport land use compatibility. Specifically, this Compatibility Plan: (1) provides for the orderly growth of the Airport and the area surrounding the Airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general (Pub. Util. Code §21675(a)). In essence, this Compatibility Plan serves as a tool for the ALUC to use in fulfilling its duty to review land use plans and development proposals within the Airport Influence Area (AIA) at the Airport. In addition, this Compatibility Plan provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

Details regarding the purpose, scope, and applicability of this Compatibility Plan are provided in Chapter 2, which also includes the procedural requirements for the review of development proposals. These procedures, together with the compatibility criteria, maps, and other policies in Chapter 3, comprise the tools the ALUC uses in reviewing proposed land use actions. Finally, Chapter 4 provides background information for the Santa Maria Airport, including information regarding the existing and planned facilities, and existing and future conditions.

Use of the Compatibility Plan[1] is not solely limited to the ALUC. As noted above, the compatibility criteria included in this Compatibility Plan must be used by local agencies during their preparation or amendment of general plans. State law requires each local agency to modify its general plan to

[1] Relevant terms of art are defined in Section 1.6, *Definitions*, of this Compatibility Plan. Reference should be made to that section of Chapter 1 when interpreting and applying this Compatibility Plan.

be consistent with the Compatibility Plan or to take special steps to overrule the ALUC. Furthermore, this Compatibility Plan applies not just to Santa Barbara County and the City of Santa Maria, but also to school districts, community college districts, special districts, and other local agencies when these entities consider the siting and design of new facilities or expansion of existing ones. Finally, private parties are subject to this Compatibility Plan either directly or as required in the general plans of Santa Barbara County and the City of Santa Maria.

This Compatibility Plan replaces the Santa Barbara County Airport Land Use Plan, adopted in 1993, by the SBCAG.

1.1.1 Statutory Requirements

Powers and Duties

Requirements for creation of ALUCs were first established in 1967 under the California State Aeronautics Act (Pub. Util. Code §21670 et seq.). Although the law has been amended numerous times since its enactment, the fundamental purpose of ALUCs has remained unchanged. As expressed in the present statute, this purpose is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses" (Pub. Util. Code §21670(a)(2)).

The law defines the powers and duties of ALUCs in terms that parallel the ALUC's purpose:

- To assist local agencies in ensuring compatible land uses in the vicinity of airports to the extent that land is not already devoted to incompatible uses.
- To prepare and adopt an airport land use compatibility plan for each airport within its jurisdiction.
- To review the plans, regulations, and certain other actions of local agencies and airport operators for consistency with that plan.
- To coordinate planning at the state, regional and local levels, so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.

(Pub. Util. Code §21674)

Limitations

The above fundamental purpose and the powers and duties notwithstanding, the Aeronautics Act cites three important limitations on an ALUC's authority: (1) ALUCs have no authority over existing land uses regardless of whether such uses are incompatible with airport activities (Pub. Util. Code §21670 (a)(2) and §21674(a)); (2) ALUCs have no jurisdiction over the "operation of airports" (Pub. Util. Code §21674(e)); and (3) ALUCs have no jurisdiction over federal lands, such

as military bases and lands controlled by the U.S. Forest Service, U.S. Bureau of Land Management, or lands under the authority of American Indian tribes and bands (Pub. Util. Code §21675(b)). A fourth, less absolute limitation on ALUC authority concerns the types of land use actions subject to ALUC review.

The law emphasizes that local general plans are the primary mechanism for implementing the compatibility policies of an ALUC's compatibility plan. Thus, each local agency with land located within the AIA for an airport is required to make its general plan consistent with the compatibility plan, or to take special steps to overrule all or part of an ALUC's compatibility plan (Pub. Util. Code §§21675.1(d), 21676, 21676.5(a)). If a local agency fails to take either action, then the ALUC may require each local agency with land located within the AIA for an airport to submit all land use development actions involving property located within the AIA to the ALUC for review (Pub. Util. Code §21676.5(a)).

Once the ALUC has determined that the local agency's general plan is consistent with the compatibility plan, or the local agency overrules the ALUC's compatibility plan, the ALUC's authority to review land use actions within that agency's jurisdiction is limited. After this point, submittal of individual projects for ALUC review is voluntary and ALUC determinations on these projects are advisory and not subject to the overruling provisions associated with mandatory reviews (Pub. Util. Code §21676.5(b)). However, ALUC review remains mandatory for the proposed adoption or amendment of general plans affecting land within the AIA.

1.1.2 Santa Barbara County Airport Land Use Commission

As noted earlier in this chapter, the SBCAG serves as the ALUC in Santa Barbara County. The SBCAG assumed the ALUC duties from the Santa Barbara County-Cities Area Planning Council (APC) when the APC was renamed the SBCAG in 1990. (APC had served as the Santa Barbara County ALUC since December 31, 1970 when the ALUC function was first established.)

1.1.3 Relationship of the ALUC to Local Agencies

The fundamental relationship between the Santa Barbara County ALUC and the local agencies that may be affected by this Compatibility Plan is set forth in the Aeronautics Act. The ALUC does not need approval of the County or any city in order to adopt this Compatibility Plan or to carry out the ALUC land use action review responsibilities; however, the ALUC must coordinate its activities with local agencies. In one particular respect, this coordination is mandatory. State law requires "hearing and consultation with the involved agencies" with regard to establishment and modification of AIA boundaries (Pub. Util. Code §21675(c)).

Another aspect of the relationship between the ALUC and local agencies concerns implementation of the Compatibility Plan. Although the ALUC has the sole authority to adopt this Compatibility Plan and to conduct consistency reviews, the authority and responsibility for implementing the compatibility policies rests with the local agencies that control land uses within the AIA. Actions that these local agencies can take to implement the Compatibility Plan's policies are outlined later in this chapter. Because ALUCs operate on a county-by-county basis, their jurisdiction extends only to the geographic area encompassed within county lines. Therefore, to the extent that the AIA

for Santa Maria Airport extends into San Luis Obispo County, the ALUC for that County has the responsibility to adopt an ALUCP for the portion of the AIA within their jurisdiction.

1.2 Policy Framework

The policies in Chapters 2 and 3 of this Compatibility Plan are based on the following primary sources: the Aeronautics Act, the Airport Layout Plan (ALP) and the airport diagram for each of the Airports that are a subject of this Compatibility Plan and other State laws, regulations, and guidelines, including those in the California Airport Land Use Planning Handbook (Handbook) published by the Division of Aeronautics in October 2011. A copy of the Handbook is available for download on the Division of Aeronautics website at (https://dot.ca.gov/programs/aeronautics/airport-land-use-planning)

1.2.1 State Laws and Guidelines

Many of the procedures that govern how ALUCs operate are defined by State law. Statutory provisions in the Public Utilities Code require ALUC adoption of compatibility plans for each public-use and military airport, and establish certain steps to be taken during the plan adoption process (see Pub. Util. Code §21675). The law also dictates the requirements for airport land use compatibility reviews by ALUCs and the types of actions that local agencies must submit to ALUCs for consistency reviews (see Pub. Util. Code §§21675.2, 21676, 21676.5).

When preparing compatibility plans for individual airports, ALUCs must be guided by the information in the Handbook (Pub. Util. Code §21674.7). To be guided by the Handbook, ALUCs must have at least examined and duly considered the material contained in it. The burden is on ALUCs to demonstrate their reasons for deviating from the guidance that the Handbook provides. These requirements notwithstanding, ALUCs have a significant degree of flexibility and discretion to make planning decisions they deem appropriate for the airports within their jurisdiction. Except to the extent that it explicitly refers to State laws, the Handbook is not regulatory in that it does not constitute formal State policy. Rather, the Handbook provides guidance and is intended to serve as the starting point for compatibility planning around individual airports. When in doubt regarding the Handbook's guidance, ALUCs are encouraged to contact the Division of Aeronautics staff. The policies and maps in this Compatibility Plan take into account the guidance provided by the current edition of the Handbook, dated October 2011.

An additional function of the Handbook is established elsewhere in California State law. The Public Resources Code creates a tie between the Handbook and California Environmental Quality Act (CEQA) documents. Public Resources Code section 21096 requires that CEQA lead agencies use the Handbook as "a technical resource" when assessing airport-related noise and safety impacts of land use actions located in the vicinity of airports.

1.2.2 Relationship to Airport Master Plans

ALUCPs are distinct from airport master plans in function and content. Broadly, the issues addressed by airport master plans are primarily on-airport, whereas those of concern in an ALUCP are generally off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for, and adopted by, the agency that owns and/or operates the airport. In contrast, the major purpose of an ALUCP is to ensure that incompatible development does not occur on land surrounding the airports.

This distinction notwithstanding, the relationship between the two types of plans is close. State law requires that ALUCPs be based on a long-range airport master plan or ALP, as determined by the Division of Aeronautics, which reflects the anticipated growth of the airport for at least the next 20 years. The relationship between an ALUCP and an airport master plan or ALP, therefore, centers on the current and future airport layout and existing and projected airport activity.

The responsibility for the master plans for Santa Barbara County airports lies with the airport proprietors. In the absence of a current airport master plan, State law allows an ALUC's compatibility plan to be based on an ALP with the approval of the Division of Aeronautics. In the letter dated June 13, 2018 the Division of Aeronautics approved the ALUC's request to use the airport operator's most recently adopted Airport Master Plan (2004) and ALP (September 2015) for the Santa Maria Airport. The approval letter is provided in **Appendix A, Santa Maria Airport Background Data**.

1.3 Forecasting Methodology

State law requires that a compatibility plan reflect "the anticipated growth of the airport during at least the next 20 years" (Pub. Util. Code §21675(a)). In addition, as discussed above, the compatibility plan is to be based on the airport sponsor's adopted airport master plan, where one exists, or an ALP that has been accepted by the Division of Aeronautics for airport compatibility planning. ALUC planning assumptions regarding future aircraft activity at an airport must be consistent with the role of the airport as identified in an airport master plan or ALP.

Frequently, unless the airport master plan is recent, the forecasts cannot be used directly because they do not cover the requisite 20-year period. This issue is addressed in the Handbook (pages 3-46 and 3-47):

> A potential shortcoming of [airport master plans] is that the forecasts may not extend far enough into the future to adequately serve the purposes of airport land use compatibility planning.…
>
> Since land uses tend to endure for long periods of time, it is appropriate for aviation forecasts to anticipate activity levels at the high end of the range of plausible levels. Forecasts that are somewhat high will help preserve an envelope within which future aviation activities can take place in harmony with nearby land uses.

The caveat to this methodology, as also stated in the Handbook, is that the forecasts must remain consistent with the role of the airport as envisioned by the airport proprietor: "Ultimately, state law forces ALUCs to accept plans adopted by airport owners, even if the ALUC considers the plans either unrealistically grandiose or too modest." (Handbook, p. 3-47)

Policies in this Compatibility Plan are based on projected airport activity levels located in the airport master plan and/or ALP for each of the Airports in Santa Barbara County and have been developed in accordance with the forecasting methodology guidance in the Handbook. Specific factors considered when determining the 20+ year future activity levels for the Santa Maria Airport is described in Chapter 4.

1.4 Plan Implementation

1.4.1 General Plan Consistency

As noted previously, State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plans to be consistent with the compatibility plan. The other option is to overrule all or part of an ALUC's compatibility plan within 180 days of when the ALUC adopts or amends it. If a local agency fails to take either action, the ALUC may require the local agency to submit all land use development actions involving property within the AIA to the ALUC for review (Pub. Util. Code §21676.5 (a)).

The local agency may propose to overrule an ALUC's compatibility plan after a hearing by a two-thirds vote of its governing body if it makes specific findings that the local agency's plans are consistent with the intent of State airport land use planning statutes. The local agency must provide both the ALUC and the Division of Aeronautics a copy of the local agency's proposed decision and findings at least 45 days in advance of its decision to overrule the ALUC and must hold a public hearing on the proposed overruling (Pub. Util. Code §21676(a) and (b)). If the ALUC and the Division of Aeronautics choose to provide comments to the local agency, they must do so within 30 days of receiving the proposed decision and findings. All comments received from the ALUC or Division of Aeronautics must be included in the public record of the local agency's final decision to overrule the ALUC (Pub. Util. Code §§21676, 21676.5 and 21677). Similar requirements apply to a local agency's decision to overrule the ALUC's consistency determinations for individual development proposals for which ALUC review is mandatory (Pub. Util. Code §21676.5(a)) and airport master plans (Pub. Util. Code §21676(c)).

General plans do not need to be identical to an ALUC's compatibility plan to be consistent. To meet the consistency test, general plans must do two things:

- Eliminate direct conflicts with compatibility planning criteria.
- Establish procedures that implement and ensure compliance with compatibility policies.

To do this, general plans must:

- Delineate the compatibility criteria to be applied to individual development actions.
- Identify the mechanisms to be used to apply relevant criteria to a particular development.
- Indicate the procedures to be followed in review and approval of development actions affecting lands within the AIA.

Policy 2.7 in Chapter 2 contains additional information, including the methods local agencies can employ to make general plans consistent with an ALUC's compatibility plan.

1.4.2 Land Use Action Referrals

The types of land use actions for which referral to the ALUC are mandatory include the adoption and amendment of general plans if land within an AIA, as defined by the ALUC, is affected. This requirement to refer land use actions to the ALUC for review should be indicated in the general plans of all affected local agencies.

Additionally, beginning with adoption of the compatibility plan by the ALUC and continuing until each affected local agency has made the necessary modifications to its general plan or overruled the ALUC's compatibility plan, all subsequent land use actions, regulations and permits within the AIA within that affected local agency's jurisdiction must be submitted to the ALUC for review. After the local agency has made its general plan consistent with the compatibility plan or has overruled the ALUC's compatibility plan, submittal of individual actions, regulations, and permits generally is not required for that agency. The ALUC and the local agency, however, can agree on continued submittal of certain actions on an informal basis.

Proposed airport master plans, expansion of an existing airport (or heliport – which is a type of airport), and plans for construction of a new airport (or heliport) also must be submitted to the ALUC for review in accordance with Public Utilities Code sections 21676 (c), 21664.5, and 21661.5, respectively. This referral requirement is independent of whether the local agency has taken action with regard to the consistency of its general plan. The provisions of the State Aeronautics Act (Pub. Util. Code, §21670 et seq.) are not applicable to private use airports or heliports. Rather, the legislative intent associated with the operative statutes is narrowly and expressly extended only to public use airports and heliports. (See e.g., Pub. Util. Code, §§21670(a)(1). Therefore, proposed expansion of an existing private use airport and plans for construction of a new private use airport (or heliport) is not required to be submitted to the ALUC for review.

1.5 Plan Contents

This Compatibility Plan is organized into four chapters and seven appendices. The intent of this introductory chapter is to set the overall context of airport land use compatibility planning, in general, and for Santa Maria Airport, in particular.

Chapters 2 and 3 contain the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The policies in Chapter 2 are written broadly, so as to address overarching compatibility concerns. The compatibility criteria and other policies applicable to Santa Maria Airport in Santa Barbara County are described in Chapter 3.

Chapter 4 presents background data for Santa Maria Airport, and documents the data and assumptions on which the compatibility policy maps are based.

The appendices contain copies of supporting information pertaining to Santa Maria Airport and airport land use compatibility planning.

1.6 Definitions

The following defined terms are used throughout this Compatibility Plan. The local agencies may have adopted alternative definitions for some of the terms presented below. However, for purposes of this Compatibility Plan, the terms shall be defined as presented below.

Aeronautics Act: Except as indicated otherwise, Article 3.5 of Chapter 4 of Part 1 of Division 9 of the Public Utilities Code.

Air Installation Compatible Use Zone (AICUZ): The AICUZ program is a discretionary program implemented by the U.S. Department of Defense in order to promote compatible land use around military airfields. The purpose of the AICUZ program is to protect the operational capabilities of military air fields and the health, safety, and welfare of adjacent communities. An AICUZ study for an individual military airfield, among other things, provides recommendations for achieving land use compatibility with respect to aircraft accident potential, noise, height restrictions, and any additional local considerations. The study also includes graphics showing noise contours and accident potential zones overlaid on a vicinity map. AICUZ studies, which are advisory in nature, are prepared by the responsible military branch (e.g., Air Force, Navy, etc.). However, Public Utilities Code section 21675, subdivision (b), requires this Compatibility Plan to be "consistent with the safety and noise standards" in the AICUZ prepared for Vandenberg Air Force Base.

Airports: This Compatibility Plan addresses land use compatibility in the vicinity of the Santa Maria Public Airport.

Airport Influence Area (AIA): The AIA defines the jurisdiction of the ALUC and is the area where airport-related noise, safety, airspace protection, and overflight factors may significantly affect land use compatibility or necessitate restrictions on certain land uses as determined by the ALUC. Land use actions that affect property within the AIA are subject to the compatibility policies and criteria in this Compatibility Plan. If a residential property is located within the AIA, a real estate disclosure must be provided as a condition of the sale or transfer of the property.

Airport Layout Plan: A scale drawing of existing and proposed airport facilities, their location on an airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards.

Airport Master Plan: A long-range plan for development of an airport, including descriptions of the data and analyses on which the plan is based, consistent with the requirements of FAA Advisory Circular 150/5070-6B (Airport Master Plans).

Airspace Protection Area: The area beneath the airspace protection surfaces.

Airspace Protection Surfaces: Imaginary surfaces in the airspace surrounding airports, as defined for an individual airport in accordance with criteria set forth in 14 Code of Federal Regulations Part 77 and the U.S. Standard for Terminal Instrument Procedures (TERPS). These surfaces establish the maximum height that objects on the ground can reach without potentially creating constraints or hazards to the use of the airspace by aircraft approaching, departing, or maneuvering in the vicinity of an airport.

Ambient Noise Level: The level of noise that is all encompassing within a given environment for which a single source cannot be determined. It is usually a composite of sounds from many and varied sources near to and far from the receiver.

Aviation-Related Use: Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protection areas defined by the FAA, together with aircraft aprons, hangars, fixed-base operations facilities, terminal buildings, and related facilities.

Avigation Easement: An easement that transfers certain property right from a property owner to an airport owner. Generally, an avigation easement provides the right of flight in the airspace above the property, allows the generation of noise and other impacts associated with aircraft overflight, restricts the height of structures, trees and other objects, permits access to the property for the removal or aeronautical marking of objects exceeding the established height limit and prohibits electrical interference, glare, and other potential hazards to flight from being created on the property.

Based Aircraft: Aircraft stationed at an airport on a long-term basis.

California Building Code (CBC): The CBC is located in Title 24, Part 2, of the California Code of Regulations and governs general building construction standards in California.

California Environmental Quality Act (CEQA): Statutory framework adopted to maintain a quality environment for the people of the State now and in the future. CEQA establishes a process for State and local agency review of land use actions, as defined in the implementing CEQA Guidelines, which may adversely affect the environment (Pub. Resources Code §2100 et seq.; 14 Cal. Code Regs. §15000 et seq.).

Community Noise Equivalent Level (CNEL): The noise metric adopted by the State of California for land use planning and describing airport noise impacts. This noise metric compensates for the increase in people's sensitivity to noise during evening and nighttime hours. Community Noise

Equivalent Levels are typically depicted on maps by a set of contours, each of which represents a series of points having the same CNEL value.

Compatibility Plan: This document, the Santa Maria Airport Land Use Compatibility Plan, also referred to as "this Compatibility Plan."

Compatible Use District (CUD): A term within the AICUZ for an area that possesses a distinct range of noise levels and specific accident potential and is considered to be the building block for compatible land use.

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Development Proposal: See “Land Use Action.”

Displaced Threshold: A landing threshold that is located at a point on the runway other than the designated beginning of the runway.

Division of Aeronautics: The California Department of Transportation, Division of Aeronautics.

Existing Land Use: Construction of a development project does not need to be completed in order to be considered an existing use. A land use is considered "existing" when it has been determined that the land use has obtained a "vested right" or “entitlement” by one of the following means:

(a) A vesting tentative map has been approved pursuant to California Government Code section 66498.1, and has not expired; or

(b) A development agreement has been executed pursuant to California Government Code section 65866, and remains in effect; or

(c) A valid building permit has been issued, substantial work has been performed, and substantial liabilities have been incurred in good faith reliance on the permit, pursuant to the California Supreme Court decision in Avco Community Developers, Inc. v. South Coast Regional Com. (1976) 17 Cal.3d 785,791, and its progeny.

(d) The project has received all local zoning entitlements, as defined by the local, state, and/or federal agency with permit authority.

Note that a proposed change to an existing land use that will result in an increase in height, a change of use, or an increase in density or intensity of use on the site that does not substantially conform with the land use action previously entitled by the local agency shall be subject to this Compatibility Plan (see Policy 2.9.4).

Additionally, any proposed re-use or re-initiation of an existing land use, even if the re-use/re-initiation of the existing land use will not alter the previously existing land use, will be subject to this Compatibility Plan if the previous land use has been discontinued for more than 24 months.

Federal Aviation Administration (FAA): The U.S. government agency that is responsible for ensuring the safe and efficient use of the nation's airports and airspace.

Federal Aviation Regulations (FAR): Regulations formally issued by the FAA to regulate air commerce.

General Aviation (GA): The portion of civil aviation that encompasses all facets of aviation except air carriers.

General Plan: For this Compatibility Plan, this term means any adopted general plan, community plan, or specific plan, zoning ordinance, building regulation, land use policy document, or implementing ordinance or any change thereto, and any amendment thereto (see Pub. Util. Code §21676 and Policy 2.8).

Global Positioning System (GPS): A navigational system that uses a network of satellites to determine a positional fix almost anywhere on or above the earth. Developed and operated by the U.S. Department of Defense, GPS has been made available to the civilian sector for surface, marine, and aerial navigational use. For aviation purposes, the current form of GPS guidance provides en route aerial navigation and selected types of non-precision instrument approaches. Eventual application of GPS as the principal system of navigational guidance throughout the world is anticipated.

Handbook: The California Airport Land Use Planning Handbook, published by the Division of Aeronautics (October 2011).

Height: The vertical distance measured from a point on the ground below a structure to a point located at the top of that structure located directly above that point on the ground.

High Terrain Zone: Areas of land in the vicinity of an airport where the ground lies above a Part 77 surface. In addition, any location where the ground level reaches to within 100 feet of an instrument approach or departure surface defined by U.S. Standard for Terminal Instrument Procedures (TERPS).

Infill Development: Consistent with Caltrans Handbook Section 4.6, new development that may otherwise be incompatible with an ALUCP but which, due to the existing land uses, may be allowed up to the average land use density/intensity of the surrounding area on adjacent parcels with existing or entitled structural development.

Instrument Approach Procedure: A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority

Instrument Flight Rules (IFR): Rules governing the procedures for conducting instrument flight. Generally, IFR applies when meteorological conditions with a ceiling below 1,000 feet and visibility less than 3 miles prevail.

Instrument Landing System (ILS): A precision instrument approach system that normally consists of the following electronic components and visual aids: (1) Localizer; (2) Glide Slope; (3) Outer Market; (4) Middle Marker; (5) Approach Lights.

Instrument Operation: An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility.

Instrument Runway: A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in-landing minimums has been approved.

Land Use Action: Any land use matter, either publicly or privately sponsored, that is subject to the provisions of this Compatibility Plan. A land use matter is subject to this Compatibility Plan, if it requires any action, regulation, or permit affecting allowable land uses (see Pub. Util. Code §21676.5). This definition does not include building permits that relate exclusively to how a structure is built and do not regulate what land uses are allowed

Land Use Density: A measure of the concentration of land use development in an area. The term is commonly used with respect to residential development and refers to the number of dwelling units per acre.

Land Use Intensity: A measure of the concentration of nonresidential land use development in an area. For the purposes of airport land use planning, the term indicates the number of people per acre occupying the land use. (See, Policy 3.3.5.)

Local Agency: For this Compatibility Plan, the County of Santa Barbara, the Cities of Goleta, Lompoc, Santa Barbara, and Santa Maria, and other local governmental entities, such as special districts, school districts, and community college districts, having jurisdiction over land uses within the AIA defined in this Compatibility Plan. These entities are subject to the provisions of this Compatibility Plan; the ALUC does not have authority over land use actions of federal agencies or Indian tribes.

Lot Coverage: The ratio between the ground floor area of a building (or buildings) and the net area of a lot/parcel.

Navigation Aid (NAVAID): Any visual or electronic device airborne or on the surface that provides point-to-point guidance information or position data to aircraft in flight.

Net Area: The lot/parcel area minus any public rights-of-way, public easements, environmentally sensitive habitat areas, floodways, and areas with archaeological or cultural resources.

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in 5-decibel increments so that they resemble elevation contours in topographic maps.

Noise Level Reduction (NLR): A measure used to describe the reduction in sound level from environmental noise sources occurring between the outside and the inside of a structure.

Noise-Sensitive Land Uses: Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events.

Nonconforming Use: An existing land use or building that does not comply with this Compatibility Plan (see Policy 2.10.1 for criteria applicable to land use actions involving nonconforming uses).

Non-precision Approach Procedure: A standard instrument approach procedure in which no electronic glide slope is provided.

Non-precision Instrument Runway: A runway with an approved or planned straight-in instrument approach procedure that has no existing or planned precision instrument approach procedure.

Object-Free Area: An area on the ground, measures from a runway, taxiway, or taxi lane centerline, which is provided to safeguard aircraft operations by having the area free of objects, except for objects that are needed for air navigation or aircraft ground maneuvering purposes (see FAA Advisory Circular 150/5300-13, "Airport Design").

Obstruction: Any object of natural growth, terrain, or permanent or temporary construction or alteration, including equipment or materials used therein, the height of which exceeds the standards established in Subpart C of 14 CFR Part 77, Objects Affecting Navigable Airspace.

Overflight: Any distinctly visible or audible passage of an aircraft in flight, not necessarily directly overhead.

Overflight Notification: An overflight notification is a buyer awareness tool designed to ensure that prospective buyers of property near an airport, particularly residential property, are informed about the airport's potential impact on the property. An overflight notification is recorded in the property's chain of title and indicates that the property may be subject to some of the annoyances or inconveniences associated with proximity to an airport and aircraft operations (such as noise, vibration, overflights, or odors). Unlike an avigation easement, an overflight notification does not convey property rights from the property owner to the airport and does not restrict the height of objects. It simply documents the existence of conditions that may affect the property for the purpose of notifying the property owner.

Part 77: The part of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) that deals with objects affecting navigable airspace in the vicinity of airports. Part 77 establishes standards for identifying obstructions to navigable airspace, sets forth requirements for notice to the FAA of certain proposed construction or alteration, and provides for aeronautical studies of

obstructions to determine their effect on the safe and efficient use of airspace (see **Appendix B**, **14 CFR Part 77**).

Permit: See "Land Use Action".

Precision Instrument Runway: A runway with an existing or planned precision instrument approach procedure.

Project: Any proposal for a new or changed use or for new construction, or alteration, or enlargement of any structure that is subject to the provisions of this Compatibility Plan.

Real Estate Disclosure: A real estate disclosure is required by State law as a condition of the sale of most residential property, if the property is located in the vicinity of an airport and within its AIA (See Bus. & Prof. Code §11010; Civ. Code §§1102.6, 1103.4, 1353). The disclosure notifies the prospective purchaser of potential annoyances or inconveniences associated with airport operations prior to completing the purchase. Unlike the avigation easement and overflight notification, the real estate disclosure in not recorded in the chain of title. Typically, a real estate disclosure is provided at the real estate sales or leasing offices.

Reconstruction: The rebuilding of existing conforming or nonconforming land uses and/or structures destroyed by natural causes (e.g., fire, flood, tsunami, earthquake, etc.) , which can be treated in a manner similar to infill development consistent with the local agencies' nonconforming development standards.

Redevelopment: Development of a new use (not necessarily a new type of use) to replace an existing use at a density or intensity that may vary from the existing use. Redevelopment land use actions are subject to the provisions of this Compatibility Plan to the same extent as other forms of proposed development (see Policy 2.5.2(c)).

Review Area: The area around an airport defined by the airport influence

Runway Protection Zone (RPZ): An area at ground level immediately off the end of a civilian airport runway to enhance the safety and protection of people and property on the ground. Runway protection zones have the greatest potential for aircraft accidents and should remain undeveloped.

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway.

Safety Zone: For the purpose of airport land use planning, an area near an airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

Santa Barbara County Airport Land Use Commission (ALUC): The Santa Barbara County Association of Governments, acting in its capacity as the Santa Barbara County Airport Land Use Commission.

Santa Barbara County Association of Governments (SBCAG): The ALUC for the County of Santa Barbara.

Sensitive Land Uses: Land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by aircraft operations and require special protection from hazards (e.g., potential aircraft accidents) because of, for example, the low effective mobility of occupants or the presence of hazardous materials. The most common types of sensitive land uses include residential neighborhoods, hospitals, nursing facilities, intermediate care facilities, educational facilities, outdoor assembly uses, libraries, museums, places of worship, and child-care facilities.

Single Event Noise: As used herein, the noise from an individual aircraft operation or overflight.

Straight-In Instrument Approach: An instrument approach wherein a final approach is begun without first having executed a procedure turn; it is not necessarily completed with a straight-line landing or made to straight-in landing weather minimums.

Touch and Go: An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway.

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

U.S. Standard for Terminal Instrument Procedures (TERPS): Standardized criteria adopted by the FAA, U.S. military branches, and the U.S. Coast Guard for designing airport area and en route instrument flight procedures. The criteria are predicated on normal aircraft operations for considering obstacle clearance requirements.

Vested: The irrevocable right to complete construction notwithstanding an intervening change in the law that would otherwise preclude it. [See *McCarthy v. California Tahoe Regional Planning Agency*, 129 Cal.App.3d 222, 230 (1982)]

Visual Approach: An approach where the pilot must use visual reference to the runway for landing under VFR conditions.

Visual Flight Rules (VFR): Rules that govern the procedures for conducting flight under visual conditions. VFR applies when meteorological conditions are equal to or greater than the specified minimum -- generally, a 1,000-foot ceiling and 3-mile visibility.

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within districts. A zoning ordinance includes a map and the text of the regulations.

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CHAPTER TWO
Basic Airport Land Use Commission Policies

2.1 Chapter Overview

2.1.1 Purpose

The policies set forth in this chapter and Chapter 3 of this Compatibility Plan serve two functions:

a) To articulate the procedures to be used by SBCAG, acting in its capacity as the Santa Barbara County ALUC, and affected local agencies to fulfill the airport land use compatibility review requirements set forth in the Aeronautics Act (Pub. Util. Code §21670 et seq.). Specifically, these procedures define:

   1) The steps to be taken by local agencies, specifically, the County of Santa Barbara, the City of Santa Maria, special districts, school districts, and community college districts, in submitting certain land use actions to the ALUC for review in accordance with Policies 2.5.1 and 2.5.2 of this Compatibility Plan.

   2) The steps to be taken by the Santa Maria Public Airport District as operators of the Airport, in submitting airport master plans and other certain airport-related plans to the ALUC for review in accordance with Policies 2.5.1(b) and 2.5.1(c) of this Compatibility Plan.

   3) The process, as stated in Policies 2.6 through 2.9 of this Compatibility Plan, to be used by the ALUC in reviewing the above actions for compliance with the compatibility criteria set forth in this Compatibility Plan.

b) To identify compatibility criteria to be used by:

   1) The ALUC in review of land use actions within the Airports' AIA and airport master plans and other development plans for the Airports.

   2) Local agencies in modifying their respective general plans for consistency with this Compatibility Plan.

2.1.2 Relationship to Chapter 3 Policies

The policies in this chapter address ALUC review procedures and overarching compatibility considerations. Compatibility criteria and other policies applicable to the Airports are set forth in

Chapter 3. For purposes of this Compatibility Plan, as listed in Policy 2.1.1 above, adherence to the policies in both chapters is required.

2.2 Applicability and Effective Date

2.2.1 Plan Adoption

The policies in the Santa Maria Airport Land Use Compatibility Plan shall become effective on the date that the ALUC adopts this Compatibility Plan.

a) The adopted Santa Barbara County Airport Land Use Plan (reprinted in October 1993) for the Airports shall remain in effect until adoption by the ALUC of this Compatibility Plan, and shall again become effective if the entirety of this Compatibility Plan should be rendered invalid by court action.

b) If any portion of this Compatibility Plan should be invalidated by court action, it shall not invalidate the portions of this Compatibility Plan that are not invalidated by the court action.

2.2.2 Applicability to Land Use Actions Not Yet Completed

The compatibility policies, if any, that will be used to perform a consistency review for a proposed land use action, and any subsequent implementing action(s) associated with that land use action, shall be determined according to the following, as provided in Paragraphs (a) through (f) below. In no instance, however, shall the ALUC apply any Compatibility Plan rules, regulations, and policies to any land use action, or to any subsequent discretionary or ministerial implementing permit or action for that land use action, that are inconsistent with the provisions of Part 77 and the California Airport Noise Regulations (21 Cal. Code Reg. §5000 et seq.).

a) Airport Plans: Notwithstanding any provision of this Section, the ALUC shall apply the Compatibility Plan's rules, regulations, and policies to any land use action, and any subsequent discretionary or ministerial implementing permit or action for that land use action, that have been approved based upon:

    1) An airport master plan, or amendments or modifications to an airport master plan (Pub. Util. Code §21676(c)); or

    2) Any airport expansion that requires amendment of the Airport Permit issued by the Division of Aeronautics, including the construction of a new runway, the extension or realignment of an existing runway, the acquisition of runway protection zones, or the acquisition of any interest in land for the purpose of any airport expansion land use action (Pub. Util. Code §21664.5), that has been submitted to the ALUC for review by the Airport operator.

b) General Plan Consistent with Prior ALUCP: A project, and any subsequent implementing action(s) for that project, that is located within an area in which the local agency has modified its General Plan to be consistent with the compatibility plan in effect prior to approval of this

Compatibility Plan, or within an area in which a local agency has taken the special steps necessary to overrule the prior compatibility plan, shall not be subject to ALUC review under this Compatibility Plan, provided that the local agency:

1) Has deemed the project application to be complete prior to the effective date of this Compatibility Plan;

2) The project is consistent with the local agency's ALUC-approved General Plan (or the local agency has overruled the prior compatibility plan); and

3) The project and any subsequent implementing project(s) have not changed in a substantive manner that would potentially invalidate any original approval of the project by the local agency and require a subsequent review, as determined by the local agency and the ALUC based on the criteria provided in Policy 2.9.4.

c) General Plan Not Consistent with Prior ALUCP: A project that is within the AIA defined in this Compatibility Plan and is not an existing land use, and any subsequent implementing action(s) for that project, that is located within an area in which a local agency has not modified its General Plan to be consistent with the compatibility plan in effect prior to approval of this Compatibility Plan, or taken the special steps necessary to overrule the prior compatibility plan, shall not be subject to ALUC review under this Compatibility Plan, provided that:

1) The local agency has deemed the project application complete prior to the effective date of this Compatibility Plan;

2) The project is consistent with the compatibility plan in effect at the time the application is deemed complete by the local agency; and

3) The project and any subsequent implementing land use action(s) have not changed in a substantive manner that would potentially invalidate any original approval of the land use action by the local agency and require a subsequent review, as determined by the local agency and the ALUC based on the criteria provided in Policy 2.9.4.

d) Local agencies may voluntarily request that the ALUC review and comment upon a project under these circumstances; however, because the ALUC review is discretionary and advisory under these circumstances, local agencies are not required to adhere to the overruling process.

e) Subsequent Review of Land Use Action(s) Found Consistent: A land use action previously reviewed by the ALUC and found to be consistent with the compatibility plan in effect at the time of the land use action review shall not be subject to further review under a subsequently adopted compatibility plan unless the land use action changes in a substantive manner at any point—as determined by the local agency or by the ALUC when the ALUC concludes that further review is warranted based on criteria provided in Policy 2.9.4(b)—that potentially would invalidate the original ALUC consistency findings.

1) Any land use action requiring subsequent ALUC review will be evaluated using the ALUCP in effect at the time the resubmittal application is deemed complete by the ALUC.

2) Any land use action requiring subsequent ALUC review need not be resubmitted for ALUC review if, prior to resubmittal, the General Plan of the local agency in which the land use action is situated has been reviewed by the ALUC and found to be consistent with this Compatibility Plan and the revised land use action is consistent with that ALUC-approved General Plan.

f) ALUC Review Not Required: A land use action application that was deemed complete by the local agency prior to the effective date of this Compatibility Plan, and which did not require ALUC review because it was located beyond the boundary of the AIA defined by the compatibility plan in place at the time the application was deemed complete, shall not require subsequent ALUC review under this Compatibility Plan unless the land use action changes in a substantive manner (see Policy 2.9.4(b)).

2.3 Types of Airport Impacts

2.3.1 Principal Compatibility Concerns

As established by State law (Pub. Util. Code §21670), the ALUC has the responsibility both "to provide for the orderly development of airports" and "to prevent the creation of new noise and safety problems." ALUC policies thus have the dual objectives of: (1) protecting against constraints on airport expansion and operations that can result from encroachment of incompatible land uses, and (2) minimizing the public's exposure to excessive noise and safety hazards.

a) To meet these objectives, this Compatibility Plan addresses potential airport compatibility impacts related to four specific airport-related factors/layers;

1) Noise—Exposure to aircraft noise

2) Safety—Land use that affects safety both for people on the ground and in aircraft

3) Airspace Protection—Protection of airport airspace

4) Overflight—Annoyance and other general concerns related to aircraft overflights

b) Compatibility policies concerning each of these factors/layers are enumerated in Chapter 3. Each factor/layer is addressed separately. Proposed land use actions must comply with the compatibility policies and maps for each compatibility factor/layer, as well as all other policies in this Compatibility Plan.

2.3.2 Policy Objectives

For each compatibility factor/layer, specific policy objectives are as follows:

a) Noise: The purpose of noise compatibility policies is to avoid the establishment of new incompatible land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved. The characteristics of the Airport and the surrounding community are taken into account in determining the level of noise deemed acceptable for each type of land use.

b) Safety: The purpose of safety compatibility policies is to minimize the risks of an off-airport aircraft accident or emergency landing. Risks to people and property on the ground in the vicinity of the Airport and to people on board aircraft are considered.

c) Airspace Protection: The purpose of airspace protection compatibility policies is to ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the Airport vicinity. Hazards to flight include, but are not limited to:

    1) Physical obstructions to the navigable airspace

    2) Wildlife hazards, particularly bird strikes

d) (Sanitary landfills and sewer systems, wetlands, stormwater management facilities, agricultural areas, parks, golf courses, landscaping natural resources, and natural areas all have the potential to create wildlife hazard attractants on or near airports)

    1) Land use characteristics that create visual, electronic, or thermal interference with aircraft navigation or communication

e) Overflight: Given that sensitivity to aircraft overflights varies from one person to another, the purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or leasing property in the affected areas. Noise from aircraft overflights, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours.

2.3.3 Airport Impacts Not Considered

Other impacts sometimes created by airports (e.g., air pollution, automobile traffic) are not addressed by these compatibility policies and are not subject to ALUC review. Also, in accordance with State law (Pub. Util. Code §21674(e)), neither this Compatibility Plan nor the ALUC have authority over the operation of the Airport (e.g., where and when aircraft fly; airport security).

2.4 Geographic Scope

The geographic scope of this Compatibility Plan is established though an AIA delineated as follows:

2.4.1 Airport Influence Area

The AIA for Santa Maria Airport is the area in which current and projected future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land use or necessitate restrictions on land use. The Santa Maria Airport AIA is presented in in Chapter 4 of this Compatibility Plan.

2.4.2 Review Areas

The AIA for each Airport is divided into two subareas, Review Area 1 and Review Area 2. Review Area 1 consists of the compilation of the safety zones and noise contours for each Airport. Review Area 2 consists of the overflight and airspace protection layer for each Airport. The outer most layer of all of the four compatibility factors combined is the AIA for the Airport.

2.5 Types of Actions Reviewed

2.5.1 Actions that Always Require ALUC Review

As required by State law, even if a local agency's General Plan is consistent with the current compatibility plan, the following types of land use actions shall be referred to the ALUC for determination of consistency with this Compatibility Plan prior to their approval by the local agency:

a) The adoption, approval or amendment of any General Plan or Specific Plan (Pub. Util. Code §21676(b)) that affects allowable land uses within the AIA and involves:

   1) Noise, safety, airspace protection, or overflight concerns within Review Area 1; or

   2) Airspace protection or overflight concerns within Review Area 2.

b) Adoption or modification of an airport master plan for the Santa Maria Airport (Pub. Util. Code §21676(c)).

c) Any proposal for expansion of the Santa Maria Airport, if such expansion will require an amended Airport Permit from the State of California (Pub. Util. Code §21664.5).

d) Any proposal for construction of a new airport or heliport (Pub. Util. Code §21661.5).

2.5.2 Other Land Use Actions Subject to ALUC Review

Other types of land use actions or projects are subject to review under these circumstances:

a) Until such time as the ALUC finds that a local agency's General Plan is consistent with this Compatibility Plan, or the local agency has overruled the ALUC's determination of inconsistency, local agencies may voluntarily, but are not required to, submit projects involving land within an AIA to the ALUC for review (Pub. Util. Code §21676.5(a)).

b) On Airport property, local agencies may also voluntarily, but are not required to, submit proposed non-aviation development to ALUC for review (see Section 1.6 for definition of aviation-related use).

(c) After a local agency has revised its general plan to be consistent with the Compatibility Plan or has overruled the ALUC's Compatibility Plan, some land use actions still require mandatory review (e.g., General Plan adoption or amendment; see Policy 2.5.1, above). Moreover, the local agency can continue to voluntarily request that the ALUC review and comment upon individual projects and the ALUC can agree to review and comment upon individual projects consistent with a local agency's request (Pub. Util. Code §21676.5(b)). Because the ALUC reviews are discretionary and advisory under these circumstances, local agencies are not required to adhere to the overruling process, if they elect to approve a project without incorporating design changes or conditions recommended by the ALUC.

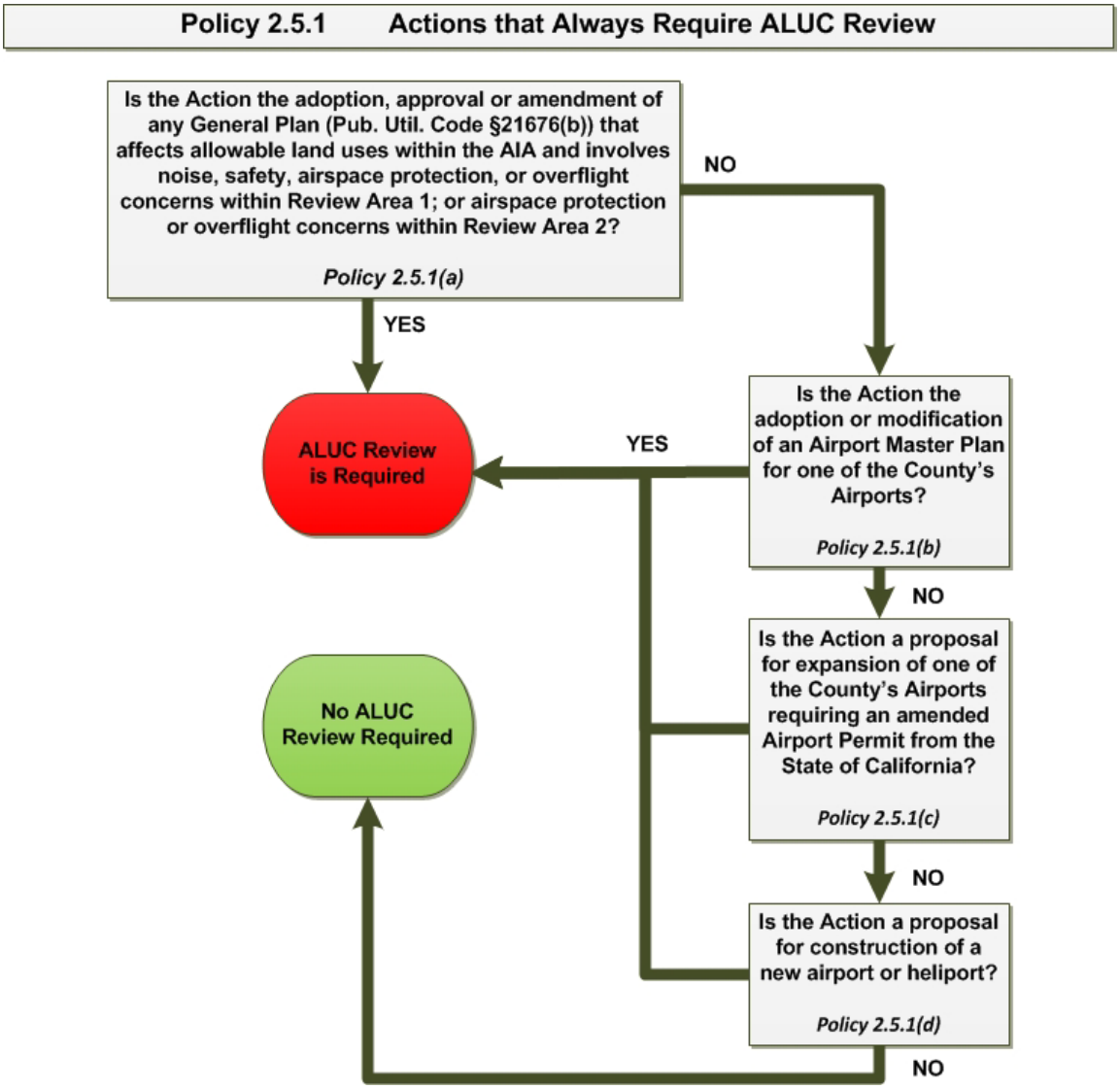
2.5.3 Projects Subject to Discretionary ALUC Staff Review

Where local agency voluntarily requests ALUC review of a project, ALUC staff has the authority and discretion to make a consistency determination without formal ALUC review of the project if the project:

a) Involves land located within Review Area 2 of the AIA; and

b) Has received a final notice of determination from the FAA that the project will not constitute a hazard or obstruction to air navigation; and

c) Has been conditioned by the local agency to require an overflight notification consistent with the requirements of Policy 3.5.3, to the extent applicable.



Santa Barbara County ALUCP Update. 171191

SOURCE: ESA, 2019

Figure 2-1
Actions Always Subject to ALUC Review

2.6 General Review Process for Land Use Actions

2.6.1 Timing of Land Use Action Submittal

The precise timing of ALUC review of a proposed land use action may vary depending upon the nature of the land use action.

a) General plans and land use actions subject to ALUC review should be referred to the ALUC at the earliest reasonable time so that the ALUC's review can be duly considered by the local agency before formalizing its actions. Depending upon the type of general plan or land use action and the normal scheduling of meetings, ALUC review can be completed before, after, or concurrently with the review by the local planning commission and other advisory bodies, but must be accomplished before final action by the local agency.

b) Although the most appropriate time for a proposed land use action to be referred to the ALUC for review is once an application has been deemed complete by the local agency, the completion of an application is not required for a local agency to refer a proposed land use action to the ALUC staff for preliminary review. Rather, the local agency may refer a proposed land use action with potential policy significance to the ALUC staff for a preliminary review, so long as the local agency is able to provide the ALUC with the submittal information for the proposed land use action, as specified in Policy 2.6.2 of this Compatibility Plan. The ALUC staff's review under these circumstances is discretionary and, if completed, is preliminary and not binding on subsequent ALUC determinations.

c) If the land use action changes in a substantive way during the local agency's review/approval process, the land use action must be resubmitted for a consistency determination.

2.6.2 Land Use Action Submittal Information

A proposed land use action submitted to the ALUC (or to the ALUC staff) for review that requires a new or amended general plan in accordance with Policy 2.5.1 or other land use actions submitted to the ALUC in accordance with Policy 2.5.2 shall include this information:

a) Property location data (assessor's parcel number, street address, subdivision lot number).

b) An accurately scaled map showing the relationship (distance and direction) of the project site to the Airport boundary and runways. When available, a digital version of the exhibit should be provided electronically (e.g., via electronic file transfer, USB flash/thumb drive, CD-ROM, etc.) along with a paper copy. The map should not exceed 24 x 36 inches.

c) A description of the existing use(s) of the land in question, including current general plan land use designation and zoning, height of structures, maximum intensity limits, and other applicable information.

d) A description of the proposed use(s) and the type of land use action being sought from the local agency (e.g., zoning change, building permit).

e) For residential uses, the proposed number of dwelling units per acre (excluding any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions of it at any one time, and the proposed lot coverage of the land use action.

f) If applicable, as determined by ALUC staff, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees above mean sea level and above ground level. A profile view of proposed features and all relevant information provided in connection with a Part 77 submittal. When available, a digital version of the drawings will be provided electronically (e.g., via electronic file transfer, USB flash/thumb drive, CD-ROM, etc.) along with the paper version.

g) Identification of any features that would increase the attraction of birds or cause other wildlife hazards to aircraft operations on the Airport or in its environs.

h) Identification of any characteristics that could create electrical interference, confusing or bright lights, glare, smoke, or other electrical, visual, or thermal hazards to aircraft flight.

i) Any draft or final environmental document (initial study, negative declaration, mitigated negative declaration, environmental assessment, environmental impact statement, or environmental impact report) that has been prepared for the land use action.

j) Any staff reports regarding the land use action that may have been presented to local agency decision makers.

k) Any land use action submittal information and final airspace determination that has been obtained from the FAA in accordance with Part 77.

l) Other relevant information that the ALUC determines to be necessary to enable a comprehensive review of the land use action.

m) The land use action submittal information also shall include applicable review fees, as established by the ALUC (Pub. Util. Code §21671.5(f)).

n) The documents submitted to the ALUC (or to the ALUC staff) should not exceed 24 x 36 inches.

2.6.3 Public Input

Where applicable, the ALUC shall provide public notice and obtain public input in accordance with Public Utilities Code section 21675.2(d) before acting on any proposed land use action under consideration.

2.7 Review Process for General Plans, Specific Plans, Zoning Ordinances, and Building Regulations

2.7.1 Initial ALUC Review of General Plan Consistency

Along with the adoption or amendment of this Compatibility Plan, the ALUC shall review the general plans of affected local agencies to determine their consistency with the Compatibility Plan.

a) Within 180 days of the ALUC's adoption or amendment of this Compatibility Plan, each local agency affected by the plan must amend its general plan to be consistent with the ALUC's Compatibility Plan or, alternatively, provide required notice, adopt findings, and overrule the ALUC's Compatibility Plan by two-thirds vote of the local agency's governing body in accordance with Public Utilities Code sections 21675.1(d), 21676(b), and 21676.5(a) (Gov. Code §65302.3). If a local agency fails to take either action, then it is required to submit all land use actions involving property located within the AIA to the ALUC for review (Pub. Util. Code §21676.5(a)).

b) Before taking action on a proposed general plan amendment, the local agency must submit the draft of the general plan to the ALUC for review and a consistency determination.

2.7.2 Subsequent Reviews of Related Land Use Actions

As indicated in Policy 2.5.1, before taking action on the adoption or amendment of a general plan affecting property located within the AIA defined in this Compatibility Plan, local agencies must submit the proposed general plan to the ALUC for review and a consistency determination. Once the general plan has been made consistent with this Compatibility Plan, subsequent land use actions that are consistent with the general plan are subject to ALUC review only under the conditions indicated in Policy 2.5.2 and Policy 2.9.4. When subsequent review is required:

a) Copies of the complete text and maps of the proposed general plan and any supporting materials documenting that the land use action is consistent with the Compatibility Plan must be submitted.

b) If the amendment is required as part of a proposed land use action, then the applicable information listed in Policy 2.6.2 shall also be included.

2.7.3 ALUC Action Choices

When reviewing a general plan for consistency with the Compatibility Plan, the ALUC has three choices:

a) Find the general plan consistent with the Compatibility Plan. The conditions identified in Policy 2.8 must be met.

b) Find the general plan consistent with the Compatibility Plan, subject to conditions and modifications that the ALUC may require. Any such conditions should be limited in scope,

consistent with the provisions of this Compatibility Plan, and described in a manner that allows compliance to be clearly assessed.

c) Find the general plan inconsistent with the Compatibility Plan. In making a finding of inconsistency, the ALUC shall note the specific conflicts or shortcomings upon which its determination of inconsistency is based.

2.7.4 Response Time

The ALUC must respond to a local agency's request for a consistency determination on a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the AIA and to an airport operator's request for a consistency determination on modifications to its airport master plan within 60 days from the date of submittal (Pub. Util. Code §21676(d)). However, this response period does not begin until the ALUC staff has determined that all information necessary for accomplishment of the land use action review has been submitted to the ALUC (Handbook at page 4-12; Pub. Util. Code §21675.2 (a) and §21676 (d)).

a) The 60-day review period may be extended if the submitting local agency agrees in writing or so states at an ALUC public hearing on the action.

b) The date of submittal is deemed to be the date on which all applicable land use action information is received by ALUC and the ALUC determines that the application for a consistency determination is complete (see Policy 2.9.2).

c) If the ALUC fails to make a determination within the time required or agreed upon, the proposed action shall be deemed consistent with the Compatibility Plan (Pub. Util. Code §21676(d)).

d) Regardless of any action or failure to act on the part of the ALUC, the proposed action still must comply with other applicable local, State, and federal laws and regulations.

e) The submitting local agency shall be notified of the ALUC's determination in writing.

2.7.5 ALUC Response to Notification of Proposed Overruling

If a local agency proposes to overrule an ALUC, it must provide a copy of the proposed decision and findings to both the ALUC and the Division of Aeronautics at least 45 days prior to taking action. The ALUC and Division of Aeronautics have 30 days in which to provide the local agency with their comments (Pub. Util. Code §21676(a)-(b)). The ALUC authorizes the ALUC staff to respond to any notification of proposed overruling. The comments of the Division of Aeronautics and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC (Pub. Util. Code §§21676, 21676.5).

2.8 General Plan Consistency with Compatibility Plan

This section discusses the requirements that need to be met for a general plan to be considered consistent with this Compatibility Plan. **Appendix C**, **General Plan Consistency**, provides additional guidance in the form of a General Plan Consistency Checklist.

2.8.1 Elimination of Conflicts

No direct conflicts can exist between the two plans.

a) Direct conflicts primarily involve general plan land use designations that do not meet the density (number of dwelling units per acre for residential uses) or intensity (number of people per acre for nonresidential uses) criteria specified in Chapter 3 of this Compatibility Plan. In addition, conflicts with regard to other policies—height limitations in particular—may exist.

b) A general plan cannot be found inconsistent with the Compatibility Plan because of land use designations that reflect existing land uses even if those designations conflict with the compatibility criteria of this Compatibility Plan. General plan land use designations that reflect the existing uses are exempt from requirements for general plan consistency with the Compatibility Plan. This exemption derives from State law that proscribes ALUC authority over existing land uses. However, proposed redevelopment or other changes to existing land uses are not exempt from compatibility policies and are subject to ALUC review in accordance with Policy 2.5.2 (f). General plans must include policies setting limitations on the expansion and reconstruction of nonconforming uses located within the AIA, consistent with Policy 2.10.2, in order to prevent an increase in the number of nonconforming uses.

c) To be consistent with the Compatibility Plan, a general plan also must include provisions ensuring long-term compliance with the compatibility criteria. Therefore, an implementation process must be defined in the general plan. Compatibility planning can be reflected in a general plan in several ways:

    1) Incorporate Policies into Existing General Plan Elements—One approach for achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be provided in the safety element, and the primary compatibility criteria and associated maps, in addition to the procedural policies, might fit into the land use element. With this approach, direct conflicts would be eliminated and most of the mechanisms and procedures to ensure compliance with, and implementation of, the compatibility criteria could be fully incorporated into the local agency's general plan.

    2) Adopt a General Plan Airport Element—Another approach is to prepare a separate airport element as part of the general plan. Such a format may be advantageous when the local agency's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.

3) Adopt a Compatibility Plan as Stand-Alone Document—Local agencies could also adopt, as a local policy document, the relevant portions of this Compatibility Plan–specifically, the policies and maps in Chapters 2 and 3. Background information from Chapter 4 could be included as well, if applicable. Changes to the local agency's existing general plan would be minimal. Policy reference to the Compatibility Plan would need to be added and direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.

4) Adopt Airport Combining District or Overlay Zoning Ordinance—This approach is similar to the stand-alone document except that the local agency would not explicitly adopt the Compatibility Plan as policy. Instead, the compatibility policies would be restructured as an airport combining district or overlay zoning ordinance. A combining district or overlay zoning ordinance serves as an overlay to standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining district or overlay zoning ordinance can be a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-limit zoning that many local agencies have adopted for protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance.

d) Other than where direct conflicts need to be eliminated from the general plan, implementation of the compatibility policies would be accomplished solely through the combining district or overlay zoning ordinance. To be consistent with the Compatibility Plan, the general plan can simply state it supports the ALUC by implementing its policies through the combining district or overlay zoning ordinance.

2.8.2 Identification of Mechanisms for Compliance

Local agencies must define the mechanisms by which applicable compatibility criteria will be tied to an individual development and continue to be enforced.

2.8.3 Establishment of Review and Approval Process

Local agencies must define the process they will follow when reviewing and approving land use actions within an AIA to ensure that the development will be consistent with the policies in this Compatibility Plan.

a) The process established must ensure that the proposed development is consistent with the land use or zoning designation indicated in the local agency's general plan that the ALUC has previously found consistent with this Compatibility Plan and that the development's subsequent use or reuse will remain consistent over time. Consistency with other applicable compatibility criteria—e.g., maximum density and intensity limits, height limitations, sound attenuation, avigation easement dedication, and overflight notification—must be assessed.

b) This review process may be described either within land use plans themselves or in implementing ordinances. Local agencies satisfy the review process requirement through choosing one or more of these means:

   1) Sufficient detail can be included in the general plan to enable the local agency to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan. These details should identify the compatibility criteria and describe land use action review and approval procedures;

   2) The ALUC's Compatibility Plan can be adopted by reference. In this case, the general plan must describe the land use action review and approval procedures in a separate policy document or memorandum of understanding that is presented to the ALUC for its approval;

2.9 Review Process for Other Land Use Actions

2.9.1 ALUC Consistency Determinations

When reviewing land use actions other than general plans, the ALUC is required to make one of the following determinations:

a) Find the land use action consistent with this Compatibility Plan.

b) Find the land use action consistent with this Compatibility Plan, subject to compliance with conditions and/or modifications that the ALUC may require. Any such conditions should be consistent with the policy provisions of this Compatibility Plan, and described in a manner that allows compliance to be clearly assessed.

c) Find the land use action inconsistent with the Compatibility Plan. In making a finding of inconsistency, the ALUC shall note the specific conflicts on which it based its determination of inconsistency.

2.9.2 Response Time

In responding to land use actions other than general plans submitted for review, the policy of the ALUC is that:

a) Reviews of land use actions forwarded to the ALUC for a consistency determination shall be completed within 60 days of the date of "land use action submittal," as defined in Paragraph (b) below. This response period does not begin until all information necessary for accomplishment of the land use action review has been submitted to the ALUC (Pub. Util. Code §21675.2(a) and 21676(d)).

b) The date of "land use action submittal" shall be the date on which all applicable land use action submittal information, as listed in Policy 2.6.2, is received by the ALUC staff and the ALUC staff has determined the application to be complete (also see Policy 2.2.2).

c) If the ALUC fails to make a determination within 60 days after ALUC staff has determined the application to be complete, the proposed land use action shall be deemed consistent with the Compatibility Plan unless the local agency agrees in writing to an extension beyond 60 days or so states at an ALUC public hearing on the action.

d) Regardless of any action or failure to act on the part of the ALUC, the proposed land use action still must comply with other applicable local, State, and federal laws and regulations.

e) The submitting agency shall be notified of the ALUC's determination in writing.

2.9.3 ALUC Response to Notification of Proposed Overruling

If a local agency proposes to overrule an ALUC decision regarding a land use action for which ALUC review is mandatory under this section, then the local agency must provide a copy of the proposed decision and findings to both the ALUC and the Division of Aeronautics at least 45 days prior to taking action. The ALUC and Division of Aeronautics have 30 days to provide the local agency with their comments (Pub. Util. Code §21676(a)-(b)). The ALUC may authorize the ALUC staff to respond to any notification of proposed overruling. The comments of the Division of Aeronautics and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC (Pub. Util. Code §§21676, 21676.5).

2.9.4 Subsequent Review

Even after a land use action has been found consistent or conditionally consistent with this Compatibility Plan, it may still need to be submitted for review in later stages of the planning process if any of the following are true:

a) At the time of the original ALUC review, the land use action information available was only sufficient to determine consistency with compatibility criteria at a planning level of detail, not at the land use action design level. For example, the proposed land use designation indicated in a general plan may have been found consistent, but information on site layout, maximum density and intensity limits, building heights, and other such factors may not have yet been known that affect the consistency determination for a land use action.

b) The design of the land use action subsequently changes in a manner that affects previously considered compatibility issues and could raise questions as to the validity of the earlier finding of consistency. Proposed changes warranting a new review may include, but are not limited to, the following:

    1) An increase in the density of use (number of dwelling units), intensity of use (more people on the site), or lot coverage;

    2) An increase in the height of structures or modification of other design features;

    3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site).

c) The local agency concludes that further review is warranted.

d) At the time of the original ALUC review, conditions are placed on the land use action that require subsequent ALUC review.

2.10 Special Compatibility Considerations

2.10.1 Nonconforming Uses

A nonconforming use describes a lawful use existing before the effective date of a new land use restriction that has since continued without conformation. Existing uses (including a parcel or building) not in conformance with this Compatibility Plan are subject to the nonconforming use restrictions contained in State law and each local agency's respective land use regulations and zoning. The standards set forth by such State law and local agencies' land use regulations and zoning are incorporated by reference, and shall be used by the ALUC to determine when it has jurisdiction to review a nonconforming use. (See, e.g., Gov't Code §§ 65852.150, 65852 [allowing for secondary dwelling units].)

2.10.2 Development by Right

a) Except as specifically provided below, all policies provided in this Compatibility Plan shall apply to development by right.

b) Nothing in these policies prohibits:

   1) Other than in Safety Zone 1 (the runway protection zone), construction of a single-family home, including a second unit as defined by State law, on a legal lot of record, if such use is permitted by local land use regulations.

   2) Construction of other types of uses, if local agency approvals qualify the development as an existing land use (see Section 1.6 for definition) or as infill development.

   3) Lot line adjustments, provided that new developable parcels would not be created and the resulting density or intensity of the affected property would not exceed the applicable criteria indicated in Tables 3-4 and 3-5 of Chapter 3.

c) The applicable sound attenuation, avigation easement dedication, overflight notification, and height requirements set by Chapter 3 and Policy 2.10.3 in this chapter shall apply to development by right permitted under this policy.

2.10.3 Avigation Easement Dedication

As a condition for approval of the types of land use actions listed in Paragraph (a) below, the owner of the property involved shall be required to dedicate an avigation easement to the entity owning the airport

a) An avigation easement is required for any land use action:

   1) Where proposed structures, trees, or other objects would constitute an obstruction as defined by the FAA;

   2) Located on a site where the ground level penetrates a Part 77 surface; or

   3) Situated on property lying within the projected 65 dB CNEL or greater noise contour (urban setting) or 60 dB CNEL or greater noise contour (rural setting) of the Airports that has been designated as a conditional land use in Tables 3-1 and 3-2.

b) The avigation easement shall:

   1) Provide the right of flight in the airspace above the property;

   2) Allow the generation of noise and other impacts associated with aircraft overflight;

   3) Restrict the height of structures, trees, and other objects;

   4) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

   5) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property.

c) An example of an avigation easement is in **Appendix D**, **Sample Implementation Documents**.

2.10.4 Accounting for Existing Land Use

The State Aeronautics Act gives the ALUC authority to conduct compatibility planning for areas around public airports only "to the extent that these areas are not already devoted to incompatible uses." This phrase is generally accepted to mean that the ALUC has no authority over existing land use development.

2.11 Review of Airport Master Plans and Development Plans

2.11.1 Actions for which ALUC Review is Required

State law requires that, prior to modifying an airport master plan, the public agency owning the airport must submit the proposed modification to the ALUC for review (Pub. Util. Code §21676(c)). Additionally, for any airport expansion that entails modification or amendment of the Airport Permit issued by the Division of Aeronautics, the public agency owning the airport must also submit the proposal to the ALUC (Pub. Util. Code §21664.5). Airport expansion is defined to include the construction of a new runway, the extension or realignment of an existing runway, and

the acquisition of runway protection zones or the acquisition of any interest in land for the purposes identified above. Finally, any construction plans for a new airport must be submitted to the ALUC (Pub. Util. Code §21661.5).

(a) Beyond these mandatory reviews, the ALUC has no authority over airport operations and other types of aviation-related development on airport property (see Section 1.6 for a definition of aviation-related use).

(b) Non-aviation development of airport property, however, is subject to ALUC review either on an individual land use action basis or, in a manner comparable to ALUC review of general plans, as part of an airport master plan.

2.11.2 Land Use Action Submittal Information

Any proposed new or amended airport master plan, airport expansion plan, or development plan for the Airports submitted to the ALUC for review shall contain sufficient information to enable the ALUC to assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses.

a) At a minimum, information to be submitted shall include:

1) A layout plan drawing of the proposed facility showing these locations:

- Property boundaries
- Runways or helicopter takeoff and landing areas
- Runway or helipad protection zones
- Aircraft or helicopter approach/departure flight routes.

2) A map of the proposed airspace surfaces as defined by Part 77, if the proposal would result in changes to these surfaces.

3) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.

4) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.

5) An exhibit showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.

6) Any environmental document (initial study, negative declaration, mitigated negative declaration, environmental assessment, draft environmental impact report, draft environmental impact statement, etc.) that may have been prepared for the land use action.

7) Identification and proposed mitigation of impacts on surrounding land uses.

b) Applicable review fees, as established by the ALUC.

2.11.3 ALUC Action Choices

When reviewing airport master plans or expansion plans for the Airport, the ALUC's basic choices are to determine whether the proposal is consistent or inconsistent with this Compatibility Plan. However, there are also associated actions the ALUC may wish to take in connection with this determination.

a) When an inconsistency exists between an airport master plan and this Compatibility Plan, the ALUC has the option of first modifying this Compatibility Plan to reflect the assumptions and proposals in the airport master plan.

b) Plans for expansion of a runway system at an airport normally will be based on a long-range airport master plan previously reviewed by the ALUC. The consistency review therefore involves only a comparison of the proposed expansion with the airport master plan.

2.11.4 Response Time

The ALUC must respond to submittal of an airport master plan, airport expansion plan/development plan, or plan for a new airport/heliport within 60 days from the date of land use action submittal (Pub. Util. Code §21676(d)).

a) The 60-day review period may be extended if the submitting agency agrees in writing or so states at an ALUC public hearing on the action.

b) The date of submittal is deemed to be the date on which all applicable land use action information is received by the ALUC and the ALUC determines that the application for a consistency determination is complete (see Policy 2.9.2).

c) If the ALUC fails to make a determination within the time required or agreed upon, the proposed action shall be deemed consistent with this Compatibility Plan (Pub. Util. Code §21676(d)).

d) Regardless of action or failure to act on the part of the ALUC, the proposed action must comply with other applicable local, State, and federal regulations and laws.

e) The submitting agency shall be notified of the ALUC's action in writing.

2.11.5 ALUC Response to Notification of Proposed Overruling

If the agency owning the Airport proposes to overrule an ALUC action regarding the airport master plan or airport expansion/development plan, it must provide a copy of the proposed decision and findings to both the ALUC and the Division of Aeronautics at least 45 days prior to taking action. The ALUC and the Division of Aeronautics then have 30 days to respond to the agency with their

comments (Pub. Util. Code §21676(c)). The ALUC may authorize the ALUC staff to respond to any notification of proposed overruling. The comments of the Division of Aeronautics and the ALUC are advisory, but must be made part of the record of final decision to overrule the ALUC.

2.11.6 Substance of Review

When reviewing airport master plans or airport expansion/development plans for airports, the ALUC shall determine whether activity forecasts or proposed facility development identified in the plans differ from the forecasts and development assumed for that airport in this Compatibility Plan. Attention should specifically focus on:

a) Activity forecasts that are:

    1) Significantly higher or lower than those in this Compatibility Plan, or

    2) Include a higher or smaller proportion of larger or noisier aircraft.

b) Proposals to:

    1) Construct a new runway or helicopter takeoff and landing area;

    2) Change the length, width, or landing threshold location of an existing runway; or

    3) Establish an instrument approach procedure.

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CHAPTER THREE
Santa Maria Airport Policies

3.1 Chapter Overview

The policies presented in this chapter of the Compatibility Plan function together with the basic policies outlined in Chapter 2. While the policies in Chapter 2 establish the procedures by which the ALUC conducts compatibility reviews for certain proposed land use actions and airport-related actions within the AIA, the policies in this chapter identify the substantive compatibility criteria and policies used during the compatibility reviews. Illustrative maps identifying the boundaries of Santa Maria Airport's AIA, as well as the boundaries of each compatibility factor (i.e., noise, safety, airspace protection, and overflight) are contained in Chapter 4. The Chapter 2 and 3 policies, when applied in conjunction with the maps in Chapter 4, as applicable, will form the basis from which the ALUC evaluates proposed land use actions and airport-related actions in the Santa Maria region.

This chapter presents distinct noise and safety policies developed for the Santa Maria area. As recognized by the Handbook, different compatibility policies are warranted in urban and rural settings. For example, residents and occupants of land uses in rural settings often times are more sensitive to noise disturbances than their urban counterparts because the ambient noise levels are lower in rural settings. In the context of safety, for example, rural areas may not have ready access to emergency service responders (e.g., fire protection services). Distinct policies also are provided for military settings because of the State law requirement that this Compatibility Plan be consistent with the AICUZ for AFB Vandenberg Airport. (Pub. Util. Code section 21675(b).) For the purposes of this ALUCP and the development of the noise and safety compatibility policies, the Santa Maria Airport and the surrounding environs were classified as an urban setting.

3.2 Noise Compatibility Policies

3.2.1 Evaluating Acceptable Noise Levels for New Development

The noise compatibility of proposed land use actions within the AIA of the Santa Maria Airport shall be evaluated in accordance with the policies set forth in this section, including the criteria listed in Table 3-1, and the noise contours depicted in Chapter 4.

3.2.2 Measures of Noise Compatibility

The criteria in Table 3-1 indicate the maximum acceptable airport-related noise levels, measured in terms of CNEL, for residential and a range of nonresidential land uses.

Factors considered in setting the urban criteria include the following:

a) Established federal and State regulations and guidelines. (See, e.g., Handbook, pp. 3-2 to 3-5.)

b) The ambient noise levels in the community. Ambient noise levels influence the potential intrusiveness of aircraft noise upon a particular land use and vary greatly between rural, suburban, and urban communities.

c) The extent to which noise would intrude upon and interrupt the activity associated with a particular use.

d) The extent to which the activity itself generates noise.

e) The extent of outdoor activity associated with a particular land use.

f) The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation in accordance with Policy 3.2.5.

3.2.3 Acceptable Noise Levels for Specific Types of Land Use Actions

a) The urban threshold for evaluation is the projected 55 dB CNEL contour. All land uses located outside these contours are consistent with the noise compatibility policies.

b) The maximum airport-related noise level considered compatible for new residential development in the environs of the urban Airports is 65 dB CNEL. (See, e.g., Handbook, pp. xi, 4-4 to 4-12)

c) The compatibility of new nonresidential development with Airport-related noise levels is indicated in Table.

    1) Land uses not specifically listed shall be evaluated using criteria for similarly listed uses, as determined by the ALUC.

d) Dedication of an avigation easement in accordance with Policy 2.10.3 of Chapter 2 is a requirement for conditionally compatible land uses within the 65 dB CNEL contour in Table 3-1.

3.2.4 Application of Noise Contours to Individual Project Sites to Determine Compatibility

Projected noise contours are inherently imprecise because, especially at general aviation airports, flight paths and other factors that influence noise emissions are variable and activity projections are always uncertain. Given this imprecision, noise contours shall be used, as follows, in assessing the compatibility of a proposed use at a specific development site.

a) In general, the highest CNEL to which a project site is anticipated to be exposed to shall be used in evaluating the compatibility of development over the entire site.

b) An exception to this policy is where no part of the buildings or residential unit(s) proposed on the site fall within the higher CNEL ; the criteria for the CNEL where the buildings are located shall apply.

3.2.5 Interior Noise Levels

Land uses for which indoor activities may be easily disrupted by noise shall be required to comply with the interior noise level criteria, as indicated in Table 3-1.

a) The noise contours depicted in Chapter 4, shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed. When structures are part of a proposed land use action submitted to the ALUC for review, evidence that proposed structures will be designed to comply with the sound attenuation requirements specified in Table 3-1 must be provided, when applicable.

b) When a proposed building lies within multiple CNEL ranges, the most restrictive criteria shall apply for purposes of determining sound attenuation requirements.

c) Exceptions to the sound attenuation requirements specified in Table 3-1 may be allowed, as determined by the ALUC, where evidence is provided that the indoor noise generated by the use itself exceeds the indoor noise level criteria.

3.2.6 Engine Run-Up and Testing Noise

ALUC consideration of noise from aircraft engine run-ups and testing activities at the Santa Maria Airport shall be limited as follows:

a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and, therefore, is not subject to ALUC authority.

    1) Noise from these sources can be, but normally is not, represented in airport noise contours. These sources are not included in the noise contours prepared for this Compatibility Plan. Nevertheless, when reviewing the compatibility of proposed land use actions in locations

near the Airports where such noise may be significant, the ALUC may seek additional data and may take into account noise from these ground-based sources.

2) Noise from aircraft ground operations also should be considered by the ALUC when reviewing airport master plans or development plans in accordance with Policy 2.11 of Chapter 2 of this Compatibility Plan.

b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport, and thus it is not an airport-related impact addressed by this Compatibility Plan. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources.

TABLE 3-1
SANTA MARIA AIRPORT NOISE COMPATIBILITY CRITERIA

Land Use Category [1]	Exterior Noise Exposure (dB CNEL)				
Note: Multiple categories may apply to a land use action	<60	60–65	65–70 [4]	70–75 [4]	75-80 [4]
Agricultural and Animal-Related					
nature preserves; wildlife preserves; horse stables; livestock breeding or farming	CC A	CC A	CC A	CC A	I
zoos; animal shelters/kennels; interactive nature exhibits	C	CC A	I	I	I
agriculture (except residences and livestock); greenhouses; fishing	C	C	C	C	CC A
Recreational					
children-oriented neighborhood parks; playgrounds	C	CC A	I	I	I
campgrounds; recreational vehicle/motor home parks	C	C	I	I	I
community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities	C	C	CC A	I	I
recreation buildings; gymnasiums; club houses; athletic clubs; dance studios	C	C	CC 50	CC 50	I
Public					
outdoor amphitheaters	CC A	CC A	I	I	I
children's schools (K-12); day care centers (>14 children); libraries	C	CC 45	I	I	I
auditoriums; concert halls; indoor arenas; places of worship; adult schools; colleges; universities [2]	C	CC 45	CC 45	I	I
prisons; reformatories	C	C	CC 50	I	I
public safety facilities (e.g., police, fire stations)	C	C	CC 50	CC 50	I
cemeteries; cemetery chapels; mortuaries	C	C	CC 45 A	CC 45 A	I
Residential, Lodging, and Care					
residential (including single-family, multi-family, and mobile homes); family day care homes (≤14 children); extended-stay hotels; retirement homes; assisted living; hospitals; nursing homes; intermediate care facilities	C	CC 45	I	I	I
hotels; motels; other transient lodging [3]	C	CC 45	CC 45	I	I
Commercial and Industrial					
office buildings; office areas of industrial facilities; medical clinics; clinical laboratories; radio, television, recording studios	C	C	CC 50	CC 50	I
retail sales; eating/drinking establishments; movie theaters; personal services	C	C	CC 50	CC 50 B	I

TABLE 3-1
SANTA MARIA AIRPORT NOISE COMPATIBILITY CRITERIA (CON'T)

Land Use Category [1]	Exterior Noise Exposure (dB CNEL)				
Note: Multiple categories may apply to a land use action	<60	60–65	65–70 [4]	70–75 [4]	75-80 [4]
wholesale sales; warehouses; mini/other indoor storage; industrial; manufacturing; research & development; auto, marine, other sales & repair services; car washes; gas stations; trucking, transportation terminals	C	C	C	CC 50 D	I
extractive industry; utilities; road, rail rights-of-way; outdoor storage; public works yards; automobile parking; automobile dismantling; solid waste facilities	C	C	C	C	CC 50 D

Land Use Acceptability		Interpretation/Comments
C	Compatible	*Indoor Uses*: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) *Outdoor Uses*: Activities associated with the land use may be carried out with essentially no interference from aircraft noise
CC 45 50	Conditionally Compatible [4]	*Indoor Uses*: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number; standard construction methods will normally suffice *Outdoor Uses*: CNEL is acceptable for outdoor activities, although some noise interference may occur.
CC A B D	Conditionally Compatible [4]	*Indoor or Outdoor Uses*: A -- Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. [5] B -- Outdoor dining or gathering places incompatible above 70 dB CNEL. D -- Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 dB CNEL.
I	Incompatible	Use is not compatible under any circumstances.

Notes:
1. Land uses not specifically listed shall be evaluated, as determined by the local agency, using the criteria for similar uses provided in Table 3-2.
2. Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.
3. Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended- stay hotel category.
4. An avigation easement is required for properties within the 65 dB CNEL or greater noise contour (consistent with Section 2.10.3 (a)(3)).
5. Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

3.3 Safety Compatibility Policies

3.3.1 Evaluating Safety Compatibility for New Development

The safety compatibility of proposed land use actions within the AIA of the Santa Maria Airport shall be evaluated in accordance with the policies set forth in this section, in Table 3-2 and the safety zones depicted in Chapter 4.

a) The safety zones illustrated in Chapter 4 are based on the Handbook's safety zone guidance. (See, e.g., Handbook, pp. 3-15 to 3-28.)

3.3.2 Measures of Safety Compatibility

To minimize risks to people and property on the ground and to people on board aircraft, the safety compatibility criteria set limits on:

i) The density of residential development. The residential density limitations cannot be equated to the usage intensity limitations for nonresidential uses. Further, as suggested by the Handbook, a greater degree of protection is warranted for residential uses.

ii) The intensity of nonresidential development in areas most susceptible to aircraft accidents.

iii) The development or expansion of certain uses that represent special safety concerns regardless of the number of people present.

iv) The extent to which development covers the project site and thus limits the options of where an aircraft in distress can attempt an emergency landing.

3.3.3 Factors Considered in Setting Safety Compatibility Criteria

The principal factors considered in setting criteria applicable within each safety zone in the urban and rural settings are:

a) The proximity to an airport within which aircraft accidents typically occur. The most stringent land use controls shall be applied to the areas with the greatest potential risks. The risk information used is the general aviation accident data and analyses contained in the Handbook, supplemented by available data for accidents at airports in Santa Barbara County.

b) The volume and type of aircraft operations, runway length, and runway instrumentation are the primary factors used in adjusting the sizes of the safety zones, rather than the criteria applicable within each zone.

c) Whether the setting surrounding the Airport is best classified as urban or rural. The Handbook provides that different density and intensity limits are warranted in these two settings. (See,

e.g., Handbook, pp. 4-17 to 4-18, 4-20 to 4-25.) As noted previously, Santa Maria Airport is classified as an urban airport in this ALUCP.

3.3.4 Residential Development Criteria

Criteria applicable to proposed residential development in the vicinity of the Airports are provided in Table 3-2.

a) Residential building sites may need to be clustered in a manner that maximizes the "open land" on which an aircraft could execute an emergency landing.

    1) Clustering is mandatory for land use actions of 10 or more acres, with one "open land" area to be dedicated per every10 acres of the site.

    2) For land use actions of less than 10 acres, compliance with the clustering conditions is desirable, but not required as a condition for land use action approval.

b) The following factors shall be taken into account in measuring the densities permitted by Table 3-2:

    1) The acreage evaluated equals the project site size, which may include multiple parcels.

    2) The maximum allowable residential densities are intended to include any density bonuses that local agencies may provide for affordable housing developed in accordance with the provisions of State and/or local law. Residential densities above those indicated are not allowed irrespective of whether the increase in density is provided for affordable housing in connection with the density bonus or other allowance provisions. Therefore, local agencies must include any density bonus allowances for a land use action when determining whether a land use action meets the allowable densities.

c) Accessory Dwelling Units (ADUs), as defined by State law (Gov. Code §65852.150), shall be excluded from density calculations.

d) Construction of a single-family home, including ADUs as defined by State law, on a legal lot of record, is allowed in all safety zones, except Safety Zone 1, if such use is permitted by local land use regulations.

3.3.5 Nonresidential Development Criteria

a) For the purposes of this Compatibility Plan, and in the urban and rural settings, the fundamental measure of risk exposure for people on the ground in the event of an aircraft accident is the number of people per acre concentrated in areas most susceptible to aircraft accidents. This measure is the chief determinant of whether particular types of nonresidential development are designated as "incompatible," "conditionally compatible," or "compatible."

1) The maximum acceptable intensity is calculated as people per acre on a site-wide average. **Appendix E**, **Methods for Determining Concentrations of People**, provides the methodology for determining concentrations of people.

2) Land use types listed as "compatible" are presumed to meet the above usage intensity criteria without constraints on the development.

3) Maximum intensity calculations shall include all people (e.g., employees, customers, visitors) who may be on the property at any single point in time, whether indoors or outdoors.

4) Local agencies may make exceptions for rare special events (e.g., an air show at an airport) for which a facility is not designed and normally not used, and for which extra safety precautions can be taken as appropriate.

b) Evaluation of the compatibility of a proposed nonresidential land use action shall be made using the land use types listed in Tables 3-3 through 3-5.

1) Proposed development for which no land use type is listed shall be evaluated by ALUC staff using a comparable land use identified in the table. The appropriate evaluation criteria for any proposed land use shall be determined by ALUC staff.

3.3.6 Mixed-Use Development

Where a combination of separately listed land use types are proposed for a single land use action, the following policies apply:

a) Development in which residential uses are proposed to be located along with nonresidential uses on the same site must meet both the residential and nonresidential criteria of the applicable safety zone(s). Additionally, the occupancy of the residential portion shall be added to that of the nonresidential portion and the total occupancy shall be evaluated with respect to the nonresidential usage intensity criteria.

1) Except as limited by Paragraph (2) below, this mixed-use development policy is intended for dense, urban-type developments where the overall usage intensity and ambient noise levels are relatively high. The policy is not intended to apply to land use actions in which the residential component is isolated from the nonresidential uses of the site.

2) Mixed-use development shall not be allowed where the residential component would be exposed to noise levels above the limits set in Policy 3.2.3.

b) Where proposed development will contain a mixture of separately listed nonresidential uses, each component use must comply with the applicable criteria.

3.3.7 Maximum Lot Coverage

All "conditionally compatible" development in Safety Zones 2, 3, 4, and 5 shall adhere to the maximum lot coverage limitations indicated in Table 3-2. No structures are permitted in Safety Zone 1 and there are no limits on lot coverage in Safety Zone 6. All structures, including parking structures and support buildings, shall be counted when determining maximum lot coverage. In addition:

a) On land use action sites of 10 acres or more, structures and other large objects shall be arranged so as to meet the "open land" criteria at the rate of one "open land" area per every 10 acres of the site.

b) On land use action sites of less than 10 acres, provision of "open land" areas is desirable, but not required.

3.3.8 "Open Land"

In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much "open land" area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site. For business jets and other large or fast aircraft, including most military aircraft, the provision of "open land" for emergency landing purposes has minimal benefit unless the areas are very large and flat.

a) "Open land" criteria are applicable to Zones 1 and 2 and should be considered in Zones 3 and 4 for all general aviation airport runways because even runways frequently used by business jets tend to be mostly used by light aircraft.

b) To qualify as "open land", an area must:

    1) Have minimum dimensions of approximately 75 feet by 300 feet (0.5 acres).

    2) Consist of level (maximum 5% slope) ground with no major surface irregularities.

    3) Be free of most structures and other major obstacles, such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

    4) Not have buildings or other large obstacles more than 15 feet in height situated within 100 feet beyond the ends of the "open land" area. Shorter objects and ground surface irregularities are allowed. This clear airspace is intended to enhance the potential for aircraft to descend to an "open land" area.

c) "Open land" areas should be oriented with the typical direction of aircraft flight over the location involved.

d) Roads and automobile parking lots are acceptable as "open land" areas if they meet the above criteria.

e) "Open land" criteria are most appropriately applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum size open area requirement. Consequently, the identification of "open land" areas must initially be accomplished at the general plan level or as part of large (10 acres or more) land use actions.

f) Clustering of development, subject to the limitations noted in Policy 3.5.10 below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of "open land" areas.

g) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for land use actions located within each AIA covered by this Compatibility Plan. Portraying this information is intended to ensure that individual land use actions provide the "open land" areas identified in the applicable general plan.

3.3.9 Limits on Clustering of Nonresidential Development

As used in this Compatibility Plan, "clustering" refers to the concentration of development (measured in terms of dwellings or people per acre) into a portion of the site, leaving other portions of the site relatively less developed or as "open land." To a degree, clustering of development is desirable from an airport land use safety compatibility perspective in that more places where an aircraft can attempt an emergency landing would then potentially remain. However, clustering poses the risk that an out-of-control aircraft could strike the location where the development is clustered. To guard against this risk, limitations on the maximum concentrations of dwellings or people in a small area of a large project site are appropriate.

3.3.10 Land Use Action Sites Lying within Two or More Safety Zones

For the purpose of evaluating consistency with the compatibility criteria, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the boundary line.

a) Where no part of the building(s) proposed on the parcel/site fall within the more restrictive safety zone, the criteria for the safety zone where the proposed building(s) are located shall apply for the purposes of evaluating the compatibility of the proposed uses and determining other conditions to be placed upon the proposed land use action.

b) Where the building(s) proposed on the parcel/site fall within multiple safety zones, the criteria for the most restrictive safety zone where the building(s) proposed are located shall apply for purposes of evaluating the compatibility of the proposed use and for determining other conditions to be placed upon the proposed land use action.

3.3.11 Special Provisions for Safety Zone 1

In accordance with FAA Advisory Circular 150/5300-13A, *Airport Design*, and the FAA's memorandum, *Interim Guidance on Land Uses Within a Runway Protection Zone* (September 2012), the basic compatibility criteria for Safety Zone 1 (the runway protection zone) preclude most uses, including any new structures and uses having an assemblage of people.

a) The presumption is that the airport owner owns or intends to acquire property interests—fee title or easements—sufficient to effectuate this policy. The ALUC policy is to encourage airport owner acquisition of these property interests in all of Safety Zone 1 with funding assistance from the FAA.

b) In instances where the affected property is privately owned and the airport owner does not intend to acquire property interests, the following uses and only these uses shall be considered acceptable:

    1) Within the runway object free area (OFA): No uses except FAA-approved uses related to aeronautical functions.

    2) Within the extended runway object free area:

        - Farm crops that do not attract wildlife.

    3) Outside the runway object free area and extended object free area.

        - Farm crops that do not attract wildlife.

        - Other uses not in structures and not exceeding a usage intensity of 10 people per any single acre.

    4) The acceptability of uses not listed shall be consistent with FAA Advisory Circular 150/5300-13A, *Airport Design* and guidance provided in the FAA's memorandum, *Interim Guidance on Land Uses Within a Runway Protection Zone*. The ALUC's determination shall be made in consultation with the FAA and the airport owner.

    5) Any other development that has been approved by the ALUC and is in compliance with the conditions of a development agreement or memorandum of understanding.

3.3.12 Risk Reduction Design Features (Urban Only)

Although avoidance of intensive land use development is always preferable, a concept that may be acceptable in some situations, as provided below, is incorporating risk reduction features into building design/construction in order to minimize the risk and maximize the safety of building occupants. In accordance with guidance provided in the Handbook, this concept should be limited to airports located in urban locations and used predominantly by small aircraft. In these circumstances, consideration may be given to allowing additional intensity, beyond the maximum

intensity limits (calculated as people per acre on a sitewide average), in buildings that incorporate special risk reduction design features.

a) Buildings that incorporate the special risk reduction design features listed below are allowed maximum usage intensities as follows:

    - Within Safety Zone 2: up to 120 people per acre
    - Within Safety Zone 3: up to 210 people per acre
    - Within Safety Zone 4: up to 300 people per acre
    - Within Safety Zone 5: up to 210 people per acre

b) To qualify for the risk reduction intensity bonus, a building must have:

    1) A zoned automatic fire sprinkler system (designed in a manner that destruction of one part of the system will not disable the entire system); and

    2) Any two of the following four features:

        - One-hour construction (including interior partitions, structural walls, roofs, and floors);
        - At least one additional exit beyond CBC requirements;
        - An upgraded roof strength beyond CBC requirements and no skylights;
        - Concrete or reinforced masonry exterior walls or other strengthening techniques approved by the local agency.

c) Buildings that incorporate a zoned automatic fire sprinkler system, as specified in Paragraph (b)(1), above, and all four risk reduction design features specified in Paragraph (b)(2) above are allowed maximum usage intensities as follows:

    - Within Safety Zone 2: up to 160 people per acre
    - Within Safety Zone 3: up to 300 people per acre
    - Within Safety Zone 4: up to 400 people per acre
    - Within Safety Zone 5: up to 300 people per acre

d) The local agency may substitute comparable risk reduction features to those specified in Paragraph (b)(2) above, provided that:

    1) The feature(s) meet safe-building objectives defined in Compatibility Plan policies; and

2) The local agency and/or design architect/structural engineer certify that the feature(s) meet Compatibility Plan policy objectives.

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential Development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential Development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Residential Density							
Residential, 0, ≤4.0 d.u./acre	I	CC	C	C	I	C	2: Portions of parcel including accessory buildings can be in Zone 2, but new dwellings must be outside the zone
Residential, >4.0, ≤8.0 d.u./ acre	I	I	CC	CC	I	C	3, 4: 10% of site must meet "open land" criteria; maximum allowable density in any single acre limited to 20.0 d.u./ac. in Zone 3, 25.0 d.u./ac. in Zone 4
Residential, >8.0, ≤13.0 d.u./acre	I	I	CC	CC	I	C	3, 4: 15% of site must meet "open land" criteria; maximum allowable density in any single acre limited to 20.0 d.u./ac. in Zone 3, 25.0 d.u./ac. in Zone 4
Residential, >13.0, ≤16.0 d.u./acre	I	I	CC	CC	I	C	3, 4: 15% of site must meet "open land" criteria; this density permitted only on sites or parts of sites located within 0.25 mile of a 4-lane divided highway, golf course, or other public land qualifying as "open land;" utility lines on site and along perimeter must be under-ground or placed under-ground in conjunction with project; max allowable density in any single acre limited to 25.0 d.u./ac. in Zones 3and 4
Residential, >16.0 d.u./acre, ≤20.0 d.u./acre	I	I	CC	CC	I	C	3, 4: Same conditions as for >13.0, ≤16.0 d.u./acre residential land use category
Residential, >20.0 d.u/acre	I	I	CC	CC	I	C	3, 4: Same conditions as for >13.0, ≤16.0 d.u./acre residential land use category
Residential Housing: farmworker housing; group residential; mobile home park; residential care facilities; single room occupancy; supportive housing; transitional housing	I	CC	CC	CC	I	C	2, 3, 4: Subject to the residential density limitations above
Residential Accessory Uses: accessory dwelling unit; caretakers unit; family day care; home occupation	I	C	C	C	I	C	

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA (CON'T)

Land Use Types / Typical Uses Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone						Criteria for Conditionally Compatible (Yellow) Uses
	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential Development	0	80	150	200	150	No limit	Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential Development [2]	n/a	160	300	400	300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Assembly Facilities (≥50 people)							
Indoor Major Assembly (capacity ≥1,000 people): major sports arenas, concert halls	I	I	I	I	I	CC	6: Enhanced exiting capabilities required
Outdoor Major Assembly (capacity ≥1,000 people): amphitheaters, stadiums, race tracks, fairgrounds, zoos	I	I	I	I	I	CC	6: No fixed seating with capacity ≥1,000 people; 1 additional exit/1,000 people in enclosed areas
Indoor Large Assembly (capacity 300 to 999 people): sports arenas, theaters, auditoriums, assembly halls	I	I	CC	CC	I	C	
Outdoor Large Assembly Facility (capacity 300 to 999 people)	I	I	I	CC	I	C	4: No fixed seating with capacity ≥300 people; 1 additional exit required in enclosed areas
Indoor Small Assembly Room (capacity 50 to 299 people): meeting rooms, dining halls, dance studios, places of worship	I	CC	CC	CC	CC	C	
Outdoor Small Assembly Facility (capacity 50 to 299 people): community swimming pools, group camps	I	I	CC	CC	I	C	3: No fixed seating with capacity ≥240 people
Group Assembly Facilities							
Community Assembly: commercial entertainment & recreation; cultural institutions & facilities; passive open space	I	CC	CC	CC	CC	C	2, 3, 4, 5: Subject to the group assembly density limitations above

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA (CON'T)

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone 1	2	3	4	5	6	Criteria for Conditionally Compatible (Yellow) Uses
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	160	300	400	300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Office, Commercial, Service, and Lodging Uses							
Large Eating/Drinking Establishments in free-standing building (capacity ≥300 people)	I	I	CC	CC	I	C	
Mid-Size Eating/Drinking Establishments in free-standing building (capacity 50 to 299 people);	I	CC	CC	CC	CC	C	2: Building size limited to 3,000 s.f.
Small Eating/Drinking Establishments in free-standing building (capacity <50 people)	I	CC	CC	CC	CC	C	2: Building size limited to 3,000 s.f.
Community/Neighborhood Shopping Centers <300,000 s.f. with mixture of uses including eating/drinking establishments; Regional Shopping Centers ≥300,000 s.f. with mixture of uses including eating/drinking establishments	I	CC	CC	CC	CC	C	2: Max. 3,000 s.f, devoted to eating/ drinking uses per building 2, 5: No space with capacity ≥300 people; auto parking preferred
Low-Intensity or Outdoor-Oriented Retail or Wholesale Trade: furniture, automobiles, heavy equipment, nurseries, lumber yards, boat yards; Office Buildings: professional services; business services; medical, dental, and health-related services; financial, insurance, and real estate services Building Materials, Sales, and Service Automobile/Vehicle Sales and Service	I	CC	CC	CC	CC	C	

TABLE 3-2
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Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone 1	2	3	4	5	6	Criteria for Conditionally Compatible (Yellow) Uses
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Office, Commercial, Service, and Lodging Uses (con't)							
Personal Services: general and restricted personal services; animal care, sales and services; funeral parlors and internment services; information technology services; instruction services; agricultural-support services; maintenance and repair services	I	CC	C	C	C	C	
Media Production Facility	I	CC	C	C	C	C	
Retail Sales: food and beverage sales; cannabis distribution, microbusiness and retailer; nurseries and garden center	I	CC	CC	CC	CC	C	
Low-Hazard Storage: mini-storage, greenhouses	I	C	C	C	C	C	
Lodging and Visitor-Services: hotels, motels, RV parks, time-shares Bed & Breakfast Establishments	I	CC	CC	CC	CC	C	2: Maximum 5 rooms
Live/Work Units	I	CC	CC	CC	CC	C	
Government Buildings	I	CC	CC	CC	I	C	
Adult-Oriented Business	I	CC	CC	CC	CC	C	

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	1	2	3	4	5	6	
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Industrial, Manufacturing, and Warehouse Uses							
Processing and Above Ground Storage of Bulk Quantities of Highly Hazardous Materials (tank capacity >60,000 gallons):	I	I	I	I	I	CC	6: Must comply with all federal, State, and local standards; permitting agencies shall evaluate need for special measures to minimize hazards if facility struck by aircraft
Limited Industrial	I	CC	C	C	C	C	
Oil and Gas Facilities	I	I	I	I	I	CC	
Storage or Use of Hazardous Materials (flammable, explosive, corrosive or toxic)	I	CC	CC	CC	CC	C	2, 3, 4, 5: Defer to local zoning requirements and County fire code.
Repair Services Wholesale Trade, Warehouse, Storage, and Distribution	I	C	C	C	C	C	
Manufacturing: custom manufacturing; heavy manufacturing; research & development and technology; cannabis manufacturing and testing	I	CC	CC	CC	CC	C	
Industrial Outdoor Storage (except hazardous uses) Construction and Material Yards Automobile Wrecking/Junk Yards	I	C	C	C	C	C	
Vehicle/Equipment Facilities	I	I	CC	CC	I	C	

TABLE 3-2
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Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone 1	2	3	4	5	6	Criteria for Conditionally Compatible (Yellow) Uses
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	

Educational and Institutional Uses							
Universities, Colleges and Trade Schools	I	I	CC	CC	I	C	3, 4: Evaluate individual component uses
Primary and Secondary Schools: Public K – 12; private schools	I	I	CC	CC	I	C	3, 4: No new school sites or land acquisition; bldg replacement/expansion allowed for existing schools if required by State law; expansion limited to ≤50 students
Day Care Facility (>14 children)	I	CC	CC	CC	I	C	
Family Day Care Homes (≤14 children)	I	I	CC	CC	I	C	3, 4: Allowed only in existing residential areas
Medical Facilities (except doctor's offices): congregate care facilities (>5 clients); skilled nursing facility; social service facilities	I	I	CC	CC	I	C	3, 4: No new sites or land acquisition
	I	I	CC	CC	I	C	
Emergency Shelters	I	I	CC	CC	I	C	
Emergency Services Facilities	I	I	CC	CC	C	C	3 - 4: Allowed only if site outside zone would not serve intended public function consistent with statutory requirements
Public Safety Facilities: police station; fire station; public inmate facilities; prisons; reformatories	I	I	CC	CC	I	C	3, 4: No new sites or land acquisition; building replacement/expansion allowed for existing facilities if required by State law

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA (CON'T)

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone 1	2	3	4	5	6	Criteria for Conditionally Compatible (Yellow) Uses
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Transportation, Communication, and Utilities							
Airport Terminals; Automobile Parking Structures; truck storage; aircraft storage Bus stops; Truck Terminals;	I	C	C	C	C	C	
Communication Facilities: small cell site Wind Turbines	I	CC	CC	CC	C	C	
Transportation Terminals: rail, bus, marine	I	C	C	C	CC	C	5: Allowed only if associated with airport access
Automobile Parking Surface Lots: public or private Rights-of-Way: street, highways, railroads; other public transit Lines	I	C	C	C	C	C	1: Not allowed in Object Free Area **
Electrical Substations	I	I	C	C	I	C	
Emergency Communications Facilities	I	CC	CC	CC	CC	CC	2 - 6: No new sites or land acquisition; modification, replacement, expansion of facilities on existing sites allowed

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA (CON'T)

Land Use Types / Typical Uses • Multiple land use categories and compatibility criteria may apply to a land use action	Safety Zone 1	2	3	4	5	6	Criteria for Conditionally Compatible (Yellow) Uses
Maximum Intensity (People/Acre – sitewide average) Nonresidential development	0	80	150	200	150	No limit	• Maximum Intensity and Lot Coverage limits apply to all conditionally compatible uses, unless such development would be subject to "Infill" or "Nonconforming" provisions. • Numbers below refer to zones in which additional specified conditions (i.e., those beyond the maximum intensity and lot coverage limits) are applicable. • No development may occur within a Runway Safety Area (RSA) or Object Free Area (OFA). [1]
Intensity with Risk Reduction (People/Acre – sitewide average) Nonresidential development [2]	n/a	120-160	210-300	300-400	210-300	No limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all conditional development	0%	50%	60%	70%	70%	100%	
Agricultural and Other Uses							
Agricultural Lands: pasture,; community gardens; crop cultivation	CC	C	C	C	C	C	
Animal Raising and Animal Keeping	I	C	C	C	C	C	
Non-Group Recreation: golf courses; tennis courts; parks; camp grounds; picnic areas	I	C	C	C	C	C	
Agricultural Buildings:; greenhouses; agricultural processing; farmers stands Cannabis Cultivation and Cannabis Personal Use Cultivation Sanitary Landfills; Wastewater Treatment and Disposal Facilities; Wooded Areas: forests, tree farms, orchards;	I	C	C	C	C	C	
Lands with Low or No Vegetation: brush lands, deserts, beaches, flood hazard areas	CC	C	C	C	C	C	1: Subject to FAA standards (in accordance with FAA AC 150/5300-13)
Water: rivers, creeks, canals, wetlands, bays, lakes, reservoirs	CC	C	C	C	C	C	1: Not allowed in Runway Safety Area **
Cemeteries; Marinas; Memorial Parks	I	CC	CC	C	C	C	2, 3: No group activities exceeding usage intensity limits
Large Group Recreation: team athletic fields	I	I	CC	C	I	C	3: Allowed only in existing residential areas
Shooting Ranges	I	I	C	C	I	C	

TABLE 3-2
SANTA MARIA AIRPORT SAFETY COMPATIBILITY CRITERIA (CON'T)

Land Use	Acceptability	Interpretation/Comments
C	*Compatible*	Use is compatible if the basic criteria are met; no additional safety criteria apply (noise, airspace protection, and/or overflight limitations may apply).
CC	*Conditionally Compatible*	Use is compatible if additional conditionals are met; additionally, the following condition applies to the indicated land uses and safety zones: A -- This land use is compatible in Safety Zone 2 only if risk reduction features are incorporated into the design of the structure in accordance with Note 2, Risk Reduction Design Features, below. To the maximum extent that the site permits, buildings associated with this use should be situated outside of Safety Zone 2 and the Safety Zone 2 portion devoted primarily to automobile parking, circulation, landscaping, or other low-intensity functions.
I	*Incompatible*	Use is not compatible under any circumstances.

Notes:
d.u. dwelling units
s.f. square feet
** **Runway Safety Area (RSA), Object Free Area (OFA):** Dimensions are as established by FAA airport design standards for the runway.
2. **Risk Reduction Design Features:** Increased intensities are permitted for nonresidential developments that incorporate specified risk reduction design features and enhance safety for building occupants.
3. **Special provisions for Safety Zone 1**: See section 3.1.11 (b).

3.4 Airspace Protection Compatibility Policies

3.4.1 Evaluating Airspace Protection Compatibility for New Development

The airspace protection compatibility of proposed land uses within the AIA of Santa Maria Airport shall be evaluated in accordance with the policies in this section, including the airspace protection surfaces depicted in Chapter 4. The policies apply to the entire AIA.

3.4.2 Measures of Airspace Protection Compatibility

In establishing airspace protection policies, the ALUC primarily relies upon regulations enacted by the FAA and the State of California. The ALUC policies are intended to help implement the federal and State regulations. Specific regulations are referenced in subsequent policies of this section.

a) The FAA has well-defined standards by which potential hazards to flight can be assessed. However, the agency has no authority to prevent creation of such hazards. That authority rests with State and local governments.

b) State airspace protection standards for the most part mirror those of the FAA. A key difference, though, is that State law gives the Division of Aeronautics and local agencies the authority to enforce the standards.

3.4.3 Requirements for FAA Notification of Proposed Construction

Proponents of a land use action containing structures or other objects that may exceed the height standards defined in FAR Part 77 as applied to each Airport must submit notification of the proposal to the FAA where required by the provisions of FAR Part 77 and by the California Public Utilities Code, sections 21658 and 21659. (See Appendix B of this Compatibility Plan for the complete text of FAR Part 77. The boundaries of the FAA notification area for each Airport are shown in Chapters 4 through 9.) Notice to the FAA is accomplished by filing Form 7460-1, *Notice of Proposed Construction or Alteration*, via the FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website (https://oeaaa.faa.gov/oeaaa/external/portal.jsp). The FAA will conduct an "aeronautical study" of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. These requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects, such as construction cranes.

a) Local agencies shall inform land use action proponents of the FAA notification requirements.

b) Any proposed land use action that includes construction of a structure or other object and that is required to be submitted to the ALUC for a consistency review shall include a copy of the completed FAR Part 77 notification forms (Form 7460-1) to the FAA, if applicable, and a copy of the final FAA findings from its aeronautical study (i.e., notice of determination letter).

c) The requirement for notification to the FAA shall not trigger an airport compatibility review of an individual land use action by the ALUC unless the General Plan of the local agency in which the land use action is to be located has not been deemed consistent with this Compatibility Plan.

3.4.4 ALUC Airspace Obstruction Criteria

The ALUC criteria for determining the acceptability of a land use action with respect to height shall be based upon: the standards set forth in FAR Part 77; the TERPS; and applicable airport design standards published by the FAA. Additionally, the ALUC shall, where an FAA aeronautical study of a proposed object has been required, take into account the results of that study.

a) Except as provided in Paragraphs (b) and (c) of this policy, no object, including a mobile object such as a vehicle or temporary object such as construction crane, shall have a height that would result in penetration of the airspace protection surfaces depicted for Santa Maria Airport in Chapter 4. Any object that penetrates one of these surfaces is, by FAA definition, deemed an obstruction.

b) Objects shall be limited in height consistent with airspace protection surfaces defined by FAR Part 77 and TERPS within portions of the airspace protection area (within the primary surface and beneath the approach and transitional surfaces). Elsewhere within the airspace protection area, outside of the primary, approach, and transitional surfaces there are no height limitations (i.e., penetrate FAR Part 77 or TERPS surfaces).

c) A proposed object having a height that exceeds an Airport's airspace protection surfaces is compatible with airspace protection only if the following apply:

    1) As the result of an aeronautical study, the FAA determines that the object would not be a hazard to air navigation; or

    2) FAA or other expert analysis conducted under the auspices of the ALUC or the airport operator concludes that, despite being an airspace obstruction (not necessarily a hazard), the object would not cause any of the following:

        - An increase in the ceiling or visibility minimums of the Airport for an existing or planned instrument procedure (a planned procedure is one that is formally on file with the FAA or that is consistent with the FAA-approved ALP);

        - A diminution of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced; or

        - Conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en route navigation to and from the Airport; and

    3) Marking and lighting of the object will be installed as directed by the FAA aeronautical study or the Division of Aeronautics and in a manner consistent with FAA standards in effect at the time the construction is proposed (Advisory Circular 70/7460-1L(Change 2), *Obstruction Marking and Lighting*, or any later guidance).

4) An avigation easement as described in Policy 2.10.3 of Chapter 2 is dedicated to the agency owning the Airport.

5) The land use action complies with all policies of this Compatibility Plan.

3.4.5 Other Flight Hazards

Land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at each Airport shall be allowed within the AIA only if the uses are consistent with FAA rules and regulations.

a) Specific characteristics to be avoided include:

1) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);

2) Distracting lights that could be mistaken for airport lights;

3) Sources of dust, steam, or smoke that may impair pilot visibility;

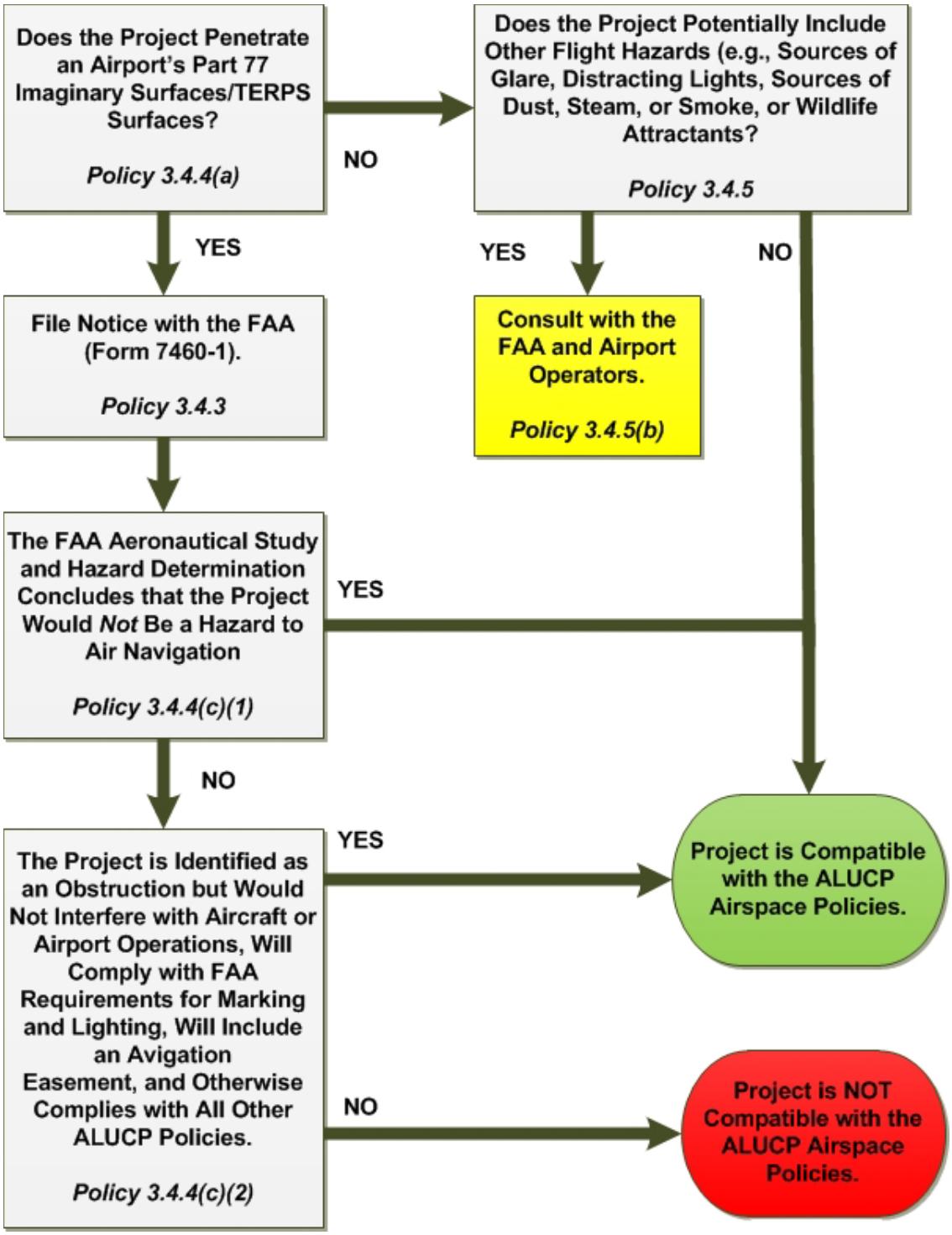
4) Sources of electrical interference with aircraft communications or navigation; and

5) Any proposed use that creates an increased attraction for wildlife and that is inconsistent with FAA rules and regulations including, but not limited to Advisory Circular 150/5200 33B, *Hazardous Wildlife Attractants On or Near Airports*. Of particular concern are landfills and certain recreational or agricultural uses that attract large flocks of birds which pose bird strike hazards to aircraft in flight.

b) To resolve any uncertainties with regard to the significance of the above types of flight hazards, local agencies should consult with FAA officials and airport operators.

3.4.6 – Use and Operation of Unmanned Aerial Vehicles

All Unmanned Aerial Vehicles (UAVs) (i.e., drones) weighing between 0.55 and 55 pounds are required to be registered with FAA per the rules pertaining to registration and marking requirements for small unmanned aircraft as promulgated at 80 FR 78593 (see **Appendix F**, **Federal Regulations Pertaining to UAVs**). When flown within five miles of an airport, the operator of the drone must provide the airport operator with prior notice of the operation (14 C.F.R. § 101.41)(see Appendix F).



Santa Barbara County ALUCP Update. 171191

SOURCE: ESA, 2019

Figure 3-3
Airspace Compatibility Policies

3.5 Overflight Compatibility Policies

3.5.1 Overflight Compatibility Criteria

The overflight compatibility of proposed land uses within the AIA of Santa Maria Airport shall be evaluated in accordance with the policies set forth in this section together with the overflight zone depicted in Chapter 4. The policies apply to all of the AIA (Review Area 1 and Review Area 2).

3.5.2 State Law Requirements Regarding Real Estate Disclosure

Effective January 1, 2004, California statutes (Business and Professional Code section 11010 and Civil Code sections 1102.6, 1103.4, and 1353) require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an AIA.

a) These State requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property.

b) The statutes define an airport influence area as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The geographic scope of the AIA is discussed in Section 2.4 of this ALUCP.

    1) The AIA for Santa Maria Airport is identified in Chapter 4.

    2) For the purposes of compliance with the State statutes, ALUC policy is that the disclosure requirements shall apply within the AIA (Review Area 1 and Review Area 2).

c) Where disclosure is required, the State statutes dictate that the following statement shall be provided:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

d) For the purposes of this Compatibility Plan, the disclosure provisions of State law are deemed mandatory for new development and shall continue in effect as ALUC policy even if the State law is revised or rescinded. Also, ALUC policy requires that signs providing the above notice be prominently posted in the real estate sales office and/or other key locations at any new land use action within the AIA (Review Area 1 and Review Area 2).

e) Although not required by State law, the recommendation of the ALUC is that the above airport proximity disclosure should be provided as part of all real estate transactions involving private property within the AIA (Review Area 1 and Review Area 2), especially any sale, lease, or rental of residential property. Furthermore, the ALUC recommends that each local agency affected by this Compatibility Plan adopt a policy designating these areas as the places where disclosure of airport proximity is required under State law or is otherwise appropriate. Although strongly encouraged, adherence to this policy is not mandatory as it applies to existing land uses over which the ALUC does not have authority.

3.5.3 Overflight Notification

In addition to the preceding real estate disclosure requirements, an overflight notification document shall be recorded for any local agency approval of residential land use development within the overflight notification area.

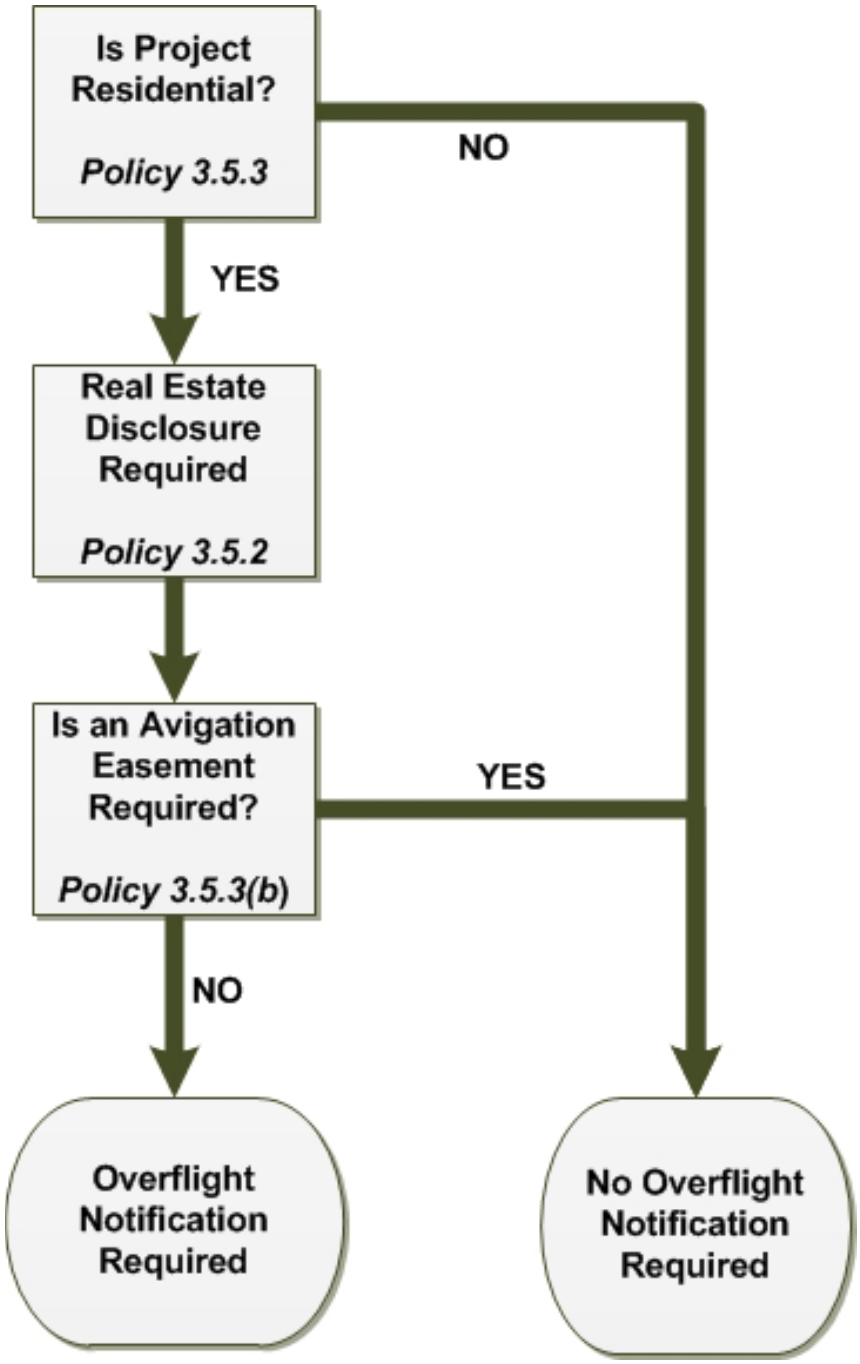
a) The overflight notification document shall include a statement similar to the one provided in Policy 3.5.2(c).

b) A separate overflight notification document is not necessary where an avigation easement is required.

c) Recordation of an overflight notification document is not required for nonresidential development.

d) Nothing in this policy is intended to prevent a local agency from adopting and implementing an expanded form of overflight notification.

e) Examples of overflight notification documents are provided in Appendix D.



Santa Barbara County ALUCP Update. 171191

SOURCE: ESA, 2019

Figure 3-4
Overflight Notification Policies

CHAPTER FOUR
Santa Maria Public Airport Maps

4.1 Chapter Overview

This chapter includes maps delineating noise, safety, airspace, and overflight compatibility factors for Santa Maria Public Airport. These maps are to be used in combination with the policies presented in Chapter 3 to identify areas around the Airport in which the ALUCP policies are applicable.

The following sections provide a summary of the physical and operational characteristics that were identified and used to develop the maps presented in this chapter. A more detailed discussion of this data as well as further information on Santa Maria Public Airport and the surrounding area is presented in Appendix A.

4.2 Compatibility Factor Delineation

Compatibility factors for Santa Maria Public Airport were developed based on information derived from the following documents:

- 2015 Airport Layout Plan,
- FAA approved forecasts for use in the 2017 Draft Santa Maria Public Airport Master Plan update,
- the 2017 Draft Santa Maria Public Airport Master Plan,
- the current Santa Maria Public Airport Master Plan (Master Plan), prepared in 2004,
- information provided in the April 2010 Environmental Assessment (EA) and Draft Environmental Impact Report (EIR) prepared for the 2004 Master Plan projects,
- airport records maintained by the Federal Aviation Administration (FAA),
- information provided on the SMX website (http://www.santamariaairport.com)

The following sections discuss these data sources in greater detail.

4.2.1 Airport Configuration

The Airport has two runways, Runway 12-30 and the crosswind runway, Runway 2-20. The runways are oriented in a "V" formation and the Runway 20 and Runway 12 ends intersect. Runway 12-30 is 8,004 feet long and 150 feet wide. Prevailing winds at SMX are from the northwest and the majority of operations are arrivals and departures to Runway 30. Runway 30 is utilized for approximately 75 percent of arrivals and departures at the Airport. There are also a substantial

number of helicopter operations at the Airport. Helicopters typically depart to the west towards the Runway 2 end. There are currently five published instrument approaches to the Airport, all serving Runway 12-30: ILS or LOC RWY 12, RNAV (GPS) RWY 12, RNAV (GPS) RWY 30, LOC/DME BC-A, and VOR RWY 12. Runway 2-20 is 5,194 feet long and 75 feet wide. The runway is generally used for general aviation (GA) operations.

Existing activity at the Airport is based on the 2015 baseline included in the FAA approved forecasts developed for the 2017 Master Plan update. More information on the airport activity forecast can be found in Appendix A.

4.2.2 Airport Activity Forecast

The FAA approved forecasts developed for use in the 2017 Airport Master Plan Update currently underway are used to characterize future airport activity. The 2036 forecast represents a 30 percent increase in aircraft operations over the 2015 baseline. More information on the airport activity forecast can be found in Appendix A.

4.2.3 Compatibility Factor Policy Maps

The following sections discuss the four compatibility factors prepared for Santa Maria Public Airport.

Noise Compatibility Policy Map

Under California state law, the noise contours provided in the ALUCP must reflect the anticipated growth in operations at the Airport during at least the next 20 years. (Public Util. Code §21675(a). **Figure 4-1** shows noise contours that reflect operating conditions at the Airport under forecasted year 2017 conditions (See SMX Master Plan Update Final EIR, 2010). While the number of annual average daily operations used to produce the noise contour reflect forecasted operational numbers that are higher than those presented in the forecast being used for the 2017 Master Plan update, model inputs including runway length, runway use percentage, flight track usage, time of day distribution, and weather conditions should remain relatively similar. Because the 2017 noise contour represents a higher number of operations, the contour is likely larger than a noise contour based on the forecasts for the 2017 Master Plan update and thus more conservative. More information on the aircraft operational data used to produce the noise contours can be found in Appendix A.

Safety Zone Compatibility Policy Map

Figure 4-2 depicts the safety zones for the Airport. The safety zones were developed based on guidance provided in the Handbook, which includes dimensions for “generic” safety zones. These generic safety zones are geometric shapes representing areas of progressive degree of risk for aircraft accident based on statistical analysis of accident locations. Typically, the closer to the runway end, the higher the risk for an accident.

Safety zones for the Airport were developed by selecting the appropriate set of generic safety zones from the examples provided in the Handbook and then overlaying them on the runways. Where necessary, adjustments were made to the safety zones to reflect the unique operating conditions at the Airport. Flight tracks used to develop the noise contours included in the Draft EIR prepared for the Airport Master Plan were used for the purpose of adjusting the safety zones at the Airport.

Safety zones for Runway 2-20 were based on Example 2 – Medium General Aviation Runway included in the Handbook. Example 2 assumes a runway length between 4,000 and 5,900 feet, approach visibility minimums greater than or equal to ¾ a mile and less than one mile, and RPZs of 1,000 feet by 1,510 feet by 1,700 feet. Safety Zones for Runway 12-30 were based on Example 3: Long General Aviation Runway, included in the Handbook. Example 3 assumes a runway length greater than 6,000 feet, approach visibility minimums less than ¾ mile, and RPZs of 1,000 feet by 1,750 feet by 2,500 feet. Adjustments made to the safety zones are discussed in greater detail in Appendix A.

Airspace Compatibility Policy Map

Figure 4-3 depicts the FAR Part 77 airspace surfaces for LPC as shown in the current ALP. Part 77 airspace surfaces reflect areas around airports determined by FAA regulations that should be protected from obstructions and visual impacts that may interfere with the safe operation of aircraft (14 CFR Part 77). For aid in local calculations of height restrictions around the airport, the approach slopes for the runways are provided in the table below. More information on Part 77 surfaces can be found in Appendix B.

Table 4-1: Santa Maria Airport Runways – Approach Slopes

Runway	Approach Slope
Runway 12	50:1
Runway 30	34:1
Runway 2	20:1
Runway 20	20:1

Source: Santa Maria Airport Layout Plan, March 2015.

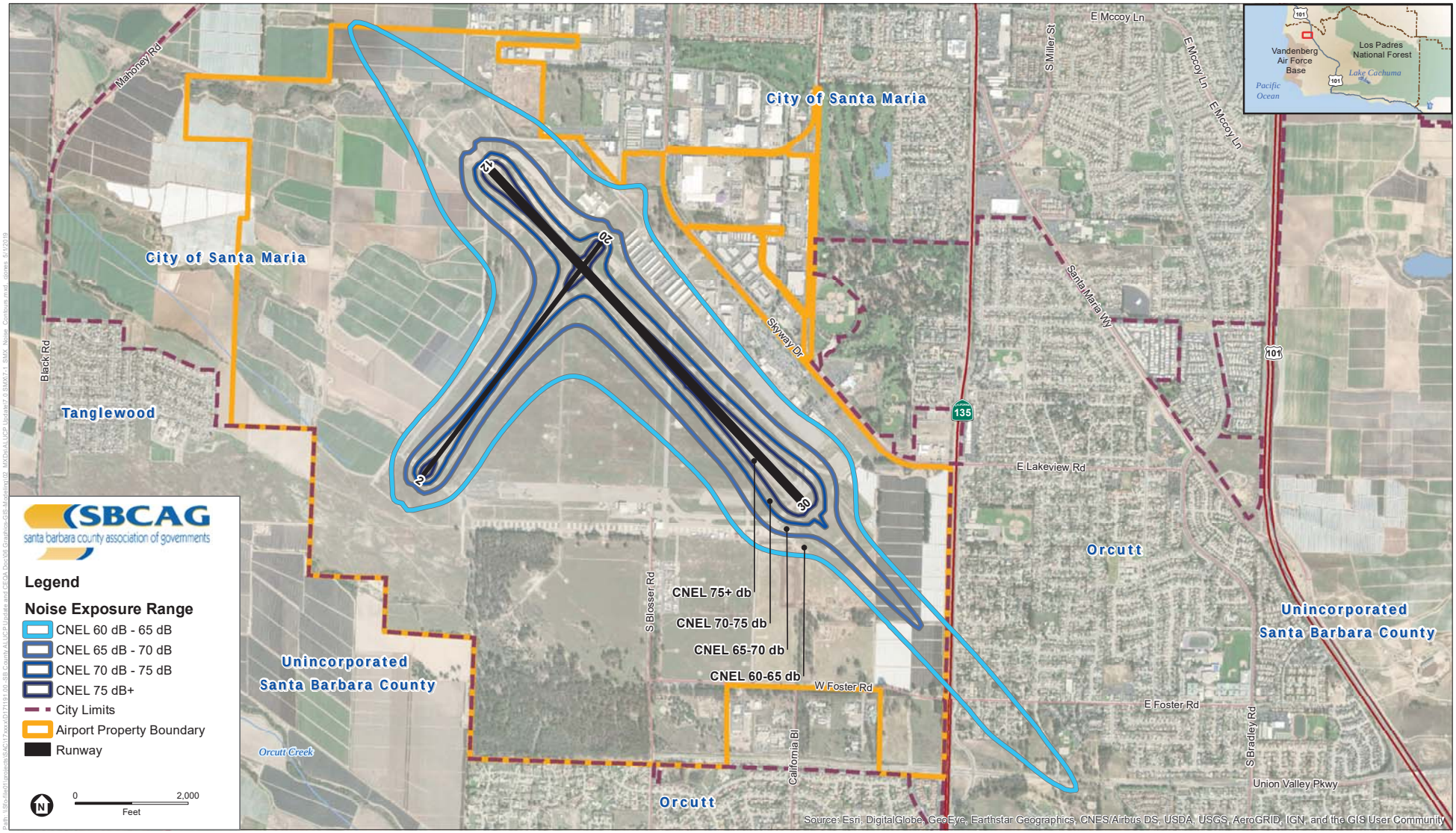
Overflight Compatibility Policy Map

Figure 4-4 shows the overflight notification area for Santa Maria Public Airport. The overflight notification area includes all areas covered by the Airport's Safety Zones as well as flight corridors based on the flight tracks used to model the noise contours shown in Figure 7-1. Adjustments were made based on recent changes to departure procedures at the Airport. General corridors centered on the traffic pattern flight tracks were created to account for normal dispersion in aircraft operations. The generalized flight corridors extend to the outer boundary of the Airport's conical surface. Areas outside the generalized corridors but within the Part 77 conical surface represent overflight notification areas. Developers of certain land use actions in this area may be required to

obtain documentation acknowledging notification of overflight as described in Policy 3.5.3 on page 3-36.

Airport Influence Area

Figure 4-5 shows the Airport Influence Area (AIA) for Santa Maria Public Airport. The AIA is "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." (Business and Professions Code 11010(b)(13)(b). The AIA is divided into two areas. Review Area 1 and Review Area 2. Review Area 1 consists of a combination of the noise contours and six safety zones for the Airport and represents areas where noise and/or safety concerns may require limitations on the type of allowable land uses. Review Area 2 consists of areas beyond Review Area 1 but within the area covered by the combined airspace surfaces and overflight notification area. Restrictions on the height of objects within Review Area 2 may apply. Review Areas 1 and 2 cover portions of both the cities of Santa Maria and Guadalupe and areas of unincorporated Santa Barbara County.



SOURCE: Santa Barbara Municipal Airport Master Plan Final EIR, 2017; Santa Barbara County Tax Assessor Parcel Database, 2017; ESA, 2019.

Santa Barbara County Airport Land Use Comptibility Plan Update

Figure 4-1
Santa Maria Public Airport
Noise Compatibility Policy Map

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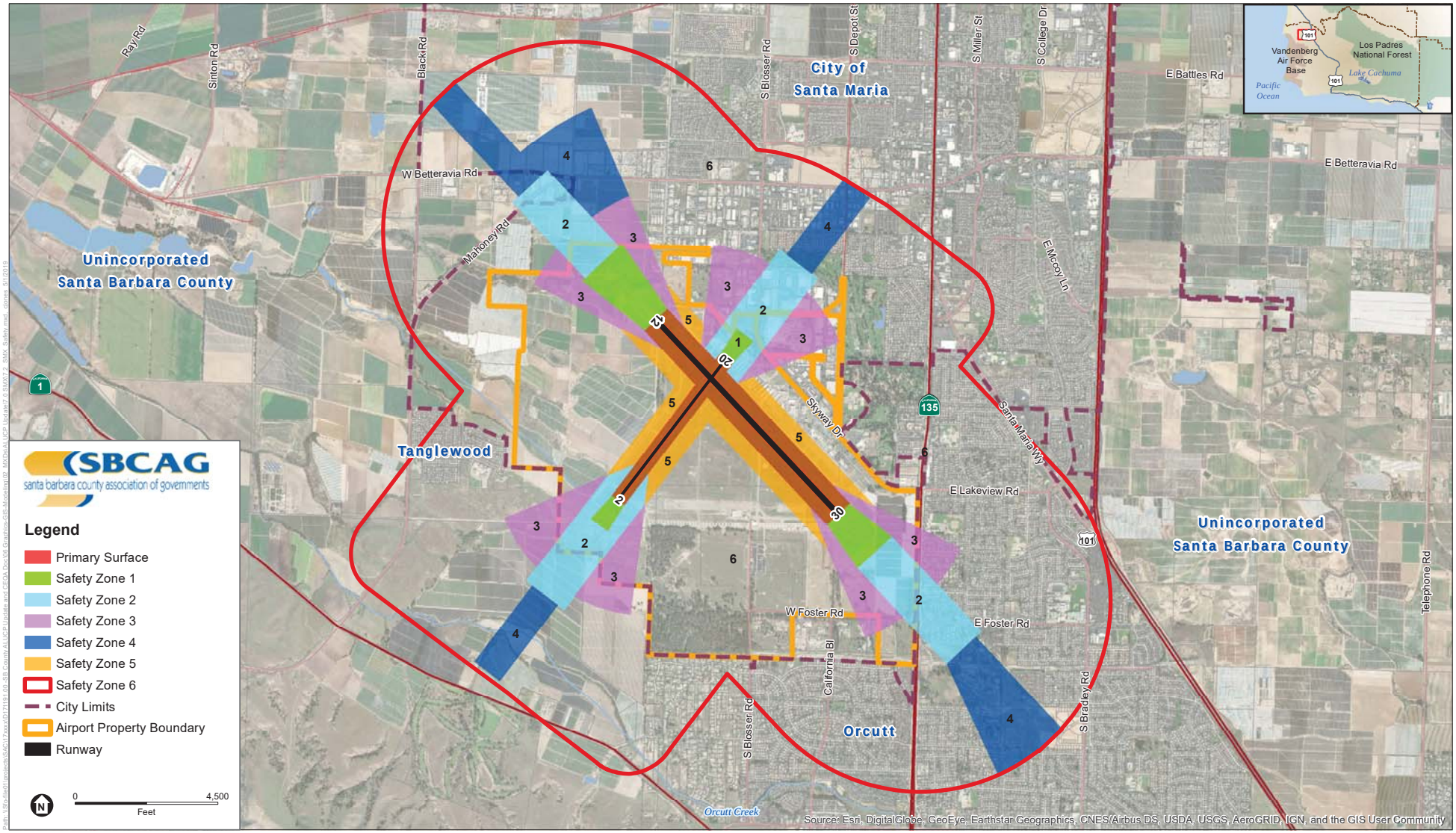

SOURCE: Santa Maria Public Airport Master Plan, 2004; Environmental Assessment/Environmental Impact Report for the Santa Maria Public Airport 2004 Projects, 2010; Santa Barbara County Tax Assessor Parcel Database, 2017; ESA, 2019.

Santa Barbara County Airport Land Use Comptibility Plan Update

Figure 4-2
Santa Maria Public Airport
Safety Compatibility Policy Map

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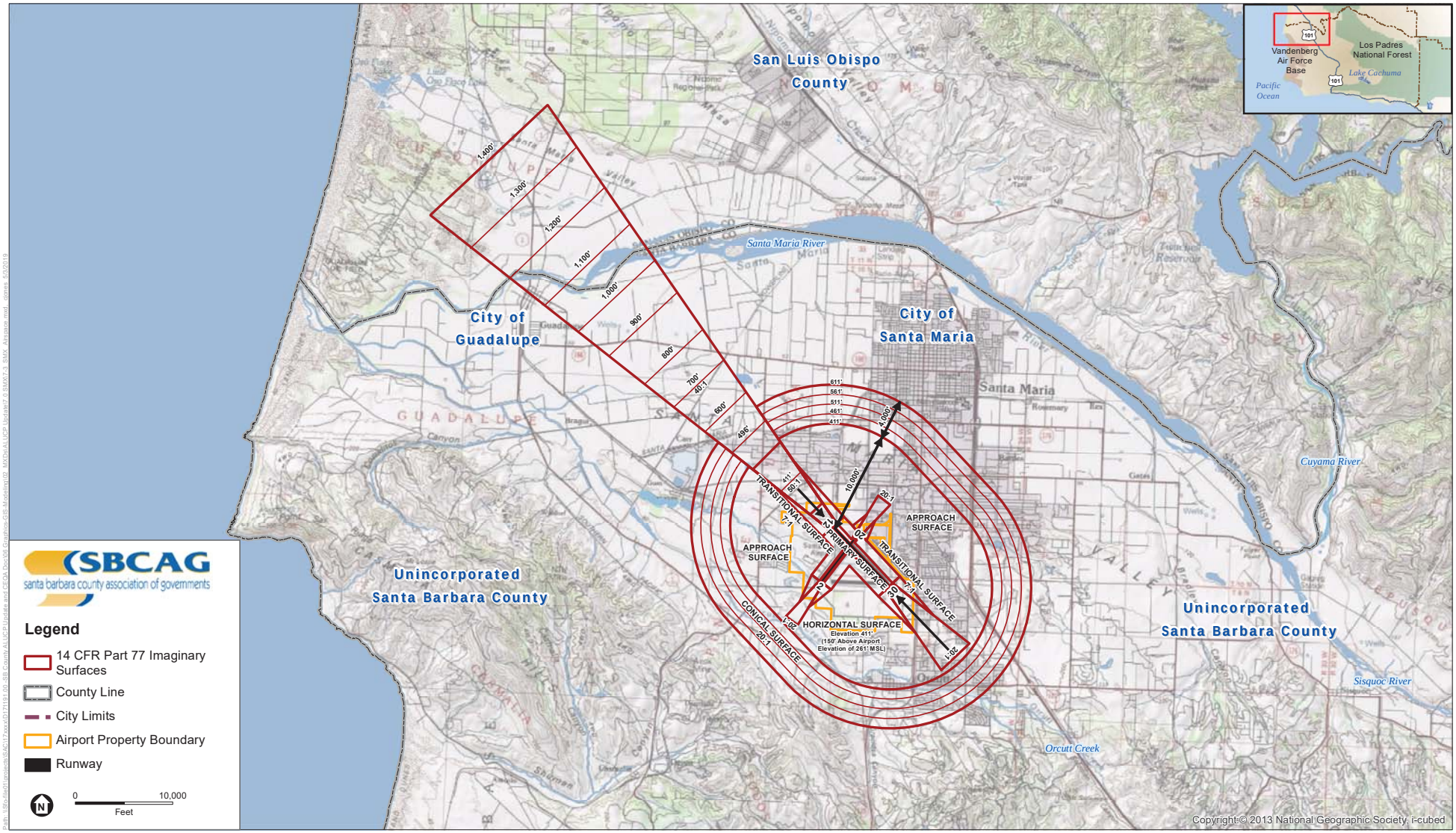

SOURCE: Santa Maria Public Airport Master Plan, 2004; Environmental Assessment/Environmental Impact Report for the Santa Maria Public Airport 2004 Projects, 2010; Santa Barbara County Tax Assessor Parcel Database, 2017; ESA, 2019.

Santa Barbara County Airport Land Use Comptibility Plan Update

Figure 4-3
Santa Maria Public Airport
Airspace Policy Map

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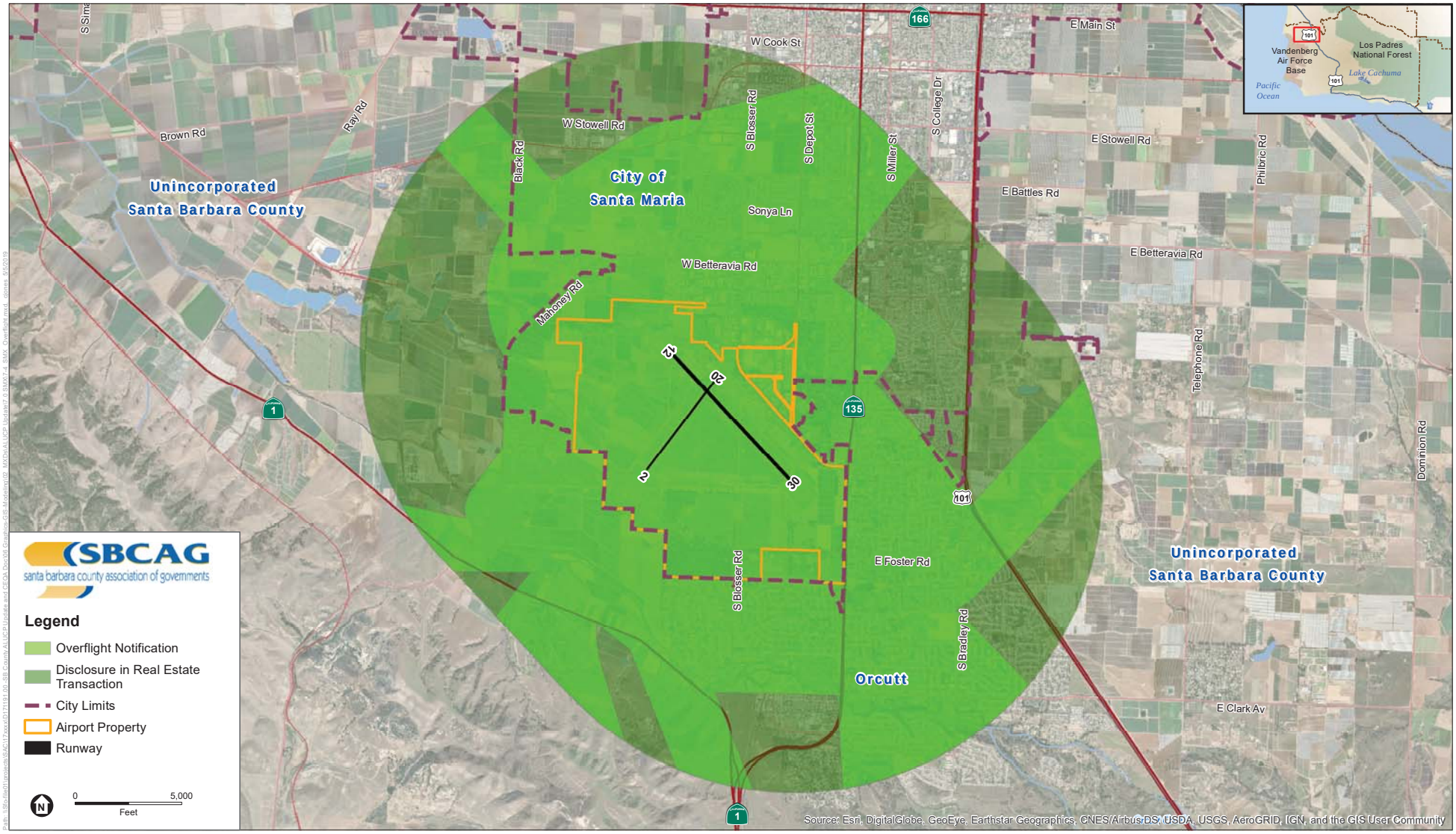

SOURCE: Santa Maria Public Airport Master Plan, 2004; Environmental Assessment/Environmental Impact Report for the Santa Maria Public Airport 2004 Projects, 2010; Santa Barbara County Tax Assessor Parcel Database, 2017; ESA, 2019.

Santa Barbara County Airport Land Use Comptibility Plan Update

Figure 4-4
Santa Maria Public Airport
Overflight Compatibility Policy Map

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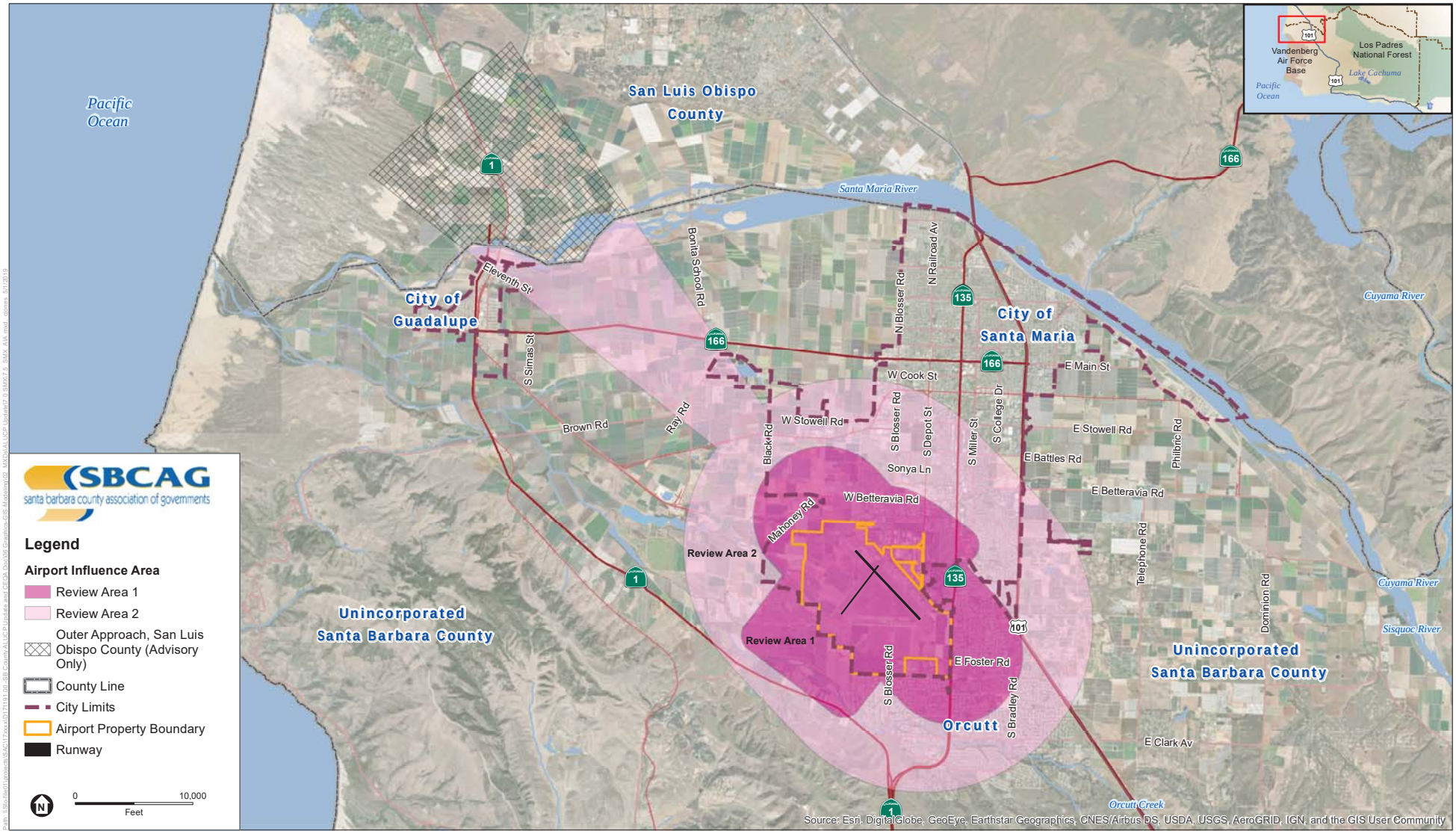

SOURCE: Santa Maria Public Airport Master Plan, 2004; Environmental Assessment/Environmental Impact Report for the Santa Maria Public Airport 2004 Projects, 2010; Santa Barbara County Tax Assessor Parcel Database, 2017; ESA, 2019.

Santa Barbara County Airport Land Use Comptibility Plan Update

Figure 4-5
Santa Maria Public Airport
Airport Influence Area

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