Amended and Restated
San Luis Obispo County Regional Airport (SBP)
Airport Land Use Plan

(Public Hearing Draft – March 21, 2021)

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Originally Adopted

December 1973

Amended and Restated

June 19, 2002

July 21, 2004

May 18, 2005

Month, Day, 2021

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CHAPTER 1

INTRODUCTION AND OVERVIEW OF AIRPORT LAND USE PLAN

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CHAPTER 1 – INTRODUCTION AND OVERVIEW OF AIRPORT LAND USE PLAN

1.1 OVERVIEW

The basic function of airport land use compatibility plans is to promote compatibility between airports and land uses that surround them to the extent that these areas are not already devoted to incompatible uses.[1] With limited exceptions, the California State Aeronautics Act (Public Utilities Code Sections 21670 et seq.) requires the preparation of a compatibility plan for each public-use and military airport in the State.

Most counties within California have established an Airport Land Use Commission (ALUC), as provided for by law, to prepare compatibility plans for the airports in the county and to review land use plans, development proposals, and certain airport development plans for consistency with the compatibility plan.

This Airport Land Use Plan (ALUP) prepared for the San Luis Obispo County Regional Airport (SBP or Airport), also known as McChesney Field, is the fundamental tool used by the San Luis Obispo County ALUC in fulfilling its purpose of promoting airport land use compatibility. Specifically, this ALUP:

1) Provides for the orderly growth of the Airport and the surrounding area; and
2) Safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general.[2]

Ultimately, this ALUP 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) of the Airport. Further, this ALUP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans, specific plans, zoning ordinances and building regulations as well as to landowners in their design of new development.

Details regarding the purpose, scope, and applicability of this ALUP are provided in **Chapter 2**. **Chapter 3** provides background information for the Airport, including information regarding existing and planned facilities, and existing and future conditions in the Airport environs. The tools the ALUC uses in reviewing proposed land use actions, including compatibility criteria, maps, and other policies, are discussed in **Chapter 4**. **Chapter 5** includes procedural policies.

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[1] Public Utilities Code Section 21674(a).
[2] Public Utilities Code Section 21675(a).

Use of this ALUP is not limited to the ALUC. State law requires each local agency to modify its general plan to be consistent with the ALUP or to take special steps to overrule the ALUC, as further outlined in **Section 2.5.1**. This ALUP not only applies to the Airport and the jurisdiction located within the Airport environs, but also to school districts, community college districts, and other local agencies when these entities consider the siting and design of new facilities or the expansion of existing ones. Additionally, private parties are subject to this ALUP through local agency planning documents.

This ALUP amends and restates the San Luis Obispo County ALUP, last amended and restated by the ALUC in 2005.

1.2 SAN LUIS OBISPO AIRPORT LAND USE COMMISSION

The ALUC (or Commission) is an independent body of seven members created in response to the mandates of the State Aeronautics Act of 1967.[3] Under this statute, it is the duty of the ALUC:

> *"to assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity is not already devoted to incompatible uses"*
>
> *"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," and*
>
> *"to provide for the orderly development of the area surrounding the [A]irport so that new developments are not likely ultimately to cause restrictions to be placed on light operations to or from the [A]irport."*

As a means of fulfilling these basic obligations, the ALUC has two basic duties under the Public Utilities Code:

- ***To Prepare Airport Compatibility Plans (Airport Land Use Plans)*** – The Commission is required to prepare and adopt an ALUP for each of the airports within its jurisdiction. In San Luis Obispo County, this includes SBP, the Oceano Airport (L52), and Paso Robles Municipal Airport (PRB). This ALUP only applies to SBP.
- ***To Review Referring Agency Actions and Airport Plans*** – In addition to formulating ALUPs, the ALUC is required to review certain types of actions that affect land use in the

[3] Public Utilities Code Sections 21670 - 21679.5.

vicinity of airports to ensure that the action proposed by the referring agency is consistent with the ALUP.

Although the ALUC, by law, receives technical support from the County of San Luis Obispo, it is an autonomous body and is not part of any other local governmental structure.[4]

1.3 RELATIONSHIP OF THE ALUC TO LOCAL AGENCIES

The fundamental relationship between the San Luis Obispo County ALUC and the local agencies that may be affected by this ALUP is set forth in the State Aeronautics Act. The ALUC does not need approval from the County or any city in order to adopt this ALUP or to carry out the ALUC land use action review responsibilities; however, the ALUC must coordinate its activities with local agencies. State law requires "hearing and consultation with the involved agencies" with regard to establishment of AIA boundaries.[5] Another aspect of the relationship between the ALUC and local agencies concerns implementation of the ALUP. Although the ALUC has the sole authority to adopt this ALUP 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 ALUPs policies are outlined later in **Chapter 4**.

1.4 SAN LUIS OBISPO AIRPORT ALUP - BACKGROUND

The ALUP for the Airport was initially adopted by the ALUC in December 1973. The plan was subsequently amended and restated in June 2002, July 2004, and May 2005. This current document has been updated to accommodate 2011 California Airport Land Use Planning Handbook revisions and includes land use pattern changes that have occurred since the previous version of the ALUP was published.

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[4] California Airport Land Use Planning Handbook (2015), page 1-2.

[5] Public Utilities Code Section 21675(c); California Airport Land Use Planning Handbook (2015), pages 2-8 – 2-9 ("Section 21675(c) requires formal consultation between ALUCs and affected local jurisdictions when the AIA *is established* (emphasis added). Although the statute does not distinguish between establishing and amending the AIA, consultation is *strongly recommended* when the AIA is amended" (emphasis added)).

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CHAPTER 2

SCOPE OF THE AIRPORT LAND USE PLAN

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CHAPTER 2 – SCOPE OF THE AIRPORT LAND USE PLAN

2.1 PURPOSES

The purposes for which this ALUP is prepared and adopted are:

- To protect the long-term economic viability of the Airport by ensuring compatible land uses in the vicinity of the Airport to the extent that lands in the Airport area are not already devoted to incompatible uses;
- To promote the safety and well-being of the public by ensuring adoption of land use regulations which minimize exposure of persons to hazards associated with the operation of the Airport;
- To provide a set of policies and criteria to assist the ALUC in evaluating the compatibility of proposed local actions on the part of referring agencies with the Airport and in determining the consistency of the proposed local action with the ALUP; and
- To provide guidance to local agencies in presenting proposed local actions to the ALUC for review.

2.2 AUTHORITIES

This ALUP for the San Luis Obispo County Regional Airport is prepared and adopted in accordance with:

- Sections 21670 to 21679.5 of the California Public Utilities Code (also known as Division 9, Part 1, Chapter 4, Article 3.5 of the State Aeronautics Act)
- The California Airport Land Use Planning Handbook, October 2011 prepared by the California Department of Transportation, Division of Aeronautics pursuant to Public Utilities Code Sections 21674.5 and 21674.7
- Federal Aviation Administration (FAA) Regulations, Parts 77 and 150
- Applicable FAA Advisory Circulars
- FAA Memorandum of September 27, 2012, "*Interim Guidance on Land Uses Within a Runway Protection Zone*"
- The Airport Master Plan for the San Luis County Regional Airport, adopted on January 25, 2005
- The Airport Layout Plan (ALP) for the San Luis Obispo Regional Airport, submitted to the FAA in December 2019

In preparing this amendment, the ALUC has adhered to the requirements of Public Utilities Code Section 21674.7, which states that:

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> *An airport land use commission that formulates, adopts, or amends an airport land use compatibility plan shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation."*

It is the desire and intent of the ALUC that this ALUP conform, to the greatest extent possible, with the standards and recommendations set forth in these documents, while reflecting the unique preferences and requirements of the San Luis Obispo area.

2.3 GEOGRAPHIC COVERAGE

The geographic scope of this ALUP is established through the Airport Land Use Planning Area or AIA. The AIA for the 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 AIA also includes all the following Airport Safety Zones:

- Zone 1 – Runway Protection Zone
- Zone 2 – Inner Approach/Departure Zone
- Zone 3 – Inner Turning Zone
- Zone 4 – Outer Approach/Departure Zone
- Zone 5 – Sideline Zone
- Zone 6 – Traffic Pattern Zone

The AIA is presented in **Figure 2-1** and the Airport Safety Zones are presented in **Figure 2-2**.

2.4 JURISDICTIONS AFFECTED BY THE ALUP

The ALUP for the Airport includes areas within the jurisdictions of the County of San Luis Obispo and the incorporated City of San Luis Obispo.

2.5 PLAN ADOPTION

The policies in this amended and restated ALUP shall become effective on the date it is adopted by the ALUC. The most recent prior amended and restated San Luis Obispo County Regional Airport Land Use Plan (May 18, 2005) shall remain in effect until the adoption by the ALUC of this amended and restated ALUP and shall again automatically become effective if the entirety of this amended and restated ALUP should be rendered invalid by court action. If only a portion(s) of this amended and restated ALUP is rendered invalid by a court of competent jurisdiction, said portion(s) shall be severed from this amended and restated ALUP, and the remaining provisions shall remain in effect.

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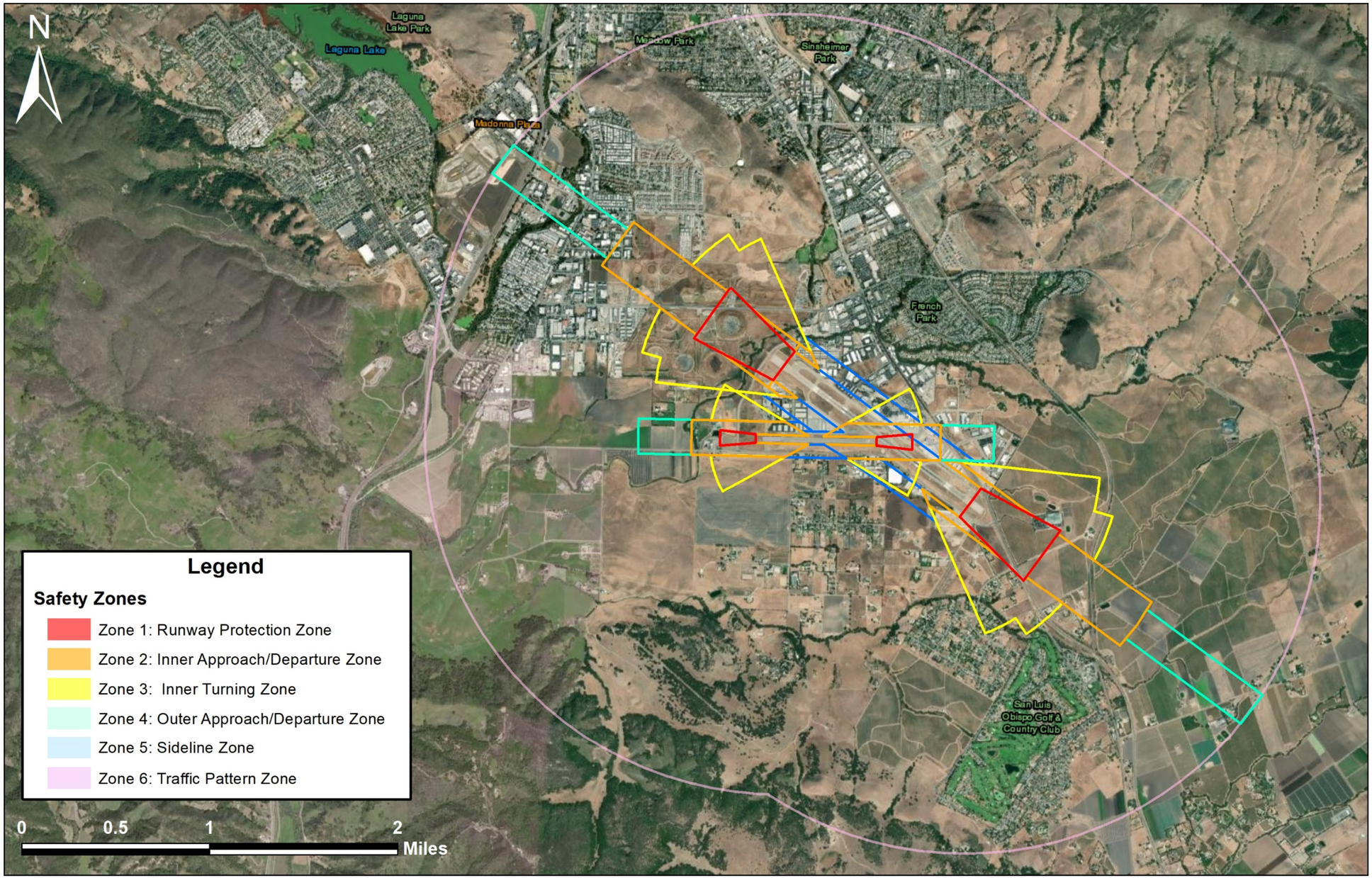
Figure 2-1: San Luis Obispo County Airport Influence Area

Source: RS&H, 2020

Figure 2-2: San Luis Obispo County Airport Safety Zones



Source: RS&H, 2020

2.5.1 General Plan Consistency

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 ALUP.[6] Alternatively, a local agency may satisfy the statutory obligation triggered by an amendment to an ALUP by adopting findings pursuant to Public Utilities Code Section 21676 in accordance with the process described below rather than by amending its general plan to make it consistent with ALUP within 180 days of said amendment to the ALUP.[7]

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.[8] Public Utilities Code Section 21676 sets forth the process by which a local agency may overrule an ALUC in the event that an ALUC determines that the adoption or amendment of a general plan, specific plan, zoning ordinance or building regulation is inconsistent with an ALUP. Specifically, the local agency may propose to overrule an ALUC after a public hearing and two-thirds vote of its governing body if the local agency makes specific findings that its action is consistent with the intent of the purposes of Article 3.5, as stated in Public Utilities Code Section 21670.[9] The local agency must provide both the ALUC and the Division of Aeronautics with a copy of the local agency's proposed decision and findings at least 45 days in advance of its decision to overrule the ALUC.[10] 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.[11] 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.[12]

General plans do not need to be identical to an ALUP to be consistent. To meet the consistency test, general plans must do both of the following:

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

To do this, general plans must do all of the following:

- Delineate the compatibility criteria to be applied to individual development actions.
- Identify mechanisms to apply relevant criteria to a particular development.

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6 Public Utilities Code Section 21676; Government Code Section 65302.3.
7 Government Code Section 65302.3(c).
8 Public Utilities Code Section 21676.5(a).
9 Public Utilities Code Section 21676(b).
10 Public Utilities Code Section 21676(a) and (b).
11 Public Utilities Code Section 21676(b).
12 Public Utilities Code Sections 21676, 21676.5 and 21677.

- Indicate the procedures to be followed in review and approval of development actions affecting lands within the AIA.

2.6 ACTIONS REVIEWED BY THE ALUC

Development within the AIA is subject to review by the ALUC. Depending on the type of development and the extent to which local land use planning documents ensure consistency with the ALUP, such review may be optional or mandatory. This section outlines the issues with which the ALUC is concerned, including land use density or use intensity, open area provisions, prohibited and conditional uses, height limits and obstructions, aircraft-related noise, and navigational hazards to flight.

2.6.1 Mandatory Review

Mandatory ALUC review includes actions that have the potential to affect the safe and efficient long-term use of the Airport.

2.6.1.1 Construction Plans for New Airports

The development plans associated with any new airport or heliport within San Luis Obispo County must be submitted to and determined[13] to be consistent with the ALUP by the ALUC prior to submission to any local, state, regional, or federal agency.[14]

2.6.1.2 Airport Expansions

Any application for the expansion of the Airport that requires amending the Airport Permit must be submitted to and determined to be consistent with the ALUP by the ALUC prior to submission to any local, state, regional, or federal agency.

Airport expansion is defined to include any of the following:

a) construction of any new runway
b) extension or realignment of an existing runway
c) acquisition of runway protection zones or any interest in land for the purposes above.[15]

2.6.1.3 Airport Master Plans

Modification or update of the Airport Master Plan by the County of San Luis Obispo or any succeeding owner of the Airport shall be determined to be consistent with the ALUP by the ALUC prior to official publication.[16]

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[13] Both the State Aeronautics Act (Public Utilities Code Section 21671.5(e)) and the ALUC's Bylaws (Article 5.J) set forth the voting requirements applicable to ALUC determinations.
[14] Public Utilities Code Section 21661.5.
[15] Public Utilities Code Section 21664.5.
[16] Public Utilities Code Section 21767(c).

2.6.1.4 Actions by Referring Agencies

The County of San Luis Obispo and the City of San Luis Obispo must, prior to enacting certain ordinances or other planning documents that affect allowable land uses within the AIA, submit such documents for ALUC review. These documents include:

a) general plans and general plan amendments
b) specific plans and specific plan amendments
c) zoning changes and zoning ordinance amendments
d) building regulations and building regulation amendments

2.6.1.5 Individual Development Projects in Areas Under Jurisdiction of the County of San Luis Obispo

The State Aeronautics Act does not specifically mandate ALUC review of individual development projects when such projects do not require adoption of amendments to a general or specific plan, zoning ordinance, or building regulation. The ALUC has the optional authority to review these development projects when they have been referred by a local agency or under the terms of an agreement with a local agency. However, in the unincorporated areas of San Luis Obispo County, the General Plan and supporting planning instruments do not currently incorporate detailed provisions for land use or development in the vicinity of the Airport, but rather state that such development be consistent with the ALUP. Since, under the provisions of State law, only the ALUC is empowered to make a determination of consistency with respect to an adopted ALUP, it follows that all individual projects within portions of the AIA or Airport Planning Area that are under the jurisdiction of the County of San Luis Obispo require review by the ALUC.

2.6.1.6 Individual Development Projects within City of San Luis Obispo Specific Plans Determined to be Consistent with the Previous ALUP

In the case of individual development projects that are within the boundaries of a Specific Plan or Area which the ALUC previously determined to be consistent with the previous ALUP, as amended May 18, 2005, reviews undertaken for these projects, the comments, suggestions, and recommendations made by the ALUC will be presumed to be advisory in nature, unless specified otherwise. However, as indicated above, should the ALUC determine that an individual development project is not consistent with a previously consistent Specific Plan, and that the City has not overruled the ALUC, the ALUC may require that the City submit all subsequent actions, regulations, and permits related to that individual development project to the ALUC for review.

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2.6.2 Optional Review

2.6.2.1 Review of Specific Proposed Development Projects in Areas Under City of San Luis Obispo Jurisdiction

In accordance with the recommendations of the Airport Land Use Planning Handbook of the California Department of Transportation, it shall be the policy of the ALUC to seek, encourage, negotiate, and enter into agreements with the City of San Luis Obispo to require review of proposed major individual development projects within the AIA which entail:

a) Expansion of the sphere of influence of the City within the AIA
b) Residential development, including land divisions, consisting of five or more dwelling units or individual parcels
c) Certain requests for variances from the City's height limitation ordinances when the allowable height of improvements prior to any variance would extend to within 50 feet of any Airport safety surface
d) Major capital improvements (e.g., water, sewer, roads) that would promote urban development
e) Certain proposed land acquisitions by the City (including acquisition of sites intended for schools, hospitals, jails or prisons, lakes, ponds, wetlands, or sewer treatment ponds)
f) Any proposal for construction or alteration of a structure (including antennae) taller than 200 feet above the ground at any location within the City
g) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with Airport activities
h) Any action that would promote the use of unmanned aircraft systems for any purpose within the AIA.

In the case of individual project reviews undertaken as a result of these agreements, the comments, suggestions, and recommendations made by the ALUC will be presumed to be advisory in nature, unless specified otherwise in the agreement. However, as indicated above, should the ALUC determine that a general or specific plan has not been made consistent with the ALUP and that the City has not overruled the ALUC, the ALUC may require that the City submit all subsequent actions, regulations, and permits to the ALUC for review.

2.6.2.2 Other Land Use Actions Potentially 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, or other specific plan, is consistent with this ALUP or that the local agency has overruled the ALUC's

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determination of inconsistency, local agencies may be required to, submit projects involving land within an AIA to the ALUC for review.[17]

b) On Airport property, local agencies may also voluntarily, but are not required to, submit proposed non-aviation development to ALUC for review.

2.7 APPLICABILITY OF ALUP DEVELOPMENT STANDARDS TO PROJECTS NOT REFERRED TO THE ALUC

As previously discussed, ALUC review is generally not mandated for individual development projects within the City of San Luis Obispo unless such projects require adoption of or amendments to a general or specific plan, zoning ordinance, or building regulation. The California Public Utilities Code, however,-does require that prior to granting permits for the renovation or remodeling of an existing building, structure, or facility and before the construction of a new building, local agencies be guided by:

> *"the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article [i.e., Public Utility Code Sections 21670 through 21679.5], and referred to as the Airport Land Use Planning Handbook, published by the division [of Aeronautics], and any applicable federal aviation regulations, including, but not limited to, Part 77 (commencing with Section 77.1) of Title 14 of the Federal Code of Regulations, to the extent that the criteria has been incorporated into the plan prepared by a commission pursuant to Section 21675."*[18]

As this ALUP is a plan prepared in accord with Public Utilities Code Section 21675, the City as well as the County shall be guided by the height, use, noise, safety, and density criteria established herein in approving or denying any individual project, whether or not such project is referred to the ALUC for a determination of consistency.

2.8 PRINCIPAL COMPATABILITY CONCERNS AND POLICY OBJECTIVES

This ALUP addresses potential airport compatibility impacts and the associated policy objectives related to four specific airport-related factors:

1. Noise – exposure to aircraft noise:
   The purpose of noise compatibility policies is to avoid the establishment of new incompatible land uses (refer to **Section 2.10.1** for the definition of existing land use) and exposure of the users to levels of aircraft noise that can disrupt the activities

[17] Public Utilities Code Section 21676.5(a).
[18] Public Utilities Code Section 21674.7.

involved. The characteristics of the Airport and the surrounding community are considered in determining the level of noise deemed acceptable for each type of land use.

2. Safety – land use in relation to safety for people both on the ground and in aircraft: 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 the aircraft are considered.
3. Airspace Protection – protection of Airport airspace: 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:
    a. Physical obstructions to the navigable airspace
    b. Wildlife hazards, particularly bird strikes – 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
    c. Land use characteristics that create visual, electronic, or thermal interference with aircraft navigation or communication
4. Overflight – General concerns and annoyance related to aircraft overflights – noise from aircraft overflights can be intrusive and annoying in locations beyond the limits of the mapped noise contours and sensitivity varies from one person to another: The purpose of overflight compatibility policies is to facilitate notification about the presence of overflights near airports, so people can make more informed decisions regarding property acquisition or leasing in the impacted area.

Compatibility polices concerning each of these factors are identified in **Chapter 4**. Proposed land use actions must comply with the compatibility policies and maps for each factor, as well as all other policies in this ALUP.

2.9 ALUC ACTION CHOICES

In its consideration of any proposed local action referred to the ALUC, the ALUC shall make one of the following determinations:

- The proposed local action is consistent with the ALUP;
- The proposed local action is consistent with the ALUP, subject to conditions and modifications that the ALUC may require in order to ensure consistency with the ALUP as described below; or
- The proposed local action is inconsistent with the ALUP.

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In the case of a determination that the local action is consistent, but subject to conditions and modifications, any such conditions should be limited in scope, consistent with the provisions of this ALUP, and described in a manner that allows compliance to be clearly assessed. Some conditions may require subsequent ALUC review, as discussed below.

When a determination is that the proposed local action is inconsistent with the ALUP, the ALUC may make such additional comments or suggestions with respect to the proposed local action as it deems appropriate and may indicate to the referring agency, modifications in the proposed local action that would be likely to lead to a finding of consistency by the ALUC. Under no circumstance are such comments or suggestions to be interpreted as a "conditional" or other finding of consistency. The referring agency, however, may choose to amend the proposed local action in accordance with the ALUC's comments and rerefer it to the ALUC for consideration.

2.9.1 Small-Scale Individual Projects

ALUC decisions are made in accordance with the land use policies established by the ALUP. It is recognized that because the ALUP covers a wide and diverse geographical area, the strict application of ALUP policies may be inappropriate in the review of small-scale individual projects. When these situations occur, the ALUC is authorized to find a proposed individual project (that fails to meet a land use policy or policies of the ALUP) consistent with the ALUP by a two-thirds majority vote supported by specific findings provided that all of the following conditions are met:

a) The entire net acreage of the project site is 1 acre or less.

b) The proposed project would not include or create more than four legal parcels.

c) The project site is not located within Airport Safety Zone 1 or 2.

d) The project site is already served with water, sewer, electricity and other infrastructure.

In addition, if any general plan amendment, specific plan amendment or zoning regulation amendment is required in order to permit the project to go forward, the following additional conditions must also both be met:

e) The proposed local action shall apply only to the property to be occupied by the referred individual project.

f) The proposed local action shall contain provisions sufficient to ensure that no development other than the exact project referred to and considered by the ALUC may be established within the referral area.

The provisions of this section may not be applied by local agencies to the processing of any development application unless the proposed project has been formally referred to the ALUC for review and a determination of consistency has been rendered. The decision as to whether or not the provisions of this section are applicable to any project or local action shall be at the sole discretion of the ALUC, and the assertion that the provisions of this section should or should not apply shall not constitute grounds for appeal of a determination rendered by the ALUC nor findings for overruling such determination. No determination of consistency or inconsistency made under this section, nor any portion of the Commission's deliberations or findings associated with such determination, nor any portion of the staff report or other documentation associated with such determination shall constitute a precedent or be given any consideration with respect to the Commission's review of any other referral.

2.9.2 Subsequent Review

Even after a land use action has been found consistent or conditionally consistent with this ALUP, 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:
    - An increase in the density of use (number of dwelling units), intensity of use (more people on the site), or lot coverage;
    - An increase in the height of structures or modification of other design features;
    - 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.

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2.10 LIMITATIONS OF THE ALUP

The State Aeronautics Act cites three important limitations on the ALUC's authority, as discussed below.

2.10.1 Existing Land Use

The ALUP applies only to new development within the AIA. The ALUC has no authority to require modification of existing land uses regardless of whether such uses are incompatible with Airport activities.[19]

A land use is considered "existing" when one or more of the following conditions has been met:[20]

a) The land use physically exists;
b) A vesting tentative map has been approved pursuant to California Government Code Section 66498.1, and has not expired;
c) A development agreement has been executed pursuant to California Government Code Section 65866, and remains in effect; or
d) 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.[21]

A proposed modification 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 that is not in substantial conformance with the land use action entitled by the local agency shall be subject to this ALUP, as discussed in **Section 2.9.1**.

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

Existing non-residential land uses that are inconsistent with the ALUP will be considered nonconforming land uses and will be subject to the nonconforming provisions contained in the applicable land use regulations, with the following exceptions:

a) Redevelopment of an existing nonconforming land use with a new use will be allowed only if the new use is consistent with the ALUP. "Redevelopment" means any construction, renovation, or other activity that entails demolition of 80% or more of the floor area of existing structures on a site.

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[19] Public Utilities Code Sections 21670 (a)(2) and 21674(a).
[20] California Airport Land Use Planning Handbook (2015), page 3-51.
[21] *Avco Community Developers, Inc. v. South Coast Regional Com.* (1976) 17 Cal.3d 785, 791.

b) A nonconforming non-residential use may be replaced by a residential use only if such use is consistent with the ALUP.
c) A lot occupied by a nonconforming non-residential use may be further developed by the addition of conforming uses and / or structures only if such new uses or structures are consistent with the ALUP.

No new redevelopment of an existing residential land use that is inconsistent with the ALUP will be allowed which would result in an increase in the number of residential units or in residential density, unless the proposed increase is consistent with the ALUP. Redevelopment of residential land uses shall not be precluded because of location with respect to Airport CNEL noise contours, but such redevelopment may not increase the number of residential units located inside the 60 dB CNEL noise contour and the design and construction of all new dwelling shall be adequate to mitigate noise impacts in accordance with Section 4.3.3 of this ALUP. Redevelopment of existing residential land uses which include structures extending to or above any civil Airport imaginary surface associated with the Airport will be allowed, but such redevelopment may not increase the number of structures that penetrate Airport imaginary surfaces nor the height by which Airport imaginary surfaces are exceeded. In addition, redevelopment of residential units shall not create a hazard to air navigation, as defined by Section 4.5.1 of this ALUP, and shall comply with all requirements of Policy A-1 and Policy O-1 in the same fashion as required for new construction.

2.10.2 Airport Operations

Except for its authority to review airport master plans or modifications thereof, applications for airport expansion, and construction plans for new airports, the ALUC shall have no jurisdiction over the normal operation of the Airport.[22]

2.10.3 Federal Lands

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.[23]

[22] Public Utilities Code Section 21674(e).
[23] Public Utilities Code Section 21675(b)

CHAPTER 3
AIRPORT INFORMATION

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CHAPTER 3 – AIRPORT INFORMATION

3.1 AIRPORT LAYOUT PLAN

This ALUP is based on the most recent ALP submission to the FAA on December 2019, shown in **Figure 3-1**. Compatibility factors for the Airport were developed based on information provided on this ALP, 2005 Airport Master Plan, as well as local general plans, zoning ordinances, and noise regulations.

3.2 AIRPORT CONFIGURATION

The Airport has two active runways: Runway 11-29 and Runway 7-25. Runway 11-29 is 6,100 feet long and 150 feet wide. Runway 11-29 is utilized by virtually all commercial aircraft, both passenger and cargo. Runway 11-29 is accessed via a parallel taxiway running the full length of the runway along its north side (Taxiway A). Two high-speed exit ramps to Taxiway A (Taxiways F and H) are located near the midpoint of the runway. Further access to the northwest end of the Runway 11-29 is afforded from the East Side hangar area via Taxiway M. All taxiways associated with Runway 11-29 are 50 feet in width.

The threshold of Runway 11 is displaced by 800 feet and is a precision instrument runway, as defined by Part 77.2 of Federal Aviation Regulations (FAR), and the runway markings are consistent with this designation. Two published instruments approach procedures are available for landing on Runway 11 – an ILS/localizer (instrument landing system/localizer) approach and an RNAV(GPS) (radio area navigation/global positioning system) approach with wide area augmentation system (WAAS) vertical guidance. Decision height for the ILS approach is 200 feet above ground level (AGL). There are two charted instrument departure procedures for Runway 11, as well as a published obstacle departure.

Runway 29 features a displaced threshold by 500 feet from end of pavement. An RNAV(GPS) with WAAS is available, with a minimum descent height of 831 feet AGL. Due to prevailing winds in San Luis Obispo, however, many aircraft will fly an ILS approach to Runway 11, then circle to land on Runway 29. Circling is permitted only to the south of Runway 11-29. Runway 29 is a non-precision instrument runway under FAR 77.2 and is marked as such. There is one charted departure procedure for Runway 29, as well as an obstacle departure. Runway 29 is the designated calm wind runway for SBP.

Runway 7-25 is 2500 feet long and 100 feet wide. Both Runway 7 and Runway 29 are designated as visual runways under FAR Part 77.2. There are no approved instrument approaches or instrument departure procedures published for Runway 7-25, although the VOR (VHF [very high

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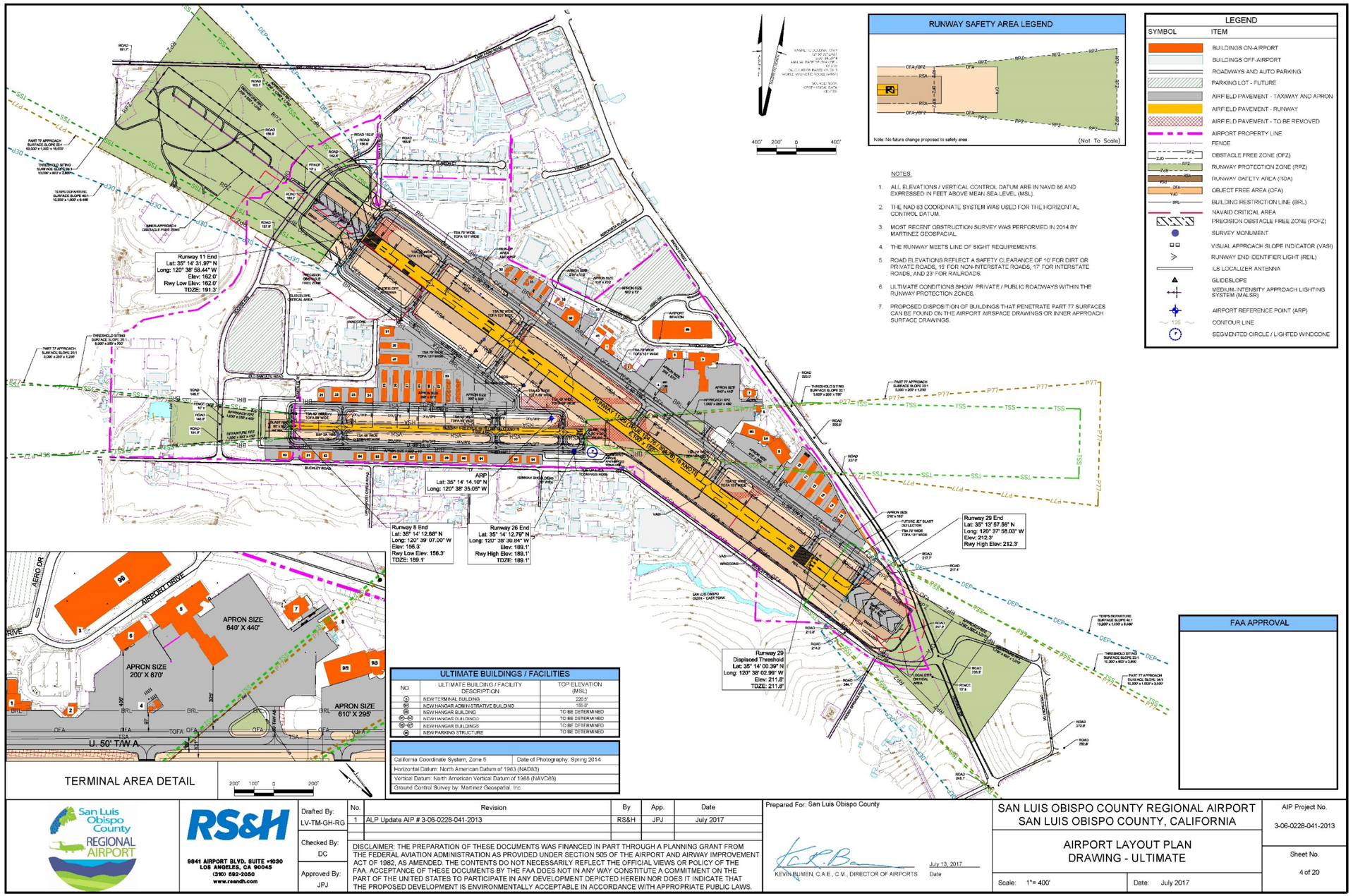
Figure 3-1: Airport Layout Plan



Source: RS&H, 2019

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frequency] omnidirectional range) approach to the Airport terminates near the approach end of Runway 7. The runway is accessed via a full-length parallel taxiway (Taxiway J), which is 25 feet wide. Runway 7-25 is primarily utilized by private pilots whose aircraft are based in the East Side hangar area and by pilots who are practicing landing in crosswind conditions.

3.3 AIRPORT ACTIVITY

3.3.1 Existing Airport Activity

The Airport Master Plan includes Airport activity forecasts for three years: 2008, 2013, and 2023. Real data for 2002 was used as a baseline for purposes of forecasting. For purposes of this report, existing activity at the Airport is based on the 2019 conditions provided by the FAA's Air Traffic Activity System (ATADS). The ATADS provides counts of itinerant and local aircraft operations as reported by Air Traffic Control Towers (ATCTs). The specific types of operations conducted at the Airport for the year 2019 are shown in **Table 3-1**.

Table 3-1: Airport Operations – 2019

Type of Operation	Total	Percent of Airport Activity
Itinerant	*48,762*	*64.6*
Air Carrier	5,376	7.1
Air Taxi and Commercial	7,844	10.4
General Aviation	34,856	46.2
Military	686	0.9
Local	*26,715*	*35.4*
Civil	26,511	35.1
Military	204	0.3
TOTAL	75,477	100.0

Source: FAA, Air Traffic Activity System, 2019

3.3.2 Airport Activity Forecasts

California state law requires that an ALUP be based on a long-range master plan that forecasts anticipated growth at an airport for the next 20 years or an ALP that identifies anticipated improvements at an airport.[24] As the projections presented in the January 2005 Airport Master

[24] Public Utilities Code Section 21675(a) provides: "The commission's airport land use compatibility plan shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics, that reflects the anticipated growth of the airport during at least the next 20 years."

Plan for the Airport are out of date, for purposes of this ALUP, the forecast for the Airport has been pulled from the FAA's 2019 Terminal Area Forecast (TAF).[25] **Table 3-2** provides a summary of forecasted airport activity for the years 2024, 2034, and 2044.

Table 3-2: Forecasted Airport Operations

Operations Category	Year		
	2024	**2034**	**2044**
Itinerant Total	*49,879*	*51,790*	*54,121*
Air Carrier	8,362	9,829	11,640
Air Taxi and Commercial	4,409	4,973	5,613
General Aviation	36,466	36,346	36,226
Military	642	642	642
Local Total	*31,854*	*32,237*	*32,627*
Civil	31,668	32,051	32,441
Military	186	186	186
TOTAL	81,733	84,027	86,748
Percent Increase Over Existing (2019)	8.3	11.3	14.9

Source: FAA's Terminal Area Forecast, 2019

3.4 AIRPORT ENVIRONS

An important element of airport land use compatibility for any specific airport is an examination of existing land uses in the airport vicinity. For purposes of this ALUP, the categories developed by the Division of Aeronautics of the California Department of Transportation and presented in the California Airport Land Use Planning Handbook as shown in **Table 3-3**.

[25] The California Airport Land Use Planning Handbook (2015) provides as follows with respect to the use of supplemental forecast scenarios: "Another situation in which supplemental forecast scenarios may be needed is when there is substantial uncertainty regarding a major component of airport activity. Examples include: possible changes in airline aircraft fleet mix and/or volume of operations; potential addition or elimination of particularly noisy aircraft; and/or uncertainties in activity levels by aircraft that follow unique flight tracks (such as helicopters or agricultural applicator aircraft) [...] [and] As long as the assumptions used in supplemental forecast scenarios are consistent with the defined role of the airport, it is within reason for the ALUC's to consider them" (emphasis added) (page 3-7).

Table 3-3: Land Use Categories

Category	Definition
Rural	Areas where the predominant land uses are natural or agricultural; buildings are widely scattered
Suburban	Areas characterized by low-rise (one to two story) development and surface parking lots
Urban	Areas characterized by mid-rise (up to five stories) development; generally surface vehicle parking, but potentially some parking structures
Dense Urban	City core areas characterized by extensive mid- and high-rise buildings, often with 100 percent lot coverage and limited surface parking

Source: The California Airport Land Use Planning Handbook, October 2011

According to the above criteria, there are no areas within the San Luis Obispo airport planning area that could be considered "urban" or "dense urban." Although a portion of the land area encompassed by the AIA is rural in nature, substantial areas of suburban development exist to the north, northwest, and south of the Airport, and the AIA can generally be characterized as a "*normal* suburban community," particularly in light of its proximity to Highway 227.[26] **Figures 3-2** and **3-3** show the area land uses as identified in the San Luis Obispo County General Plan and the City of San Luis Obispo General Plan, respectively.

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[26] The California Airport Land Use Planning Handbook (2015) further distinguishes between a "[q]uiet suburban or rural community (remote from large cities and from industrial activity and trucking)" and a "[n]ormal suburban community (not located near industrial activity)" (page 4-5).

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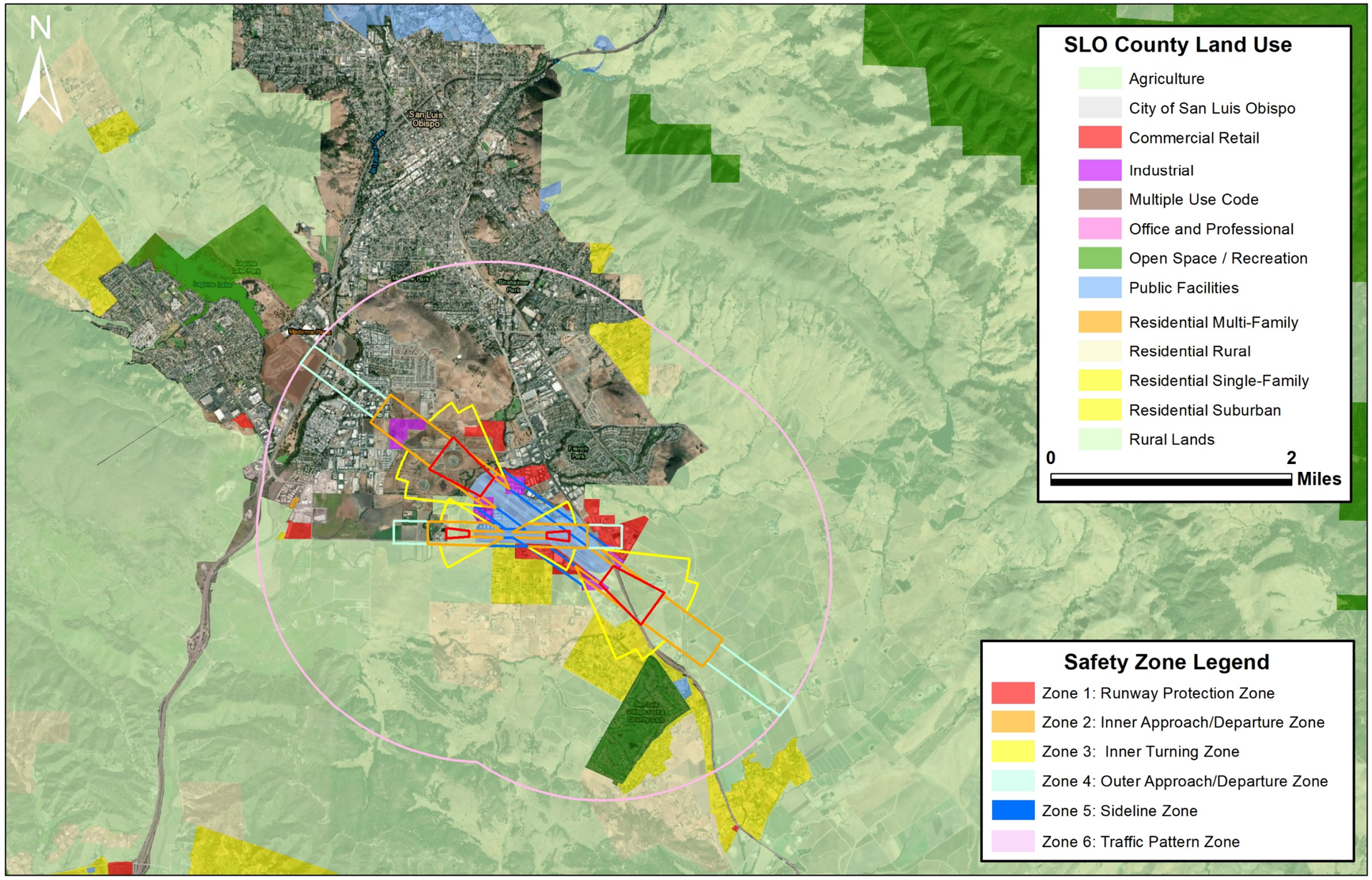
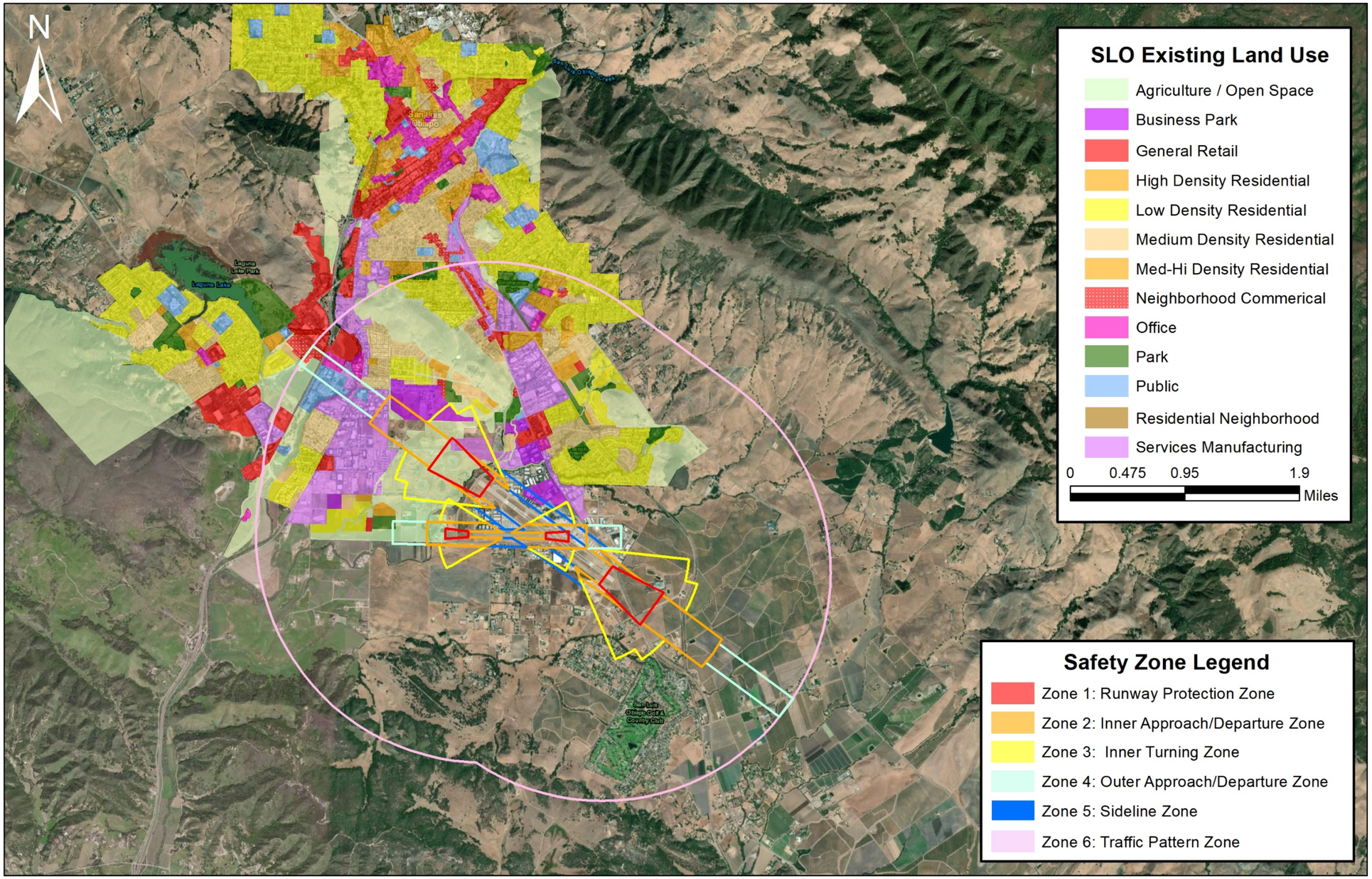
Figure 3-2: County of San Luis Obispo Land Use Map



Source: County of San Luis Obispo, 2016; RS&H, 2020

Figure 3-3: City of San Luis Obispo Land Use Map



Source: City of San Luis Obispo, 2014; RS&H, 2020

CHAPTER 4
SAN LUIS OBISPO REGIONAL AIRPORT LAND USE POLICIES

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Chapter 4 – SAN LUIS OBISPO REGIONAL AIRPORT LAND USE POLICIES

4.1 LAND USE PLANNING POLICIES AND REGULATIONS

The State of California requires all local governments to enact a general plan which establishes policies to guide future development. The policies of the general plan are implemented through ordinances regulating development, including the zoning ordinance, which regulates the use of land, the density of development, and the height and bulk of buildings. Local governments also regulate development through building codes which set detailed standards for construction.

As shown in **Figure 3-2**, the County General Plan designates land uses within the vicinity of the Airport as rural, industrial, commercial, residential, and recreational/open space. The predominant characterization of land use in the vicinity of the Airport is suburban. The Airport itself is designated as a public facility and is within the San Luis Obispo Planning Area.

As shown in **Figure 3-3**, the City of San Luis Obispo General Plan designates land uses within the vicinity of the Airport as agriculture, business park, services manufacturing, low density residential, commercial, and open space. The predominant zoning in the vicinity of the Airport is commercial service and industrial.

4.2 GENERAL LAND USE POLICIES

The policies presented in **Sections 4.2** through **4.7** of this ALUP identify the substantive compatibility criteria and policies used during the compatibility reviews. The procedures outlined in **Chapter 2** and **Chapter 5** in conjunction with the policies in this Chapter and provided maps, as applicable, will form the basis from which the ALUC will evaluate proposed land use actions and airport-related actions.

- **Policy G-1**: A proposed project or local action will be determined to be inconsistent with the ALUP if the information required for review of the proposed action is not provided by the referring agency.
- **Policy G-2**: A proposed project or local action will be determined to be inconsistent with the ALUP if the ALUC finds that the action would present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.
- **Policy G-3**: Except as provided in Policy G-4, a proposed project or local action will be determined to be inconsistent with the ALUP if the proposal is not in conformance with all applicable Specific Land Use Policies. In the event that the site affected by a proposed project or local action is located in more than one noise exposure area or aviation safety

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area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone.

- **Policy G-4**: When the site affected by a proposed project or legislative action is located in more than one noise exposure area or aviation safety area, the ALUC may, at its sole discretion, elect not to apply the requirements of Policy G-3 if:
  i. The total gross area(s) within the more restrictive area(s) is two (2) acres or less, and
  ii. The land area(s) within the more restrictive area(s) is less than 50% of the total gross land area affected by the referred project or local action.

  In such cases, the ALUC may elect to apply the least-restrictive land use or noise policies to the entire site affected by the project or local action. The ALUC must adopt specific findings that the proposed project or location, so considered would not result in the potential development of land uses incompatible with current or future airport operations.

4.3 NOISE COMPATIBILITY POLICIES

ALUP noise policies are intended to minimize the number of people exposed to high levels of noise by limiting high density/intensity land uses in areas exposed to aircraft-related noise within the AIA. The compatibility criteria in **Figure 4-1** indicate the maximum acceptable airport-related noise levels, measured in terms of Community Noise Equivalent Level (CNEL) for residential and non-residential land uses, as determined by the San Luis Obispo County General Plan. The noise contours in **Figure 4-2** were created based on the latest ALP and a 2015 noise study prepared for the Airport and utilized by this ALUP for the purpose of establishing the noise compatibility criteria herein. The noise compatibility policies set forth in this section shall be used in conjunction with **Figures 4-1** and **4-2** during the evaluation of proposed land uses within the AIA for the Airport.

The factors considered during the development of noise criteria include the following:

a) Federal and state regulations and guidelines (see the California Airport Land Use Planning Handbook)
b) Local noise-abatement policies, general plan policies
c) 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, as reflected in the normalization / adjustment factors set forth in the California Airport Land Use Planning Handbook (page 4-5).

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d) The extent to which noise would intrude upon and interrupt the activity associated with a particular use
e) The extent to which the activity itself generates noise
f) The extent of outdoor activity associated with a particular land use
g) The extent to which indoor uses associated with a particular land use may be made compatible with application of sound attenuation

4.3.1 Definitions

For the purposes of this ALUP, the following definitions apply:

- **Extremely Noise Sensitive Land Uses** – land uses for which customary or anticipated activities may be disrupted to a significant degree by aviation noise impacts and for which sufficient mitigation to ensure compatibility with current or future airport operations is not feasible. Extremely Noise Sensitive Land Uses are defined as any land use characterized by:
    - an expectation by occupants of a quiet or peaceful environment (either continuously or at certain times during the day or night), and
    - difficulty in providing sufficient noise mitigation due to structures with openable windows or outdoor activity areas.

  Land uses categorized as Extremely Noise Sensitive Land Uses include, but are not limited to:
    - all residential land uses (rural residential, suburban residential, single-family, multifamily, mobile homes and mobile home parks, caretakers' quarters and secondary units)
    - outdoor theatres, amphitheaters, and public assembly areas (does not include sports stadiums, athletic fields, playgrounds, public swimming pools, tennis courts, golf courses, or small picnic areas)
    - restaurants, bars, taverns, food takeouts, wine tasting rooms, and similar business, if such business includes outdoor eating or drinking areas campgrounds (with overnight sleeping facilities) bed and breakfast inns, homestay facilities

- **Moderately Noise Sensitive Land Uses** – land uses for which customary or anticipated activities may be disrupted to a significant degree by aviation noise impacts, but for which sufficient mitigation to ensure compatibility with current or future airport operations is feasible by the incorporation of special design features and construction techniques. The usual characteristics of this category of noise sensitive land uses are:
    - an expectation by occupants of a quiet or peaceful environment (either continuously or at certain times during the day or night) and

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- structures associated with the land use will feature fixed windows and central climate control systems
- activities associated with the land use are confined exclusively or almost exclusively to indoor areas

Included in the category of Moderately Noise Sensitive Land Uses are:

- hotels and motels
- restaurants, bars, taverns, food takeouts, wine tasting rooms, and similar business, without outdoor eating or drinking areas
- temporary sleeping quarters for air crews and other employees in transit
- offices, office buildings
- hospitals, nursing homes, residential care facilities and other medical facilities offering 24-hour care
- churches, synagogues, temples, monasteries and convents
- mortuaries, funeral parlors
- indoor theatres, music halls, meeting halls, and other indoor public assembly facilities (but not including facilities utilized exclusively by pilots' organizations, airport or airline employees, or other airport related groups)
- studios – radio, television, recording, rehearsal, and performance facilities
- schools and day care centers (but not including flight schools, aviation mechanics training schools, airline orientation facilities or other institutions offering instruction only in aviation-related fields)
- libraries (excluding aviation-oriented libraries)
- museums (excluding air museums)

- **Infill development** - For purposes of application of the Noise Policies set forth in this ALUP (**Section 4.3.2**), a determination that a land use represents infill development shall be made only if all the following conditions are met:
  - The proposed development area is bounded on all sides by uses similar to those proposed, and
  - The proposed development does not extend the perimeter of the area already developed with noise-sensitive uses, and
  - Increased intensity and/or incompatibility of noise-sensitive uses is not permitted through use permits, density transfers or other strategies, and
  - Other applicable development conditions (such as avigation easement dedication, disclosure requirements, and special structural noise attenuation criteria) are met.

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Figure 4-1: County of San Luis Obispo Maximum Allowable Noise Exposure Table

TABLE 3-1

MAXIMUM ALLOWABLE NOISE EXPOSURE-TRANSPORTATION NOISE SOURCES

Land Use	Outdoor Activity Areas[1] L_{DN}/CNEL, dB	Interior Spaces L_{DN}/CNEL, dB	Interior Spaces L_{eq} dB[2]
Residential (except temporary dwellings and res accessory uses)	60[3]	45	--
Bed and Breakfast Facilities, Hotels and Motels	60[3]	45	--
Hospitals, Nursing and Personal Care	60[3]	45	--
Public Assembly and Entertainment (except Meeting Halls)	--	--	35
Offices	60[3]	--	45
Churches, Meeting Halls	--	--	45
Schools-Preschool to Secondary, College and University, Specialized Education and Training Libraries and Museums	--	--	45
Outdoor Sports and Recreation	70	--	--

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

2 As determined for a typical worst-case hour during periods of use.

3 For other than residential uses, where an outdoor activity area is not proposed, the standard shall not apply. Where it is not possible to reduce noise in outdoor activity areas to 60 dB L_{DN}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: County of San Luis Obispo, Noise Element 1992

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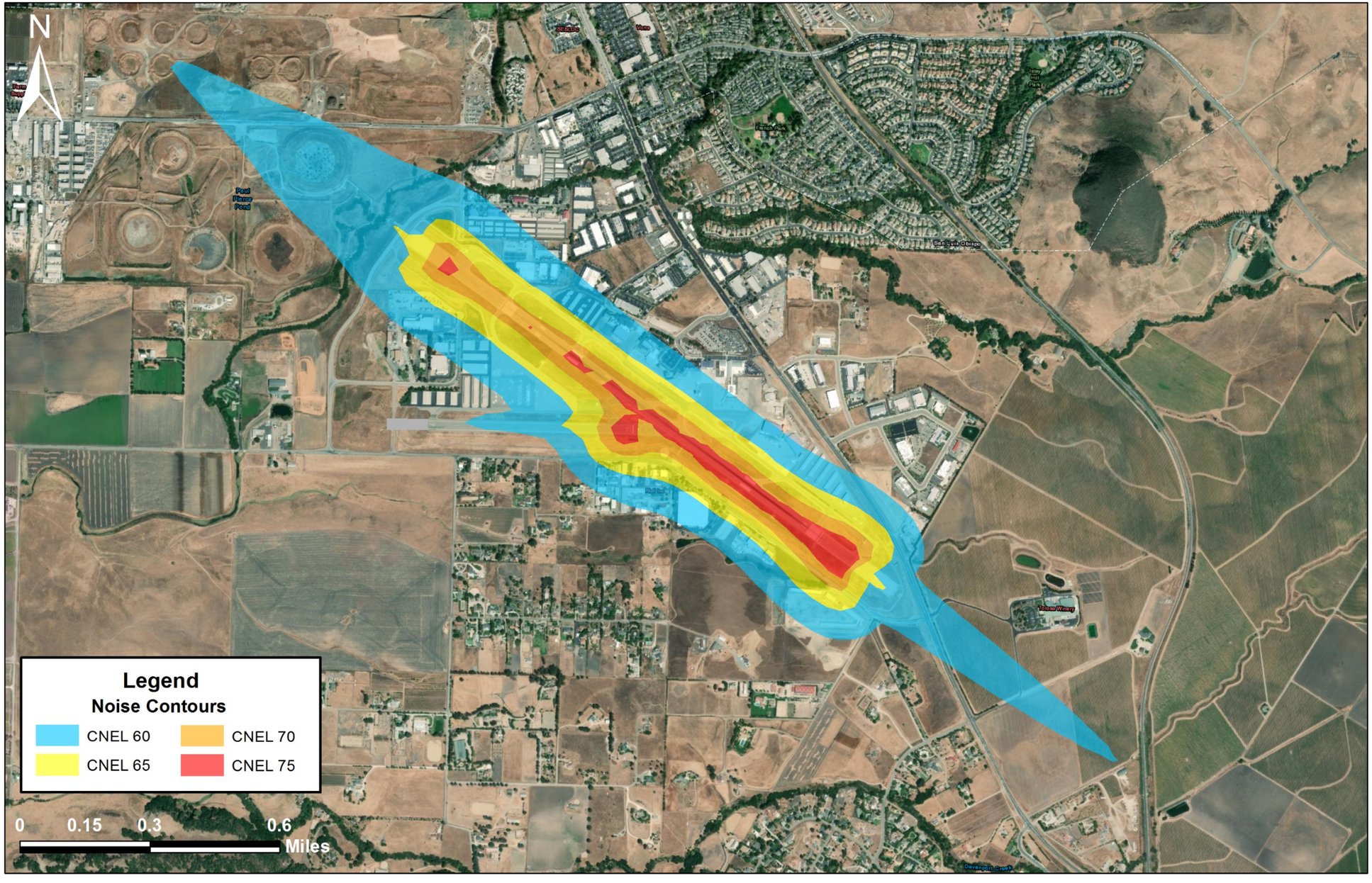
Figure 4-1: San Luis Obispo County Regional Airport Noise Contours



Source: RS&H, 2015

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4.3.2 Policies

A proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance or zoning ordinance amendment, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed project or local action:

- **Policy N-1:** Would permit or fail to sufficiently prohibit any Extremely Noise Sensitive Land Use inside of the projected 65 decibels (dB) CNEL contour subject to the following: the ALUC may, find a proposed development that would result in the establishment of an Extremely Noise Sensitive Land Use within the projected 65 dB CNEL contour, or a local action that would permit such development, to be consistent with the ALUP if a credible noise study demonstrates that all portions of the property to be occupied by an Extremely Noise Sensitive Land Use are already exposed to a CNEL of 65 dB or greater from nonaviation related sources. Such noise study must be performed by a firm or individual with expertise in environmental noise analysis and must be based upon actual measurements of existing 24-hour noise impacts at the site.

- **Policy N-2**: Would permit or fail to sufficiently prohibit any Extremely Noise Sensitive Land Use between the projected 60 and 65 decibels CNEL contours, except for developments which meet the criteria delineated for designation as infill, as defined above.
- **Policy N-3**: Would permit or fail to sufficiently prohibit any Moderately Noise Sensitive Land Use inside of the projected 65 dB CNEL contour or between the projected 60 and 65 decibel CNEL contours, except for developments which meet the requirements for mitigation of interior noise levels specified in **Section 4.3.3**.
- **Policy N-4**: Would permit or fail to sufficiently prohibit, in any location which is within or adjacent to an area of demonstrated noise incompatibility or in an acoustic environment substantially similar to an area of demonstrated noise incompatibility:
  a) Any new residential or other Extremely Noise Sensitive Land Use development
  b) Any new Moderately Noise Sensitive Land Use development, unless adequate, specific, and detailed provisions are set forth to mitigate noise incompatibility between allowable or proposed noise sensitive uses (including foreseeable outdoor activities) and Airport operations.

- In addition to typical daily noise levels at the Airport, single-event noise levels resulting from aircraft overflight should be considered when evaluating the compatibility of Moderately Noise Sensitive Land Uses and Extremely Noise Sensitive Land Uses such as residences, schools, libraries, and outdoor theaters. Noise from individual aircraft

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overflights can be especially important in areas that are regularly overflown by aircraft, but that do not produce significant CNEL contours (i.e., helicopter overflight area). Flight patterns for the Airport or any proposed heliport should be considered in the review process. Acoustical studies or on-site noise measurements may be required to assist in determining the compatibility of sensitive uses. The following policy applies to Moderately Noise Sensitive Land Uses and Extremely Noise Sensitive Land Uses:**Policy N-5**: Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.

a) The maximum aircraft-related interior noise level that shall be considered acceptable for land uses near the Airport is:
    1. CNEL 45 dB in:
        - Any habitable room of single- or multi-family residences;
        - Hotels and motels;
        - Hospitals and nursing homes;
        - Churches, meeting halls, theaters, and mortuaries; and
        - Schools, libraries, and museums.
    2. CNEL 50 dB in offices and office areas of industrial facilities.
b) The noise contours depicted in **Figure 4-2** shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.
c) When a proposed building lies within multiple CNEL ranges, the 5 dB range within which 75% or more of the building is located shall apply for purposes of determining sound attenuation requirements.
d) When structures are part of a proposed land use action, evidence that proposed structures will be designed to comply with the criteria above in paragraph a) of this policy shall be submitted to the ALUC under the following circumstances:
    1. Any mobile home situated where the projected exposure to airport noise is 55 dB CNEL or greater. [A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]
    2. Any single- or multi-family residence situated where the projected exposure to airport noise is 60 dB CNEL or greater (note that these uses are allowed only as infill or on existing residential lots). [Wood frame building constructed to meet current standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]

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3. Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary school, library, or museum situated where the project exposure to airport noise is 60 dB CNEL or greater.

e) Exceptions to the interior noise level criteria in paragraph a) of this policy may be allowed where evidence is provided that the indoor noise generated by the use itself exceeds the listed criteria.

4.3.3 Noise Mitigation

A proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance or zoning ordinance amendments, building regulation modification, or individual development proposal will be deemed to incorporate sufficient requirements for noise mitigation only if all of the following conditions are met:

1) The proposed project or local action specifically requires mitigation of aviation-related interior noise impacts to the levels indicated by **Figure 4-1** or lower.
2) The project or local action includes consideration of the potential impacts of both averaged and single event aviation noise on outdoor areas and on outdoor activities customarily associated with the proposed land use and includes provisions to mitigate such impacts to the greatest degree feasible.
3) The proposed action or project either:
    a. specifies the design features and construction techniques necessary to achieve the requisite degree of noise mitigation, or
    b. requires that the design features and construction techniques necessary to achieve the requisite degree of noise attenuation shall be determined by and constructed in accordance with an analysis performed by a person or firm qualified in acoustic design and noise mitigation. The report of such consultant is to be submitted, in its entirety, with the referral.

A summary of compatibility of noise sensitive land uses with projected CNEL contours with and without mitigation are shown in **Table 4-1**. The table is simply a summary and does not account for exceptions, e.g. for areas adjacent to an area of demonstrated noise incompatibility. Thus, in the event of a conflict between the table and the written policies, the written policies shall control.

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Table 4-1: Summary of Compatibility of Noise Sensitive Land Uses with Projected CNEL Contours

CNEL Level	Compatibility	
	Extremely Noise Sensitive Land Uses	**Moderately Noise Sensitive Land Uses**
Inside 65 dB CNEL contour	Prohibited	With mitigation/b/
Between 60 and 65 dB CNEL contours	Infill only/a/	With mitigation/b/
Outside 60 dB contour	Allowable	Allowable

Notes:
/a/: Specific criteria defined by the ALUP for designation as infill development (above) must be met
/b/: Mitigation requirements specified by the ALUP (above) must be met
Source: County of San Luis Obispo, 2020

4.4 SAFETY COMPATIBILITY POLICIES

The safety compatibility of proposed land use actions within the AIA of the Airport shall be evaluated in accordance with the policies set forth in this section and in the safety zones depicted in **Figure 2-2**, which are based on the California Airport Land Use Planning Handbook's safety zone guidance.[27]

The objective of the safety policies of this ALUP is to minimize the risks to the safety and property of persons on the ground and to people on board aircraft. An effective approach to accomplishing this objective includes the following elements:

a) Identifying areas of aviation safety risk based on the proximity to the Airport within which aircraft accidents typically occur. The most stringent land use controls shall be applied to the areas with the greatest potential risks
b) Limiting the number of persons on the ground who are exposed to aviation safety hazards by restricting the allowable density of residential and nonresidential development in these areas
c) Reducing the potential severity of an aviation-related incident by prohibiting, in areas of aviation safety hazard, land uses characterized by a limited ability of occupants to evacuate an accident scene
d) Reducing the potential severity of an aviation-related incident by prohibiting, in areas of aviation safety hazard, land uses which include features such as above ground storage of flammable materials, fuel pumping facilities, above ground electric transmission lines or

[27] California Airport Land Use Planning Handbook, pages 3-15 to 3-28.

switching facilities, and above ground pipelines carrying flammable materials, which could substantially contribute to the severity of an aircraft accident

e) Preserving, in areas subject to aviation safety risk, sufficient open space to afford the pilot of a disabled aircraft a reasonable opportunity to affect an emergency off-Airport landing without impacting occupied structures or objects which would reduce the likelihood that the crew and passengers will survive the incident.

In order to minimize these risks, the safety compatibility policies consider the following factors:

a) The proximity to the Airport within which aircraft accidents typically occur
b) The volume and type of aircraft operations, runway length, and runway instrumentation
c) Whether the setting surrounding the Airport is best classified as suburban or rural

4.4.1 Definitions

For purposes of application of the Safety Policies set forth in this Section 4.4. the following terms shall have the definitions set forth below:

- **Airport Compatible Open Space Plan (ACOS Plan)** – a written plan initiated and prepared by a local agency, approved by the ALUC, and incorporated in full or by reference into the general plan of such local agency which permanently establishes areas of open space within or adjacent to the AIA for the purpose of reducing the risk of injury to persons on the ground and to aircraft occupants in the event of an off-Airport aircraft landing.
- **Airport Compatible Open Space Plan Area (ACOS Plan Area)** – a defined geographic area included in and governed by an ACOS Plan.
- **Airport Compatible Open Space Site (ACOS Site)** – an area of open space which is defined by an approved ACOS Plan and is protected by such plan in order to provide the pilot of an aircraft in distress with an opportunity to avoid impacting areas that have been developed for commercial or residential use and to afford the pilot of such an aircraft with an opportunity to carry out an off-Airport landing with maximal survival potential for passengers and crew, irrespective of potential damage to the aircraft itself.
- **Building coverage** – the total percentage of the gross area of a designated property or group of properties which is encompassed by the footprint of any structure, whether or not such structure is intended for human habitation.
- **Clustering** – the concentration of development (measured in terms of dwellings or people per acre) into a portion of a site, leaving other portions of the site relatively less developed or as "open land."
- **Dwelling unit** – a structure or part of a structure intended to serve as the residence of an individual, family, or group of unrelated individuals sharing living quarters by mutual

consent. For specific housing types, number of dwelling units is to be enumerated as follows.

- Single family detached housing – each structure shall be counted as one dwelling unit.
- Single family detached housing with secondary units allowed– each primary residential structure shall be counted as one dwelling unit and each actual or allowable secondary residential, or other accessory, structure shall count as one dwelling unit.
- Duplexes, triplexes, quadruplexes, apartment buildings, condominiums, and town houses – each structure or part of a structure which can be rented, leased, or sold independently shall be counted as one dwelling unit.
- Rooming houses, boarding houses, long-term residential hotels, dormitories – each bedroom shall be counted as 0.5 dwelling unit.

- **Gross land area or gross acreage** – the total area of a given tract of land, including portions to be utilized for construction of roads, utility easements, parks, schools, and other amenities. For purposes of determining densities allowable under the provisions of the ALUP, gross land area or gross acreage shall be the total land area which is assigned to a given zoning/land use designation by a general plan, specific plan, or zoning ordinance, or the total land area in a given zoning/land use category encompassed by the project site of an individual development proposal.
- **Maximum Density of Residential Development** – the maximum number of dwelling units per acre permittable within any development or on any parcel by a project or action referred to the ALUC.
- **Maximum area land use intensity/density** -- the maximum non-residential land use intensity, mixed-use intensity, or residential density that is allowable within a specified land area when the area is taken as a whole. This term may be considered as the maximum average land use density/intensity that can be allowed within a given land area.
- **Maximum single-acre land use intensity/density** -- the maximum nonresidential land use intensity, mixed-use intensity, or residential density that is allowable on any given acre of a specified area of land. This term is roughly equivalent to the absolute maximum land use density/intensity that can be allowed at any point within a given land area.
- **Mixed-use development/ mixed-use land use** – projects which consist of and will result in establishment of structures intended and used both for commercial purposes, and for human habitation. A project which includes both commercial and residential components will be considered as a mixed-use development or land use regardless of

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whether the commercial and residential components are contained within single structures or are separated into individual structures.

- **Mixed-use intensity** – the maximum number of persons per acre that a mixed-use development is expected to attract during periods of use at any given time.
- **Net land area or net acreage** – the total area of all of the legal lots within the area encompassed by a general plan, specific plan, zoning ordinance, or individual development proposal that are assigned to a given zoning/land use category. The area of land to be utilized for construction of roads, utility easements, parks, schools, and other amenities is excluded.
- **Non-residential development/non-residential land use** – projects which consist of and will result in establishment of only structures intended and used for commercial purposes, and which do not include structures or other facilities for human habitation.
- **Non-residential land use intensity** – the maximum number of persons per acre that a nonresidential development is expected to attract during periods of use.
- **Potential Off-Airport Landing Site (POL)** – a designated site within an approved ACOS Site which has been improved and maintained in accordance with the requirements set forth in the ALUP to provide the pilot of an aircraft in distress an opportunity to carry out an off-Airport landing with maximal survival potential for passengers and crew on board, irrespective of potential damage to the aircraft itself.
- **Residential development and residential land use** – projects which consist of and will result in establishment of only structures intended and used for human habitation.
- **Residential density** – the maximum number of dwelling units per acre allowable under the provisions of a referral to the ALUC.
- **High intensity land uses** – any use which is characterized by a potential to attract dense concentrations of persons to an indoor or outdoor area, even for a limited period of time. Such uses include:
    - amusement parks, fairgrounds
    - convention/exhibit halls, major auditoriums
    - stadiums and arenas
    - temporary events attracting dense concentrations of people – fairs, circuses, carnivals, revival meetings, sports tournaments, conventions, but not including events for which exposure to aviation safety hazard is a well-known expectation (air shows, airport open houses, pilots' meetings, etc.)

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4.4.2 Delineation of Aviation Safety Areas

4.4.2.1 Aviation Safety Considerations

Of the previously identified components of aviation risk management, perhaps the most complex element is identifying areas of significant aviation hazard. The ALUC has determined that the considerations of primary importance in this determination are:

- The flight paths most heavily utilized by aircraft departing from or approaching to land at the Airport – flight paths utilized by a relatively high proportion of arriving or departing aircraft are associated with an increased accident risk.
- The flight paths utilized by aircraft departing from or approaching to land at the Airport during adverse weather conditions – maintaining control of an aircraft in conditions that make visualization of the horizon and the ground impossible is one of the most challenging tasks that a pilot can face. Flight paths which have been designated by the FAA for use during reduced-visibility conditions, therefore, are of significant concern to the ALUC.
- The anticipated altitude of aircraft operations – a critical operational element in ensuring the safety of persons and property on the ground is the ability of the pilot of a disabled airplane to avoid impact with inhabited structures. The likelihood of the pilot accomplishing this is directly related to the time and gliding distance available, and both of these are dependent on the aircraft's altitude at the time a malfunction occurs.

4.4.2.2 Aviation Safety Areas

The safety zones are shown in **Figure 2-2**.

4.4.3 Calculation of Residential, Non-Residential and Mixed-Use Intensity/Density

One criterion used in many compatibility plans is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. **Table 4-2** indicates the maximum allowable densities for residential, non-residential, and mixed-use land use within each Aviation Safety Zone with and without an approved ACOS Plan (refer to **Section 4.4.4**).

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Table 4-2: ALUP Allowable Residential, Nonresidential, and Mixed-Use Land Use Density

Aviation Safety Zone	Residential Density (Dwelling Units/Gross Acre)		Non-Residential Intensity (Person/Gross Acre)		Mixed-Use Intensity (Person/Gross Acre)	
	Area Maximum	Single Acre/b/	Area Maximum	Single Acre/b/	Area Maximum	Single Acre/b/
Safety Zone 1	0	0	0/a/	0/a/	0/a/	0/a/
With Approved ACOS	0	0	0/a/	0/a/	0/a/	0/a/
Safety Zone 2	0.1	0.1	25	80	40	100
With Approved ACOS	0.1	0.1	35	128	53	159
Safety Zone 3	0.2	0.5	60	200	70	210
With Approved ACOS	0.2	0.5	84	280	98	294
Safety Zone 4	0.2	0.5	75	250	75	250
With Approved ACOS	0.2	0.5	105	350	105	350
Safety Zone 5	0.1	0.1	60	150	75	200
With Approved ACOS	0.1	0.1	90	225	113	300
Safety Zone 6	No Limit	No Limit	300	1,200	No Limit	No Limit
With Approved ACOS	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit

/a/: Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied.
/b/: The Single-Acre Maximum specifies the highest permissible residential density, non-residential land-use intensity or mixed-use intensity allowable at any point within the area encompassed by a proposed project or local agency plan.
Source: California Airport Land Use Planning Handbook, 2011

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The following text provides guidance for the calculation of non-residential land use intensities, residential densities, and mixed-use intensities for proposals submitted to the ALUC by local agencies or individual developers.

4.4.3.1 Methods for Determining Concentrations of People

One criterion used in many compatibility plans is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. Described below are several methods which can be utilized by the applicant, depending upon the nature of the proposed use:

- **Parking Ordinance.** The number of people who could be present in a given area can be calculated based upon the number of parking spaces required by the zoning ordinance. Some assumptions regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Conversely, this approach may not be appropriate for more urban developments, including transit-oriented development, where fewer parking spaces are provided to discourage single occupancy vehicle trips. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.
- **Maximum Occupancy.** The California Building Code (CBC) can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as **Figure 4-3** indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect actual occupancy levels before making the final people-per-acre determination. Even with this adjustment, the CBC-based methodology typically produces intensities at the high end of the likely range.
- **Other Methodologies.** Some uses (such as theaters or churches) may be calculated based on the number of fixed seats. This is likely to produce a range between the two methods described above. Certain uses may require an estimate based upon a survey of similar uses.

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This approach is more difficult, but is appropriate for uses which, because of the nature of the use, cannot be reasonably estimated based upon parking or square footage. **Figure 4-3** provides standard floor area per occupant (in square feet) for a variety of spaces, while **Figure 4-4** shows sample calculations.

4.4.4 Density Adjustments

4.4.4.1 Conceptual Basis for Density Adjustments

It is a goal of the ALUC to protect the long-term viability of the Airport, not only by prohibiting inappropriate development in the AIA, but by also encouraging land development which has been specifically planned to be compatible with current and future Airport operations. The underlying principle of this effort is that a higher level of planning which involves multiple properties may allow development of a nature or intensity of land use which would otherwise be inconsistent with the ALUP. The special planning mechanisms which have been developed to provide a basis for density adjustments include:

a) The Airport Compatible Open Space Plan (ACOS Plan);
b) Clustered Development Zones (CDZ); and
c) preparation of specific area plans to afford more precise regulation of land use than would otherwise be the case.

Although the adjustments to ALUP safety policy requirements which result from the incorporation of these planning elements are collectively referred to as "density adjustments", the actual modifications to development standards may (depending on the area and on the specific planning elements) include:

a) an increase in allowable non-residential or mixed-use land use intensity
b) an increase in allowable residential land use density
c) rendering of high intensity land uses as permissible in areas where they are otherwise inconsistent with the ALUP
d) rendering of special function land uses as permissible in areas where they are otherwise inconsistent with the ALUP

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Figure 4-2: Maximum Floor Area Allowances Per Occupant

Function of Space	Floor area per occupant (sq. ft.)
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	
Baggage claim	20 gross
Baggage handling	300 gross
Concourse	100 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Assembly with fixed seats	See Section 1004.7
Assembly without fixed seats	
Concentrated (chairs only-not fixed)	15 net
Standing space	5 net
Unconcentrated (tables and chairs)	7 net
Bowling centers, allow 5 persons for each lane including 15 feet of runway, and for additional areas	7 net
Business areas	100 gross
Courtrooms-other than fixed seating areas	40 net
Day care	35 net
Dormitories	50 gross
Educational	
Classroom area	20 net
Shops and other vocational room areas	50 net
Exercise rooms	50 gross
H-5 Fabrication and manufacturing areas	200 gross
Industrial areas	100 gross
Institutional areas	
Inpatient treatment areas	240 gross
Outpatient treatment areas	100 gross
Sleeping areas	120 gross
Kitchens, commercial	200 gross
Laboratory	
Educational	50 net
Laboratories, non-educational	100 net
Laboratory suite	200 gross
Library	
Reading rooms	50 net
Stack area	100 gross
Locker rooms	50 gross
Mercantile	
Areas on other floors	60 gross
Basement and grade floor areas	30 gross
Storage, stock, shipping areas	300 gross
Parking garages	200 gross
Residential	200 gross
Skating rinks, swimming pools	
Rink and pool	50 gross
Decks	15 gross
Stages and platforms	15 net
Warehouses	500 gross
Source: California Building Code (2007), Table 1004.1.1	

Source: California Building Code, 2007; California Airport Land Use Planning Handbook, 2011

Figure 4-3: Occupancy Levels – California Building Code

Example 1

Proposed Development: Two office buildings, each two stories and containing 20,000 square feet of floor area per building. Site size is 3.0 net acres. Counting a portion of the adjacent road, the gross areas of the site is 3.5± acres.

A. *Calculation Based on Parking Space Requirements*

For office uses, assume that a county or city parking ordinance requires 1 parking space for every 300 square feet of floor area. Data from traffic studies or other sources can be used to estimate the average vehicle occupancy. For the purposes of this example, the number of people on the property is assumed to equal 1.5 times the number of parking spaces.

The average usage intensity would therefore be calculated as follows:

1) 40,000 sq. ft. floor area x 1.0 parking space per 300 sq. ft. = 134 (rounded from 133.3)required parking spaces
2) 134 parking spaces x 1.5 people per space = 201 maximum people on site
3) 200 people / 3.5 acres gross site size = 57.4 people per acre average for the site

Assuming that occupancy of each building is relatively equal throughout, but that there is some separation between the buildings and outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 20,000 sq. ft. bldg. / 2 stories = 10,000 sq. ft. bldg. footprint
2) 10,000 sq. ft. bldg. footprint / 43,560 sq. ft. per acre = 0.23 ace bldg. footprint
3) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 100 people per single acre

B. *Calculation Based on California Building Code*

Using the CBC as the basis for estimating building occupancy yields the following results for the above example:

1) 40,000 sq. ft. bldg. / 100 sq. ft. per occupant = 400 people max. bldg. occupancy
2) 400 max. bldg. occupancy x 50% adjustment = 200 people maximum on site
3) 200 people / 3.5 acres gross site size = 57 people per acre average for the site.

Conclusions: In this instance, both methodologies give the same results. For different uses and/or assumptions, the two methodologies are likely to produce different numbers. In most such cases, the CBC methodology will indicate a higher intensity.

Example 2

Proposed Development: Single-floor furniture store containing 24,000 square feet of floor area on a site of 1.7 net acres. Counting a portion of the adjacent road, the gross area of the site is 2.0 acres.

A. *Calculation Based on Parking Space Requirements*

For furniture stores, the county requires 1 parking space per 400 square feet of use area. Assuming 1.5 people per automobile, the average usage intensity would be:

1) 24,000 sq. ft. bldg. x 1.0 parking space per 400 sq. ft. = 60 required parking spaces
2) 60 parking spaces x 1.5 people per space = 90 people maximum on site
3) 90 people / 2.0 acres gross sire size = 45 people per acre average for the site

Again, assuming a relatively balanced occupancy throughout the building and that outdoor uses are minimal, the usage intensity for a single acre would be estimated to be:

1) 24,000 sq. ft. bldg. footprint / 43,560 sq. ft. per acre = 0.55 acre bldg. footprint
2) Building footprint < 1.0 acre; therefore maximum people in 1 acre = bldg. occupancy = 90 people per single acre

B. *Calculation Based on California Building Code*

For the purposes of the CBC-based methodology, the furniture store is assumed to consist of 50% retail sales floor (at 30 square feet per occupant) and 50% warehouse (at 500 square feet per occupant). Usage intensities would therefore be estimate as follows:

1) 12,000 sq. ft. retail floor area / 30 sq. ft. per occupant = 400 people max. occupancy in retail area
2) 12,000 sq. ft. warehouse floor area / 500 sq. ft. per occupant = 24 people max occupancy in warehouse area
3) Maximum occupancy under CBC assumptions = 400 + 24 = 424 people
4) Assuming typical peak occupancy is 50% of CBC numbers = 212 people maximum expected at any one time
5) 212 people / 1.26 acres gross site size = 168 people per acre average for the site

With respect to the single-acre intensity criteria, the entire building occupancy would again be within less than 1.0 acre, thus yielding the same intensity of 168 people per single acre.

Conclusions: In this instance, the two methods produce very different results. The occupancy estimate of 30 square feet per person is undoubtedly low for a furniture store even after the 50% adjustment. The 72 people-per-acre estimate using the parking requirement methodology is probably closer to be realistic. As part of the general plan consistency process, ALUCs and local jurisdictions should decide which method or combination of methods is to be used in reviewing development proposals.

Source: California Airport Land Use Planning Handbook, 2011

4.4.4.2 The Airport Compatible Open Space Plan

The purposes of an ACOS Plan shall be:

a) To increase the safety of persons on the ground within the AIA by providing areas of open land which will afford the pilot of an aircraft in distress an opportunity to avoid an off-airport landing in sites that have been developed for commercial or residential uses
b) To maximize the potential for a successful off-airport landing for aircraft which become disabled while operating in the vicinity of the Airport
c) To comply with the requirements of the California Airport Land Use Planning Handbook and the State Aeronautics Act of the State of California with regard to the preservation of open space in the vicinity of public-use airports

The requirement for minimum land devoted to ACOS sites is expressed as the minimum percentage of land which is both a.) included in the proposed ACOS Plan and b.) located within each of the Airport Safety Zones listed below. A proposed ACOS Plan must provide ACOS Sites whose total land area is equal to or greater than what is shown in **Table 4-3**.

Table 4-3: Minimum Required Open Space Percentages

Aviation Safety Zone	Required Open Space	
	Improved Open Space/a/	Unimproved Open Space/b/
Zone 1	20%	80%
Zone 2	10%	15%
Zone 3	5%	15%
Zone 4	5%	15%
Zone 5	5%	10%
Zone 6	3%	7%

/a/: Open space which meets or will meet the requirements of **Table 4-2**
/b/: Open space which is not intended to meet the requirements of **Table 4-2**
Source: County of San Luis Obispo, 2016; RS&H, 2016,

The size, topography, obstructions, and land uses within each ACOS site should conform to the specifications provided in **Table 4-4**, to the extent feasible. Each ACOS site must contain one POL, which should conform to the specifications provided in **Table 4-4**, to the extent feasible.

Table 4-4: Characteristics of ACOS and POL Sites

Property	ACOS Site	POL Site
Size	The minimum size for any proposed ACOS site is 50 x 1000 feet. The suggested size, however, is at least 100 x 2000 feet. The ALUC may withhold approval of a proposed ACOS Plan if an excessive number of ACOS sites or ACOS sites in critical areas fail to meet the suggested size.	The minimum size for any proposed POL will be 50 x 1000 feet. The suggested size, however, is at least 100 x 2000 feet.
Distribution	The density of ACOS sites should be greatest in areas where aircraft overflight occurs at low altitude (i.e., closer to the airport).	One POL is required within each ACOS site. To the extent possible, the longer dimension of a POL should be aligned with the most frequently used flight paths in the area.
Topography	The terrain of a proposed ACOS sites should be generally level or gently rolling. Abrupt changes in slope, such as cliffs, bluffs, berms, ravines, or creek beds, are not optimal, and should be avoided or mitigated if possible.	The terrain of a POL should, ideally, be flat and smooth, much like a grass runway. The slope of the POL should not, at any point, exceed 5% in a lengthwise direction or 2% side-to-side.
Obstructions	The ACOS site should be substantially free of structures, parked vehicles, and transmission towers.	The POL site should be free of structures, parked vehicles, fences, light fixtures, utility lines or poles, crop stakes, equipment, large rocks, and other obstructions which would increase the risk of injury or death to the occupants of an aircraft attempting to execute an off-airport landing. The approaches to either end of the POL should be free of towers, light poles, drilling rigs, transmission lines, and other obstructions which would create a collision hazard for an aircraft attempting an off-airport landing, regardless of whether these obstructions are within or adjacent to the ACOS site.
Land Uses	An ACOS site should not include land uses which might be expected to attract large numbers or dense concentrations of people, even if such uses occur only intermittently. Examples of such inappropriate land uses would include facilities for team sports and children's playgrounds. Manufacture and bulk storage of hazardous materials is prohibited within an ACOS site. Aside from these considerations, there are no specific restrictions on land uses within an ACOS site, so long as prohibited obstructions are not created. While it is anticipated that most ACOS sites will be	From a practical viewpoint, land uses in a POL will likely be limited to open space, agriculture, and low-density recreation. This is not necessarily always the case, however. It is conceivable that a small ACOS site and POL could be provided by a wide, grassy roadway median, even within an area that is otherwise devoted to commercial or residential development.

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Property	ACOS Site	POL Site
	devoted to passive open space, agriculture, or low-density recreational uses, other uses (e.g., mineral extraction, storage of nursery materials) that do not require structures may be compatible, as well.	

Notes:
ACOS= Airport Compatible Open Space
POL= Potential Off-Airport Landing
Source: County of San Luis Obispo, 2016; RS&H, 2016,

4.4.4.3 ACOS Plan Contents

A proposed ACOS Plan should include:

1. A precise definition of the boundary of the ACOS Plan Area.
2. A precise definition of each area designated as an ACOS Site, including:
    a. Boundaries of the ACOS Site
    b. A review of characteristics of the site as they are compatible or not compatible to features identified in **Table 4-4**
    c. An estimated timeline as to when incompatible features can be brought into conformity with **Table 4-4**[28]
3. The percentage of land within each Aviation Safety Zone encompassed by the proposed ACOS Plan that will be devoted to ACOS Sites.
4. A precise definition of each area designated as a POL, including:
    a. The boundaries of the POL
    b. A review of characteristics of the site as they are compatible or not compatible to features identified in **Table 4-4**
    c. An estimated timeline as to when incompatible features can be brought into conformity with **Table 4-4**[29]
5. A description as to how each ACOS Site will be preserved in perpetuity as open space.
6. Provisions sufficient to ensure that all development within the ACOS Plan Area will conform to the noise, airspace protection, and overflight policies of this ALUP.

4.4.4.4 Adoption of an ACOS Plan

A proposed ACOS Plan will be deemed to be adopted and valid when:

a) The Plan has been approved by the ALUC, and

[28] While a specific timeline may not be feasible, an effort should be made to explain how future events will trigger the needed improvements.

[29] While a specific timeline may not be feasible, an effort should be made to explain how future events will trigger the needed improvements.

b) The Plan has been incorporated by the referring local agency, in full or by reference, into a general plan, specific plan, zoning ordinance or other planning instrument which is subject to mandatory review by the ALUC.

No density adjustments may be approved or granted by a local agency based upon a proposed ACOS Plan that has not been fully approved as above.

If a proposed ACOS Plan includes ACOS Sites or POLS that do not conform with the specifications provided in ALUP **Table 4-4**, the ALUC may approve the ACOS Plan for a limited period of time. Such limitation must be incorporated into the local agency's general plan, specific plan, zoning ordinance or other planning instrument which is subject to mandatory review by the ALUC. No density adjustments may be approved or granted by a local agency based upon a proposed ACOS Plan following expiration of ALUC approval of such Plan.

4.4.4.5 Modification of an ACOS Plan

A local agency that proposes to modify an approved ACOS Plan shall submit the revised ACOS Plan to the ALUC for approval. The proposed modification should include:

- Proposed modifications
- An update on the status of any ACOS Sites or POLs that were initially not compatible with **Tables 4-3** and **4-4** at the time the Plan was initially approved by the ALUC

4.4.4.6 Clustered Development Zones

Additional density adjustments within an ACOS Area may also be attained through the designation of a CDZ. A CDZ may include any part or all of the area encompassed by an ACOS Plan, and the geographic extent of each CDZ will be determined and specified by the responsible local agency.

As used in this ALUP, "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.

1. For residential land uses, the number of dwelling units in any single acre shall not exceed four times the average density indicated in **Table 4-2**.

2. For non-residential land uses, the maximum usage intensity on a single acre is as listed in **Table 4-2**.
3. In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for non-residential uses) indicated in **Table 4-2**.

In order to be approved by the ALUC, an ACOS Plan which proposes to establish one or more CDZs must provide for the establishment, protection, and maintenance in perpetuity of the following percentages of each proposed CDZ as ACOS Sites:

a) in Aviation Safety Zone 5 ..... 35% of the gross area of the CDZ
b) in Aviation Safety Zone 6 ..... 25% of the gross area of the CDZ.

The additional open space established by a CDZ should:

a) Be large enough to qualify as an ACOS site (see **Tables 4-3** and **4-4**) or contiguous with and additive to an ACOS site otherwise established by the ACOS Plan
b) Meet the topographical, obstruction, and land use requirements of an ACOS site

Small areas of property adjacent to structures, such as yards, courtyards, break areas, and parking areas may not be included in the calculation of open space for purposes of establishing a CDZ.

4.4.4.7 Detailed Plan Area

The development of a Detailed Area Plan is a process which affords local agencies an opportunity to work with the ALUC in planning for development that meets local needs with respect to density while, by virtue of an increased level of specificity, protecting the public against undue aviation safety hazards.

A Detailed Area Plan proposed by a local agency shall meet the following criteria:

a) The Detailed Area Plan shall be contained within a general plan or amendment thereto, a specific plan or amendment thereto, or a local zoning ordinance which must, under the terms of the California Public Utilities Code, be referred to the ALUC for a mandatory determination of consistency with respect to the ALUP.
b) Input from the ALUC should be sought throughout the development of a Detailed Area Plan.
c) The Detailed Area Plan shall, at a minimum, provide:
    i. Specific indication of the maximum density of residential and nonresidential development that will be permitted at each parcel within the Detailed Area Plan area, together with provision that no building, use, or occupancy permit will be

issued for any development which exceeds the established maximum densities of development

ii. Sufficient information to enable the ALUC to determine that the nonresidential intensities of use allowed within the Detailed Area Plan area are in conformance with the Non-Residential Maximum Intensities of Use figures specified in **Table 4-2** of this ALUP

iii. Sufficient information to enable the ALUC to determine that the residential densities allowed within the Detailed Area Plan area are in conformance with the figures specified in **Table 4-2** of this ALUP

iv. Sufficient information to enable the ALUC to determine that the mixed-use intensities allowed at each parcel within the Detailed Area Plan area are in conformance with the Maximum Density of Residential Development figures specified in **Table 4-2** of this ALUP

v. Specific indication of any parcels at which Special Function or High Intensity land uses will be permitted, together with an explicit provision that such uses are prohibited at all other sites within the Detailed Area Plan area.

d) The Detailed Area Plan shall contain provisions sufficient to ensure that all development within the Detailed Plan area will conform to the Noise, Airspace Protection, and Overflight Policies of this ALUP.

4.4.5 Policies

Notwithstanding any other provision of this ALUP, a proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed project or local action:

- **Policy S-1***:* Would permit or lack sufficient provisions to prohibit structures and other obstacles within the Runway Protection Zones for any runway at the Airport, as depicted in **Figure 2-2**.
- **Policy S-2*:*** Would permit or fail to adequately prohibit any residential, nonresidential development, or mixed-use development which would create, within the site to be developed or redeveloped, a density greater than specified in **Table 4-2**.
- **Policy S-3***:* Would permit or fail to adequately prohibit Special Function Land Uses or special land use functions (impaired egress uses, unusually hazardous uses, or high-intensity uses), other than specified in the Land Use Compatibility Table, **Table 4-5** (refer to **Chapter 6, Glossary** for land use definitions and related City of San Luis Obispo designations).

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Table 4-5: Airport Land Use Compatibility Table

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 Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Agricultural Uses							
Agriculture processing, Industrial Hemp Cultivation	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Agricultural Accessory Structure	I	CC	CC	CC	CC	C	Zone 2, 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above. Zone 5 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Agricultural worker housing	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Animal raising and keeping	CC	C	C	C	C	C	Zone 1 – Grazing activity only. No new structures (e.g., barns, stables, feed lots) are allowed.
Crop production (except staked crops) and grazing; community gardens	CC	C	C	C	C	C	Zone 1 – Outdoor crop production and aquaculture only. No orchards, timber production, or new structures (e.g., greenhouses) are allowed.
Farm equipment and supplies - sales	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Greenhouses, nursery specialties	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Specialized animal facilities	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Vineyards and other staked crops	I	I	C	C	C	C	

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Communications Uses							
Antennas, repeater stations, etc. – unmanned	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
Radio, television, recording, or rehearsal studio	I	CC	CC	CC	CC	CC	Zone 2, 3, 4, 5, 6 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Cultural, Educational, and Recreational Uses							
Amusement arcades	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Amusement parks, fairgrounds, temporary events	I	I	I	I	I	I	
Campgrounds, outdoor sleeping facilities	I	I	CC	C	I	C	Zone 3 – No group recreational activities allowed.
Cemeteries, mausoleums, columbariums	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – No places of assembly
Churches	I	I	I	CC	I	C	Zone 4 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Day-care facilities for children, other	I	I	I	I	I	C	
Convention/exhibit centers, major auditoriums	I	I	I	I	I	CC	Zone 6 – prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Drive-in or other outdoor theatres	I	I	I	CC	I	C	Zone 4 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Libraries, museums	I	I	CC	C	I	C	Zone 3 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Membership organizations, meeting rooms, and small auditoriums	I	I	I	CC	I	C	Zone 4 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Outdoor sports and recreation	I	I	CC	C	I	C	Zone 3 – No group recreational activities allowed.
Rural recreation and picnicking (no camping)	I	CC	CC	C	I	C	Zone 2, 3 – No group recreational activities allowed.
Schools – colleges, universities, adult schools, specialized training, and education	I	I	CC	C	I	C	Zone 3 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Schools – pre-school through high school	I	I	I	I	I	C	
Sports stadiums and assembly, racetracks	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Swimming pools (public)	I	I	CC	C	I	C	Zone 3 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Manufacturing and Processing Uses							
Hazardous, corrosive, or flammable chemicals	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Electrical generating plants; Petroleum refining or bulk storage	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Other manufacturing and processing, low hazard	CC	C	C	C	C	C	Zone 1 – No new structures are allowed. No objects or structures are allowed in the Object Free Area or Object Free Zone

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Residential Uses							
Caretakers or employee residences	I	CC	CC	CC	CC	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above. Zone 5 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Dormitories, Fraternity or Sorority houses	I	I	I	CC	I	C	Zone 4 – Allowed only if site outside zone would not serve intended function.
High-occupancy residential use	I	I	I	CC	I	C	Zone 4 – Allowed only if site outside zone would not serve intended function.
Homeless shelters	I	I	I	CC	I	C	Zone 4 – Allowed only if site outside zone would not serve intended function.
Mobile homes, mobile home parks	I	CC	CC	CC	CC	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above. Zone 5 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Multifamily dwellings	I	CC	CC	CC	I	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above.
Nursing, residential care, personal care facilities	I	I	I	I	I	C	
Organizational houses	I	I	I	CC	I	C	Zone 4 – Allowed only if site outside zone would not serve intended function.

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Accessory dwelling units	I	CC	CC	CC	CC	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above. Zone 5 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Single family residential	I	CC	CC	CC	CC	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above. Zone 5 – Yards and accessory buildings can be sited in Safety Zone 5, but dwelling units must be sited outside safety zone.
Temporary dwellings	I	I	CC	CC	I	C	Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above.
Resource Extraction Uses							
Forestry, mining, fishing, and game preserves	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – Allowed if compliant with Noise and Airspace Protection Compatibility Policies.
Petroleum extraction	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Retail Uses							
Bars, taverns, restaurants	I	CC	CC	C	CC	C	Zone 2, 3, 5 – Limited to businesses selling food and/or beverages primarily for off-premise consumption (e.g., fast-food or carryout restaurants, coffee shops, juice/smoothie bars.)

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Retail sales – fuels, lubricants, propane, etc.	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Retail sales, other than listed above	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – See applicable Maximum Nonresidential Intensity and Lot Coverage limits above.
Service Uses							
Correctional Institutions	I	I	CC	CC	I	C	Zone 3, 4 – No new sites or land acquisition; building replacement/ expansion allowed for existing facilities if required by state law.
Health Services, ambulatory, public emergency services	I	I	CC	CC	C	C	Zone 3, 4 – Allowed only if site outside zone would not serve intended public function consistent with statutory requirements.
Hospitals, acute, or convalescent	I	I	I	I	I	C	
Offices, office buildings	I	CC	CC	C	CC	C	Zone 2, 5 – Limited to single-story buildings. Zone 3, 4 – Limited to buildings less than three-stories.
Other personal, consumer, or business services	I	C	C	C	I	C	
Transient Lodging							
Bed and breakfast facilities	I	CC	CC	CC	CC	C	Zone 2, 3, 4, 5 – Max 5 rooms.
Employee sleeping rooms	I	CC	CC	C	CC	C	Zone 2, 5 – Limited to single-story buildings. Zone 3, 4 – Limited to buildings less than three-stories.
Homestays, Vacation Rentals	I	CC	CC	C	I	C	Zone 2 – Limited to infill in areas developed with similar land uses. Zone 3 – See applicable Maximum Residential Density and Lot Coverage limits above.

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Hotels and motels	I	CC	CC	C	CC	CC	Zone 2 – Limited to single-story buildings. Zone 3 – Limited to buildings less than three-stories. Zone 5 –Hotels allowed if compliant with Noise and Airspace Protection Compatibility Policies.
Recreational vehicle parks	I	I	CC	C	I	C	Zone 3 – No group recreational activities allowed.
Temporary employee/ construction trailer parks	I	I	CC	CC	I	C	Zone 3, 4 – See applicable Maximum Residential Density and Lot Coverage limits above.
Transportation Uses							
Airfields, landing strips, heliports, helipads	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
High voltage transmission lines	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Pipelines, above ground, flammable liquids	I	I	I	I	I	CC	Zone 6 – Prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved ACOS and a Specific Plan which has been determined to be consistent with the ALUP
Pipeline, above ground, nonflammable liquids	C	C	C	C	C	C	
Vehicle, freight, and transit terminals, truck stops	I	C	C	C	C	C	

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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**						**Criteria for Conditionally Compatible Uses (Yellow Colored Cells)** • (The numbers below refer to safety zones in which additional conditions beyond the Maximum Residential Density, Maximum Nonresidential Intensity, and Maximum and Lot Coverage limits (provided to the left) are applicable)
	1	**2**	**3**	**4**	**5**	**6**	
Maximum Residential Density without/with Approved ACOS (Dwelling Units/Acre)	0/ 0	0.1/ 0.1	0.5/ 0.5	0.5/ 0.5	0.1/ 0.1	No Limit/ No Limit	
Maximum Intensity without/with Approved ACOS (People/Acre – sitewide average) Non-residential Development	0/ 0	80/ 128	200/ 280	250/ 350	150/ 225	1,200 / No Limit	
Maximum Lot Coverage (Building footprint/site size) Applicable to all Conditionally Compatible Development	0%	50%	60%	70%	70%	100%	
Wholesale Uses							
Warehousing, wholesale, distribution	I	C	C	C	C	C	

LEGEND		
Land Use Compatibility		**Comments**
C	Compatible	Use is acceptable (ALUP policies apply)
CC	Conditionally Compatible	Use is acceptable if indicated conditions are met
I	Incompatible	Use should not be permitted under any circumstances

Source: California Airport Land Use Planning Handbook, 2011; County of San Luis Obispo, 2020

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4.5 AIRSPACE PROTECTION POLICIES

The objective of the airspace protection policies of this ALUP is to minimize the risk of potential aircraft accidents in the vicinity of the Airport by avoiding the development of land uses and land use conditions which pose hazards to aircraft in flight.

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.

4.5.1 Definitions

For purposes of application of the Airspace Protection policies set forth in this Section 4.5, the following terms shall have the definitions set forth below:

- **Obstruction to Air Navigation** -- any existing or future object which is or is expected to be greater than either of the following:
  - A height that is 200 feet AGL or is above 409 feet mean sea level (MSL), whichever is greater.
  - The surface of a takeoff and landing area or any imaginary surface established under Section 77.25 or 77.29 of the FAR. However, no part of the takeoff or landing area itself will be considered an obstruction.
- **Hazard to Air Navigation** -- any existing or future object which entails or is expected to entail characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport, including:
  - creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
  - lighting which is difficult to distinguish from airport lighting;
  - glare in the eyes of pilots using the airport;
  - uses which attract birds and create bird strike hazards;
  - uses which produce visually significant quantities of smoke; and
  - uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).

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- **Wildlife attractant** -- any existing or future activity or land use identified in FAA Advisory Circular 150/5200-33B as potentially attracting or sustaining hazardous wildlife populations and thereby increasing the likelihood of wildlife strikes by aircraft departing or approaching to land at the Airport. As listed in the referenced Advisory Circular, these land uses include:
    - municipal solid waste landfills
    - drinking water intake and treatment facilities
    - stormwater and wastewater treatment facilities, including associated retention and settling ponds
    - ponds built for recreational use
    - ponds that result from mining activity
    - artificial marshes
    - wetlands
    - confined livestock production
    - aquaculture conducted outside of closed structures
    - rental of agricultural lands for wildfowl hunting activities

4.5.2 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 Title 14 of the Code of Federal Regulations (CFR) Part 77 as applied to the Airport must submit notification of the proposal to the FAA where required by the provisions of Part 77 and by the California Public Utilities Code, Sections 21658 and 21659. (See **Appendix C** of this ALUP for the complete text of Part 77. The boundaries of the FAA notification area for the Airport are shown in **Figure 4-5**. 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 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 Part 77 notification form (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, specific plan, or zoning ordinance of the local agency in which the land use action is to be located has not been deemed consistent with this ALUP.

4.5.3 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 Federal Regulation (FR) 78593 (see **Appendix B**, Federal Regulations Pertaining to UAVs). When flown within five miles of the Airport, the operator of the drone must provide the airport operator with prior notice of the operation.[30]

4.5.4 Policies

Notwithstanding any other provision of this ALUP, a proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed local action:

- **Policy A-1:** Lacks sufficient provisions to ensure that no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature, shall constitute an obstruction to air navigation or a hazard to air navigation, as defined in **Section 4.5.1** of this ALUP.
- **Policy A-2:** Would permit or lacks sufficient provisions to prohibit any new landfill or other disposal site at a site or of a configuration which is not consistent with all current state and federal statutes, FAA regulations, and FAA Advisory Circulars concerning the relationship of landfills and waste disposal sites to aeronautical operations and facilities.
- **Policy A-3**: Lacks sufficient provisions to ensure that no structure, landscaping, apparatus, or other feature, whether temporary or permanent in nature shall constitute a wildlife attractant, as defined in **Section 4.5.1** of this ALUP.
- **Policy A-4**: Lacks clear and sufficient provisions to ensure that no creation of new wetlands or restoration of existing wetlands within the ALUP area will be brought about as a consequence of wetland mitigation required, offered, or otherwise created in conjunction with any local action or with any individual development proposal or project.

[30] 14 Code of Federal Regulations, Section 101.41.

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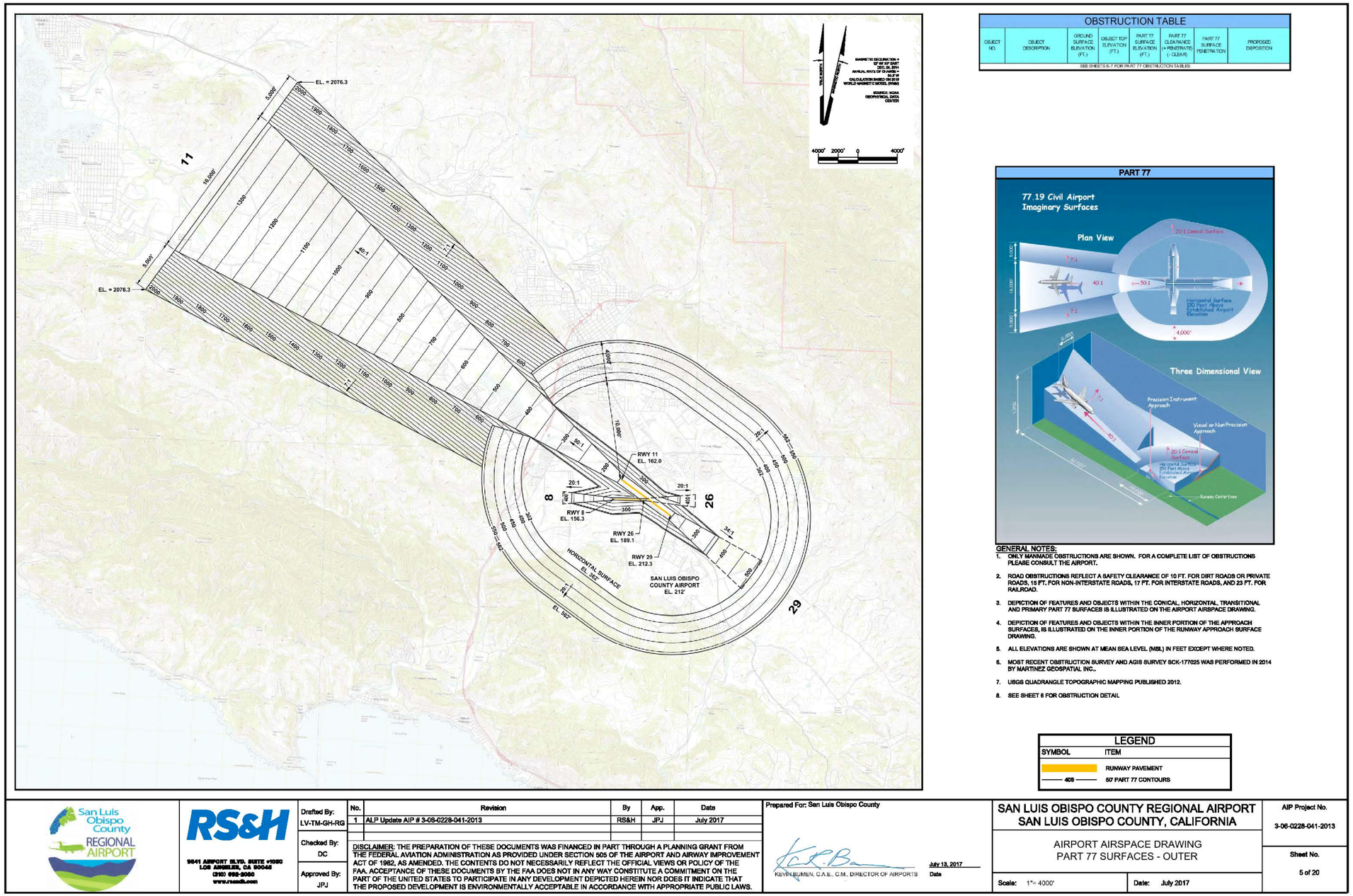
Figure 4-4: Airspace Compatibility Policy Map



Source: RS&H, 2017

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4.6 OVERFLIGHT PROTECTION POLICIES

The objective of the overflight policies of this ALUP is to ensure that potential and prospective airport area land users are provided with sufficient information on the presence and activity of the Airport and associated noise and safety impacts in order for them to make an informed decision as to whether or not they wish to live and/or work in the Airport vicinity. The policies apply to all of the AIA (**Figure 2-1**).

4.6.1 State Law Requirements Regarding Real Estate Disclosure

Effective January 1, 2004, California statutes require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an AIA.[31]

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."

    1. The AIA for the Airport is identified in **Chapter 2**.
    2. For the purposes of compliance with the state statutes, ALUC policy is that the disclosure requirements shall apply within the AIA.

c) Where disclosure is required, the state statutes dictate that the following airport overflight 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 ALUP, 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

[31] Business and Professions Code Section 11010 and Civil Code Sections 1102.6 and 1103.4.

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.

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, especially any sale, lease, or rental of residential property. Furthermore, the ALUC recommends that each local agency affected by this ALUP 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.

4.6.2 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 **Section 4.6.1**.
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.

4.6.3 Policies

- **Policy O-1**: Any proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed local action lacks sufficient provisions to ensure that any person who rents, leases, or purchases residential property or properties within the airport area shall, prior to entering into any contractual obligation for such rental, lease, or purchase, receive appropriate notification of the potential for aircraft overflight as provided in **Section 4.6.1** of this ALUP.

  A Local Option Real Estate Disclosure may be substituted for the above notification, providing that it contains, at a minimum, all of the information contained in the Notice of Airport in Vicinity.

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- **Policy O-2** – Any proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed local action lacks sufficient provisions to ensure an avigation easements will be recorded for each property developed within the area included in the proposed local action and that such easement will be recorded prior to the issuance of any building permit or conditional use permit.

4.7 ADDITIONAL COMPATABILITY POLICIES

4.7.2 Airport Development Plans

4.7.2.1 Airport Improvement Plans

When reviewing future master plan or other plans for improvement of the Airport, land use compatibility issues should be evaluated with respect to potential changes in noise, overflight, and safety impacts or height restrictions which would result from the plans' implementation. Inconsistencies between such plans and the compatibility policies herein may occur if the improvement plans include:

a. New activity forecasts that are:
    1. Significantly higher than those used in developing the Airport Compatibility Map, or
    2. Assume a higher proportion of larger or noisier aircraft.
b. Proposals for facilities or procedures not assumed herein; specifically:
    1. Construction of a new runway or helicopter takeoff and landing area.
    2. Change in the length, width, or landing threshold location of an existing runway.
    3. Establishment of an instrument approach procedure.
    4. Modification of the flight tracks associated with exiting visual or instrument operations procedures.

4.7.2.2 New Heliports

If a heliport should be proposed for construction with the AIA, it should be reviewed for compatibility with surrounding land uses. The review should examine the impacts that the facility would have upon both existing and planned land uses. Questions to be considered include:

a. Would the existing or planned land uses be considered incompatible with the heliport if the latter were already in existence?
b. What measures are included in the proposal to mitigate the noise, safety, and height restriction impacts on surrounding land uses? Such measures might include:

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1. Locating flight tracks so as to minimize the impacts.
2. Other operational procedures to minimize the impacts.
3. Acquisition of property interests (fee title or easements) on the impacted land.

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CHAPTER 5
PROCEDURAL POLICIES

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CHAPTER 5 – PROCEDURAL POLICIES

5.1 RESERVATION OF RIGHT OF REVIEW

In accordance with Public Utilities Code Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance, zoning ordinance amendments or building regulation within the planning boundaries established by this ALUC, the local land use planning agency shall first refer the proposed local action to the ALUC.[32] The ALUC shall determine whether or not the amendment, ordinance, or regulation (or project where applicable) is consistent with the ALUP. All determinations of consistency or inconsistency shall be made by the ALUC acting in its official capacity, and no such decisions may be delegated to the staff of the ALUC nor to any referring agency unless the ALUC amends its Bylaws to provide for such delegation to staff.

A finding by the ALUC that any project, general plan or general plan amendment, specific plan or specific plan amendment, zoning ordinance, or building regulation is consistent with the ALUP does not constitute a finding that a subsequent version of the project or action which has been modified from the version submitted to the ALUC is consistent nor does it constitute a finding that any subsequent project or action on the part of the referring agency is consistent.

5.2 INFORMATION REQUIRED FOR ALUC REVIEW

Failure to provide the ALUC with the information that it deems necessary to evaluate any proposed project or local action shall constitute sufficient grounds for a determination of inconsistency.

To ensure that the local land use planning agencies are aware of the information that must be submitted, the ALUC has set forth detailed procedural policies in its Bylaws related to the information required for ALUC review specific to each type of proposed local agency action (see Article 13 and referenced Appendices of the Bylaws, as most recently amended on June 28, 2017),

5.3 TIMING OF ALUC REFERRALS

In order to avoid unnecessary delays in the overall processing of a plan or project, referral for review by the ALUC should, in general be made as soon as all the requirements for review are

[32] In addition, as discussed above, if the local land use planning agency has not included adequate provisions within its land use planning documents to ensure consistency with the Airport Land Use Plan's compatibility criteria (or overruled the ALUC), then individual projects shall also be referred to the ALUC prior to approval by the local land use planning agency.

met. This practice will allow the ALUC's review to be duly considered by the local jurisdiction prior to formalizing its action.

a) For new general plans, specific plans, or zoning ordinances and for major modifications to existing general plans, specific plans, or zoning ordinances, it is strongly suggested that a preliminary review by the ALUC be completed prior to it being released for public comment and a formal review be completed prior to initial reading of the proposed local action by the referring agency.
b) For minor modifications to existing general plans, specific plans, zoning ordinances, or building regulations and for voluntary reviews of individual projects, depending on the normal scheduling of meetings, it may be appropriate that review by the ALUC be carried out concurrently with review by the local planning commission and other advisory bodies.

In all instances, review by the ALUC must be accomplished before final action by the City Council or Board of Supervisors.

5.4 TIMING OF ALUC REVIEW

Consistent with Public Utilities Code Section 21676(d) and the Commission Bylaws, the ALUC shall make a determination of consistency or inconsistency within sixty (60) days after the date on which all required information was received from the referring agency.

If the ALUC has not acted upon a referral within sixty (60) days after all information necessary for review of the proposed local action is received and the referring agency has not agreed to an extension or waiver of the statutory deadline, the proposed local action shall be deemed consistent with the ALUP.

If, at the time of initial receipt of a referral from a referring agency, the information required for ALUC review is incomplete, the ALUC or its staff shall notify the referring agency, indicating the specific items which are incomplete. If the required information is not received, the ALUC may make a finding that the referred local action is inconsistent with the ALUP based on failure of the referring agency to submit sufficient information for review.

5.5 REFERRING AGENCY OPTIONS

If the ALUC determines that a proposed local action is inconsistent with the ALUP, the referring agency shall be notified and the governing body of the referring agency may, after a public hearing, overrule the ALUC if all of the following conditions are met:

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a) The governing body of the local agency shall, at least 45 days prior to the decision to overrule the commission, provide to the ALUC and the California Department of Transportation Division of Aeronautics a copy of the proposed decision and findings, as required by State law, and shall include any comments from the ALUC and/or the Division of Aeronautics in the public record of any final decision to overrule the Commission.[33]
b) The governing body of the referring agency votes to overrule the ALUC's determination by at least a two-thirds vote.
c) The governing body of the referring agency makes specific findings that the proposed local action is consistent with the purposes of Article 3.5, as stated in Public Utilities Code Section 21670.Should the ALUC determine that a general or specific plan has not been made consistent with the ALUP and when a referring agency has failed to override the ALUC by the above procedure, the ALUC may require that the referring agency submit all subsequent actions, regulations, and permits to the ALUC for review.[34]

5.6 AMENDMENT OF THE ALUP

The ALUP shall be reviewed by the ALUC as often as is necessary to accomplish its purposes. Consistent with Public Utilities Code Section 21675(a) and the Airport Land Use Planning Handbook (see page 2-9), the ALUC shall not adopt a "major amendment" to the ALUP more than once in any calendar year. For purposes of this ALUP, a "major amendment" means an amendment that revises the compatibility policies in a manner that changes their applicability to a local agency, that adds new compatibility policies or that revises maps as compared to a "minor amendment" which addresses grammatical, typographical or minor technical errors that do not affect compatibility policies or the manner in which those policies are applied to consistency reviews.

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[33] Public Utilities Code Section 21676(b).
[34] Public Utilities Code Section 21676.5(a).

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CHAPTER 6
GLOSSARY

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CHAPTER 6 – GLOSSARY

Accessory Dwelling Unit: A permanent dwelling unit which is established on the same legal parcel as an existing dwelling unit and is accessory to such primary dwelling. This designation corresponds to the City's designation of *Accessory Dwelling Unit*.

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

Agricultural Processing: A variety of operations performed on crops after harvest to prepare them for market on-site or further processing and packaging at a distance from the agricultural area. Includes, but is not limited to alfalfa cubing, hay baling and cubing, corn shelling, drying of corn, rice, hay, fruits or vegetables, pre-cooling and packaging of fresh or farm-dried fruits and vegetables, grain cleaning and custom grinding, custom grist mills, custom milling of flour, feed, or grain, grading and packaging of fruits and vegetables, tree nut hulling and shelling, cotton ginning, wineries, alcohol fuel production, hemp and cannabis manufacturing, receiving and processing of green material which is not produced on-site (commercial composting), fertilizer plants, and olive oil production without the use of solvents.

Agricultural Worker Housing: Residences, rooming or boarding houses, and mess halls for farm workers employed on and near land owned by the owner of the building site on which the quarters are located.

Airport: The San Luis Obispo County Regional Airport.

Airport Influence Area (AIA): 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.

Airport Land Use Commission (ALUC): The commission authorized under the provisions of California Public Utilities Code, Sections 21670 et seq. and established in San Luis Obispo County for the purpose of promoting compatibility between airports and the land uses surrounding them.

Airport Land Use Compatibility Plan (ALUCP/ALUP): This planning document which contains policies for promoting safety and compatibility between the Airport and the surrounding communities.

Airport Layout Plan (ALP): A scale drawing of existing and proposed Airport facilities, their location on the Airport, and the pertinent clearance and dimensional information required to demonstrate conformance with applicable standards. For purposes of this ALUP, the airport layout plan dated _____.

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Airport Master Plan (AMP): A long-range plan for development of the 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*. For purposes of this ALUP, the airport master plan dated _____.

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

Airspace Protection Surfaces: Imaginary surfaces in the airspace surrounding Airports, as defined for the 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 the 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.

Amusement Arcade: An establishment offering, as a primary business activity, participation in electronic or mechanical games. This designation corresponds to the City's designations of *Sports and Entertainment Assembly Facility*, *Electronic Game Amusement Centers*, and *Adult Entertainment Business*.

Amusement Park: A permanent site where entertainment, food, rides, games, and the like are offered for viewing or sale. This designation corresponds to the City's designation of *Commercial Recreation*.

Animal Raising and Keeping: The keeping, feeding, or raising of animals as a commercial agricultural venture, avocation, hobby, or school project, either as a principal land use or subordinate to a residential use. Includes the keeping of common farm animals, small animal specialties (such as rabbit farms and other fur-bearing animals), bee farms, aviaries, worm farms, household pets, etc. This designation corresponds to the City's designation of *Animal Husbandry and Grazing*.

Antennas, Repeater Stations, etc. – Unmanned: This designation corresponds to the City's designation of *Wireless Telecommunication Facilities*.

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 the Airport. 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.

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Avigation Easement: An easement that transfers certain property right from a property owner to the 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.

Bar, Tavern: Any establishment engaged, as a primary business, in the sale of alcoholic beverages for on-site consumption. Entertainment, if provided, must be incidental, and no dance floor may be provided. Establishments which feature a dance floor and/or entertainment as a principal use are classified as "nightclubs or discotheques". This designation corresponds to the City's designation of *Bars, Night Clubs, and Taverns*.

Bed & Breakfast: A structure or facility which is intended or suitable for short-term occupancy by persons as a temporary dwelling and which, by its nature, appearance, or presentation would appear to offer occupants a peaceful, pastoral, or rural experience. Characteristics which distinguish a bed and breakfast inn from a hotel or motel typically include: openable windows, an absence of central climate control systems, and/or extensive outdoor landscaping or lawns, walking paths, or outdoor dining/conversation areas. This designation corresponds to the City's designation of *Bed and Breakfast Inn*.

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 (Public Resources Code Section 21000 et seq.; 14 California Code of Regulations Section 15000 et seq.)

Campground: Any land use which permits individuals to sleep in the outdoors, in a tent, or in a recreational vehicle.

Caretaker Residence: A permanent residence that is secondary or accessory to the primary use of the property. The purpose of a caretaker residence must be to provide housing to an individual who is employed on the site of the nonresidential use and whose presence is required for security purposes or to provide 24-hour care or monitoring of people, plants, animals, equipment, stored goods, or other conditions on the site. This designation corresponds to the City's designation of *Caretaker Quarters*.

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Cemetery, Mausoleum, or Columbarium: Any establishment engaged in subdividing property and offering burial plots or air space for sale. Includes animal cemeteries, cemetery real estate operations, cemetery associations, and funeral parlors accessory to a cemetery, mausoleum, or columbarium. Funeral parlors and related facilities as a principal use are considered to be "personal services." This designation corresponds to the City's designation of *Cemetery*.

Church: Any land use devoted exclusively or primarily to religious worship. Classrooms and/or meeting rooms may be included as part of a church if sufficient conditions are placed upon the development to ensure that such facilities will be utilized only for religious instruction or church-related meetings and that their use for such purposes will remain subsidiary to the primary activity of religious worship. In the absence of such conditions, classroom facilities which would be suitable for regular religious or nonreligious education of students will be considered a school. This designation corresponds to the City's designations of *Religious Institution* and *Religious Assembly Facility*.

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.

Convention/Exhibit Centers, Major Auditoriums: Facilities for public gatherings and meetings and for group entertainment. Includes public, semipublic, and private auditoriums, amphitheaters, exhibition and convention halls, civic theatres, meeting halls, facilities for live theatrical presentations, lectures, or concerts, motion picture theatres, recreation and community centers, and meeting halls for rent. This designation corresponds to the City's designation of *Public Assembly Facilities*.

Correctional Institution: A facility for confinement of offenders sentenced by a court.

Crop Production: Growing of grains, field crops, vegetables, melons, fruits, tree nuts, flower fields, seed production, ornamental crops, tree and sod farms, together with associated crop preparation services and harvesting activities, including but not limited to mechanical soil preparation, irrigation system construction, spraying, crop processing, and sales in the field not involving a permanent structure.

Day-care Facility for Children, other: facility, irrespective of size or number of clients, which provides nonmedical care and supervision to children under 18 years of age for periods of less than 24 hours per day; or facility, irrespective of size or number of clients, which provides nonmedical care and supervision for periods of less than 24 hours per day to persons who are 18 years of age or older but who are in need of personal services, supervision, or assistance for

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sustaining the activities of daily living. This designation corresponds to the City's designation of *Family Day Care*.

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.

Deed Notice: A formal statement added to the legal description of a deed to a property and on any subdivision map. As used in airport land use planning, a deed notice would state that the property is subject to aircraft overflights. Deed notices are used as a form of buyer notification as a means of ensuring that those who are particularly sensitive to aircraft overflights can avoid moving to the affected areas.

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

Dormitory: A building used or intended for use as group quarters for members of a student body, military unit, or religious order and located on the site of a college, university, boarding school, convent, monastery, military camp, or other similar institutional use. This designation corresponds to the City's designation of *Boarding House*.

Drive-in Theatres: Facilities for presentation of motion pictures for viewing from vehicles. May include subordinate eating places or play areas for children. This designation corresponds to the City's designation of *Sports and Entertainment Assembly Facility*.

Easement: A less-than-fee-title transfer of real property rights from the property owner to the holder of the easement.

Electrical Generating Plant: Any facility engaged in the production of electric energy for sale. The electricity may be generated from oil, gas, coal, nuclear materials, water, wind, solar energy, bio-gas, municipal or agricultural waste, or geothermal energy. Does not include the generation of electrical energy by means of wind, water, solar panels or temporary generator if the primary use for such energy is on-site consumption. This designation corresponds to the City's designation of *Manufacturing – Heavy*.

Employee Residence: Sleeping quarters which are located on the site of a nonresidential business and are provided, without charge, by an employer for temporary or transient use by employees in the course of or in conjunction with the performance of required duties. This designation corresponds to the City's designation of *Caretaker Quarters*.

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Employee Sleeping Room: Sleeping quarters which are located on the site of a nonresidential business and are provided, without charge, by an employer for temporary or transient use by employees in the course of or in conjunction with the performance of required duties. This designation corresponds to the City's designation of *Caretaker Quarters*.

Existing Land Use: A land use is considered "existing" when it has been determined that the land use has obtained a "vested right" 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 California Supreme Court decision, *Avco Community Developers, Inc. v. South Coast Regional Com.* (1976) 17 Cal.3d 785, and its progeny.

Fairgrounds: A site where temporary public or commercial gatherings are held under the sponsorship and control of private individuals or government entities and at which gatherings entertainment, food, rides, games, crafts, and the like are offered for viewing or sale. This designation corresponds to the City's designation of *Commercial Recreation, Large-Scale*.

Farm Equipment and Supplies – Sales: Land use primarily consisting of the sale, rental, or repair of agricultural machinery and equipment for use in the preparation and maintenance of the soil, the planting or harvesting of crops; also dairy and other livestock equipment. Includes agricultural machinery, dairy farm machinery and equipment, irrigation equipment, hay, grain, and feed sales, retail sales of prepackaged fertilizer and agricultural sprays. Sales may include the final assembly of farm machinery, implements, or equipment from component parts received from the manufacturer, but not the creation of such components from raw materials. This designation corresponds to the City's designation of *Large Vehicle, Construction, and Heavy Equipment Sales, Service, and Rental*.

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.

Forecasts: A projection of the amount and type of aircraft operations at an airport.

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Forestry, Mining, Fishing, and Game Preserves: This designation corresponds to the City's designation of *Mineral Extraction and Commercial Mining*.

Fraternity or Sorority House: A residence for college or university students who are members of a social or educational association and where such organization holds meetings or gatherings. This designation corresponds to the City's designation of *Fraternities and Sororities*.

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

General Plan: For this ALUP, 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 Public Utilities Code Section 21676 and Policy 2.8).

Global Positioning System (GPS): A navigational system that utilizes 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.

Greenhouses, Nursery Specialties: Establishments primarily engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors : including bulbs, flowers, shrubbery, florist greens, fruit stock, floral products, nursery stock, ornamental plants (including potted plants), seed, sod, and food crops (including vegetables). Also includes establishments engaged in the sale of such products (e.g., wholesale and retail nurseries) and commercial scale greenhouses. This designation corresponds to the City's designation of *Greenhouse/Plant Nursery*.

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

Hazardous, Corrosive, or Flammable Chemicals: Refers to manufacturing land uses which entail the use of or result in the production of materials which are poisonous, infectious, caustic, corrosive, acidic, flammable, explosive, or radioactive to the extent that such materials could cause harm to persons who might be exposed to them. This designation corresponds to the City's designation of *Manufacturing – Heavy*.

Health Services, Ambulatory: Land use primarily for the furnishing of medical, mental health, surgical, and other personal health services on an outpatient basis. Includes offices of physicians,

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dentists, psychiatrists, osteopaths, opticians, chiropractors, and alternative or natural healers, as well as urgent care facilities and allied health services. Facilities offering inpatient care (hospitals, convalescent homes, skilled nursing facilities, etc.) are excluded, as are medical and dental laboratories. This designation corresponds to the City's designation of *Clinic*.

Helipad: A small, designated area, usually with a prepared surface, on a heliport, airport, landing/ takeoff area, apron/ramp, or movement area used for takeoff, landing, or parking of helicopters. This designation corresponds to the City's designation of *Helipad/Heliport*.

Heliport: A facility used for operating, basing, housing, and maintaining helicopters. This designation corresponds to the City's designation of *Helipad/Heliport*.

High Occupancy Residential Use: A land use which is characterized by a potential to attract dense concentrations of persons to a small or confined indoor or outdoor area, even for limited time periods, or which can attract above average concentrations of persons for longer periods of time, potentially aggravating the consequences of an aviation-related accident. This designation corresponds to the City's designation of *High Occupancy Residential Use*.

High Voltage Transmission Lines: Any above ground facility for the long-distance transmission of electric power, including wires, towers, transformers, and insulators. Includes all structures and apparatus for transmission of power from a generating plant or distribution substation to distant communities or for transfer of power between communities. Wires and apparatus for distribution of power within a local community are excluded. This designation corresponds to the City's designation of *Utilities Facilities – Transmission Lines*.

Homeless Shelter: Any facility which regularly houses homeless people or persons needing protection from domestic violence on an overnight basis. This designation corresponds to the City's designation of *Homeless Shelter*.

Homestay: A residential structure with a family or an individual in permanent residence where no more than two bedrooms (without cooking facilities) are rented for overnight transient lodging. Does not include provision of meals. This designation corresponds to the City's designations of *Homestay* and *Vacation Rentals*.

Hospital: A facility housing and offering a full range of acute and convalescent medical care to individuals who exhibit physical, emotional, or mental disability or illness. This designation corresponds to the City's designation of *Hospital*.

Hotel/Motel: Any structure or facility intended or suitable for short-term occupancy by persons as a temporary dwelling, with the exception of bed and breakfast facilities and homestays. Characteristics which distinguish a hotel or motel from a bed and breakfast inn or homestay typically include: a central climate control system and absence of openable windows, and the

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absence of extensive outdoor landscaping or lawns, walking paths, or outdoor dining/ conversation areas. Examples of this type of land use include hotels, motels, youth hostels, pensions, and temporary shelters. This designation corresponds to the City's designations of *Lodging – Hostels* and *Lodging – Hotels and Motels*.

Industrial Hemp Cultivation: Any activity involving the planting, growing, harvesting, or field drying of industrial hemp.

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.

Land Use Action: Any land use matter, either publicly or privately sponsored, that is subject to the provisions of this ALUP. A land use matter is subject to this Compatibility Plan, if it requires any action, regulation, or permit affecting allowable land uses (see Public Utilities Code Section 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.

Land Use Map: A map showing land-use classifications as well as other important surface features such as roads, rail lines, waterways, and jurisdictional boundaries. Land Use Maps may show either existing or proposed land uses.

Libraries and Museums: Permanent public or quasi-public facilities (generally of a noncommercial nature) devoted to the storage and preservation of printed materials or physical artifacts and to providing public access to such items for scholarly research or personal intellectual enrichment. Includes libraries, museums, art exhibitions, planetariums, aquariums, botanical gardens, arboretums, and historical sites and exhibits. This designation corresponds to the City's designation of *Cultural Institutions*.

Local Agency: For this ALUP, the County of San Luis Obispo, the City of San Luis Obispo 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 ALUP. These entities are subject to the provisions of this ALUP; the ALUC does not have authority over land use actions of federal agencies or Indian tribes.

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

Manufacturing: The production, fabrication, or assembly of any product, including, but not limited to apparel products, chemical products, concrete, gypsum, or plaster products, electrical equipment, electronic or scientific instruments, food and kindred products, furniture, fixtures, glass products, lumber, wood products, machinery, metal products, motor vehicles, paper products, paving materials, plastic products, rubber products, and printed materials. Excluded are processes and facilities which produce or utilize hazardous, corrosive, or flammable chemicals; refining or bulk storage of petroleum products; and electrical generating plants. This designation corresponds to the City's designation of *Manufacturing – Light*.

Membership Organization Facility: Permanent headquarters and meeting facilities for organizations operating on a membership basis for the promotion of the interests of members. Includes facilities for business associations, professional organizations, labor unions, grange and farm centers, civic/social/fraternal organizations, political organizations, and other membership organizations. Does not include country clubs in association with golf courses, which are included in "Outdoor Sports and Recreation." This designation corresponds to the City's designation of *Public Assembly Facilities*.

Mobile Home: A structure which is transportable in one or more sections and which is designed and equipped to contain not more than two dwelling units, to be used with or without a foundation system. Does not include recreational vehicles, commercial coaches, or factory-built housing. This designation corresponds to the City's designation of *Mobile Home Park*.

Mobile Home Park: Any area or tract of land where two or more mobile home lots or spaces are leased or rented or held out for lease or rental to accommodate manufactured homes or mobile homes for human habitation. This designation corresponds to the City's designation of *Mobile Home Park*.

Multifamily Dwelling: Any project, development, or other land use in which separate families and/or unrelated individuals occupy dwelling units which share a common wall or a common roof, or occupy a common legal parcel of real estate. Examples include duplexes, triplexes, quadriplexes, apartment buildings, condominiums, townhouses, and residential courts. In addition, institutional uses such as hospitals, nursing homes, board and care facilities, correctional institutions, and boarding schools, which entail the long-term occupancy of a single structure by unrelated individuals will be considered to be multifamily residential in nature. This designation corresponds to the City's designation of *Multi Unit Residential and Supportive and/or Transitional Housing*.

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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.

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.

Nursing, Residential Care, and Personal Care Facilities: Residential and uses characterized by the provision of nursing or health-related care or assistance with tasks of daily living as a principal use. Includes skilled nursing facilities, extended care facilities, convalescent homes, rest homes, board and care facilities, assisted living facilities, children's homes, orphanages, and residential rehabilitation centers. Does not include halfway houses and self-help group homes, which are classified as "multifamily residential" uses. This designation corresponds to the City's designations of *Continuing Care Community Elderly and Long-Term Care, Hospice In-Patient Facility, and Residential Care Facilities*.

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-Change 1, *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*.

Office: A business establishment or agency which renders personal, clerical, professional, or financial services as a primary use. Also, any development, regardless of structure size, which includes significant floor space suitable for use by personnel performing or providing personal, clerical, professional, or financial duties or any portion of a structure or site occupied or intended for occupation by personnel performing such duties. This designation corresponds to the City's designation of *Business and Professional Offices*.

Organizational House: A residential lodging facility operated by a membership organization (other than a fraternity or sorority) for its constituents, and not open to the general public. This designation corresponds to the City's designation of *Boarding House*.

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Outdoor Sports and Recreation: Facilities for various sporting and recreational activities. Includes golf courses (with associated country clubs and on-site sales of golfing equipment as a "pro-shop" and/or rental of golf carts and equipment), golf driving ranges, miniature golf courses, skateboard parks, go-cart and miniature auto race tracks, health and athletic clubs with predominately outdoor facilities, tennis courts and tennis clubs, play lots, playgrounds, and athletic fields (nonprofessional). Also includes establishments which rent equipment for outdoor recreation, including ATVs and other unlicensed off-road vehicles, roller skates, surf and beach equipment. Does not include recreation and community centers, which are included in the "public assembly" land use category. Does not include swimming pools and water slides, which are included in the "swimming pools - public" land use category. This designation corresponds to the City's designation of *Sports and Entertainment Assembly Facility*.

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

Overflight Easement: An easement which describes the right to overfly the property above a specified surface and includes the right to subject the property to noise, vibrations, fumes, and emissions. An overflight easement is used primarily as a form of buyer notification.

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 (FAR) (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 A**, *14 CFR Part 77*).

Petroleum Extraction: Production of crude petroleum or natural gas or recovery of oil from oil sands or shales. On-site processing is permitted only to the extent necessary to permit extraction or to conform extracted crude oil to pipeline requirements. This designation corresponds to the City's designation of *Manufacturing – Heavy*.

Petroleum Refining and Bulk Storage: The manufacture, production, or storage of products or substances from crude oil or any derivative of crude oil. Includes oil or gas processing facilities, liquefied natural gas facilities, manufacture of petroleum coke and briquettes, and tank farms. This designation corresponds to the City's designations of *Outdoor Storage* and *Manufacturing – Heavy*.

Pipeline, Above Ground: Any facility engaged in the transportation of water, crude or refined oil, natural gas, liquefied natural gas, or other commodities by pipelines which lie above the surface of the earth. Also includes aboveground facilities (such as pump stations, bulk stations, surge tanks, and storage tanks) which are associated with buried pipelines. This designation corresponds to the City's designations of *Utilities Facilities*.

Radio, Television, Recording, or Rehearsal Studio: This designation corresponds to the City's designations of *Wireless Telecommunication Facilities*, *Backlots and Soundstages*, and *Broadcast Studios*.

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 Business & Professional Code § 11010; Civic Code §§ 1102.6 and 1103.4). 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.

Recreational Vehicle Park: Any area or tract of land where two or more lots or spaces are leased, rented, or otherwise provided, or held out for lease or rental, to accommodate recreational vehicles which are occupied, intermittently or continuously, by humans. May include accessory food and beverage retail sales if such sales are clearly incidental and intended to serve RV park patrons only. This designation corresponds to the City's designation of *Lodging – Recreational Vehicle (RV) Park*.

Restaurant: Any establishment which sells food (other than commercially packaged snack foods) for on-site consumption or which sells prepared foods intended for off-site consumption without further cooking or preparation. Included are conventional restaurants, food takeout establishments, "fast food" restaurants, delicatessens, sandwich shops, soda fountains, and ice cream parlors. Establishments which transport food to other locations for consumption and which are not frequented by members of the public (e.g., catering services, pizza delivery services with no public seating areas) are excluded. This designation corresponds to the City's designation of *Restaurants*.

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Retail Sales – Fuels, Lubricants, Propane, etc.: The public sale of gasoline, aviation gasoline, jet fuel, oils or other lubricants, fuel oil, butane, propane, and/or liquefied natural gas, bottled or in bulk, as a principal use. This designation corresponds to the City's designation of *Building Materials and Services*, *Fuel Dealer*, and *Vehicle Sales and Services*.

Runway Protection Zone (RPZ): An area immediately off the end of a civilian airport runway. Runway protection zones have the greatest potential for aircraft accidents and should remain undeveloped.

Rural Recreation and Picnicking: Facilities for non-intensive outdoor group activities which do not include sleeping or overnight occupancy. Included are outdoor archery, skeet, rifle, and pistol ranges; outdoor hiking trails and picnic areas; outdoor hot springs or hot tub facilities; and hunting and fishing areas. Not included are dude and guest ranches (classified as "Bed and Breakfast Facilities"), group or organized camps, recreational camps, and RV parks. This designation corresponds to the City's designation of *Park and Recreation Facilities*.

Safety Zone: An area near the Airport in which land use restrictions are established to protect the safety of the public from potential aircraft accidents.

Schools – College and University: Accredited junior colleges, colleges, universities, and graduate schools which grant associates arts degrees, certificates, or undergraduate or graduate degrees and which require for admission a high school degree or equivalent general academic qualifications. This designation corresponds to the City's designation of *Schools – Colleges and Trade Schools*.

Schools – Preschool to Secondary: Facilities providing public, private, sectarian and military educational programs serving students from infancy through grade 12. Boarding schools are included. This designation corresponds to the City's designation of *Schools – Primary and Secondary*.

Schools – Specialized Training and Education: Business, secretarial, and vocational schools which offer instruction leading to a degree or certificate in trade and commercial areas. Also included are non-degree programs such as music, drama, dance, and language schools; driver's education courses; seminaries and other establishments exclusively engaged in training for religious ministries, and establishments offering educational courses by mail. Facilities, institutions, and conference centers that offer non-degree programs in personal growth and development (e.g., physical fitness, environmental awareness, financial strategies, arts, communications, management, and interpersonal relationships) are not included, but are classified under "Public Assembly and Entertainment". This designation corresponds to the City's designation of *Schools – Colleges and Trade Schools*.

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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 childcare facilities.

Single Event Noise: As used herein, the noise from an individual aircraft operation or overflight.**Single Family Residential**: The use of land for dwellings in such manner only one residential building is permitted on each legal parcel and each building is occupied by no more than one family. Includes factory-built housing, but does not include duplexes, triplexes, quadriplexes, apartment buildings, condominiums, townhouses, residential courts, or secondary dwellings. This designation corresponds to the City's designation of *Single-Unit Dwellings – Detached*.

Specialized Animal Facilities: Intensive animal care or keeping establishments including hog ranches, dairies, dairy and beef cattle feedlots, livestock auctions, sales buildings and sales lot facilities, chicken, turkey, and other poultry ranches, riding academies, equestrian exhibit facilities, veterinary medical facilities and service, animal hospitals, kennels, and zoos. This designation has cross-over with the City's designations of *Animal Care, Sales, and Services* and *Livestock Feed Lot*.

Sports Stadiums and Assembly: Establishments for competitive sports activities, either commercial, publicly sponsored or school-related, which include facilities or amenities for spectators. Includes stadiums, colosseums, arenas, field houses, racetracks (vehicle or animal), and drag strips. This designation corresponds to the City's designation of *Sports and Entertainment Assembly Facility*.

Swimming Pool – Public: An establishment, either commercial, publicly sponsored, or school related, which provide facilities (indoor or outdoor) for participation in water sports such as swimming, diving, and/or water polo. Includes swimming pools which are open to the public or to members of clubs, organizations or student bodies of schools, water slides, and aquatic parks. Does not include swimming pools which are adjacent to and restricted to use by occupants of private single family or multifamily residences or transient lodgings. This designation corresponds to the City's designation of *Sports and Entertainment Assembly Facility*.

Temporary Construction Trailer Park: A site, whether improved or unimproved, provided by the developer of a construction project to afford short-term employees the opportunity to

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utilize mobile homes or recreational vehicles for housing during project construction. This designation corresponds to the City's designation of *Recreational Vehicle*.

Temporary Dwelling: A mobile home or recreational vehicle which is occupied as a dwelling unit for a limited period of time following the issuance of a building permit for a permanent residence and during the construction of such permanent residence. This designation corresponds to the City's designation of *Recreational Vehicle*.

Temporary Event: Use of a structure or land for an activity over a specified, limited period of time where the site is not to be permanently altered by grading or construction. Includes art shows, rodeos, religious revivals, tent camps, outdoor festivals and concerts. This designation corresponds to the City's designation of *Special Event*.

Traffic Pattern: The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from the Airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach. This designation corresponds to the City's designation of *Commercial Recreation, Large-Scale*.

Transit Terminal: A passenger station for a vehicular and/or rail mass transit system. Includes busses, taxis, subways, and railway systems. A facility for the maintenance and service of vehicles operated in the transit system is excluded, unless such facility also functions as a passenger station. This designation corresponds to the City's designation of *Transit Station or Terminal*.

Truck Stop: An establishment primarily engaged in the sale of fuels to commercial trucks in transit. Such business may also offer vehicle services incidental to fuel sales, such as mechanical repair, lubrication, oil change, and tune up, as well as towing services and trailer rentals. In addition, may include such driver services as a small convenience store, a restaurant or coffee shop, showers, and lockers. This designation corresponds to the City's designation of *Freight/Truck Terminals*.

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.

Vehicle and Freight Terminal: An establishment providing services incidental to transportation, including freight forwarding services, transportation arrangement services, packing, crating, inspection and weighing services, freight terminal facilities, trucking facilities, transfer and storage, and bulk mail handling. Includes rail, air, and motor freight transportation. Storage of toxic, corrosive, or radioactive material is excluded. This designation corresponds to the City's designation of *Freight/Truck Terminals*.

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

Warehousing: The storage of commercial goods of any nature for later distribution to wholesalers and retailers. Also includes warehouse, storage, or mini-storage facilities offered for rent or lease to the general public. Does not include facilities where the primary purpose of storage is for wholesaling and distribution, nor terminal facilities for handling freight. This designation corresponds to the City's designation of *Warehousing, Storage, and Distribution*.

Wholesale and Distribution: The sale of merchandise to retailers, to industrial, commercial, institutional, farm, or professional business users, or to other wholesalers. This designation corresponds to the City's designation of *Warehousing, Storage, and Distribution*.

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 7
ABBREVIATIONS

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CHAPTER 7 – ABBREVIATIONS

AAA – Airport Airspace Analysis

ACOS – Airport Compatible Open Space

AGL – above ground level

AIA – Airport Influence Area

ALP – Airport Layout Plan

ALUC – Airport Land Use Commission

ALUP – Airport Land Use Plan

AMP – Airport Master Plan

ATADS – Air Traffic Activity System

ATCT – Air Traffic Control Tower

CBC – California Building Code

CDZ – Cluster Development Zone

CFR – Code of Federal Regulations

CNEL - Community Noise Equivalent Level

dB - decibel

FAA – Federal Aviation Administration

FAR – Federal Aviation Regulations

FR – Federal Regulation

GPS – global positioning system

ILS – instrument landing system

L52 – Oceano Airport

MSL – mean sea level

NLR – noise level reduction

OE – Obstruction Evaluation

POL – potential off-airport landing site

PRB – Paso Robles Municipal Airport

RNAV – radio area navigation

RPZ – Runway Protection Zone

SBP – San Luis Obispo County Regional Airport

TAF – Terminal Area Forecast

TERPS – Terminal Instrument Procedures

UAV – Unmanned Aerial Vehicle

VHF – very high frequency

VOR – VHF omnidirectional range

WAAS – wide area augmentation system

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