

# **AIRPORT LAND USE PLAN**

FOR THE

SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

---

**THE AIRPORT LAND USE COMMISSION OF SAN LUIS OBISPO COUNTY**

---

THE AIRPORT LAND USE COMMISSION  
of SAN LUIS OBISPO COUNTY

AIRPORT LAND USE PLAN  
for the  
SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

ADOPTED

December, 1973

AMENDED

June 19, 2002

July 21, 2004

May 18, 2005

**THE AIRPORT LAND USE COMMISSION  
of SAN LUIS OBISPO COUNTY**

Roger Oxborrow, Chairman  
James Gleim  
Jim Heggarty  
Terry Orton  
Richard K. Pottratz  
Robert G. Tefft, M.D.  
Gerrit J. Vanderziel

**ALTERNATES TO THE COMMISSIONERS**

Oscar Bayer  
John Cromwell  
Randy Dettmer  
Jim Greathouse  
Martin Pehl  
Thomas Sled

**COUNTY OF SAN LUIS OBISPO**

Bill Robeson, AICP  
Project Planner and Consulting Staff to the Airport Land Use Commission

Chris Macek  
Secretary

Victor Holanda, AICP  
Director, Department of Planning and Building

Pat Beck  
Assistant Director, Department of Planning and Building

George Rosenberger  
Deputy Director, Department of General Services

Klassje Nairne  
Airports Manager, County of San Luis Obispo

Martin Pehl  
Assistant Airports Manager, County of San Luis Obispo

# TABLE OF CONTENTS

## AIRPORT LAND USE PLAN ■ SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

	<b>Page</b>
<b>1. Introduction</b> .....	<b>1</b>
1.1 The San Luis Obispo County Airport Land Use Commission.....	1
1.2 The ALUP for the San Luis Obispo County Regional Airport: Background .....	1
<b>2. Scope of the Airport Land Use Plan</b> .....	<b>3</b>
2.1 Purposes .....	3
2.2 Authorities.....	3
2.3 Geographic Coverage .....	3
2.4 Jurisdictions Affected by the ALUP .....	4
2.5 Actions Reviewed by the ALUC .....	4
2.6 Applicability of ALUP Development Standards to Projects Not Referred to the ALUC .....	6
2.7 ALUC Action Choices .....	6
2.8 Limitations of the ALUP .....	7
<b>3. Airport Information</b> .....	<b>9</b>
<b>4. Land Use Policies</b> .....	<b>10</b>
4.1 Intended Use .....	10
4.2 General Land Use Policies .....	10
4.3 Specific Land Use Policies: Noise .....	11
4.4 Specific Land Use Policies: Safety .....	20
4.5 Specific Land Use Policies: Airspace Protection .....	38
4.6 Specific Land Use Policies: Overflight.....	39
<b>5. The Land Use Compatibility Table</b> .....	<b>41</b>
5.1 Intended Use .....	41
5.2 Land Use Compatibility Table: Key to Symbols .....	42
5.3 Land Use Compatibility Table .....	43
<b>6. Specific Land Use Provisions for the Margarita Area</b> .....	<b>47</b>
6.1 Applicability of Specific Land Use Provisions for the Margarita Area .....	47
6.2 Margarita Area Planning Standards for Airport Compatibility .....	48
6.3 Specific Land Use Policies – Margarita Area .....	50
<b>7. Procedural Policies</b> .....	<b>51</b>
7.1 Airport Land Use Commission: Reservation of Right of Review .....	51
7.2 Information Required for ALUC Review .....	51
7.3 Timing of ALUC Referrals .....	51
7.4 Timing of ALUC Review .....	52

7.5 Referring Agency Options ..... 52

7.6 Amendment of the ALUP ..... 53

**8. Glossary ..... 55**

**9. Abbreviations ..... 65**

**LIST OF TABLES**

Table 1 Projected Annual Airport Activity Forecasts ..... 9

Table 2 Guidelines for Community Noise ..... 13

Table 3 Guidelines for Single Noise Events ..... 14

Table 4 Maximum Allowable Interior Exposure from Aviation-Related Noise Sources ..... 18

Table 5 Summary of Compatibility of Noise Sensitive Land Uses with CNEL Contours ..... 19

Table 6 Design Criteria for Reserve Space Areas ..... 27

Table 7 Development Standards for Aviation Safety Compatibility ..... 31

Table 8 Non-Residential Land Use Densities ..... 32

Table 9 Individual Land Uses Included in Each Land Use Category ..... 34

**LIST OF FIGURES**

Figure 1 Airport Noise Contours - Averaged (CNEL) ..... 14-A

Figure 2 Airport Noise Contours - Single Event ..... 14-B

Figure 3 Airport Safety Areas ..... 24-A

Figure 4 Sample Layout of Reserve Space Area ..... 28

Figure 5 Allowable Densities of Development in Aviation Safety Areas S-1a ..... 36

Figure 6 Allowable Densities of Development in Aviation Safety Area S-1b ..... 36

Figure 7 Allowable Densities of Development in Aviation Safety Area S-1c ..... 36

Figure 8 Allowable Densities of Development in Aviation Safety Area S-2 ..... 37

Figure 9 Imaginary Surfaces and Existing Obstructions ..... 38-A

Figure 10 Aircraft Flight Paths ..... 38-B

Figure 11 Allowable Land Uses: Margarita Area ..... 48-A

# SECTION 1

---

## INTRODUCTION

### 1.1 THE SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

The San Luis Obispo County Airport Land Use Commission (ALUC) is an independent body of seven members which has been created in response to the mandates of The State Aeronautics Act, first enacted in 1967. 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 San Luis Obispo County Regional Airport (Airport) so that new developments are not likely ultimately to cause restrictions to be placed on flight operations to or from the airport.”

As the 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 Airport Land Use Plan (ALUP) for each of the airports within its jurisdiction. In the case of San Luis Obispo County, this requirement applies to the Airport (McChesney Field), the Oceano Airport, and the Paso Robles Municipal Airport.

**To Review Referring Agency Actions and Airport Plans** – In addition to formulating ALUPs, the ALUC is required to review certain types of action by local counties and cities which affect the land use in the 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 local governmental structure.

### 1.2 THE ALUP FOR THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT: BACKGROUND

The ALUP for the Airport was initially adopted by the ALUC in 1973. The plan was subsequently amended in 1974, 1977, 2002, and 2004. The current document represents a further amendment in response to revised state guidelines published in the Department of Transportation’s Airport Land Use Handbook (ALUP Handbook) in January, 2002.

***This Page  
Intentionally  
Left Blank***

# **SECTION 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**

The ALUP for the Airport is prepared and adopted in accordance with:

Sections 21670 to 21679.5 of the California Public Utilities Code;

The ALUP Handbook, December, 1993; and

Federal Aviation Regulations, Parts 77 and 150.

It is the desire and intent of the ALUC that the 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. The ALUP is based on information contained in the Airport Master Plan and Airport Layout Plan for the San Luis Obispo County Regional Airport, and the Airport Layout Plan is incorporated into this Plan by reference.

### **2.3 GEOGRAPHIC COVERAGE**

The geographic area encompassed by the ALUP is termed the Airport Land Use Planning Area (Planning Area). The dimensions of this area were defined in 1977 and have not changed.

In general terms, the Planning Area is an irregular oval, which is aligned with its long axis in a northwest-southeast direction, parallel to the centerline of Runway 11-29 at the Airport. The dimensions of the oval

are approximately 31,600 feet by 20,850 feet.

The Planning Area extends from a point approximately 1/2 mile southeast of the community of Edna on the southeast to West Oceanaire Drive in the Laguna Lake Subdivision on the northwest. To the north of the Airport, the Planning Area extends to Sinsheimer School and Edgewood Drive in the City of San Luis Obispo. To the southeast and east, the boundary of the Planning Area is close to the ridgeline of the high terrain.

## **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 ACTIONS REVIEWED BY THE ALUC**

### **2.5.1 Mandatory ALUC Review**

**2.5.1.1 Construction Plans for New Airports** – No application for the construction of a new airport within San Luis Obispo County may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to and approved by the ALUC.

**2.5.1.2 Airport Expansions** – No application for the expansion of the Airport which entails an amendment of the Airport Permit may be submitted to any local, state, regional, or federal agency unless that plan has been submitted to and approved by the ALUC.

Airport expansion is defined to include:

- 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

**2.5.1.3 Airport Master Plans** – The County of San Luis Obispo or any succeeding owner of the Airport shall, prior to modification of its master plan, refer such proposed changes to the ALUC.

**2.5.1.4 Actions by Referring Agencies** – The County of San Luis Obispo and the City of San Luis Obispo must, prior to enacting certain ordinances and actions that affect lands within the Airport Planning Area refer such actions to the ALUC. Those local actions include:

- a. general plans and general plan amendments
- b. specific plans and specific plan amendments
- c. zoning ordinances & zoning ordinance amendments
- d. building regulations and modifications thereof

**2.5.1.5 Individual Development Projects in Areas Under Jurisdiction of the County of San Luis Obispo** – The Public Utilities Code does not mandate review by the ALUC of individual development projects when such projects do not require adoption of or amendments to a general or

specific plan, zoning ordinance, or building regulation. The ALUC may, however, review individual development projects when they have been referred by a local agency or under the terms of an agreement with a local agency. In the unincorporated areas of San Luis Obispo County the General Plan and supporting planning instruments do not incorporate detailed provisions for land use or development in the vicinity of the San Luis Obispo County Regional Airport, but rather state that such development be consistent with the Airport Land Use Plan. Since, under the provisions of State law, no body other than an Airport Land Use Commission is empowered to make a determination of consistency with respect to an adopted ALUP, it follows that all individual projects within portions of the Airport Planning Area which are under the jurisdiction of the County of San Luis Obispo require review by the ALUC. The county's General Plan also provides that a determination of consistency rendered by the ALUC shall be final unless the Board of Supervisors shall overrule the decision by a four-fifths majority vote.

## 2.5.2 Optional ALUC Review

**2.5.2.1 Review of Specific Proposed Development Projects in Areas Under Jurisdiction of the City of San Luis Obispo** - 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 voluntary review of proposed major individual development projects within the airport planning area which entail:

- a. expansion of the sphere of influence of the City within the Airport Planning Area
- b. residential development, including land divisions, consisting of five or more dwelling units or individual parcels
- c. certain requests for variances from a referring agency's height limitation ordinances, when the allowable height of improvements prior to any variance would extend to within 50 feet of any civil airport imaginary 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

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.

It is of note, however, should the ALUC determine that a general or specific plan has not been made consistent with the ALUP and when a referring agency has not adopted a general or specific plan by overriding the ALUC, the ALUC may require that the referring agency submit all subsequent actions, regulations, and permits to the ALUC for review.

## **2.6 APPLICABILITY OF ALUP DEVELOPMENT STANDARDS TO PROJECTS NOT REFERRED TO THE ALUC**

As noted above, ALUC review of individual development projects within the City of San Luis Obispo is not mandated 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 the City of San Luis Obispo, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility and before the construction of a new building, be guided by:

*“the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article (i.e., P. U. C. 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.”*

As this ALUP is, in fact, a plan prepared in accord with P. U. C. Section 21675, the height, use, noise, safety, and density criteria established herein must, by State law, be adhered to in approving or denying any individual project, whether or not such project is referred to the ALUC for a determination of consistency.

## **2.7 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 of the Airport; or
- the proposed local action is inconsistent with the ALUP of the Airport.

In addition, the ALUC may, but is not required to, make such additional comments, suggestions, or declarations with respect to the proposed local action as it shall deem fit and appropriate, and may, in particular, 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 circumstances are such comments, suggestions, or declarations to be interpreted as a “conditional” or other finding of consistency. The referring agency, however, may choose, at its discretion, to amend the proposed local action in accord with the ALUC’s comments and resubmit it to the ALUC for consideration.

ALUC decisions are made in accordance with the land use policies established by the ALUP. It is recognized, however, that, because the ALUP covers a wide and diverse geographical area, the strict application of ALUP policies may be inappropriate, under certain unique circumstances, in the review of small-scale individual projects. When these unique situations occur, the ALUC is authorized to find a proposed individual project (that fails to meet a land use policy of the ALUP) consistent with the ALUP. Such action shall require a two-thirds majority vote, and specific findings which justify the decision. Further, the ALUC is authorized to find consistent with the ALUP, by two-thirds majority vote, any general plan amendment, specific plan amendment, or zoning regulation which is required in order to permit the project to go forward, provided that the following conditions are met:

- a. the proposed local action shall apply only to the property to be occupied by the referred individual project, and

- b. 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.

## **2.8 LIMITATIONS OF THE ALUP**

### **2.8.1 Existing Land Use**

The ALUP applies only to new development within the Planning Area. The ALUC has no authority to require modification of existing land uses, whether or not they are consistent with the ALUP.

A land use is considered to be "existing" when one or more of the following conditions has been met:

- a.) The land use physically exists
- b.) A vesting tentative map has been approved and all discretionary approvals have been obtained
- c.) Substantial investments in physical construction were made by the landowner prior to July 21, 2004 which make it infeasible for the property to be utilized for anything other than its proposed use
- d.) Prior to July 21, 2004, substantial public funds were expended for land acquisition of a project site and the controlling local agency had publicly indicated support for a proposed development or development concept, even though all discretionary approvals had not yet been obtained by that date.

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 local 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.
- b.) A nonconforming non-residential use may be replaced by a residential land use only if such new 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 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 within the 55 dB CNEL airport noise contour and the design and construction of all new dwellings shall be adequate to mitigate single-event aviation 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 San Luis Obispo County Regional 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 4.5.2.2 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.

## **2.8.2 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.

## SECTION 3

### AIRPORT INFORMATION

The following data has been constructed from information and projections presented in the November, 2004 Draft Final Airport Master Plan for the San Luis Obispo County Regional Airport. Additional information regarding the methodology for the projections is provided in that document.

**TABLE 1: PROJECTED ANNUAL AIRPORT ACTIVITY FORECASTS**

	Current <sup>a</sup>	2008	2013	2023
<b>Annual Operations</b>				
Air Carrier	14,710 <sup>b</sup>	13,600	13,000	15,000
General Aviation	92,155 <sup>b</sup>	101,300	107,800	122,000
Air Taxi	1,630 <sup>b</sup>	1,800	2,000	2,200
Military	769 <sup>b</sup>	850	850	850
<b>Total</b>	<b>109,264</b>	<b>117,550</b>	<b>123,650</b>	<b>140,050</b>
<b>Passenger Emplanements</b>	<b>155,177</b>	<b>198,000</b>	<b>232,000</b>	<b>301,000</b>
<b>Air Cargo Shipments (lbs.)</b>	<b>1,242,592</b>	<b>1,400,000</b>	<b>1,600,000</b>	<b>2,000,000</b>
<b>Based GA Aircraft</b>	<b>301</b>	<b>320</b>	<b>350</b>	<b>400</b>

<sup>a</sup> "Current" data is for the year 2002, except for Based GA Aircraft, which is for the year 2003.  
<sup>b</sup> Reported tower operations. Total operations exceed these figures due to limited hours of tower operation.

## SECTION 4

### Land Use Policies

---

#### 4.1 INTENDED USE

This section of the ALUP is intended to apply to determination of consistency by the ALUC of the following proposed local actions:

- a. General plans or general plan amendments
- b. Specific plans or specific plan amendments
- c. Zoning ordinances & zoning ordinance amendments
- d. Modifications of building regulations
- e. Individual development proposals

The Land Use Policies may also be of use to local agencies or private individuals in anticipating determinations which are likely to be made by the ALUC.

#### 4.2 GENERAL LAND USE POLICIES

- a. **Policy G-1:** Notwithstanding any other provision of this ALUP, a proposed project or local action will be determined to be inconsistent with the ALUP if the information required for review of the proposed local action is not provided by the referring agency
- b. **Policy G-2:** Notwithstanding any other provision of this ALUP, a proposed project or local action will be determined to be inconsistent with the ALUP if the proposal would, in the considered opinion of ALUC, present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.
- c. **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 area, the standards for each such area will be applied separately to the land area lying within each noise or safety zone.
- d. **Policy G-4:** When the site affected by a proposed project or local action is located in more than one noise exposure area or aviation safety area, the Airport Land Use Commission 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 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 instance, the ALUC may elect to apply the policies applicable to the least restrictive noise and/or safety zone to the entire site affected by the project or local action. The ALUC must adopt specific findings that the proposed project or local action, so considered, would not result in the potential development of land uses incompatible with current or future airport operations.

## 4.3 SPECIFIC LAND USE POLICIES: NOISE

### 4.3.1 Objective

The objective of the noise policies of this ALUP is to minimize the number of people exposed to frequent and/or high levels of airport noise or to frequent and/or high cumulative noise levels of which airport noise is one component. The basic strategy for achieving noise compatibility is to limit the development of land uses that are particularly sensitive to noise. The most acceptable land uses are ones that either involve few people (especially people engaged in outdoor activities), or generate significant noise levels themselves (such as transportation facilities or industrial uses).

In furtherance of this objective, this ALUP follows the recommendations of the ALUP Handbook in adopting the projected 55 dB CNEL contour as the maximum “acceptable residential noise level.” Adoption of 55 dB CNEL as the maximum acceptable residential noise level is supported by substantial authority, including:

- **The Present Character of Properties Adjacent to the Airport** – The Airport Planning Area currently includes a variety of land uses. Along South Higuera Street, South Broad Street, Madonna Road, and, to a lesser extent, Tank Farm Road, there has been substantial commercial and industrial development. Noise-sensitive uses in these areas, however, are not widespread. Some “quiet suburban” development is also present, most notably within the Country Club/Rolling Hills area, adjacent to Islay Hill and the Margarita Village shopping area, and adjacent to the north slopes of the South Hills. Generally, existing residential neighborhoods within the Planning Area are at substantial distance from the more heavily utilized flight paths associated with airport operations and are not subject to severe noise impacts. Despite these exceptions, the majority of the environment surrounding the Airport is devoted to agriculture, open space, and other uses of a “quiet, rural” nature. Page 7-29 of the *Caltrans Airport Land Use Planning Handbook* (January, 2002) indicates that 55 dB CNEL or DNL is the most appropriate value for adoption as a residential noise compatibility criterion in such settings.
- **Local Experience** - Existing residential land uses within or even close to the projected 55 dB CNEL contour of the Airport have generated numerous noise complaints and significant opposition to airport expansion. This suggests that the local community may be relatively sensitive to aircraft noise and overflight impacts and validates the concept that residential land uses within this contour would not be compatible with the long term growth and viability of the Airport.
- **The California Public Utilities Code and the California Code of Regulations** – Section 21669 of the California Public Utilities Code requires that state Department of Transportation to “*adopt noise standards governing the operation of aircraft and aircraft engines for airports*” and further indicates that “*The standards shall be based upon the level of noise acceptable to a reasonable person residing in the vicinity of the airport.*”

Title 21 of the California Code of Regulations deals more specifically with this issue and defines the policies of the Department of Transportation, as required by the statute. Title 21 emphasizes that the specific noise levels put forth in this Section are not intended to supplant or supercede the judgment of local authorities or airport land use commissions. Two important sections in this regard are:

*“§5002 Liberal Construction – This subchapter shall be liberally construed and applied to promote its underlying purposes which are to protect the public from noise and to resolve incompatibilities between airports and their surrounding neighbors.”*

and

*“§5002 Provisions Not Exclusive.... – The noise limits specified herein are not intended*

*to prevent any local government to the extent not prohibited by federal law or any airport proprietor from setting more stringent standards.”*

The provisions of Title 21 merely specify maximum levels of airport noise which cannot be exceeded at the local level. The provision is analogous to the situation with the automobile speed limit. Local jurisdictions are free to set speed limits appropriate to their own community, but may not exceed the state-mandated maximum of 65 miles per hour.

With regards to the maximum noise limits permitted by the Department of Transportation, Section 5006 states that:

*“The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a community noise equivalent level (CNEL) value of 65 dB for the purpose of these regulations. This criterion level has been chosen for reasonable persons residing in urban residential areas....”* (emphasis added)

The Department of Transportation, however, recognizes that the 65 dB CNEL level is not appropriate in settings which are other than “urban” in character and that noise levels which are measured in different settings must be adjusted in order to be compared with one another or with suggested standards. This process is described in some detail in the ALUP Handbook (pages 7-23 through 7-28) and is termed “normalization.” According to Table 7B of the ALUP Handbook, noise levels in the vicinity of the Airport should be normalized by adding 10 dB to the measured value (or subtracting 10 dB from the maximum acceptable CNEL value). This results in a recommended maximum acceptable residential noise level of 55 dB CNEL, which is in agreement with the provisions of this amendment.

In addition to the above, aircraft overflights have been characterized by some noise experts (Niedzielski, Minnesota Pollution Control Agency) as “impulsive” in nature. Such consideration would require an additional normalization of 5 dB, bringing the state-recommended noise standard to 50 dB CNEL for the San Luis Obispo area.

The process of normalizing sound levels in the vicinity of the Airport, then, requires the addition of 10 to 15 dB to the measured CNEL value. At the 55 dB CNEL contour, the normalized CNEL would be in the range of 65 to 70 dB. In the document NTID 300.3 **Community Noise**, the U.S. Environmental Protection Agency (EPA) has correlated community reaction to noise with normalized CNEL values, as calculated from documented case histories. At a level of 65 to 70 dB normalized CNEL, widespread complaints and/or a single threat of legal action is to be expected. It is clear, therefore, that the 55 dB CNEL noise standard adopted in this amendment as the maximum acceptable noise level for new residential development is the least restrictive standard which will meet the goal “*to protect the public from noise and to resolve incompatibilities between airports and their surrounding neighbors*” as required in Title 21.

In the case of the current amendment, moreover, it is not necessary to speculate as to whether the specified 55 dB CNEL of maximum noise level for residential and other noise-sensitive development is acceptable under California Department of Transportation guidelines, as the Department of Transportation has specifically reviewed this amendment and has found its residential noise policies to be appropriate.

- **Recommendations of the U.S. EPA** – The U.S. EPA, in its publication ***Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*** (often referred to as the ***Levels Document***), provides specific recommendations concerning the maximum levels of environmental noise which should be permitted. Although U.S. EPA guidelines designate noise exposure levels in Ldn, rather than CNEL, in the case of the Airport, these two measurements are expected to be quite similar.

U.S. EPA standards suggest that outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places where quiet is a basis for use, the ambient exterior noise level should be less than 55 dB Ldn. In addition, the U.S.

EPA suggests that interior noise levels in residential areas should be less than 45 dB Ldn. Since noise attenuation for typical warm-climate residential construction, with windows open is approximately 12 dB, this interior standard would correspond to an exterior noise level less than 57 dB Ldn.

The U.S. EPA also addresses the issue of community noise levels. The **Levels Document** categorizes communities as Quiet Suburban (QS), Normal Suburban (NS), Urban (U), or Noisy Urban (NU). Ambient noise levels prescribed in each of these settings are 50 dB for Quiet Suburban, 55 dB for Normal Suburban, 60 dB for Urban, and 65 dB for Noisy Urban. Since virtually all of the undeveloped land within the Planning Area is presently rural or quiet suburban, a maximum acceptable residential noise level of 50 dB would be most consistent with EPA guidelines. Even if these areas are classified according to planned use, rather than present use, they would be of normal suburban character and an exterior residential noise level of 55 dB would be the maximum permissible.

In view of these findings, the present amendment is consistent with or less stringent than noise guidelines specified by the U.S. EPA.

- **Recommendations of the World Health Organization (WHO)** – In March of 1999, a task force of the WHO met in London and reviewed extensively the current literature on the health effects of ambient noise exposure. The document, *Guidelines for Community Noise*, which resulted from this session, contains the standards for maximum acceptable community noise levels (see Table 4).

**TABLE 2: GUIDELINES FOR COMMUNITY NOISE**

<b>Environment</b>	<b>Sound Level dB LAeq<sup>a</sup></b>	<b>Equivalent Exterior Sound Level db LAeq<sup>a</sup></b>
Outdoor living areas	50 – 55	50 – 55
Indoor dwellings	35	47 – 50 <sup>b</sup>
Bedrooms	30	42 – 45 <sup>b</sup>
School classrooms	35	47 – 50 <sup>b</sup>
School playgrounds, outdoor	55	55
Hospitals, patient rooms	30	42 – 45 <sup>b</sup>
Hospitals, treatment/observation rooms	35	47 – 50 <sup>b</sup>
Industrial, commercial & traffic areas	70	n/a <sup>c</sup>
Music through earphones	85	n/a <sup>c</sup>
Ceremonies and entertainment	100	n/a <sup>c</sup>

<sup>a</sup> The ear has different sensitivities to different frequencies, being least sensitive to extremely high and extremely low frequencies. Because of this varied sensitivity, the term “A weighting” is used: all the different frequencies, that make up the sound, are assessed to give a sound pressure level. The sound pressure level measured in dB is referred to as “A-weighted” and expressed as dB LAeq.

<sup>b</sup> Range indicates values obtained using average building attenuation figures given by the EPA for warm climates, windows open (12 dB) and for average across the nation (15 dB).

<sup>c</sup> Exterior sound level is not applicable, as the listed use is anticipated to be the primary source of noise exposure.

The 55 dB CNEL standard established by the ALUP as the maximum acceptable averaged noise level for new residential land uses is consistent with WHO recommendations with respect to outdoor living areas and is considerably less restrictive than WHO guidelines with regard to indoor living areas, bedrooms and classrooms.

In addition to recommendations for average noise exposure, the WHO has specified standards for maximum exposure to single noise events (see Table 5).

**TABLE 3: GUIDELINES FOR SINGLE NOISE EVENTS**

<b>Environment</b>	<b>Sound Level dB LAmax<sup>a</sup></b>	<b>Equivalent Exterior Sound Level dB LAmax<sup>a</sup></b>
Outdoor facade of living areas, night	60	60
Bedrooms	45	57 – 60 <sup>b</sup>
Hospitals, patient rooms (night)	40	52 – 55 <sup>b</sup>
Music through earphones	110	n/a <sup>c</sup>
Ceremonies and entertainment	110	n/a <sup>c</sup>

<sup>a</sup> The expression dB LAmax is the maximum noise level of an individual event. Measurements are to be A-weighted and are to be obtained using a *Fast* response time.

<sup>b</sup> Range indicates values obtained using average building attenuation figures given by the EPA for warm climates, windows open (12 dB) and for average across the nation (15 dB).

<sup>c</sup> Exterior sound level is not applicable, as the listed use is anticipated to be the primary source of noise exposure.

**Recommendations of the Natural Resources Defense Council (NRDC)** – In 1995, the NRDC undertook a study of noise and land use issues at 125 U.S. airports. The analysis and conclusions of that study were subsequently published in a document entitled *Flying Off Course: Environmental Impacts of America's Airports*. In this report, the NRDC advocates the use of the 55 dB CNEL contour for all “funding and planning decisions.” The provisions of this amendment are consistent with that standard.

The ALUP recognizes, however, that, within areas already devoted to residential land use within the 55 dB CNEL contour, further development of isolated parcels may not notably increase the degree of incompatibility which currently exists. In consequence, a separate standard of 60 dB projected CNEL is adopted as the maximum “acceptable noise level” for residential infill development.

## 4.3.2 Definitions

**4.3.2.1 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. 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
- difficulty in providing sufficient noise mitigation due to structures with openable windows or outdoor activity areas.

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

- a. all residential land uses (rural residential, suburban residential, single-family, multifamily, mobilehomes and mobilehome parks, and caretakers quarters)
- b. outdoor theatres, amphitheatres, and public assembly areas (does not include sports stadiums, athletic fields, playgrounds, public swimming pools, tennis courts, golf courses, or small picnic areas)
- c. restaurants, bars, taverns, food takeouts, wine tasting rooms, and similar business, if such business include outdoor eating or drinking areas
- d. campgrounds (with overnight sleeping facilities)
- e. bed and breakfast inns, homestay facilities

**4.3.2.2 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
- 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:

- a. hotels and motels
- b. restaurants, bars, taverns, food takeouts, wine tasting rooms, and similar business, without outdoor eating or drinking areas
- c. temporary sleeping quarters for air crews and other employees in transit
- d. offices, office buildings

- e. hospitals, nursing homes, residential care facilities and other medical facilities offering 24-hour care
- f. churches, synagogues, temples, monasteries and convents
- g. mortuaries, funeral parlors
- h. 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)
- i. studios – radio, television, recording, rehearsal, and performance facilities
- j. 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)
- k. libraries (excluding aviation-oriented libraries)
- l. museums (excluding air museums)

**4.3.2.3 Infill development** - For purposes of this ALUP, a determination that a particular land use represents infill development shall be made only if all of the following conditions are met:

- a. The proposed development area is bounded on all sides by uses similar to those proposed, and
- b. The proposed development does not extend the perimeter of the area already developed with noise-sensitive uses, and
- c. Increased intensity and/or incompatibility of noise-sensitive uses is not permitted through use permits, density transfers or other strategies, and
- d. Other applicable development conditions (such as aviation easement dedication, disclosure requirements, and special structural noise attenuation criteria) are met.

**4.3.2.4 Projected 55 dB CNEL Contour** - For purposes of this ALUP, the term projected 55 dB CNEL contour shall mean the 55 dB CNEL contour defined for airfield capacity conditions by the noise study performed by Brown-Buntin Associates (April, 2001) or such other succeeding noise contour projections as may be accepted and deemed valid by the ALUC and adopted by amendment of this ALUP (see Figure 2).

**4.3.2.5 Projected 60 dB CNEL Contour** - For purposes of this ALUP, the term projected 60 dB CNEL contour shall mean the 60 dB CNEL contour defined for airfield capacity conditions by the noise study performed by Brown-Buntin Associates (April, 2001) or such other succeeding noise contour projections as may be accepted and deemed valid by the ALUC and adopted by amendment of this ALUP (see Figure 2).

**4.3.2.6 Area of Demonstrated Noise Incompatibility** - For purposes of this ALUP, the term area of demonstrated noise incompatibility shall be defined to be any community or neighborhood which has shown itself to be affected by airport-related noise concerns by:

- a. a substantial ongoing pattern of noise complaints received and logged by airport administration from multiple members of the community; or
- b. multiple airport noise concerns from the area recorded verbally or in written form on the public records of the ALUC or any referring agency.

### 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 within the 55 dB CNEL airport noise contour 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 Table 4 or lower.
2. The proposed project or local action specifically requires attenuation of aviation-related interior noise impacts as indicated by Table 4. For projects or local actions which lie between the single event contours shown in Figure 2, the required degree of noise attenuation may be extrapolated.
3. 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.
4. 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.

**TABLE 4: MAXIMUM ALLOWABLE INTERIOR NOISE EXPOSURE FROM AVIATION-RELATED NOISE SOURCES**

	Single Event1 Interior Aviation Noise Level dB LAmax	Degree of Noise Attenuation Required (dB)		
		Single Event Noise Contour 85 dB	75 dB	65 dB
Residential dwellings	50	35	25	15 <sup>2</sup>
Hotels and motels – sleeping rooms	50	35	25	15 <sup>2</sup>
Non-sleeping areas	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Restaurants, bars, taverns, and like uses	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Temporary sleeping quarters for air crews and other employees in transit	50	35	25	15 <sup>2</sup>
Offices, office buildings	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Hospitals, nursing homes, residential care facilities and other medical facilities offering 24-hour care – sleeping rooms	50	35	25	15 <sup>2</sup>
Non-sleeping areas	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Churches, synagogues, temples, monasteries and convents	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Mortuaries, funeral parlors	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Indoor theatres, music halls, meeting halls, and other indoor public assembly facilities <sup>3</sup>	50	35	25	15 <sup>2</sup>
Studios – radio, television, recording, rehearsal, and performance facilities	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Schools and day care centers <sup>4</sup>	60	25	15 <sup>2</sup>	5 <sup>2</sup>
Libraries (excluding aviation-oriented libraries)	50	35	25	15 <sup>2</sup>
Museums (excluding air museums)	50	35	25	15 <sup>2</sup>

<sup>1</sup> The reference event for determination of required single event noise mitigation shall be the straight-in arrival of a regional airline jet landing on Runway 29 and the straight-out departure of a regional airline jet from Runway 29. Measurements are to be of the maximum noise level, are to be A-weighted, and are to be obtained using a Fast response time.

<sup>2</sup> Normal construction techniques are assumed to provide adequate noise attenuation.

<sup>3</sup> Not including facilities utilized exclusively by pilots' organizations, airport or airline employees, or other airport related groups

<sup>4</sup> Not including flight schools, aviation mechanics training schools, airline orientation facilities or other institutions offering instruction only in aviation-related fields

### 4.3.4 Policies

Notwithstanding any other provision of this ALUP except for the specific provisions set forth in Section 6 (Specific Land Use Provisions for the Margarita Area), 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 determined to be inconsistent with the ALUP if the proposed project or local action:

- a. **Policy N-1** – Would permit or fail to sufficiently prohibit establishment within the projected 60-dB CNEL contour of any extremely noise-sensitive land use.
- b. **Policy N-2** – Would permit or fail to sufficiently prohibit any extremely noise-sensitive land use within the projected 55-dB CNEL contour, with the exception of developments which meet the criteria delineated in Section 4.3.2.3 for designation as infill.
- c. **Policy N-3** – Would permit or fail to sufficiently prohibit any moderately noise-sensitive land use within the projected 55-dB CNEL contour, with the exception of developments which meet the requirements for mitigation of interior noise levels specified in Table 4 and in Section 4.3.3.
- d. **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 development
  - b. Any new moderately noise-sensitive 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.

**TABLE 5: SUMMARY OF COMPATIBILITY OF NOISE SENSITIVE LAND USES WITH PROJECTED CNEL CONTOURS FOR THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT**

CNEL Level	Compatibility	
	Extremely Noise Sensitive Land Uses	Moderately Noise Sensitive Land Uses
Inside 60 dB CNEL contour	Prohibited	With mitigation <sup>2</sup>
Between 55 and 60 dB contours	Infill only <sup>1</sup>	With mitigation <sup>2</sup>
Outside 55 dB contour	Allowable	Allowable

<sup>1</sup> Specific criteria defined by the Airport Land Use Plan for designation as infill development must be met.

<sup>2</sup> Mitigation requirements specified by the Airport Land Use Plan must be met.

## 4.4 SPECIFIC LAND USE POLICIES: SAFETY

### 4.4.1 Objective

The objective of the safety policies of this ALUP is to minimize the risks to the safety and property of persons on the ground associated with potential aircraft accidents and to enhance the chances for survival of the occupants involved in an accident which takes place beyond the immediate runway environment.

An effective approach to accomplishing this objective must include all of the following elements:

- a. identifying areas of aviation safety risk
- 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 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 effect 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.

### 4.4.2 Definitions

**4.4.2.1 Special Function Land Use** - For purposes of this ALUP, the term special function land use shall be defined to include certain types of land use which are commonly regarded as requiring special protection from hazards such as aircraft accidents. These uses fall into two categories:

- a. *impaired egress uses* – land uses for which the significant common element is the relative inability of the people occupying the space to move out of harm’s way; includes elementary and secondary schools, hospitals, nursing homes, and other similar uses; and
- b. *unusually hazardous uses* – land uses which include features which could substantially contribute to the severity of an aircraft accident if they were to be involved in one; includes above ground storage of substantial quantities of flammable materials, fuel pumping facilities, above ground electric transmission lines or switching facilities, above ground pipelines carrying flammable materials, and other similar uses.

**4.4.2.2 High Intensity Land Use** – For purposes of this ALUP, the term high intensity land use shall be defined as 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:

- a. amusement parks, fairgrounds
- b. convention/exhibit halls, major auditoriums
- c. stadiums and arenas
- d. 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.)

**4.4.2.3 Reserve Space** - For purposes of this ALUP, reserve space shall be defined as land which:

- a. meets the design criteria specified in Table 6 and
- b. is restricted in perpetuity by deed restriction, easement, or other suitable legal instrument to uses characterized by low occupancy levels and substantially free of structures.

Land uses which may, if the standards established in Table 6 are met, be consistent with this definition of reserve space include:

Undeveloped land – “green belt” reserve

Parks

Agriculture

Certain low intensity recreational uses – e.g., golf courses, shooting ranges

Cemeteries

In previous editions of the Airport Land Use Plan, the term “open space” was used to refer to this type of land use. The present version has changed to the phrase *reserve space* to avoid confusion with the concept of open space as it is used in local planning documents.

**4.4.2.4 Building Coverage** - For purposes of this ALUP, the term “building coverage” shall mean 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.

**4.4.2.5 Dwelling Unit** - For purposes of this ALUP, a dwelling unit is defined as 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:

- a. Single family detached housing – Each structure shall be counted as one dwelling unit.
- b. 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 structure shall count as one dwelling unit.
- c. Duplexes, triplexes, quadriplexes, 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.
- d. Rooming houses, boarding houses, long-term residential hotels, dormitories – Each bedroom shall be counted as 0.5 dwelling unit.

**4.4.2.6 Gross Land Area** - For purposes of determining residential and nonresidential densities permitted under the provisions of a general plan, specific plan, or zoning ordinance, "gross land area" shall be the total area of each parcel or group of contiguous parcels assigned to a single residential or mixed-use zoning/land use designation by the referred action. For purposes of determining densities permitted under the provisions of an amendment to a general plan, specific plan, or zoning ordinance or of an individual development proposal, "gross land area" shall be the total area of each parcel or group of contiguous parcels which is assigned to a single residential or mixed-use zoning/land use designation by a general plan, specific plan, or zoning ordinance and whose use, density, or character of development would be modified by the action or individual development proposal referred to the ALUP for consistency determination. When the area of a referred action or project abuts a street right-of-way, "gross land area" may also include those portions of the right-of-way which lie between the boundary of the referral area and the centerline of the right-of-way.

It is the strong intent of this ALUP that adjustments in residential and/or nonresidential densities and clustering of development be achieved through the formulation of Airport Compatible Open Space Plans (ACOS) and establishment of clustered development zones in accordance with the standards and procedures set forth in Section 4.4.6. In exceptional circumstances, however, the ALUC may, at its sole discretion, approve the inclusion of land area which is assigned an "open space" zoning/land use designation by local planning instruments to be included in the "gross land area" for calculation of residential density. Such inclusion will be permitted only if:

- a. The "open space" is surrounded by or contiguous with the referral area and is integrally, reasonably, and specifically related to the referred action or development proposal
- b. The "open space" area is relatively flat and level and is substantially free of structures and vehicles
- c. The "open space" area is preserved in perpetuity by ordinance or deed encumbrance which indicates that the property has been set aside as "open space" to achieve consistency with an ALUP, and cannot be subjected to future development, except by approval of the ALUC
- d. The referred local action contains provisions that the "open space" area may not be included in any future referral to the ALUC, if such future referral encompasses an area which is different in size and configuration from the current referral.

**4.4.2.7 Residential Density** - For purposes of this ALUP, the terms residential density is defined as the maximum number of dwelling units per acre of gross land area allowable under the provisions of a referral to the ALUC. If the area subject to a referred local action encompasses more than one Aviation Safety Area (as shown in Figure 3) residential density must be calculated independently for each Safety Area and standards established by this ALUP must not, except as provided in Policy G-4, be exceeded in any Safety Area. If the area subject to a referred local action encompasses more than one zoning or land use designation, residential density must be calculated independently for each zoning or land use designation and standards established by this ALUP must not be exceeded in any such area.

**Maximum Density of Residential Development** - As utilized in Table 7 of this Plan, the term "maximum density of residential development" denotes the maximum number of dwelling units per gross acre which may be permitted within any development or on any parcel by a project or action referred to the ALUC. A project or local action which lacks provisions to ensure that any and all future development projects within the referral will be restricted to a density equal to or less than the maximum residential density will be determined to be inconsistent with the ALUP.

**4.4.2.8 Nonresidential Density** - For purposes of this ALUP, the definition of the term nonresidential density is defined as the maximum number of persons per acre of gross area that a nonresidential development is expected to attract during periods of use. If the area subject to a referred local action

encompasses more than one Aviation Safety Area (as shown in Figure 4) nonresidential density must be calculated independently for each Safety Area and standards established by this ALUP must not, except as provided in Policy G-4, be exceeded in any Safety Area. If the area subject to a referred local action encompasses more than one zoning or land use designation, residential density must be calculated independently for each zoning or land use designation and standards established by this ALUP must not be exceeded in any such area. Standards for calculating nonresidential densities for various land uses are provided in Tables 8 and 9.

### 4.4.3 Delineation of Aviation Safety Areas

**4.4.3.1 Aviation Safety Considerations** - Of the above components of aviation risk management, perhaps the most complex element is identifying areas of significant aviation hazard. The Airport Land Use Commission has determined that the considerations of primary importance in this determination are:

- a. The flight paths most heavily utilized by aircraft departing from or approaching to land at the San Luis Obispo County Regional Airport – Flight paths utilized by a relatively high proportion of arriving or departing aircraft are associated with an increased accident risk.
- b. The flight paths utilized by aircraft departing from or approaching to land at the San Luis Obispo County Regional 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 Federal Aviation Administration for use during reduced-visibility conditions, therefore, are of significant concern to the ALUC.
- c. 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.

**4.4.3.2 Aviation Safety Areas** - Consideration of the factors discussed above have lead to the delineation of three fundamental areas with respect to aviation safety risks:

- a. **Runway Protection Zones** – Areas immediately adjacent to the ends of each active runway, within which the level of aviation safety risk is very high and in which, consequently, structures are prohibited and human activities are restricted to those which require only very low levels of occupancy. The size and configuration of the Runway Protection Zones are specified by Federal Aviation Regulations. The Runway Protection Zones are also referred to as the “clear zones” for each runway.
- b. **Safety Area S-1** – The area, as designated in Figure 3, within the vicinity of which aircraft operate frequently or in conditions of reduced visibility at altitudes  $\leq 500$  feet above ground level (AGL).
- c. **Safety Area S-2** – The area, as designated in Figure 3, within the vicinity of which aircraft operate frequently or in conditions of reduced visibility at altitudes between 501 and 1000 feet above ground level (AGL). Aviation safety hazards to be considered in this area include mechanical failures, fuel exhaustion, loss of control during turns from downwind to base legs or from base to final legs of the traffic pattern, stall/spin incidents during engine-out maneuvers in twin engine aircraft, and midair collisions. Operational factors of concern include circle-to-

land instrument approaches south of Runway 11-29, extensive “pattern work” by student pilots in fixed-wing aircraft (predominantly, but not exclusively to the south and west of the airport), and extensive practice flight by students in rotary-wing aircraft to the north of the airport. Nonetheless, because aircraft in Area S-2 are at greater altitude and are less densely concentrated than in other portions of the Airport Planning Area, the overall level of aviation safety risk is considered to be lower than that in Area S-1 or the Runway Protection Zones.

#### 4.4.4 Delineation of Aviation Safety Sub-Areas

**4.4.4.1 Aviation Safety Considerations** - In order to further refine the definition of areas of relative aviation safety risk in Aviation Safety Area S-1, the Airport Land Use Commission has incorporated the following considerations:

- a. The risk of an aviation accident will be relatively greater in:
  - i. areas above which aircraft approaching along various standardized flight paths are converging (increased risk of midair collision)
  - ii. areas above which aircraft operators frequently execute abrupt and/or complex maneuvers at relatively low airspeed, such as descending turns from the downwind leg to the base leg of the traffic pattern or from base leg to final, climbing turns from the upwind leg to the crosswind leg or from crosswind to downwind, or S-turns, 360° turns, or 270° turns for traffic spacing (increased risk of stall/spin accidents)
  - iii. areas above which aircraft operators are required to perform unanticipated or unusual operations at relatively low airspeed, particularly in conditions of high work load and/or reduced visibility. Such maneuvers include the transition from a normal instrument approach to a missed approach procedure or to a circle-to-land maneuver (increased risk of pilot disorientation/loss of control accidents).
  - iv. areas within the engine-out gliding distance of aircraft on the initial climbout course or final approach course to Runway 11-29, i.e., the extended runway centerline (increased risk of accident due to mechanical malfunction or fuel exhaustion).
- b. Conversely, , the risk of an aviation-related accident will be reduced if flight operations are largely confined to straight-and-level flight or relatively gentle turns in weather conditions with good visibility.
- c. Because of the fact that all of the most frequently-used aircraft flight paths are related to takeoffs or landings on Runway 11-29, potential safety hazards associated with operations to and from Runway 7-25 have not been considered in defining Aviation Safety Areas S-1 and S-2. It is likely, however, that future airport operations will see an increase in the use of Runway 7-25 as a means of increasing the flow of traffic during peak periods. The State of California Department of Transportation’s *Airport Land Use Planning Handbook* provides recommendations, based on runway length, for the size and configuration of aviation safety zones related to Runway 7-25. Although these state-defined safety zones are almost entirely located within Aviation Safety Area S-1, the ALUC acknowledges that, in delineating sub-areas within Area S-1, appropriate recognition of potential safety hazards related to operations on Runway 7-25 is necessary to provide adequate protection to persons and property in the airport area.

**4.4.4.2 Aviation Safety Sub-Areas** - In consideration of the above, the ALUC has established and adopted, within Aviation Safety Area S-1, the Aviation Safety Sub-Areas shown in Figure 3. The Aviation Safety Sub-Areas are:

- a. **Safety Area S-1 a** – Those portions of Safety Area S-1 which are located within 500 feet of the extended runway centerline of Runway 11-29 and within 5000 feet of an existing or planned runway end or which are within 250 feet of the extended runway centerline of Runway 7-25 and within 3000 feet of the runway end.
- b. **Safety Area S-1 b** – Those portions of Safety Area S-1 which are not included in Safety Area S-1a, but are within probable gliding distance for aircraft on expected approach or departure courses; also includes State-defined sideline safety areas, inner turning zones and outer safety zones for both Runway 11-29 and Runway 7-25 and portions of existing Airport Land Use Zone 3. Aviation safety hazards to be particularly considered in this area include mechanical failures, fuel exhaustion, deviation from glideslope or MDA during IFR operations (due to pilot error or equipment malfunction), loss of control during short approach procedures, stall/spin incidents during engine-out maneuvers in multi-engine aircraft, loss of control during “go around” or missed approach procedures, and midair collisions.
- c. **Safety Area S-1 c** – Those portions of Safety Area S-1 which are not included in Safety Areas S-1a or S-1b, but are adjacent to (within 0.5 nm) frequent or low-visibility aircraft operations at less than 500 feet above ground level. Aviation safety hazards to be considered in this area include mechanical failures, deviation from localizer or VOR during IFR operations (due to pilot error or equipment malfunction), stall/spin incidents during engine-out maneuvers in multi-engine aircraft, loss of control during “go around” or missed approach procedures, and loss of visual references by aircraft performing circle-to-land procedures.

In the event of any conflict between these verbal descriptions and the depiction of Aviation Safety Areas in Figure 3, the depictions shown in Figure 3 shall take precedence.

## 4.4.5 Density Adjustments

### 4.4.5.1 Conceptual Basis for Density Adjustments

It is a goal of the Airport Land Use Commission to protect the long-term viability of the San Luis Obispo County Regional Airport, not only by prohibiting inappropriate development in the airport planning area, but by also encouraging land development which has been specifically planned to be compatible with current and future airport operations. One benefit of the above delineation of Aviation Safety Sub-Areas is that it identifies portions of the Airport Planning Area where the inclusion of appropriate safety features in proposed projects or local actions may allow development of a nature or intensity of land use which would otherwise be inconsistent with the Airport Land Use Plan. The special planning elements which may provide a basis for density adjustments include:

- a. provision, by means of adopted local planning instruments, of designated areas of Reserve Space consistent with the requirements of this ALUP and approved by the Airport Land Use Commission
- b. clustered development zones
- 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 nonresidential density
- 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
- e. elimination of limitations on maximum building footprint.

#### **4.4.5.2 Procedures for Density Adjustments – Airport-Compatible Open Space Plan**

The primary means by which local agencies may obtain density adjustments is by preparation of one or more Airport-Compatible Open Space Plans (ACOS). The ACOS shall be incorporated as an element of a general plan, specific plan, zoning ordinance, or other local planning instrument which is subject to mandatory review by the ALUC. An ACOS may be prepared for any area within the Airport Planning Area, and the geographic extent of each ACOS will be determined and specified by the responsible local agency.

In order to be approved by the ALUC, an Airport-Compatible Open Space Plan must provide for the establishment, protection, and maintenance *in perpetuity* of a portion of the area as Reserve Space (as defined in Section 4.4.2.3. of this ALUP). Reserve Space areas should be located so as to mitigate existing aviation safety risks to the greatest degree possible. To this end, the ACOS shall:

- a. indicate the size, location, and configuration of sites within a specified planning area that conform to the definition of Reserve Space provided in Section 4.4.2.3 and Table 6 of this ALUP or that will be improved to conform to the standards of Section 4.4.2.3 and Table 6, and
- b. include, with respect to each area of Reserve Space, a verbal description of the site demonstrating compliance with the standards provided in Section 4.4.2.3 and in Table 6, or indicating the improvements needed to conform to the standards and a date by which such improvements will be made, and
- c. contain specific provisions for the upkeep and maintenance of each area of Reserve Space and for ensuring that the design standards provided in Section 4.4.2.3 and in Table 6 will be maintained *in perpetuity*.”

#### **4.4.5.3 Procedures for Density Adjustments – Detailed Area Plan**

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, protects the public against undue aviation safety hazards.

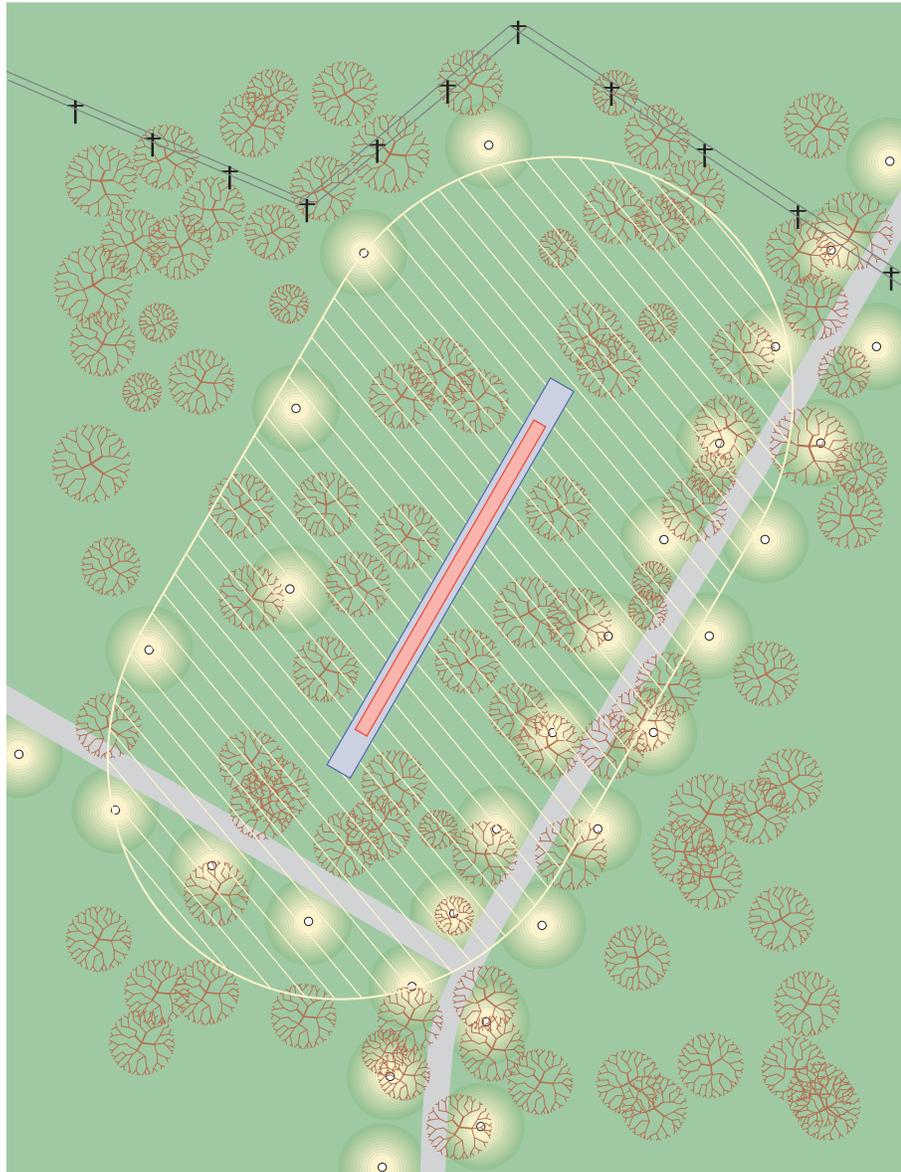
A Detailed Area Plan proposed by a local agency shall meet the following criteria:

- 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

**TABLE 6: DESIGN CRITERIA FOR RESERVE SPACE AREAS**

Size	The minimum size of any Reserve Space area shall be 60 x 1000 feet. A size of 100 x 2000 feet or greater is suggested.
Distribution	Reserve Space shall be distributed more or less evenly within each Aviation Safety Area in such manner as to provide effective mitigation of aviation safety hazards. Arbitrary clustering of Reserve Space in isolated portions of any Aviation Safety Area is not acceptable.
Topography	Terrain shall be level or gently rolling. Abrupt changes in slope (such as cliffs, bluffs, berms, ravines, creek beds) are not acceptable.
Obstructions	<ul style="list-style-type: none"> <li>• There is no requirement for removal of rocks, but areas in which the presence of many large rocks or boulders would constitute a hazard to aircraft shall not be approvable as Reserve Space</li> <li>• Within any given Reserve Space area, at least one area must exist which is a minimum of 60 x 1000 feet in size with maximum grade not to exceed 5%; which is free of all streets, roads, highways, parking lots, rights-of-way, vehicles, fences, light poles, trees, and fixed athletic equipment; and which is not overhung by pole-mounted light fixtures or by the canopies of nearby trees (or, in the case of new plantings, by the maximum anticipated canopies of trees at maturity). No above-ground utility poles or wires may be located within 500 feet of this 60 x 1000 foot area. In addition, the center 30 x 800 feet of this area is to be maintained free of curbs, gutters, planting areas, staked crops or plantings, and headstones. Illumination may be provided by bollard lights, so long as the height of each bollard is less than three feet and so long as no bollard lights are located within the center 30 x 800 foot area.</li> <li>• Except within the 60 x 1000 foot area described above, fences are acceptable within Reserve Space areas, provided that they are of wire strand ("barbed wire") or chain link construction. Wood, concrete, concrete block, brick, or stone fences are not permitted.</li> <li>• All light poles within the Reserve Space area shall be designed and colored in such a manner as to be easily visible from the air and shall be illuminated during all hours of darkness (although the level of illumination may, if desired, be reduced during non-business hours). The use of vertical banners or signs mounted to light poles is encouraged as a means to improve the visibility of these fixtures.</li> <li>• Reserve Space areas shall be substantially free of structures</li> </ul>
Agricultural	<ul style="list-style-type: none"> <li>• Grazing of cattle, sheep, goats, and the like is acceptable in Reserve Space areas. Specialized animal facilities (such as feedlots, poultry farms, hog farms) and barns or other structures are prohibited</li> <li>• Cultivation of crops not requiring staking is allowed.</li> <li>• Cultivation of staked crops is allowed, provided that, in any given Reserve Space area, at least one area exists which is a minimum of 30 x 800 feet in size and which is free of stakes-as described above.</li> <li>• Forestry and orchards are allowed, provided that, in any given Reserve Space area, at least one area exists which is a minimum of 60 x 1000 feet in size and which is free of intrusion by trees as described above.</li> </ul>

**FIGURE 4: SAMPLE LAYOUT OF RESERVE SPACE AREA**



- Reserve Space area
- Minimum 60 x 1000 foot area – Streets, roads, highways, parking lots, rights-of-way, vehicles, fences, light poles, trees, and fixed athletic equipment prohibited. No above-ground utility poles or wires may be located within 500 feet of this 60 x 1000 foot area (*yellow hatching*).
- Minimum 30 x 800 foot area – Streets, roads, highways, parking lots, rights-of-way, vehicles, fences, light poles, bollard lights, trees, fixed athletic equipment, curbs, gutters, planting areas, staked crops or plantings, and headstones prohibited.

that will be permitted at each parcel within the Detailed 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 densities allowed within the Detailed Plan area are in conformance with the Maximum Density of Use (Non-Residential) figures specified in Table 7 of this ALUP
  - iii. Sufficient information to enable the ALUC to determine that the residential densities allowed within the Detailed Plan area are in conformance with the figures specified in Table 7 of this ALUP
  - iv. Sufficient information to enable the ALUC to determine that the residential densities allowed at each parcel within the Detailed Plan area are in conformance with the Maximum Density of Residential Development figures specified in Table 7 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 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.

#### **4.4.5.4 Procedures for Density Adjustments – Clustered Development Zones**

Additional density adjustments (as specified in Table 7) may be attained through the designation of Clustered Development Zones (CDZ). A CDZ may include any part or all of the area encompassed by an ACOS, and the geographic extent of each CDZ will be determined and specified by the responsible local agency.

In order to be approved by the ALUC, an Airport-Compatible Open Space 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 Reserve Space:

- a. in Aviation Safety Area S-1c .... 35% of the gross area of the CDZ
- b. in Aviation Safety Area S-2 ..... 25% of the gross area of the CDZ.

#### **4.4.5.5 Steps in Establishing an Approved ACOS**

- a. *The local agency (City or County) formulates an ACOS which covers an area of the local agency's choosing* – In formulating such plan, the local agency is to be guided by the standards for Reserve Space set forth in the ALUP Section 4.4.2.3 and in Table 6. The ACOS shall be formulated as an element of a general plan, specific plan, zoning ordinance, building code or other local agency planning document which must undergo mandatory consistency determination by the ALUC and shall be referred to the ALUC for such mandatory determination of consistency
- b. *The local agency submits the proposed ACOS to the ALUC for approval*
- c. *The ALUC evaluates the proposed ACOS.* In its evaluation, the ALUC shall consider the degree to which the standards specified in ALUP Section 4.4.2.3 and in Table 6 are met and the degree to which the proposed ACOS mitigates existing or anticipated aviation safety hazards, together with any other criteria or information that it deems fit. If the ALUC determines that the proposed ACOS is adequate to offset the increased densities of development permitted in Table 7 of the ALUP, the plan shall be approved. In no circumstance, however, shall the ALUC approve an

ACOS which fails to specify and designate a percentage of Reserve Space within any Clustered Development Zone that is less than the percentage required by Section 4.4.6.4.

- d. Once an ACOS is approved by the ALUC, all properties within the area included in the ACOS shall be eligible to receive the density adjustments specified in Table 7 and shall be exempt from the maximum building footprint restriction specified in that Table, and all properties within a Clustered Development Zone specified by the ACOS will be eligible to receive the density adjustments listed by Table 7.

#### 4.4.6 Policies

Notwithstanding any other provision of this ALUP except for the specific provisions set forth in Section 6 (Specific Land Use Provisions for the Margarita Area), 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:

- a. **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 4.
- b. **Policy S-2** – Would permit or fail to adequately prohibit any future residential or nonresidential development or redevelopment which would create, within the site to be developed or redeveloped, a density greater than specified in Table 7 or any mixed-use development or redevelopment which would create, within the site to be developed or redeveloped, densities greater than illustrated in Figures 5 through 8.
- c. **Policy S-3** – Would permit or fail to adequately prohibit any future development project which specifies, entails, or would result in a greater building coverage than permitted by Table 7.
- d. **Policy S-4** – Would permit or fail to adequately prohibit high intensity land uses or special land use functions (impaired egress uses or unusually hazardous uses), except that, when conditions specified by Table 7 for density adjustments have been determined to be met by the ALUC, high intensity land and/or special function uses may be allowed in Aviation Safety Area S-2.

**Table 7: Planning requirements and density adjustments for Land Uses Within the Aviation safety Areas for the San Luis Obispo County Regional Airport**

Aviation Safety Area	Maximum Building Coverage (% of gross area)	Maximum Density of Use (Non-Residential) persons/acre <sup>1</sup>	Maximum Density of Residential Development d. u./acre <sup>2</sup>	Special Function Land Uses Allowed	High Intensity Land Uses Allowed
Runway Protection Zone	0	5	0	no	no
Airport Safety Area 1a	5	30	0.2	no	no
With approved ACOS	n/a	40	0.2	no	no
Airport Safety Area 1b	10	40	0.2	no	no
With approved ACOS	n/a	50 <sup>6</sup>	0.2	no	no
Airport Safety Area 1c	15	50	0.2	no	no
With approved ACOS	n/a	60 <sup>6</sup>	0.2	no	no
With approved ACOS and Detailed Area Plan (DAP) <sup>3</sup>	n/a	80	0.2	no	no
Within CDZ specified by an approved ACOS	n/a	90	0.2	no	no
Within CDZ specified by approved ACOS and DAP <sup>3</sup>	n/a	120	0.2	no	no
Airport Safety Area 2	20	150	6	no	no
With approved ACOS	n/a	150	12	no	no
With approved ACOS and Detailed Area Plan <sup>3</sup>	n/a	150	18 <sup>5</sup>	yes <sup>4</sup>	yes <sup>4</sup>
Within CDZ specified by an approved ACOS	n/a	180	18	no	no
Within CDZ specified by approved ACOS and DAP <sup>3</sup>	n/a	Unlimited	Unlimited	yes <sup>4</sup>	yes <sup>4</sup>

<sup>1</sup> Refers to the maximum number of persons that a development may be expected to attract during the course of normal operations.

<sup>2</sup> Refers to the maximum number of dwelling units (as defined by this ALUP) per acre of gross land area allowable on any parcel under the terms of a proposed project or local action.

<sup>3</sup> Requires that the development be controlled by a Detailed Area Plan that has been developed in consultation with the ALUC and has been reviewed by the ALUC and has been determined to be consistent with the ALUP after the date of adoption of this amendment.

<sup>4</sup> Location and type of Special Function and/or High Intensity land uses shall be designated by Detailed Area Plan and shall be subject to ALUC approval.

<sup>5</sup> Although a maximum residential density of up to 18 d.u./acre may be allowed for designated parcels within the Detailed Area Plan, the Detailed Area Plan must also provide for areas of lesser allowable densities, so that the maximum number of dwelling units which can be established within the Detailed Plan area, under conditions of maximum build-out, will not exceed 15 d.u./acre.

<sup>6</sup> Except that, in those portions of Safety Areas S 1b and S 1c which are a distance of 1 nm or greater from the end of any active runway, a maximum non-residential density of up to 75 persons/acre will be allowed.

**Abbreviations:** ACOS – Airport Compatible Open Space plan – See Sections 4.4.6.2 and 4.4.6.5 for additional information.  
 CDZ – Clustered Development Zone – See Section 4.4.6.4 for additional information.

**TABLE 8: NON-RESIDENTIAL LAND USE DENSITIES**

Type of Use	Density
<b>Agriculture</b>	
Agricultural processing	One person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor processing area
Agriculture – grazing and outdoor crops	One person per acre of gross land area
Agriculture – greenhouse culture, livestock raising	Ten persons per acre of gross land area
<b>Carwash – Mechanical</b>	
Self serve	Twenty persons
	Six persons
Food & Beverage Service, Indoor Entertainment	One person per 60 sq. ft. gross floor area.
Hospitals	Two persons per bed
<b>Indoor-Outdoor Uses</b>	
Auto dismantling, scrap dealers, recycling centers	One person per 5000 sq. ft. of gross land area
Equipment rental, contractors' yards, gas distributors – containerized, govt. agency or corporation yards	One person per 1000 sq. ft. of gross land area
Service stations	One person per 500 sq. ft. of gross land area
Laboratories	One person per 200 sq. ft. gross floor area
Libraries and Museums	One person per 50 sq. ft. gross floor area
Manufacturing	One person per 200 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor manufacturing or storage area
Offices	One person per 200 sq. ft. gross floor area, plus one person per 10 sq. ft. of floor area of meeting rooms intended for use by the general public; if it is un-whether meeting rooms will be included, one per 100 sq. ft. gross floor area
known person	
<b>Outdoor Entertainment</b>	
Stadiums area	One person per seat or per 10 sq. ft. of spectator area
Swimming pools (public)	One person for each 70 sq. ft. of pool surface
All other	One person per 300 sq. ft. outdoor use area
Public Assembly Uses area	One person per seat or per 12 sq. ft. of gross floor area
Residential Uses	Residential use – non-residential density does not apply

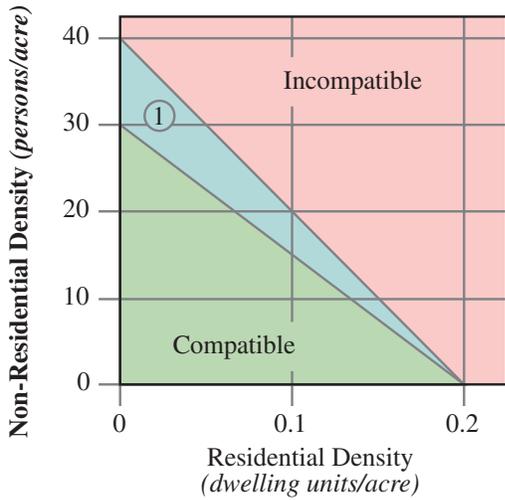
Type of Use	Density
Retail Sales	One person per 300 sq. ft. of gross floor area, plus one person per 1000 sq. ft. outdoor sales/storage area
Schools	One person per 45 sq. ft. gross floor area
Service Uses	One person per 200 sq. ft. gross floor area
Transient Lodgings	
Hotels, motels, bed and breakfasts	1.8 persons per room or group of rooms to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, coffee shops, bars, or night clubs; plus one person per 10 sq. ft. of floor area of meeting rooms
Hostels	One person per 100 sq. ft. gross floor area
Transportation Uses	
closed	One person per 200 sq. ft. gross floor area (excluding garage), plus one person for 700 sq. ft. enclosed garage
Warehousing, Mini-storage, Moving Company	One person per 1000 sq. ft. gross floor area
Wholesaling and Mail-Order Houses	One person per 300 sq. ft. gross floor area, plus one person per 1000 sq. ft. outdoor sales/storage area

**TABLE 9: INDIVIDUAL LAND USES INCLUDED IN EACH LAND USE CATEGORY**

<b>Use Category</b>	<b>Specific Uses Included</b>
Food and Beverage	Amusement arcades (video games) Bars, taverns Catering services Hot tubs – commercial use Nightclubs, discotheques Restaurants, sandwich shops, food take-out, etc. Skating rinks
Hospitals	Convalescent hospitals Hospitals
Hotels	Bed and breakfast inns Hotels and motels
Indoor-Outdoor Uses	Auto dismantling, scrap dealers, recycling centers Equipment rental Contractors' yards Gas distributors – containerized Government agency corporation yards Service stations
Laboratories	Laboratories – medical, analytical, research and development
Manufacturing Uses	Manufacturing Laundry/dry cleaner: cleaning plant Tallow works Tire recapping
Offices	Government offices and meeting rooms Offices – contractors Offices – professional, other than medical or dental Organizations offices and meeting rooms Utility companies: engineering and administrative offices
Outdoor Entertainment	Amusement parks, fairgrounds, athletic fields, game courts Circus, carnival, fair, festival, parade Drive-in theatres
Public Assembly Uses	Auditoriums, convention/exhibit halls, community meeting rooms Churches, synagogues, temples, etc. Mortuaries Theatres
Retail Sales	Feed stores and farm supply stores Retail sales – indoor or outdoor sales of building/ landscape materials Retail sales – appliances, furniture and furnishings, musical instruments, data processing equipment, business, office, and medical equipment, catalog stores, sporting goods and outdoor supplies Retail sales and repair of bicycles Retail sales and rentals – motor vehicles, aircraft, motorhomes Retail sales – auto parts, accessories

<b>Use Category</b>	<b>Specific Uses Included</b>
Retail Sales (continued)	<p>Retail sales – convenience markets, groceries, liquor, specialized foods (bakery, meats, dairy items, etc.)</p> <p>Retail sales – general merchandise (drug, discount, department, and variety stores)</p> <p>Retail sales – specialties (shoe stores, clothing, stores, book/record/video stores, toy stores, stationery stores, gift shops) and rentals</p> <p>Warehouse (“big box”) stores</p>
Residential Uses	<p>Boarding/rooming houses, dormitories, homeless shelters</p> <p>Dwellings, caretaker’s quarters</p> <p>Convents and monasteries, fraternities and sororities</p> <p>Mobile home parks</p>
Service Uses	<p>Advertising and related services</p> <p>Animal hospitals, boarding and grooming (large or small animals)</p> <p>Athletic and health clubs, gymnasiums, fitness centers, tanning centers</p> <p>Auto repair and related services</p> <p>Banks, savings and loans, credit unions, finance companies</p> <p>Broadcast studios</p> <p>Barbers, hairstylists, manicurists</p> <p>Building and landscape maintenance services</p> <p>Cemeteries, mausoleums, columbariums</p> <p>Computer services</p> <p>Credit reporting and collecting</p> <p>Detective and security services</p> <p>Exterminators</p> <p>Employment agencies</p> <p>Florists</p> <p>Insurance service – local branch or regional office</p> <p>Medical or dental offices, ambulance services</p> <p>Photocopy services, blueprinting and microfilming services</p> <p>Pharmacies – prescription drugs only</p> <p>Photofinishing – retail or wholesale, photographic studios</p> <p>Police and fire stations and training facilities</p> <p>Pool halls and billiard parlors</p> <p>Post offices, telegraph offices, delivery and postal services</p> <p>Printing and publishing</p> <p>Realty offices, title companies</p> <p>Refuse hauling, septic tank/portable toilet services</p> <p>Repair service – household appliances, locksmiths, seamstresses, shoe repair, electrical equipment, power tools, saw sharpening</p> <p>Laundry/dry cleaner: pick-up point or office or self-service</p> <p>Secretarial and related services</p> <p>Ticket/travel agencies</p> <p>Utility companies: customer account services</p>
Transportation Uses	<p>Bus stations</p> <p>Railroad yards, stations, crew facilities</p> <p>Trucking/taxi services</p>

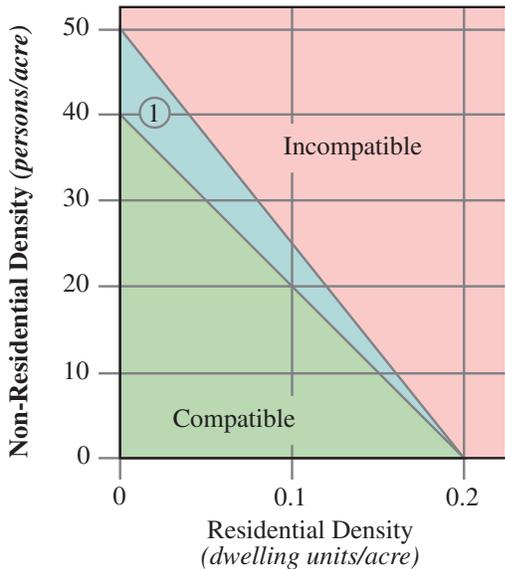
**Figure 5: Allowable Densities  
Aviation Safety Area S-1a**



**Legend for Figure 5:**

- Allowable with No Density Adjustments
- ① Allowable with approved ACOS
- Prohibited

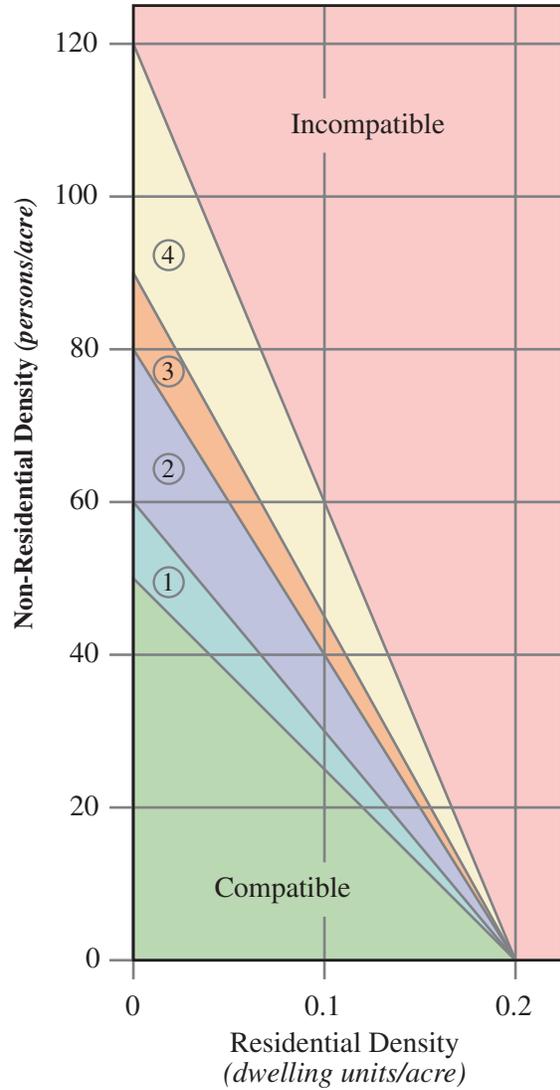
**Figure 6: Allowable Densities  
Aviation Safety Area S-1b**



**Legend for Figure 6:**

- Allowable with No Density Adjustments
- ① Allowable with approved ACOS
- Prohibited

**Figure 7: Allowable Densities  
Aviation Safety Area S-1c**

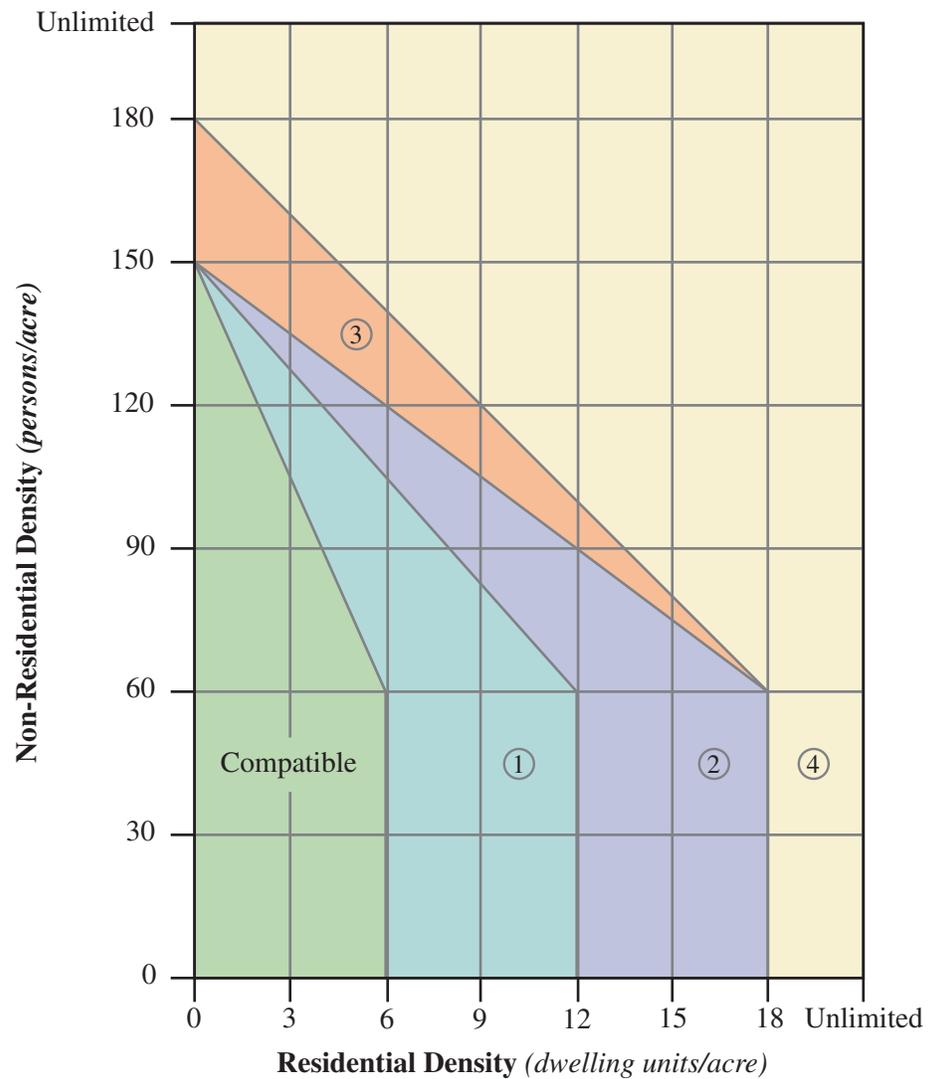


**Legend for Figure 7:**

- Allowable with no density adjustments
- ① Allowable with approved ACOS
- ② Allowable with approved ACOS and specific plan
- ③ Allowable in Clustered Development Zones of an approved ACOS
- ④ Allowable in Clustered Development Zones of an approved ACOS, with Detailed Area Plan
- Prohibited

Note: The densities indicated for areas with an approved Detailed Area Plan represent the maximum which could be permitted. The actual density that will be allowed on any particular parcel will be specified by the Detailed Area Plan, and may be substantially lower than the range indicated in this figure.

**Figure 8: Allowable Densities: Aviation Safety Area S-2**



**Legend for Figure 8:**

- Allowable with no density adjustments
- ① Allowable with approved ACOS
- ② Allowable with approved ACOS and detailed area plan
- ③ Allowable in Clustered Development Zones of an approved ACOS
- ④ Allowable in Clustered Development Zones of approved ACOS, with detailed area plan

Note: The densities indicated for areas with an approved Detailed Area Plan represent the maximum which could be permitted. The actual density that will be allowed on any particular parcel will be specified by the Detailed Area Plan, and may be substantially lower than the range indicated in this figure.

## 4.5 SPECIFIC LAND USE POLICIES: AIRSPACE PROTECTION

### 4.5.1 Objective

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.

### 4.5.2 Definitions

**4.5.2.1 Obstruction to Air Navigation** - For purposes of this ALUP, the term obstruction to air navigation is defined as any existing or future object which is or is expected to be greater than either of the following:

- a. A height that is 200 feet above ground level (AGL) or is above 409 feet MSL, whichever is greater.
- b. The surface of a takeoff and landing area or any imaginary surface established under Section 77.25 or 77.29 of the Federal Aviation Regulations (See Figure 9). However, no part of the takeoff or landing area itself will be considered an obstruction.

**4.5.2.2 Hazard to Air Navigation** - For purposes of this ALUP, the term hazard to air navigation is defined as 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:

- a. creation of electrical interference with navigation signals or radio communication between the aircraft and airport;
- b. lighting which is difficult to distinguish from airport lighting;
- c. glare in the eyes of pilots using the airport;
- d. uses which attract birds and create bird strike hazards;
- e. uses which produce visually significant quantities of smoke; and
- f. uses which entail a risk of physical injury to operators or passengers of aircraft (e.g., exterior laser light demonstrations or shows).

### 4.5.3 Policies

Notwithstanding any other provision of this ALUP, 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:

- a. **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 above.

- b. **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.

## 4.6 SPECIFIC LAND USE POLICIES: OVERFLIGHT

### 4.6.1 Objective

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 area.

### 4.6.2 Policies

- a. **Policy O-1** – Notwithstanding any other provision of this ALUP, 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 both of the following provisions will be carried out:
  - i. avigation easements will be recorded for each property developed within the area included in the proposed local action prior to the issuance of any building permit or conditional use permit; and
  - ii. all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.

***This Page  
Intentionally  
Left Blank***

# SECTION 5

---

## LAND USE COMPATIBILITY TABLE

### 5.1 INTENDED USE

The Land Use Compatibility Table is intended as a quick reference guide to allowable land uses and maximum permissible densities of development within the airport planning area. The Table does not introduce any new policies or requirements, but merely presents the requirements of the ALUP Noise and Safety Policies in a convenient, quick-reference format.

Explanation of the land use designations employed in the Land Use Compatibility Table is as set forth in the Glossary (Section 8) of this ALUP.

Regardless of the designation assigned to a particular land use by the Land Use Compatibility Table, the following ALUP sections may also apply, and the relevant requirements imposed by these policies must additionally be met to achieve consistency with the Airport Land Use Plan:

- **Section 4.3.4, paragraph d**, Noise Policy N-4: Prohibits development of noise sensitive uses adjacent to or in an acoustic environment substantially similar to an area of demonstrated noise incompatibility
- **Section 4.5.3, paragraph a**, Airspace Protection Policy A-1: Prohibits land uses which would constitute either an obstruction to air navigation or a hazard to air navigation
- **Section 4.5.3, paragraph b**, Airspace Protection Policy A-2: Regulates the establishment of landfills in the airport planning area
- **Section 4.6.2**, Overflight Policy O-1: Requires the recording of aviation easements and the preparation and distribution of real estate disclosure documents

In the event of any conflict or apparent conflict between the Land Use Compatibility Table and the ALUP Land Use Policies, the Land Use Policies shall take precedence.

## 5.2 LAND USE COMPATIBILITY TABLE: Key to Symbols

- P** Indicates that the land use is Prohibited in the specified noise exposure zone or aviation safety zone. No action can be taken by the Airport Land Use Commission that will render Prohibited uses permissible.
- A** Indicates that the land use is Allowed in the specified noise exposure zone or aviation safety zone. Allowed land uses are, nonetheless, subject to the requirements noted in Section 5.1.
- I** Indicates that the land use may be developed in the specified noise exposure zone only if it qualifies as an infill development under the criteria specified by ALUP Section 4.3.2.3 and has been designated as infill development by the ALUC.
- M** Indicates that the land use may be developed in the specified noise exposure zone only if the specific noise mitigation measures required by ALUP Table 6 are incorporated into the referral. Refer to ALUP Section 4.3.3, ALUP Table 6, and ALUP Figure 2 for specific mitigation requirements.
- NR5** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum non-residential density of use is limited to the values specified in Table 7 and in Figure 5.
- NR6** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum non-residential density of use is limited to the values specified in Table 7 and in Figure 6.
- NR7** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum non-residential density of use is limited to the values specified in Table 7 and in Figure 7.
- NR8** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum non-residential density of use is limited to the values specified in Table 7 and in Figure 8.
- R5** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum density of residential development of use is limited to the values specified in Table 7 and in Figure 5.
- R6** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum density of residential development of use is limited to the values specified in Table 10 and in Figure 6.
- R7** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum density of residential development of use is limited to the values specified in Table 10 and in Figure 7.
- R8** Indicates that the land use is Allowed in the indicated Aviation Safety Area, provided that the maximum density of residential development of use is limited to the values specified in Table 7 and in Figure 8.
- HI** Indicates that the listed land use is designated as a High Intensity Land Use by the ALUP, and is prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved Airport Compatible Open Space Plan (ACOS) and a Specific Plan which has been determined to be consistent with the ALUP.
- SF** Indicates that the listed land use is designated as a Special Function Land Use by the ALUP, and is prohibited in the specified aviation safety area unless the proposed development is controlled by both an approved Airport Compatible Open Space Plan (ACOS) and a Specific Plan which has been determined to be consistent with the ALUP.

### 5.3 LAND USE COMPATIBILITY TABLE

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1c	S-2
<b>Agricultural Uses</b>								
Agricultural processing	A	A	A	P	NR5	NR6	NR7	NR8
Animal raising and keeping	A	A	A	A	A	A	A	A
Crop production (except staked crops) and grazing	A	A	A	A	A	A	A	A
Farm equipment and supplies – sales	A	A	A	P	NR5	NR6	NR7	NR8
Farm support quarters	P	I	A	P	R5	R6	R7	R8
Greenhouses, nursery specialties	A	A	A	P	NR5	NR6	NR7	NR8
Specialized animal facilities	A	A	A	P	NR5	NR6	NR7	NR8
Vineyards and other staked crops	A	A	A	P	P	A	A	A
<b>Communications Uses</b>								
Antennas, repeater stations, etc. – unmanned	A	A	A	P	A	A	A	A
Radio, television, recording, or rehearsal studios	M	M	A	P	NR5	NR6	NR7	NR8
<b>Cultural, Educational, and Recreational Uses</b>								
Amusement arcades	A	A	A	P	NR5	NR6	NR7	NR8
Amusement parks, fairgrounds	A	A	A	P	P	P	P	P
Bars, taverns with outdoor eating/drinking areas	P	I	A	P	NR5	NR6	NR7	NR8
Bars, taverns without outdoor serving areas	M	M	A	P	NR5	NR6	NR7	NR8
Campgrounds, outdoor sleeping facilities	P	I	A	P	NR5	NR6	NR7	NR8
Cemeteries, mausoleums, columbariums	A	A	A	P	A	A	A	A
Churches	M	M	A	P	NR5	NR6	NR7	NR8
Day-care facilities for children, other	M	M	A	P	P	P	P	SF
Day-care facilities for adults	M	M	A	P	P	P	P	SF
Convention/exhibit centers, major auditoriums	M	M	A	P	P	P	P	HI
Drive-in or other outdoor theatres	P	I	A	P	NR5	NR6	NR7	NR8
Libraries and museums	M	M	A	P	NR5	NR6	NR7	NR8

### 5.3 LAND USE COMPATIBILITY TABLE (continued)

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1c	S-2
<b>Cultural, Educational, and Recreational Uses (continued)</b>								
Membership organizations, meeting rooms, and small auditoriums	M	M	A	P	NR5	NR6	NR7	NR8
Outdoor sports and recreation	A	A	A	A	A	A	A	A
Rural recreation and picnicing (no camping)	A	A	A	A	A	A	A	A
Schools – Specialized training and education	M	M	A	P	NR5	NR6	NR7	NR8
Schools – Colleges, universities, adult schools	M	M	A	P	NR5	NR6	NR7	NR8
Schools – Pre-school through high school	M	M	A	P	P	P	P	SF
Sports stadiums, racetracks, fairgrounds	A	A	A	P	P	P	P	HI
Swimming pools, public	A	A	A	P	NR5	NR6	NR7	NR8
Temporary events	A	A	A	P	P	P	P	HI
<b>Manufacturing and Processing Uses</b>								
Hazardous, corrosive, or flammable chemicals	A	A	A	P	P	P	P	SF
Electrical generating plants	A	A	A	P	P	P	P	SF
Petroleum refining or bulk storage	A	A	A	P	P	P	P	SF
Other manufacturing and processing	A	A	A	P	NR5	NR6	NR7	NR8
<b>Residential Uses</b>								
Caretakers or employees residences	P	I	A	P	R5	R6	R7	R8
Dormitories	P	I	A	P	R5	R6	R7	R8
Farm support quarters	P	I	A	P	R5	R6	R7	R8
Fraternity or sorority houses	P	I	A	P	R5	R6	R7	R8
High-occupancy residential use	P	I	A	P	R5	R6	R7	R8

### 5.3 LAND USE COMPATIBILITY TABLE (continued)

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1c	S-2
<b>Residential Uses (continued)</b>								
Homeless shelters	P	I	A	P	R5	R6	R7	R8
Home occupations	P	I	A	P	R5	R6	R7	R8
Mobilehomes, mobile home parks	P	I	A	P	R5	R6	R7	R8
Multifamily dwellings	P	I	A	P	R5	R6	R7	R8
Nursing, residential care, personal care facilities	P	I	A	P	P	P	P	SF
Organization houses	P	I	A	P	R5	R6	R7	R8
Secondary dwelling units	P	I	A	P	R5	R6	R7	R8
Single family residential	P	I	A	P	R5	R6	R7	R8
Temporary dwellings	P	I	A	P	R5	R6	R7	R8
<b>Resource Extraction Uses</b>								
Forestry, mining, fishing and game preserves	A	A	A	P	NR5	NR6	NR7	NR8
Petroleum extraction	A	A	A	P	P	P	P	SF
<b>Retail Trade Uses</b>								
Restaurants, without outdoor seating areas	M	M	A	P	NR5	NR6	NR7	NR8
Restaurants, with exterior seating areas	P	I	A	P	NR5	NR6	NR7	NR8
Retail sales – fuels, lubricants, propane, etc.	A	A	A	P	P	P	P	SF
Retail sales, other than listed above	A	A	A	P	NR5	NR6	NR7	NR8
<b>Service Uses</b>								
Correctional institutions	P	I	A	P	R5	R6	R7	R8
Health services, ambulatory	M	M	A	P	NR5	NR6	NR7	NR8

### 5.3 LAND USE COMPATIBILITY TABLE (continued)

	Airport Noise Exposure (dB CNEL)			Aviation Safety Area				
	More than 60	55 to 60	Less than 55	RPZ	S-1a	S-1b	S-1c	S-2
<b>Service Uses (continued)</b>								
Hospitals, acute or convalescent	M	M	A	P	P	P	P	SF
Offices, office buildings	M	M	A	P	NR5	NR6	NR7	NR8
Other personal, consumer, or business services	A	A	A	P	NR5	NR6	NR7	NR8
<b>Transient Lodgings</b>								
Bed and breakfast facilities	P	I	A	P	NR5	NR6	NR7	NR8
Employee sleeping rooms	M	M	A	P	NR5	NR6	NR7	NR8
Homestays	P	I	A	P	R5	R6	R7	R8
Hotels and motels	M	M	A	P	NR5	NR6	NR7	NR8
Recreational vehicle parks	P	I	A	P	NR5	NR6	NR7	NR8
Temporary employee trailer parks	P	I	A	P	R5	R6	R7	R8
<b>Transportation Uses</b>								
Airfields, landing strips, heliports, helipads	A	A	A	P	P	P	P	SF
High voltage transmission lines	A	A	A	P	P	P	P	SF
Pipelines, above ground, flammable liquids	A	A	A	P	P	P	P	SF
Pipelines, above ground, non-flammable liquids	A	A	A	A	A	A	A	A
Truck stops	A	A	A	P	NR5	NR6	NR7	NR8
Vehicle, freight, and transit terminals	A	A	A	P	NR5	NR6	NR7	NR8
<b>Wholesale Uses</b>								
Warehousing	A	A	A	P	NR5	NR6	NR7	NR8
Wholesaling and distribution	A	A	A	P	NR5	NR6	NR7	NR8

## SECTION 6

### SPECIFIC LAND USE PROVISIONS FOR THE MARGARITA AREA

**NOTE:** *This Section of the Airport Land Use Plan refers to "Airport Planning Zone 3", "Airport Planning Zone 4", and "Airport Planning Zone 5". These Zones had wide applicability in previous versions of the ALUP, but have been superseded in this revision. Currently Airport Land Use Zones 3, 4, and 6 are only applicable within the Margarita Specific Plan Area. To minimize the possibility of confusion, these zones are renamed "Margarita-Airport Zone 3" (MAZ3), "Margarita-Airport Zone 4" (MAZ4), and "Margarita-Airport Zone 6" (MAZ6). The configuration of these Zones is, as applied to the Margarita Specific Plan Area, is unchanged, and is shown in Figure 11.*

*Sections 6.3.1.b and 6.3.2.b previously referred to conditions for rendering "conditionally Approvable" land uses compatible with the Airport Land Use Plan. This phraseology is not relevant under the current ALUP Revision. Sections 6.3.1.b and 6.3.2.b are, therefore, deleted. Development which adheres to the Margarita Area Planning Standards (Section 6.2) and which is located in accordance with Figure 11: Allowable Land Uses: Margarita Area shall be considered to be consistent with the ALUP.*

*The term "noise-sensitive uses", for purposes of Section 6 only shall be construed only those uses which were designated as "noise-sensitive" by the June 19, 2002 revision of the ALUP. These include: residential development (except temporary buildings), schools, health care services (including hospitals), nursing and personal care facilities, churches, public assembly and entertainment, libraries, and museums.*

*The dimensions of the "Inner Turning Zone" and Outer Safety Zone" shall, for purposes of this section, be as defined in the 1993 Airport Land Use Planning Handbook of the Division of Aeronautics of the California Department of Transportation, shall be applied to the existing runway length of 5300 feet, rather than the planned 6000 foot length, and are as illustrated in Figure 11.*

The ALUC adopts the following Specific Land Use Provisions for the Margarita Area.

#### 6.1 APPLICABILITY OF SPECIFIC LAND USE PROVISIONS FOR THE MARGARITA AREA

- a. Section 6 is applicable only to the Margaria Area as shown in Figure 10. Any referred action for land within the Margarita Area shall be subject to this section. Any referred action for land outside the Margarita Area shall be subject to all of the policies of Section 4 and Section 5.
- b. Unless specifically modified by the provisions of Section 6.3, all of the Land Use Policies set forth with respect to Noise, Safety, Airspace Protection, and Overflight in Section 4 of this ALUP Amendment entitled "Land Use Policies" shall fully apply to the Margarita Area.
- c. Land uses that are in conformance with the Section 6.3, but are in noncompliance with any Land Use Policy not specifically superceded or invalidated by this Section are prohibited by the ALUP. A general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, or building ordinance that permits or fails to

adequately prohibit such land uses shall be determined to be inconsistent with the ALUP.

- d. Section 6 is intended for use as one component of the comprehensive strategy for land use planning created by the overall ALUP. The provisions of this Section are valid only within the context of the policies and figures that are provided in other Sections. If any portion of the ALUP is invalidated or modified, other than by action of the ALUC itself, and if such invalidation or modification substantially impacts the authority of the ALUP to regulate or influence land use planning decisions within the Airport Planning Area, this Section shall become null and void, and its contents shall not constitute a precedent nor prejudice any subsequent deliberations or decisions by the ALUC.

## **6.2 MARGARITA AREA PLANNING STANDARDS FOR AIRPORT COMPATIBILITY**

### **6.2.1 Noise Standards**

- a. The total number of dwelling units within the projected 55 dB CNEL contour shall not exceed 580 dwelling units.
- b. All residential or other noise-sensitive land uses within the projected 55 dB CNEL contour shall be located within the areas specified in Figure 11.
- c. Residential or other noise-sensitive land uses within the projected 55 dB CNEL contour shall be situated as far as is feasible from the projected 60 dB CNEL contour and as far as is feasible from the departure (northwesterly) end and from the extended centerline of Runway 29 at the Airport.
- d. Higher density residential land uses in MAZ6 will be clustered and will be situated closer to the projected 55dB CNEL contour than to the projected 60 dB CNEL contour.
- e. All residential or other noise-sensitive land uses within the projected 55 dB CNEL contour shall incorporate design and construction features that will reduce aviation-related interior continuous noise levels to 45 dB CNEL or less in all interior spaces intended for human habitation.
- f. All residential or other noise-sensitive land uses within the projected 55 dB CNEL contour shall incorporate design and construction features that will reduce aviation-related interior single-event noise levels to 60 dB or less in all interior spaces intended for human habitation.
- g. In common use areas, facilities will be strongly encouraged to provide residents with an opportunity to participate in outdoor-oriented activities (e.g., child play, barbecues, swimming, tennis) in environments where, by partial or full enclosure, baffling, or other design and construction features, aircraft noise is attenuated.
- h. Design standards set forth in general and specific plans or other planning instruments shall strongly encourage individual residential and other noise-sensitive land uses to incorporate design and construction features that will provide residents with an opportunity to participate in outdoor-oriented activities in environments that afford a significant degree of aircraft noise attenuation. Examples of such environments include:
  - i. Appropriately landscaped interior noise-sheltered garden courts or atria (in multi-family residential buildings)
  - ii. Outdoor covered and noise-insulated patio areas or "garden rooms"
  - iii. Fully or partially enclosed swimming pools and tennis courts

## 6.2.2 Safety Standards

- a. Within MAZ3, all residential land uses shall be prohibited.
- b. Within MAZ4:
  - i. The total number of residences allowed shall not exceed a maximum of 260 dwelling units, and
  - ii. Multi-family residential land uses shall be prohibited. Residential units may not be attached or share a common wall, although single-family residences with a zero lot-line setback on one side will be permissible, and
  - iii. A minimum of 22% of the land area will be preserved as open space. For purposes of this Section, *open space* shall be defined as land which is substantially free of structures, vehicles, and trees, which is relatively smooth and level, and which is devoted to use characterized by low occupancy levels. Land uses which may be consistent with this definition of open space include undeveloped land – “green belt” reserve; parks; agriculture – grazing, vineyards or field crops (but not forestry or orchards); certain recreational uses (e.g., golf courses, shooting ranges); cemeteries; and streets, roads, highways, parking lots, and rights-of-way, provided that such hazards as utility poles and wires, and trees are appropriately prohibited.
- c. Within the Outer Safety Zone (as defined by the State of California’s *Airport Land Use Planning Handbook, December, 1993*), all buildings shall be prohibited.
- d. Within the Inner Turning Zone (as defined by the State of California’s *Airport Land Use Planning Handbook, December, 1993*):
  - i. the total number of residences allowed shall not exceed a maximum of 40 dwelling units, and
  - ii. residential land uses shall be situated as far as feasible from the departure end and from the extended centerline of runway 29 at the Airport, and
  - iii. A minimum of 40% of the land area will be preserved as open space.
- e. Within the portion of MAZ4 which also lies within the Inner Turning Zone (as defined by the State of California’s *Airport Land Use Planning Handbook, December, 1993*):
  - i. Residential land uses shall be prohibited, and
  - ii. Non-residential structures shall be minimized.
- f. Unobstructable emergency landing sites for aircraft shall be provided as follows:
  - i. An unobstructable emergency aircraft landing site which is at least 150 feet in width and 1,000 feet in length and which is located and oriented for use by aircraft executing a right crosswind or right downwind departure from runway 29 shall be provided, and
  - ii. An additional open space shall be preserved at the southwest corner of the Margarita Area (as shown in Figure 11) for incorporation into a future unobstructable emergency aircraft landing site for use by aircraft executing a straight out departure from Runway 29 or a straight in arrival to Runway 11.
- g. Schools and other public-assembly buildings shall be prohibited in the Margarita Area.
- h. All non-residential land uses within the Margarita Area shall be situated within the areas specified in Figure 11.
- i. Nonresidential density of use within the area designated as Business Park by Figure 11 shall not exceed 40 persons per acre.

## 6.3 SPECIFIC LAND USE POLICIES-MARGARITA AREA

### 6.3.1 Noise Policies

a. **Policy MN-1** – Within the Margarita Area:

- i. Policy N-2 shall not apply, and
- ii. 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 would permit or fail to sufficiently prohibit residential or other noise-sensitive development within the projected 55 dB CNEL contour, unless:
  - the local action would permit only those residential or other noise-sensitive developments which meet the criteria delineated in this ALUP for designation as infill<sup>33</sup>, or
  - the local action would permit only those residential or other noise-sensitive developments which adhere to the requirements of the Margarita Area Planning Standards for Airport Compatibility, as set forth in Section 6.2.2.

### 6.3.2 Safety Policies

a. **Policy MS-1** – Within the Margarita Area:

- i. Policy S-2 and S-3 shall not apply, and
- ii. Notwithstanding any other provision of this ALUP, any local action, including a proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, building regulation modification, or individual development proposal will be determined to be inconsistent with the ALUP if the proposed local action would permit or fail to adequately prohibit any development or land use which fails to conform adhere to the standards set forth in Section 6.2.2.

# **SECTION 7**

---

## **PROCEDURAL POLICIES**

### **7.1 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 with the planning boundaries established by this ALUC, the referring agency shall first refer the proposed local action to the ALUC. The ALUC shall make a finding, on these and other projects referred, of whether or not the amendment, ordinance, regulation, or project 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.

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.

### **7.2 INFORMATION REQUIRED FOR ALUC REVIEW**

Failure to provide the ALUC with required information for any proposed project or local action shall constitute sufficient grounds for a determination of inconsistency.

To ensure that appropriate information is submitted, the ALUC may, by a majority vote, require that each future referral for determination of consistency be accompanied by a completed ALUC Referral Form, together with all required attachments. The ALUC Referral Form shall be devised and provided by the ALUC, and shall be revised as necessary. The ALUC Referral Form is not an element of the ALUP, and revision of the Referral Form shall not constitute nor require an amendment to the ALUP.

### **7.3 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 of the requirements for review are 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.

## **7.4 TIMING OF ALUC REVIEW**

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 proposed local action involves a general or specific plan, zoning ordinance, or building regulation, 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.

## **7.5 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 both of the following conditions are met:

- 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 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.
- b. The governing body of the referring agency votes to overrule the ALUC's determination by at least a two-thirds vote of its members; and
- 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 of the California Public Utilities Code, as stated in Section 21670, as follows:
  - i. to provide for the orderly development of the Airport as a public use airport and the area surrounding the Airport so as to promote the overall goals and objectives of the California airport noise standards pursuant to Public Utilities Code Section 21669 and to prevent the creation of new noise and safety problems; and
  - ii. to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the Airport to the extent that these areas are not already devoted to incompatible uses.

Such findings may not be adopted as a matter of opinion, but must be supported by substantial evidence.

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.

## **7.6 AMENDMENT OF THE ALUP**

The ALUP shall be reviewed by the ALUC as often as is necessary to accomplish its purposes, and may be amended by the ALUC no more often than once in any calendar year.<sup>5</sup>

Within 60 days after the adoption of any amendment to the ALUP, the ALUC shall review the general and specific plans of all affected local agencies to determine whether they are consistent with the ALUP, as amended. If the plan or plans are found to be inconsistent, the referring agency shall be notified and that referring agency shall hold a hearing to reconsider its plan or plans.

***This Page  
Intentionally  
Left Blank***

# SECTION 8

---

## GLOSSARY

**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, and receiving and processing of green material which is not produced on-site (commercial composting).

**Air carrier:** An operator that:

1. performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week and places between which such flights are performed; or
2. transport mail by air pursuant to a current contract with the United States Postal Service.

Air carriers are certified in accordance with Federal Aviation Regulations.

**Air charter:** An air carrier certified in accordance with Federal Aviation Regulations and authorized to provide, on demand, public transportation of persons and property by aircraft. Air charters generally operate small aircraft "for hire" for specific trips.

**Air taxi:** See air charter.

**Air traffic control:** A term used to denote a number of different types of facilities which are operated by or under the auspices of the Federal Aviation Administration and which provide informational, navigational, and collision avoidance services to aircraft in flight. Air traffic control towers and air route traffic control centers are elements of the air traffic control system.

**Air traffic control tower (ATCT) ("tower"):** A facility located within the physical boundaries of certain airports and consisting of a tower which provides visual and/or radar tracking, ground-to-air radio communications, traffic management, and limited informational, navigational, and separation services to aircraft operating in the immediate vicinity of an airport.

**Air route traffic control center (ARTCC):** A facility which provides radar tracking and informational, navigational, and separation services to aircraft operating beyond the immediate vicinity of an airport.

**Aircraft, parts, instruments – repair and service (as a land use):** Any establishment which, as its primary activity, performs repair, maintenance, inspection, fabrication, or other services which are necessary or useful in maintaining the airworthiness, appearance, value, comfort, or functionality of aircraft or any component thereof.

**Airport operation:** A take off or a landing.

**Amusement arcade:** An establishment offering, as a primary business activity, participation in electronic or mechanical games.

**Amusement park:** A permanent site where entertainment, food, rides, games, and the like are offered for viewing or sale.

**Angle of descent:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending from a higher altitude to a lower altitude (usually expressed in degrees or in feet per nautical mile). Also referred to as **descent slope**.

**Animal raising:** 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.

**Approach angle:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending to land at an airport (usually expressed in degrees or in feet per nautical mile). Also referred to as **approach slope**.

**Approach lighting system (ALS):** An airport lighting system which, by means of a standardized array of lights on the ground provides visual cues which enable pilots or aircraft approaching the runway in conditions of darkness or poor visibility, to align the flight path of the aircraft with the extended centerline of the runway.

- Bank:** Any land use whereby some or all of the financial services customarily provided by banking institutions are offered to the general public. Examples include traditional banks, savings and loan associations, and credit unions. The provision of banking services at a site which is predominantly devoted to a compatible use (e.g., in-store supermarket bank branches, automated teller machines), however, shall not be considered as banks in the context of this ALUP.
- 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".
- Base leg:** A segment of the standard airport traffic pattern which extends at right angles from the extended runway centerline at some distance from the approach end of the runway. The base leg extends from the downwind leg of the traffic pattern to the final approach course (extended runway centerline) and is flown in the direction toward the runway centerline. The altitude of aircraft flying the base leg is usually between 1000 and 400 feet above ground level.
- 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 is distinguished 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.
- Broadcast studio:** Any commercial or public communications use, including telegraph, telephone, radio and television broadcasting and receiving stations and studios and motion picture studios, with facilities entirely within buildings.
- 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.
- 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".
- 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.
- Circle-to-Land Procedure:** A series of standardized aerial procedures which enable aircraft which have completed an instrument approach intended to culminate in a landing on a specified runway to maneuver for landing on a different runway than specified in the basic instrument approach while maintaining visual contact with the airport.
- Climb gradient:** The angle, with respect to a horizontal plane, of the flight path of an aircraft ascending from a lower altitude to a higher altitude (usually expressed in feet per nautical mile).
- Closed traffic:** An airborne maneuver by which an aircraft takes off from and lands at an airport without leaving the immediate airport vicinity (usually performed as a flight training or practice maneuver) or the airport traffic pattern flown by such an aircraft.
- Community noise equivalent level (CNEL):** A measure, in decibels, of the cumulative noise exposure at a given site. The CNEL mathematically increases the significance of noise events occurring during evening and nighttime hours, in response to the widely-held assumptions that such events are more intrusive than similar events occurring during daytime hours.
- Compatible:** A designation employed within the Land Use Matrix to denote that a proposed land use is not prohibited or restricted by the Land Use Matrix within the specified zone.
- Consistent:** A determination made by the ALUC when a referral meets the conditions outlined in the ALUP.
- 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.

**Crosswind departure:** A VFR departure procedure in which an aircraft exits the airport area by extension of the crosswind leg of the traffic pattern.

**Crosswind leg:** A segment of the standard airport traffic pattern which extends at right angles from the extended runway centerline at some distance from the departure end of the runway. The base leg extends from the upwind leg of the traffic pattern to the downwind leg and is flown in the direction away from runway centerline.

**Course Deviation Indicator (CDI):** An instrument commonly installed in aircraft and utilized for aerial navigation, which depicts the location, in the horizontal plane, of the aircraft relative the intended direction of flight.

**Day-care facility for children:** A 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.

**Day-care facility, adult:** A 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 sustaining the activities of daily living.

**Decibel (dB):** A unit for expressing the relative intensity of sounds on a scale of zero for the average least perceptible sound to about 130 for the average pain level.

**Decision altitude (DA):** The minimum altitude above mean sea level to which an aircraft operating according to a precision instrument approach may descend without visual contact with the airport or the airport environs.

**Decision height (DH):** The minimum vertical distance above the height of the intended landing zone to which an aircraft operating according to a precision instrument approach may descend without visual contact with the airport or the airport environs.

**Departure Procedure (DP):** See **instrument departure procedure**.

**Descent slope:** The angle, with respect to a horizontal plane, of the flight path of an aircraft descending from a higher altitude to a lower altitude (usually expressed in degrees or in feet per nautical mile). Also referred to as **angle of descent**.

**Distance Measuring Equipment (DME):** An apparatus, consisting of a ground-based radio transmitter and a specialized airborne receiver, which provides information regarding the slant-range distance of an aircraft from the ground-based facility. Also, by extension, any airborne maneuver, course, or flight path which is determined through the application of DME information.

**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.

**Downwind departure:** A VFR departure procedure in which an aircraft exits the airport area by extension of the downwind leg of the traffic pattern.

**Downwind leg:** A segment of the standard airport traffic pattern which is parallel to the runway of intended landing, is usually between 1/2 and 1 1/2 miles lateral to the runway, and is flown in a direction opposite to the direction of intended landing. The downwind leg is, in most instances, the initial leg of the traffic pattern for landing aircraft. The altitude of general aviation aircraft flying the base leg is usually between 1000 and 800 feet above ground level.

**Drive-in theatres:** Facilities for presentation of motion pictures for viewing from vehicles. May include subordinate eating places or play areas for children.

**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.

**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.

- Enplaned passengers:** The total number of revenue-producing passengers boarding aircraft, including originating, stopover, and transfer passengers, in scheduled and nonscheduled services.
- 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.
- 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 (except the sale of trailers, tractors, or other motorized self-propelled farm vehicles, which are included under “Auto, Mobilehome and Vehicle Dealers and Supplies”), 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.
- Farm support quarters:** 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.
- Fixed base operator (FBO):** A provider of support services to users of an airport. Such services include fueling, hangaring, flight training, repair, maintenance, and other services.
- 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.
- General aviation:** That portion of civil aviation which encompasses all facets of aviation except air carriers and air charters.
- Glide slope:** The vertical flight path flown by aircraft receiving and adhering to information from an apparatus which provides, by means of radio, light, or other signals, vertical guidance for approaching and landing at an airport.
- Global positioning system (GPS):** A navigational aid which determines the position, direction of flight, speed, and (to a limited extent) altitude of an aircraft by means of signals received from a constellation of earth-orbiting satellites.
- Global positioning system (GPS) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from earth-orbiting satellites and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. A typical GPS approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of satellite navigation aids.
- Global positioning system (GPS) overlay:** An FAA designation applied to certain instrument approach procedures originally designed to be executed by reference to ground-based navigational aids which authorizes pilots to perform the approach solely by reference to navigational information provided by earth-orbiting GPS satellites.
- Grazing:** The keeping of herbivorous animals at a density of less than two animals per acre.
- Gross Area or Gross Acreage:** For the purposes of this ALUP, the terms *gross area* and *gross acreage* will be considered interchangeable, and will be considered to indicate a measurement of the entire size of the site, parcel, intended use, or zone specified by a referral to the ALUC.
- Gross Floor Area:** For the purposes of this ALUP, the terms *gross floor area* is defined as the total number of square feet of floor area enclosed within the walls of a structure, including, for multi-story structures, the area on all floors. The gross floor area includes all common areas, such as hallways, entryways, atria, restrooms, and storage areas, as well as workspaces and dwelling units. Indoor areas designed exclusively for parking of vehicles owned by employees, residents, customers, or visitors are excluded, unless such vehicles are offered for sale, lease, rental, or hire.
- 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.
- 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, 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.

**High intensity land 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.

**High occupancy residential use:** Any dwelling, other than a residential care facility, in which the occupancy consists of six or more adults.

**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.

**Homeless shelters:** Any facility which regularly houses homeless people or persons needing protection from domestic violence on an overnight basis.

**Home occupations:** The gainful employment of the occupant of a dwelling, with such employment activity being subordinate to the residential use of the property, and there is no display, no stock in trade, and no commodity sold on the premises and no employees other than residents of the dwelling.

**Homestays:** 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.

**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.

**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 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, pensiones, and temporary shelters.

**Inconsistent:** A determination made by the ALUC when a proposed local action does not meet the conditions outlined in the ALUP.

**Instrument approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from ground-based navigational aids or satellites and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**Instrument departure procedure (DP):** A series of standardized, predetermined, and published aerial maneuvers which are based on navigational data received from ground-based navigational aids or satellites and which enable aircraft to depart from an airport when meteorologic conditions are such that a safe departure cannot be made solely through the use of visual information. Formerly known as a **standard instrument departure (SID)**.

**Instrument flight rules (IFR):** A set of FAA rules, regulations, and procedures which define flight operations under conditions which do not permit navigation by means of visual information alone. Also employed as an adjective to designate a flight plan which will enable an aircraft to operate under conditions which preclude navigation by means of visual information.

**Instrument landing system (ILS):** A precision instrument approach system which provides aircraft with both vertical (glideslope) and lateral guidance by means of radio signals transmitted from installations within the physical boundaries of the airport .

**Instrument landing system (ILS) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on vertical and lateral navigational data received from radio transmitters located within the physical boundaries of the airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. A typical ILS approach permits aircraft to descend to within 200 feet of the surface.

**Instrument meteorologic conditions (IMC):** Weather conditions specified in FAA regulations under which aircraft are not authorized to takeoff, land, or maneuver under visual flight rules and may operate only by reference to electronic aids to navigation. The visibility and cloud clearance requirements for IMC are determined by the airspace designation in which and aircraft is operating, by the aircraft's altitude above both sea level and ground level, and by whether the aircraft is operating in daylight or at night.

**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.

**Localizer (LOC):** An apparatus which provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance for aircraft descending to land.

**Localizer approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of a localizer transmitter located within the physical boundaries of an airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. Localizer approaches do not provide vertical guidance, but localizers are often coupled with glide slope transmitters. A typical localizer approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of radio navigation aids.

**Localizer-type directional array (LDA):** A type of apparatus which provides, by means of radio signals from a transmitter located within the physical boundaries of an airport and a specialized airborne receiver, lateral course guidance for aircraft descending to land. The primary distinction between an LOC and an LDA is that the final approach course provided by the LDA is not aligned with the runway centerline. Glide slope information is never provided in conjunction with an LDA.

**Localizer-type directional array (LDA) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of an LDA transmitter located within the physical boundaries of an airport and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**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.

**Membership organizations 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".

**Minimum descent altitude (MDA):** The minimum altitude above mean sea level to which an aircraft operating according to a non-precision instrument approach may descend without visual contact with the airport or the airport environs.

**Minimum descent height (MDH):** The minimum vertical distance above the height of the intended landing zone to which an aircraft operating according to a non-precision instrument approach may descend without visual contact with the airport or the airport environs.

**Missed approach:** An instrument approach which does not terminate in a landing. Usual reasons for a missed approach include failure to establish visual contact with the airport environs at the completion of an instrument approach, loss of course guidance, or instructions from air traffic control.

**Missed approach course:** A standardized, predetermined, and published flight path to be flown in the event of a missed approach.

**Mobilehome park:** Any area or tract of land where two or more mobilehome lots or spaces are leased or rented or held out for lease or rental to accommodate manufactured homes or mobilehomes for human habitation.

**Mobilehome:** 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.

**Multifamily residential (land use):** 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.

**Nautical mile (nm):** a measure of distance equal to 6076.115 feet (1852 meters).

**Nightclub or discotheque:** Any establishment engaged, as a primary activity, in providing entertainment (other than motion pictures, television, or sporting events) and/or dancing in conjunction with the sale of food and/or alcoholic or nonalcoholic beverages for on-site consumption.

**Non-directional beacon (NDB):** A radio beacon which transmits signals which do not contain encoded directional information, but which can be used for as a "homing" signal for aircraft tracking to or away from the transmitter.

**Non-directional beacon (NDB) approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of an NDB transmitter located either at or remote from an airport and which enable aircraft to descend with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information.

**Non-precision instrument approach procedure:** An instrument approach procedure for which vertical guidance is not provided. Common types of non-precision instrument approach procedures include VOR, GPS, localizer, NDB, and LDA.

**Nonresidential density:** The maximum number of persons per acre of gross area that a nonresidential development is expected to attract during periods of use. If the area subject to a referred local action encompasses more than one Aviation Safety Area (as shown in Figure 3) nonresidential density must be calculated independently for each Safety Area. For purposes of this ALUP, nonresidential density will be determined according to the data provided in Appendix G.

**Nursery specialties:** Establishments primarily engaged in the production of ornamental plants and other nursery products, grown under cover or outdoors. Also includes establishments engaged in the sale of such products (e.g., wholesale and retail nurseries) and commercial scale greenhouses.

**Nursing, residential, 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.

**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.

**Operation:** A takeoff or landing

**Organization 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.

**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.

**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.

**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.

**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 above-ground facilities (such as pump stations, bulk stations, surge tanks, and storage tanks) which are associated with buried pipelines.

**Precision instrument approach procedure:** An instrument approach procedure for which vertical guidance is provided. ILS is the only common type of precision instrument approach currently in use. In the near future, certain GPS approaches will be upgraded to provide vertical guidance information, as well.

**Prohibited:** A determination made by the ALUC when a proposed local action does not meet the criteria set forth in the Land Use Matrix.

**Public assembly and entertainment:** Facilities for public gatherings and meetings and for group entertainment. Includes public, semipublic, and private auditoriums, amphitheatres, 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.

**Public building:** A structures which is utilized by government or social agencies for the provision of services to the public. Examples of such uses would include post offices, police or fire stations, and offices and agencies of local, state, or federal government.

**Public safety facility:** A fire station, other fire prevention and fire fighting facility, or police or sheriff substation or headquarters (including interim incarceration facilities).

**Public utility facility:** A fixed-base structure or facility which serves as a junction point for transferring utility services from one transmission system to another or to local distribution and service systems. Such uses include electrical substations and switching stations; telephone switching facilities; natural gas regulation and distribution stations; public water system wells, treatment plants, and storage; and community wastewater treatment plants, settling ponds, and disposal fields.

**Rate of climb:** The vertical speed or rate of change in altitude of an aircraft ascending from a lower altitude to a higher altitude (usually expressed in feet per minute).

**Rate of descent:** The vertical speed or rate of change in altitude of an aircraft descending from a higher altitude to a lower altitude (usually expressed in feet per minute).

**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 accommodated 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.

**Reserve Space:** Land which meets the design criteria specified in Table 8 of this ALUP and which is restricted *in perpetuity* by deed restriction, easement, or other suitable legal instrument to uses characterized by low occupancy levels and substantially free of structures.

**Residential density:** The maximum number of dwelling units per acre of gross area of land area specified by or allowable under the provisions of a referral to the ALUC. If the area subject to a referred local action encompasses more than one Aviation Safety Area (as shown in Figure 3) residential density must be calculated independently for each Safety Area.

**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.

**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.

**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.

**Rural residential (land use):** As employed in the Land Use Matrix and other sections of the ALUP, the term "rural residential" indicates use of land for dwellings in such manner that no more than one primary dwelling unit is developed per five acres of property.

**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.

**Schools – preschool to secondary:** Facilities providing public, private, sectarian and military educational programs serving students from infancy through grade 12. Boarding schools are included.

**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".

**Single-family residential (land use):** 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.

**Secondary 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.

**Service station:** An establishment primarily engaged in the sale of gasoline to motorists. 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 a small convenience store. In the event that such business includes a restaurant, coffee shop, delicatessen, fast food establishment or food takeout, it will be inconsistent with the ALUP in those areas where restaurants are inconsistent.

**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.

**Sports 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, race tracks (vehicle or animal), and drag strips.

**Standard instrument departure (SID):** See **instrument departure procedure**.

**Standard Terminal Arrival Route (STAR):** A series of standardized, predetermined, and published routes, procedures and/or maneuvers which enable aircraft to transition safely from the en route environment to the terminal environment. A STAR does not culminate in a landing, but terminates at a point from which an instrument approach to landing may be initiated.

**Straight-out departure:** A VFR departure procedure in which an aircraft exits the airport area along the extended centerline of the departure runway by extension of the upwind leg of the traffic pattern.

**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.

**Tactical air navigation facility (TACAN):** A ground-based radio navigational aid which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine both bearing and distance with respect to the facility. The information with respect to bearing is generally available only to military aircraft, while information regarding distance is usable by both military and civil aircraft. TACAN facilities are frequently co-located with VORs.

**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 utilize mobilehomes or recreational vehicles for housing during project construction.

**Temporary dwelling:** A mobilehome 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.

**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.

**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.

**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.

**Upwind leg:** A segment of the airport traffic pattern which is coincident with the centerline of the departure runway. The upwind leg is the initial leg of the traffic pattern for departing aircraft and extends from takeoff to the crosswind leg or departure from the airport area.

**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.

**Very high frequency omnidirectional range (VOR):** A ground-based radio navigational aid which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine their bearing with respect to the facility.

**Very high frequency omnidirectional range with distance-measuring equipment (VOR-DME):** A ground-based radio navigational aid which combines a VOR transmitter with a DME facility and which transmits encoded signals that enable aircraft equipped with appropriate receivers to determine both relative bearing and distance with respect to the facility.

**Very high frequency omnidirectional range with tactical air navigation (VORTAC):** A ground-based radio navigational aid which combines a VOR transmitter with a TACAN facility and which transmits encoded signals that enable both military and civilian aircraft equipped with appropriate receivers to determine both bearing and distance with respect to the facility.

**Visual approach:** A procedure whereby an aircraft which is operating in VMC according to an IFR flight plan and under control of an air traffic control facility may proceed to the airport of destination and land using visual navigational cues.

**Visual approach slope indicator (VASI):** A navigational aid installed adjacent to an airport runway which provides, by means of colored light beams, vertical course guidance to aircraft approaching to land on that runway. The usual descent slope provided by VASI installations is 3°.

**Visual flight rules (VFR):** A set of FAA rules, regulations, and procedures which define flight operations under conditions which allow navigation by means of visual information, pilotage, and dead reckoning alone. Also employed as an adjective to designate a flight plan which will enable an aircraft to operate under conditions which permit navigation by means of visual information alone. For takeoff and landing, operation under visual flight rules requires 3 statute miles visibility and a cloud ceiling of at least 1000 feet. A special VFR clearance may be obtained from ATC if visibility is 1 statute mile or greater and the pilot can maneuver to remain clear of clouds in the vicinity.

**Visual meteorologic conditions (VMC):** Weather conditions specified in FAA regulations under which aircraft are authorized to takeoff, land, and maneuver under visual flight rules and by means of only visual navigational information. Electronic aids to navigation may be utilized by aircraft operating in VMC, but are not required. The visibility and cloud clearance requirements for VMC are determined by the airspace designation in which and aircraft is operating, by the aircraft's altitude above both sea level and ground level, and by whether the aircraft is operating in daylight or at night.

**VOR approach:** A series of standardized, predetermined, and published aerial maneuvers which are based on lateral guidance information received by means of a VOR transmitter and which enable aircraft to descend toward an airport with the intention of landing when meteorologic conditions are such that a safe approach cannot be made solely through the use of visual information. The VOR facility may be located within the physical boundaries of the destination airport or at some distance from the airport. VOR approaches do not provide vertical guidance. A typical VOR approach permits aircraft to descend to within 400-500 feet of the surface solely on the basis of radio navigation aids.

**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.

**Wholesaling and distribution:** The sale of merchandise to retailers, to industrial, commercial, institutional, farm, or professional business users, or to other wholesalers.

# SECTION 9

## ABBREVIATIONS

---

ACOS.....	Airport Compatible Open Space Plan	MDH.....	Minimum descent height
AGL.....	Above ground level	NDB.....	Non-directional beacon
ALS.....	Approach lighting system	NRDC.....	Natural Resources Defense Council
ALUC.....	Airport Land Use Commission	nm.....	Nautical mile
ALUP.....	Airport Land Use Plan	PUC.....	Public Utilities Code
ARTCC.....	Air route traffic control center	SID.....	Standard instrument departure
ATCT.....	Airport traffic control tower	STAR.....	Standard terminal arrival route
CDI.....	Course deviation indicator	TACAN.....	Tactical air navigation facility
CDZ.....	Clustered Development Zone	VASI.....	Visual approach slope indicator
CNEL.....	Community noise equivalent level	VHF.....	Very high frequency
dB.....	Decibel	VMC.....	Visual meteorologic conditions
DA.....	Decision altitude	VOR.....	VHF omnidirectional range
DH.....	Decision height	VOR-DME ...	VHF omnidirectional range with distance measuring equipment
DME.....	Distance measuring equipment	VORTAC.....	VHF omnidirectional range with tactical air navigation equipment
DP.....	Instrument departure procedure	WHO.....	World Health Organization
EPA.....	U.S. Environmental Protection Agency		
FAA.....	Federal Aviation Administration		
FAR.....	Federal aviation regulation		
FBO.....	Fixed base operator		
GPS.....	Global positioning system		
GS.....	Glide slope		
IFR.....	Instrument flight rules		
ILS.....	Instrument landing system		
IMC.....	Instrument meteorologic conditions		
LDA.....	Localizer-type directional array		
LOC.....	Localizer		
MDA.....	Minimum descent altitude		