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airport land use plan

oceano county airport

public review draft

approved for release by

The Airport Land Use Commission of San Luis Obispo County
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introduction

the 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"; and
>
> "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 Oceano County 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 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 San Luis Obispo County Regional Airport (McChesney Field), the Oceano Airport, and the Paso Robles Municipal Airport.
- *To Review Local Agency Actions and Airport Plans* – In addition to formulating ALUPs, the Commission 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 local 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.

background

The ALUP for the Oceano County Airport was initially adopted by the ALUC in February of 1976. There is no indication that the Plan has been amended since that time. The current document is enacted in response to changing conditions in the nature and development of the Oceano area, an increasing awareness of potential conflicts between airport operations and adjacent communities, and advancements in airport land use planning reflected in the January, 2002, revision of the California Airport Land Use Handbook.

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scope of the plan

purposes

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

- To protect the long term economic viability of the Oceano County 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 Oceano County Airport
- To provide a set of policies and criteria to assist the ALUC in evaluating the compatibility of proposed actions of local agencies with the present and future operations at the Oceano County Airport and with the ALUP
- To provide guidance to local agencies in presenting proposed actions to the ALUC for review

authorities

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

- Sections 21670 to 21679.5 of the California Public Utilities Code
- The California Department of Transportation Airport Land Use Planning Handbook, January, 2001
- Federal Aviation Regulations, Parts 77 and 150

It is the desire and intent of the Commission 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 Oceano area.

geographic coverage

The geographic area encompassed by the ALUP is termed the Airport Land Use Planning Area. The dimensions of this area were defined in 1976 and are not modified by this amendment.

The Airport Land Use Planning Area for the Oceano County Airport is defined in accordance with the recommendations of the Airport Land Use Handbook (January, 2002) prepared and distributed by the Divi-

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sion of Aeronautics of the California Department of Transportation. The shape of the Planning Area is a rectangle with highly rounded corners which is approximately 12,325 feet in length by 9,000 feet in width, oriented in such manner that its long axis corresponds to the extended runway centerline. Approximately the western 40% of this area is occupied by the Pacific Ocean.

Portions of the Airport Land Use Planning Area for the Oceano County Airport lie within the jurisdictions of the County of San Luis Obispo, the City of Grover Beach, and the City of Arroyo Grande.

actions reviewed

Mandatory ALUC Review

- *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.
- *Airport Expansions* – No application for the expansion of the Oceano County 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

- *Airport Master Plans* – The County of San Luis Obispo or any succeeding owner of the Oceano County Airport shall, prior to adoption or modification of its airport master plan, refer such proposed actions to the ALUC.
- *Actions by Local Agencies* – The County of San Luis Obispo, the City of Grover Beach, and the City of Arroyo Grande must, prior to enacting certain ordinances and actions which include lands within the airport land use planning area and which may affect the viability of the Oceano County Airport or the compatibility of the Airport with surrounding land uses, refer such actions to the ALUC. Those local actions include:

  a. general plans and general plan amendments
  b. specific plans and specific plan amendments
  b. zoning ordinances
  b. building codes and modifications thereof

- *Review of Specific Proposed Development Projects* – Review of proposed individual development projects is not a responsibility mandated to the ALUC by the Public Utilities Code when such projects do not require adoption of or amendments to a general or specific plan, zoning ordinance, or building code. 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 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 Oceano County Airport, but rather state that such development must be consistent with the ALUP. Since no body other than an ALUC is empowered by state law to make a determination of consistency with respect to an adopted

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ALUP, all individual projects within the Airport Planning Area require review by the ALUC. This has, in fact, been the historical practice in this County.

ALUC action choices

In its consideration of any proposed project or action referred by a local agency, the ALUC shall make one of the following determinations:

a. The proposed project or action is consistent with the ALUP of the Oceano County Airport, or

b. The proposed project or action is inconsistent with the ALUP of the Oceano County Airport

In addition, the ALUC may, but is not required to, make such additional comments, suggestions, or declarations with respect to the proposed project or action as it shall deem fit and appropriate, and may, in particular, indicate to the referring local agency, modifications in the proposed action which would be likely to lead to a finding of compatibility by the Commission. Under no circumstances are such comments, suggestions, or declarations to be interpreted as a "conditional" or other finding of consistency. The local agency, however, may choose, at its discretion, to amend the proposed action in accord with the Commission'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.

- *Existing Land Uses* – 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 [*insert date*] which make it infeasible for the property to be utilized for anything other than its proposed use

  d.) Prior to [*insert date*], 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 the design and construction of all new dwellings shall be adequate to mitigate single-event aviation noise impacts in accordance with this ALUP. Redevelopment of existing residential land uses which include structures extending to or above any civil airport imaginary surface associated with the Oceano County 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 this ALUP, and shall comply with all requirements of Policies A-1, A-2, A-3, O-1 and O-2 in the same fashion as required for new construction.

- *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 Oceano County Airport.

airport information

general description

The Oceano County Airport is located approximately ten miles south of the city of San Luis Obispo and immediately south of the community of Oceano in an unincorporated area of the County. The FAA designation for the airport is L52. No air traffic control services or radar services are provided and no instrument approach is published for this airport.

The Oceano County Airport provides one paved runway, Runway 11-29, which is 2,325 feet in length and 50 feet in width. Pilot-controlled lighting is provided for night operations.

Scheduled air carrier service is not currently provided at the Oceano County Airport. The Airport is, however, part of an integrated County airport system which provides airline service at the San Luis Obispo County Regional Airport.

airport characteristics of significance for land use planning

Environmental Factors

- *Climate* – The microclimate of San Luis Obispo County is notably temperate. The absence of extreme climatic conditions tends to encourage residents of the area to open windows during most of the year and encourages outdoor activities. These factors tend to aggravate airport noise incompatibility issues, particularly with respect to residential land uses.
- *Prevailing Winds* – Local airflow patterns are generally associated with a moderate to strong onshore wind from the northwest. This condition favors the disproportionate use of Runway 29 for both arrivals and departures. The situation is aggravated by the relatively short length of the runway at Oceano, which usually renders landing or taking off with a tail wind unsafe. The greater utilization of Runway 29 concentrates air traffic in flight patterns associated with that runway and increases noise and overflight impacts in areas beneath these paths to a greater degree than would be expected if runway use were more evenly distributed.

Socio-Economic Considerations

- *Airport Environment* – The Oceano County Airport is surrounded by an area with a broad range of existing land uses. The unincorporated town of Oceano lies immediately to the east of Airport

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property. Oceano is a mature community with a population of approximately 7,260 and a mix of residential, retail, and agriculture-related land uses. The Oceano Elementary School is located approximately 1000 feet northeast of the approach end of runway 29 and the central commercial district extends to within less than 500 feet of the Airport boundary. Neither of these areas, however, lie directly under commonly utilized flight paths.

Development at the western edge of the Oceano Airport Land Use Planning Area, unfortunately, has resulted in a significant amount of existing encroachment on Airport operations. Some of the more significant existing incompatibilities include:

- Residential development along McCarthy Avenue and Juanita Avenue and along the south side of Pier Avenue which lies inside the Runway Protection Zone
- Industrial uses on Sand Dollar Avenue, Dolphin Avenue, Delta Street and Dolphin Street which are within the Runway Protection Zone
- Commercial uses along the south side of Pier Avenue which are within the Runway Protection Zone
- Relatively dense residential development on Honolulu Avenue, Lakeside Avenue, McCarthy Avenue, Juanita Avenue and Sandpiper Lane, in the Inner Approach/Departure Zone
- Significant residential development along Sandpiper Lane, Surf Avenue, Laguna Drive and York Avenue within the Inner Turning Zone
- Significant residential development along Palace Avenue, Lake Street and Jetty Avenue within the Sideline Zone

- *Oceano Dunes State Vehicular Recreation Area* – The main entrance to the Oceano Dunes State Vehicular Recreation Area is located on Pier Avenue, directly on the Airport's extended runway centerline and approximately 750 feet from the departure end of runway 29. On weekends and holidays, traffic waiting to enter the recreation area backs up along Pier Avenue and congestion can become severe. This high concentration of persons within the Inner Approach/Departure Zone does represent a potential safety hazard.

airport planning status

- *Airport Master Plan* – No Airport Master Plan currently exists for the Oceano County Airport. The County of San Luis Obispo has, however, received a grant from the Federal Aviation Administration to fund preparation of a Master Plan.
- *Recent and Anticipated Improvements at Airport* – Recent improvements at the Oceano County Airport Airport have included replacemant and upgrade of runway lights and resurfacing all runways and taxiways. In addition, the availability of aviation fuel at the Airport has been restored. At present, however, there are no plans for lengthening the runway, construction of additional hangars or tie-down locations, or other improvements which might be expected to attract new types of aircraft or significant changes in the nature of aviation operations at the Airport.
- *Airport Layout Plan* – The Airport Layout Plan attached (Appendix A) is adopted as the Airport Layout Plan for the ALUP.

Because there is no expected change in the nature or intensity of operations at the Oceano County Airport, it is reasonable that any increase or decrease in activity at Oceano will reflect national trends in usage of single-engine piston-powered general aviation aircraft.

A traffic study performed by the California Department of Transportation in 1997 indicated that the activity level at Oceano County Airport was approximately 10,500 annual operations. The Federal Aviation Administration has recorded that the use of single-engine general aviation aircraft increased at an annual rate of 1.7% from 1995 to 2000, 1.6% from 2000 to 2001, and 1.9% from 2001 to 2002. The predicted future annual rate of growth is 1.6%. Applying these figures, the estimated current activity at Oceano County Airport is 12,005 operations annually, and the anticipated future activities are:

TABLE 1: PROJECTED ANNUAL OPERATIONS, 2010-2030

Year	Annual Operations
2010	12,997
2015	14,070
2020	15,232
2025	16,490
2030	17,852

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airport land use planning areas

basis of airport land use planning areas

The size, location, and configuration of the Airport Planning Areas for the Oceano County Airport is based on both:

a. The Aviation Safety Zones recommended by the current edition of the Airport Land Use Handbook (January, 2002), a guide to the preparation of Airport Land Use Plans which is prepared and distributed by the Division of Aeronautics of the California Department of Transportation, and

b. The preexisting land use designations and existing development currently located in the vicinity of the Oceano County Airport.

discussion of airport planning areas

The defined Airport Planning Areas are shown in Figures 1 and 2 and are delineated as follows:

a. **Area RA-1: Residential Use Areas Exposed to Severe Airport Impact** – includes properties which are currently zoned for residential use by the County's planning documents, which are substantially developed with existing housing, and which lie within the zones defined by the current Caltrans *Airport Land Use Planning Handbook* as the **Runway Protection Zones** and **Inner Approach/Departure Zones** of the Oceano County Airport. The residential properties in Area RA-1 are of special concern, because residential development is generally considered, from the standpoints of both noise and safety, to be one of the most incompatible of all land use types with airport operations.

   State guidelines define the Runway Protection Zones as areas of "very high risk" and indicate that construction of any new structures or establishment of any residential land uses should be prohibited. The Inner Approach/Departure Zones encompass areas overflown by aircraft at low altitudes – typically only 200 to 400 feet – and are designated as zones of "substantial risk". State guidelines state that residential uses should be prohibited (except on large agricultural parcels) and that the density of residential development should be no greater than one dwelling unit per ten-to-twenty acres. In addition, the State indicates that children's schools, day care centers, hospitals and nursing homes should not be allowed in these zones.

   Despite these State guidelines, the Airport Land Use Commission recognizes the historical pattern of residential land use in Area RA-1. In addition, the ALUC appreciates that the owners of the few vacant parcels that remain in Area RA-1 have a reasonable expectation that they will be able to

develop their property in a manner consistent with the existing character of the neighborhood. Consequently, the policies of the Airport Land Use Commission, with respect to Area RA-1 incorporate the following principles:

a.) Existing residential land uses in Area RA-1 represent an appreciable safety risk. Because the mandate of the ALUC does not extend to existing land uses, however, and because there appears to be no feasible means of abating the resulting safety hazard (short of outright purchase of these properties by the County) present residential land uses should be permitted to remain. Intensification of existing residential uses (such as by replacement of single-family residences with multifamily development, subdivision of existing lots, or construction of accessory dwelling units) is to be avoided.

b.) Because the number of vacant parcels in Area RA-1 is relatively small, the future development of these properties will, in all likelihood, not significantly increase the existing incompatibilities between airport operations and surrounding residential land uses. ALUP policies have been formulated to protect property owner's expectations that they will be able to improve their properties in a manner consistent with adjacent parcels.

c.) Because of the high degree of incompatibility between residential development and airport operations, future expansion of the land area within the Runway Protection Zones or the Inner Approach/Departure Zones which is currently zoned for residential uses should avoided.

b. Area RA-2: Residential Use Areas Exposed to Significant Airport Impact – includes properties which are currently designated for residential use by the County and which lie within areas identified by the *Airport Land Use Planning Handbook* as the **Inner Turning Zones** and **Sideline Zones** of the Oceano County Airport.

The *Handbook* notes that the Inner Turning Zone entails safety risks related to the complexity of aircraft maneuvers that are performed by overflying aircraft – landing aircraft are turning from the traffic pattern to their final approach, descending, and reducing speed, while departing aircraft are transitioning from takeoff power, flap, and landing gear configurations to climb settings and simultaneously turning to their departure heading. Because of the significant risk level, State guidelines indicate that residential uses in the Inner Turning Zone should be limited to "very low densities" and that maximum residential density should not exceed one dwelling unit per two-to-five acres. In the Sideline Zones, which lie to either side of the runway and extended runway centerline, the primary safety hazard is due to aircraft losing directional control on takeoff. The *Handbook* indicates that residential uses should be avoided unless they are airport related, and calls for a maximum residential density of one dwelling unit per one-to-two acres. Children's schools, large day care centers, hospitals and nursing homes are specifically identified as uses which should be prohibited.

As with Area RA-1, the ALUC recognizes the existing of long-standing residential neighborhoods within the Inner Turning Zones and Sideline Zones and the lack of any feasible means to abate the resulting safety incompatibilities. Consequently, the policies of this Airport Land Use Plan have been designed to permit existing residential zoning and development to remain unchanged and to allow development of vacant parcels in a manner consistent with the surrounding neighborhood. Expansion of current residential zoning or intensification of residential density, however, is to be avoided.

c. Area Oa: Open Space Areas Exposed to Severe/Significant Airport Impact – includes properties which are currently assigned to the recreational or public facilities zoning designation by the County or are undesignated, which are substantially undeveloped, and which lie within the Runway Protection Zones, the Inner Approach/Departure Zones, the Inner Turning Zones, and the Sideline Zones of the Oceano County Airport. This area includes a park which lies to the immediate northwest of the runway, a narrow strip of river bank which abuts the southern edge of the Airport bound-

ary, and a portion of the Oceano Dunes State Vehicular Recreation Area. Much of Area Oa consists of wetlands and, as such, has very limited development potential.

Open space areas are a use that is generally compatible with airport operations and consistent with state standards for all safety zones. The Airport Land Use Plan, therefore, requires only that Area Oa remain as is.

d. **Area C: Commercial Use Area Exposed to Severe Airport Impact** – includes areas which are zoned for retail commercial use by the County and which lie within the state-defined **Runway Protection Zones** and **Inner Approach/Departure Zones** of the Oceano County Airport. This Area includes primarily the existing commercially-zoned properties along the north and south sides of Pier Avenue. The area is currently developed with relatively low-intensity retail sales and service establishments, together with some multi-family residential uses. The most intensive commercial establishments are two restaurants, though neither of these is large. A significant number of parcels in Area C are undeveloped.

State recommendations for commercial activity in the Runway Protection Zone are extremely stringent. Nonresidential uses are to be avoided unless they require construction of no structures, are very low intensity in character, and are confined to the sides and outer ends of the Zone. Because the area of commercially-zoned property within the Runway Protection Zone is quite small and is located at the extreme edge and outer end of the Zone, however, the Airport Land Use Commission has elected to consider all of Area C under the less restrictive State guidelines for the Inner Approach/Departure Zone.

According to the *Airport Land Use Planning Handbook*, nonresidential uses in the Inner Approach/ Departure Zone are to be limited to "activities which attract few people". The maximum intensity of use should be no greater than 25 to 40 persons per acre and such uses as shopping centers, most eating establishments, theatres, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants are unacceptable. Although some of the current land uses in Area C may exceed the 25 to 50 persons per acre standard, it would appear that the area, when taken as a whole, is presently in compliance with State standards.

As with Areas RA-1 and RA-2, the Airport Land Use Plan acknowledges the presence of existing development in Area C and the need, in the interest of fairness, to permit the owners of now-vacant parcels to develop commercial uses that are consistent with other nearby properties. On the other hand, an increase in the intensity of existing nonresidential development or the establishment of new commercial activities that would attract dense concentrations of persons would unnecessarily expose more individuals to the risks of an aircraft-related accident. Intensification or expansion of the existing area of commercial development is, therefore, not permitted. Because residential land uses are inherently less compatible with airport operations than are commercial ventures and because residential development is not the primary emphasis in this commercially-zoned area, the establishment of new residential land uses in Area C is prohibited.

e. **Area I-1: Industrial Use Area Exposed to Extreme Airport Impact** – includes properties which are designated for industrial use by the County's planning documents and which lie within the **Runway Protection Zones** of the Oceano County Airport. These properties are subject to potential severe noise and safety impacts.

Because Area I-1 is largely undeveloped, there is no basis for modifying State guidelines to accomodate established patterns of land use. The Airport Land Use Plan, therefore, adopts the standards of the *Airport Land Use Planning Handbook* with respect to future land uses in Area I-1. While the development of parcels in Area I-1 will clearly be constrained by safety concerns, the industrial zoning of this area affords the possibility that properties can be utilized for storage yards, parking, or other purposes that entail minimal human participation.

f. **Area I-2: Industrial Use Area Exposed to Severe Airport Impact** – includes properties which are designated for industrial use by the County's planning documents and which lie within the **Inner Approach/Departure Zones** of the Oceano County Airport.

   Because Area I-2 is largely undeveloped, the ALUP has incorporated the standards of the *Airport Land Use Planning Handbook* with respect to future land uses. It is anticipated that ALUP standards for maximum allowable land use intensity (40 persons per acre) will be adequate to accomodate most industrial land uses.

g. **Area I-3: Industrial Use Area Exposed to Significant Airport Impact** – includes properties which are designated for industrial use by the County's planning documents and which lie within the Sideline Zone and the Outer Approach/Departure Zones of the Oceano County Airport.

   With respect to Area I-3, the ALUP has incorporated the standards of the *Airport Land Use Planning Handbook* for future land uses. It is, however, very unlikely that ALUP standards for maximum land use intensity (80 persons per acre) will be a limiting factor for any future industrial use.

h. **Area AGa: Agricultural Use Area Exposed to Significant Airport Impact** – includes properties which are designated for agricultural use by the County's planning documents and which lie within the **Inner Turning Zones** and **Outer Approach/Departure Zones** of the Oceano County Airport.

   Because the existing agricultural land use designation in this area is relatively consistent with airport operations, the Airport Land Use Plan adopts current County standards for residential development (one dwelling unit per five acres). In addition, the non-residential density limit of 80 persons per acre is expected to be adequate to permit virtually any agricultural processing, packing, or storage operations that might be proposed for this area.

i. **Area TP-1: Areas Exposed to Slight Airport Impact** – includes all properties which are within the Airport Planning Area, but which are not included in any of the planning areas described in paragraphs a. through h. and are located to the south and west of the extended runway centerline. Because of the Airport's single-sided traffic pattern, overflight in Area TP-1 may be expected by both arriving and departing aircraft, as well as by airplanes whose pilots are making repeated practice takeoffs and landings. Aircraft in this area are at relatively high altitudes and are not performing complex maneuvers. Aviation noise and safety impacts are, therefore, expected to be relatively low.

j. **Area TP-2: Areas Exposed to Minimal Airport Impact** – includes all properties which are within the Airport Planning Area, which are not included in any of the planning areas described in paragraphs a. through i., and which lie to the north and east of the extended runway centerline. Because the entire traffic pattern for aircraft arriving at the Airport is on the southwest of the extended centerline, overflight in Area TP-1 is to be expected only by departing aircraft. Aviation noise and safety impacts are expected to be quite low.

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AIRPORT LAND USE COMPATIBILITY POLICIES

general policies

Policy G-1 *ALUP right of review* – No project or land use may be established within the Airport Planning Area nor may any building or use permit be issued for a proposed development unless the proposed project or land use has been reviewed by the ALUC of San Luis Obispo County and has been determined by that Commission to be consistent with this ALUP. If a project has been determined by the ALUC to be inconsistent, the project or land use may not be established and no building or use permit may be issued for such project or land use unless and until:

a. The Board of Supervisors has voted to override the ALUC's determination of inconsistency by a four-fifths majority vote, and

b. The Board of Supervisors has made specific findings that the proposed project or land use is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code section 26770(a):

> *"It is the purpose of this article 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 around public airports to the extent that these areas are not already devoted to incompatible uses."*

c. The Board of Supervisors has, at a time no less than 45 days prior to its decision to overrule the ALUC, provided to the ALUC and to the Division of Aeronautics of the California Department of Transportation a copy of its proposed decision and of required findings in support of such decision and has included (in its decision to overrule the ALUC) the comments from the ALUC and from the Division of Aeronautics.

Policy G-2 *Completeness of referral* – 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.

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Policy G-3 ***Application of Specific Land Use Policies*** – 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 Noise, Safety, Airspace Protection, and Overflight Policies. In the event that the site affected by a proposed project or local action is located in more than one Airport Planning Area, the standards for each such Area will be applied separately to the land area lying within each zone.

Policy G-4 ***ALUP discretion*** – 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, supported by findings, present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.

Policy G-5 ***Projects/Actions Involving Small Sites in More Than One Airport Planning Area*** – When the site affected by a proposed project or local action is located in more than one Airport Planning Area the ALUC may, at its sole discretion, elect not to apply the requirements of Policy G-4 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.

Policy G-6 ***New Types of Land Use Prohibited in Airport Planning Area Exposed to Extreme, Severe, or Significant Aviation Impacts*** – A proposed project or local action will be determined to be inconsistent with the ALUP if the proposal permits or fails to adequately prohibit establishment of land uses in Airport Planning Areas RA-1, RA-2, Oa, C, I-1, I-2, I-3, or AGa which are designated as "Prohibited" in Table 4 of this ALUP.

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noise policies

objective

The objective of the noise policies of the 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).

definitions

Noise-Sensitive Land Use – For purposes of this ALUP, a land use shall be considered as "noise-sensitive" if the customary or anticipated activities associated with the use may be disrupted to a significant degree by aviation noise impacts. Such noise-sensitive uses include:

a. all residential land uses (rural residential, suburban residential, single-family, multifamily, mobilehomes and mobilehome parks, and caretakers quarters)

b. outdoor theatres, amphitheaters, and public assembly areas (does not include sports stadiums, athletic fields, playgrounds, public swimming pools, tennis courts, golf courses, or small picnic areas)

c. hotels and motels, bed and breakfast inns, homestay facilities, campgrounds (with overnight sleeping facilities), temporary sleeping quarters for air crews and other employees in transit

d. restaurants

e. offices, office buildings

f. hospitals, nursing homes, residential care facilities and other medical facilities offering 24-hour care

g. churches, synagogues, temples, monasteries and convents, 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)

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Policy N-1 ***Avoidance of noise-sensitive land uses*** – No new noise-sensitive land uses shall be permitted in Airport Planning Areas Oa, C, I-1, I-2, I-3, or AGa.

Policy N-2 ***Mitigation of interior sound levels*** – Any noise-sensitive land use established within the Airport Planning Area must include design features and/or construction techniques sufficient to mitigate aviation-related interior single-event noise levels to a degree equal to or greater than indicated in Table 2. The anticipated exterior aviation noise exposure shall be determined by reference to Figure 3 of this ALUP. If the degree of sound attenuation necessary to achieve the interior noise level indicated by Table 2 is greater than 15 dB, the design features and construction techniques required to effect such mitigation are to be determined by an analysis performed by a person or firm qualified in acoustic design and noise mitigation and the report of such consultant must be submitted, in its entirety, to the ALUC as a part of the project referral.

The requirement for an airport noise study imposed by this policy, however, will be eliminated if the County of San Luis Obispo has prepared and adopted a planning document which has been reviewed and approved by the ALUC and which specifies, in detail, the design features and construction techniques required to attain the above interior noise levels for projects located in the vicinity of the Oceano County Airport, and if the developer of a project demonstrates that the design features and/or construction techniques called for by such document have been fully incorporated.

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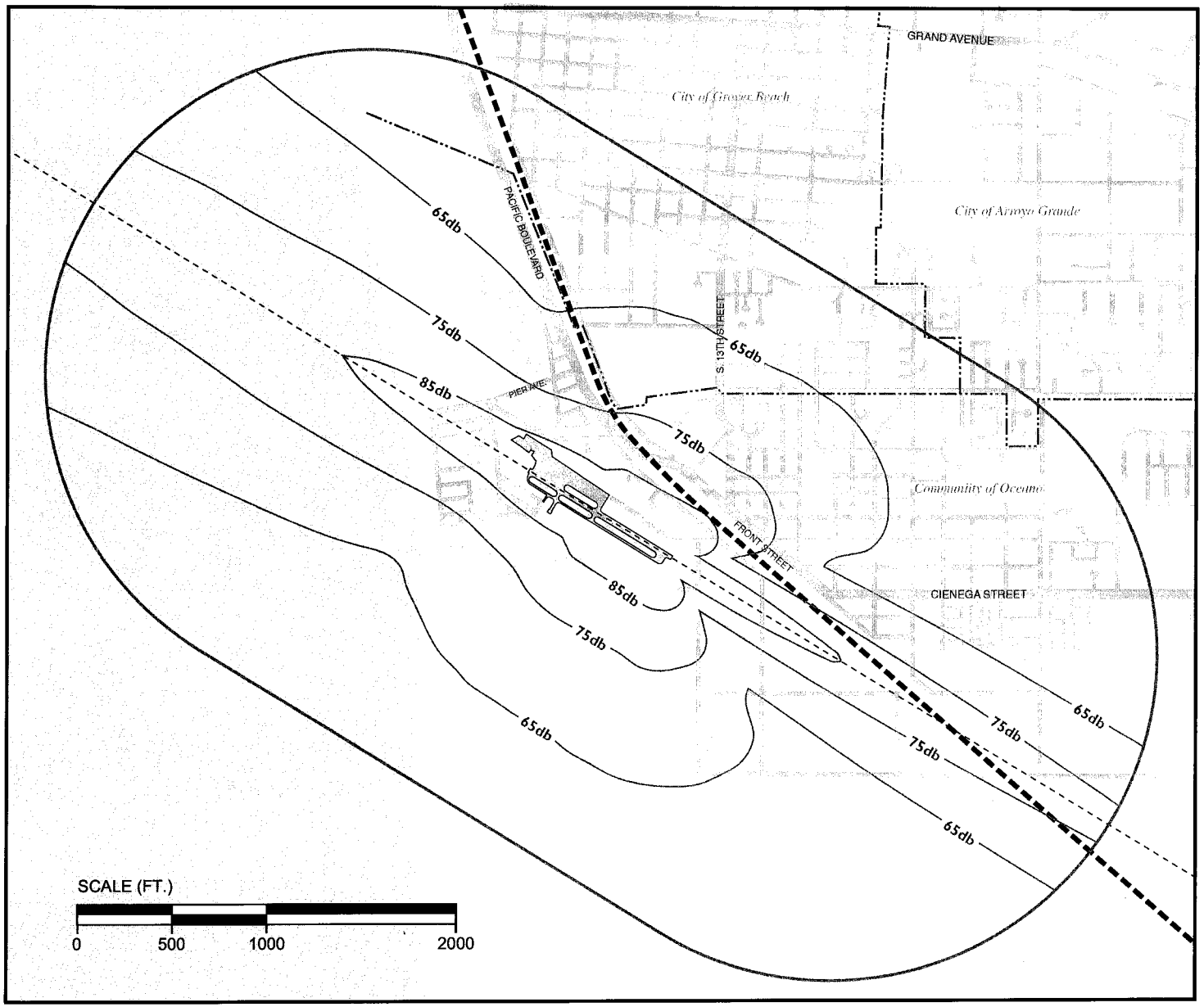
AIRPORT LAND USE PLAN
OCEANO COUNTY AIRPORT

FIGURE 1
Single Event Noise Levels

Airport Land Use Planning Handbook
Division of Aeronautics
California Department of Transportation
January, 2002
Page 6-6



Legend:

— 65db — 65db Noise Contour
— 75db — 75db Noise Contour
— 85db — 85db Noise Contour

TABLE 2: MAXIMUM ALLOWABLE INTERIOR NOISE EXPOSURE FROM AVIATION-RELATED NOISE SOURCES

	Single Event[1] Interior Aviation Noise Level	Degree of Noise Attenuation Required (dB) Single Event Noise Contour		
	dB LAmax	85 dB	75 dB	65 dB
Residential dwellings				
Sleeping rooms	50	35	25	15[2]
Non-sleeping areas	55	30	20	10[2]
Hotels and motels, bed and breakfast inns, homestay facilities, campgrounds (with overnight sleeping facilities), temporary sleeping quarters for air crews and other employees in transit				
Sleeping rooms	50	35	25	15[2]
Non-sleeping areas	60	25	15[2]	5[2]
Restaurants	60	25	15[2]	15[2]
Offices, office buildings	60	25	15[2]	5[2]
Hospitals, nursing homes, residential care facilities and other medical facilities offering 24-hour care				
Sleeping rooms	50	35	25	15[2]
Non-sleeping areas	60	25	15[2]	5[2]
Churches, synagogues, temples, monasteries and convents	60	25	15[2]	5[2]
Mortuaries, funeral parlors	60	25	15[2]	5[2]
Indoor theatres, music halls, meeting halls, and other indoor public assembly facilities[3]	50	35	25	5[2]
Studios – radio, television, recording, rehearsal, and performance facilities	60	25	15[2]	5[2]
Schools and day care centers[4]	60	25	15[2]	5[2]
Libraries (excluding aviation-oriented libraries)	50	35	25	5[2]
Museums (excluding air museums)	50	35	25	15[2]

[1] *The reference for determination of required single event noise mitigation shall be the single-event noise contours for the straight-in arrival of a high-performance single engine general aviation aircraft landing on Runway 29 and the straight-out departure of such aircraft from Runway 29. Noise contours are as defined by the Airport Land Use Planning Handbook and are shown in Figures 4 and 5.*

[2] *Normal construction techniques are assumed to provide adequate noise attenuation.*

[3] *Not including facilities utilized exclusively by pilots' organizations, airport or airline employees, or other airport related groups*

[4] *Not including flight schools, aviation mechanics training schools, airline orientation facilities or other institutions offering instruction only in aviation-related fields*

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safety policies

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.

definitions

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, college campuses, 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.

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, casinos and card rooms

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.)

Residential Land Use – For purposes of this ALUP, the term *residential land use* shall be defined as any use which includes structures or portions of structures intended for use as places of residence, whether as an independent development or as a portion of a mixed-use project. The inclusion, within an otherwise commercial development, of a caretaker's quarters, security unit, or other like facility shall not, however, be considered a residential use if such unit:

a. is clearly subsidiary to an approved on-site commercial activity, and

b. provides substantial benefit to the commercial enterprise, and

c. is occupied exclusively by an owner or employee of the commercial enterprise, together with his or her family.

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Policy S-1 ***Density of development*** – No new development shall be permitted in the Airport Planning Area if such proposed development would result in a density of residential or of nonresidential development which exceeds the standards set forth in Table 3.

For purposes of this ALUP, nonresidential land use densities shall be calculated in accord with data presented in Appendix 1 of this document. For mixed residential and commercial-use projects, the residential and non-residential densities shall be considered cumulatively, rather than independently.

Policy S-2 ***Allowable Land Uses*** – No proposed land use shall be established in the Airport Planning Area unless such proposed use is designated as Allowable by Table 4 (Airport Land Use Compatibility Matrix) of this document. In the event that any question should arise as to the type of land use that would be established by a proposed development, the question shall be submitted to and resolved by the Airport Land Use Commission, whose decision shall be final and binding.

Policy S-3 ***Subdivision of legal lots*** – No lot split or subdivision shall be permitted within Airport Planning Areas RA-1 or RA-2 if such action would result in a new legal lot which is less than 10 acres in size in Area RA-1 or less than 2 acres in size in Area RA-2.

Policy S-4 ***Redevelopment of Existing Residential Land Uses*** – Redevelopment of existing residential land uses shall be governed by the following provisions:

- *Airport Planning Areas RA-1, RA-2, and AGa* – An existing residential land use may be redeveloped for any reason, at the discretion of the landowner, so long as the residential land use densities given in Table 3 are not exceeded.
- *Airport Planning Areas C, Oa, I-1, I-2, and I-3* – An existing residential land use may be redeveloped with a subsequent residential use only if the existing use was destroyed (or damaged beyond repair) by fire, flood, earthquake, or other natural disaster or accident beyond the control of the landowner. If an existing residential land is redeveloped for purposes of modernization, enlargement, aesthetic improvement, or other reason which is at the discretion of the landowner, the redeveloped land use may not include residential dwelling units.
- *Airport Planning Areas TP-1 and TP-2* – An existing residential land use may be redeveloped for any reason, at the discretion of the landowner, without restriction as to residential land use density.

Policy S-5 ***Special Function Land Uses*** – No special function land use shall be established in any Airport Planning Area, with the exception of Airport Planning Area TP-2, and no special function land use shall be established in Airport Planning Area TP-2 unless the specific location of such proposed use has been reviewed and approved by the ALUC.

Policy S-6 ***High Intensity Land Uses*** – No high intensity land use shall be established in any Airport Planning Area, with the following exceptions:

- *Airport Planning Area TP-2* – Temporary high intensity land uses whose cumulative duration is less than 24 hours per six-month period are permissible in Airport Planning

Area TP-2, and ALUC review is not required. Temporary high intensity land uses whose cumulative duration is more than 24 hours in a period of six months are also allowable, but the proposed location of such events must be reviewed by the ALUC to determine that no excessive safety risk will be created. Once a proposed site for temporary high intensity land uses has been approved, it may be utilized for an unlimited number of events and additional ALUC review for individual activities is not required. Permanent high intensity land uses are permissible in Airport Planning Area TP-2, but the specific location of such proposed use must be reviewed and approved by the ALUC.

- *Airport Planning Area TP-1* – Temporary high intensity land uses are permissible in Airport Planning Area TP-2. For temporary high intensity land uses whose cumulative duration is more than 12 hours per six-month period, however, the proposed location of such events must be reviewed and approved by the ALUC. Once a proposed site for temporary high intensity land uses has been approved, it may be utilized for an unlimited number of events. Permanent high intensity land uses are prohibited.

Policy S-7 ***Runway Protection Zones*** – The ALUC strongly supports the recommendation of the California Division of Aeronautics that airport ownership of properties which lie within the Runway Protection Zones of the Oceano County Airport is to be desired. The County of San Luis Obispo should aggressively pursue funding and should seek to acquire parcels within the Runway Protection Zone as they become available for sale.

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TABLE 3: MAXIMUM ALLOWABLE DENSITIES OF DEVELOPMENT

Airport Planning Area	Maximum Density of Residential Development	Maximum Density of Nonresidential Development (Refer to Appendix 1)
RA-1	The highest of the following: • The highest residential density existing on any contiguous parcel, or • One single family residence per legal lot, or • One dwelling unit per 10 acres • For redevelopment of an existing residential land use, the number of dwelling units per acre which existed prior to redevelopment	• Maximum of 25 persons/acre • Maximum of 5 persons/acre permitted in Runway Protection Zone
RA-2	The highest of the following: • The highest residential density existing on any contiguous parcel, or • One single family residence per legal lot, or • One dwelling unit per 2 acres, or • For redevelopment of an existing residential land use, the number of dwelling units per acre which existed prior to redevelopment	• Maximum of 80 persons/acre
O/a	• Prohibited	• Maximum of 5 persons/acre • New structures not allowed
C	• Prohibited	• Maximum of 40 persons/acre
I-1	• Prohibited	• Maximum of 5 persons/acre • New structures are not allowed
I-2	• Prohibited	• Maximum of 40 persons/acre
I-3	• Prohibited	• Maximum of 80 persons/acre
AG/a	• One dwelling unit per 5 acres	• Maximum of 80 persons/acre
TP-1	• Maximum of 6 dwelling units per acre	• Maximum of 150 persons/acre
TP-2	• Unlimited	• Unlimited

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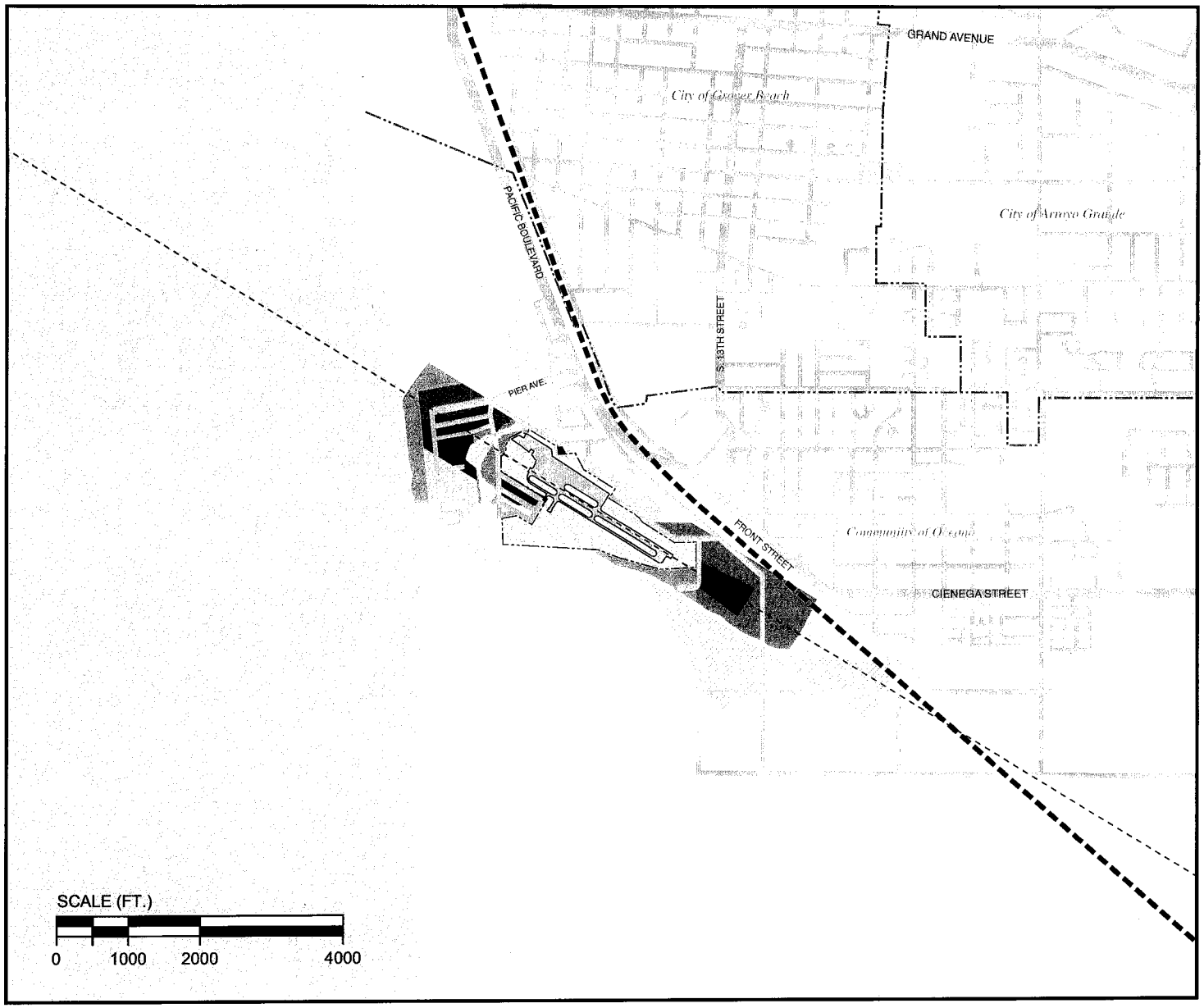
AIRPORT LAND USE PLAN
OCEANO COUNTY AIRPORT

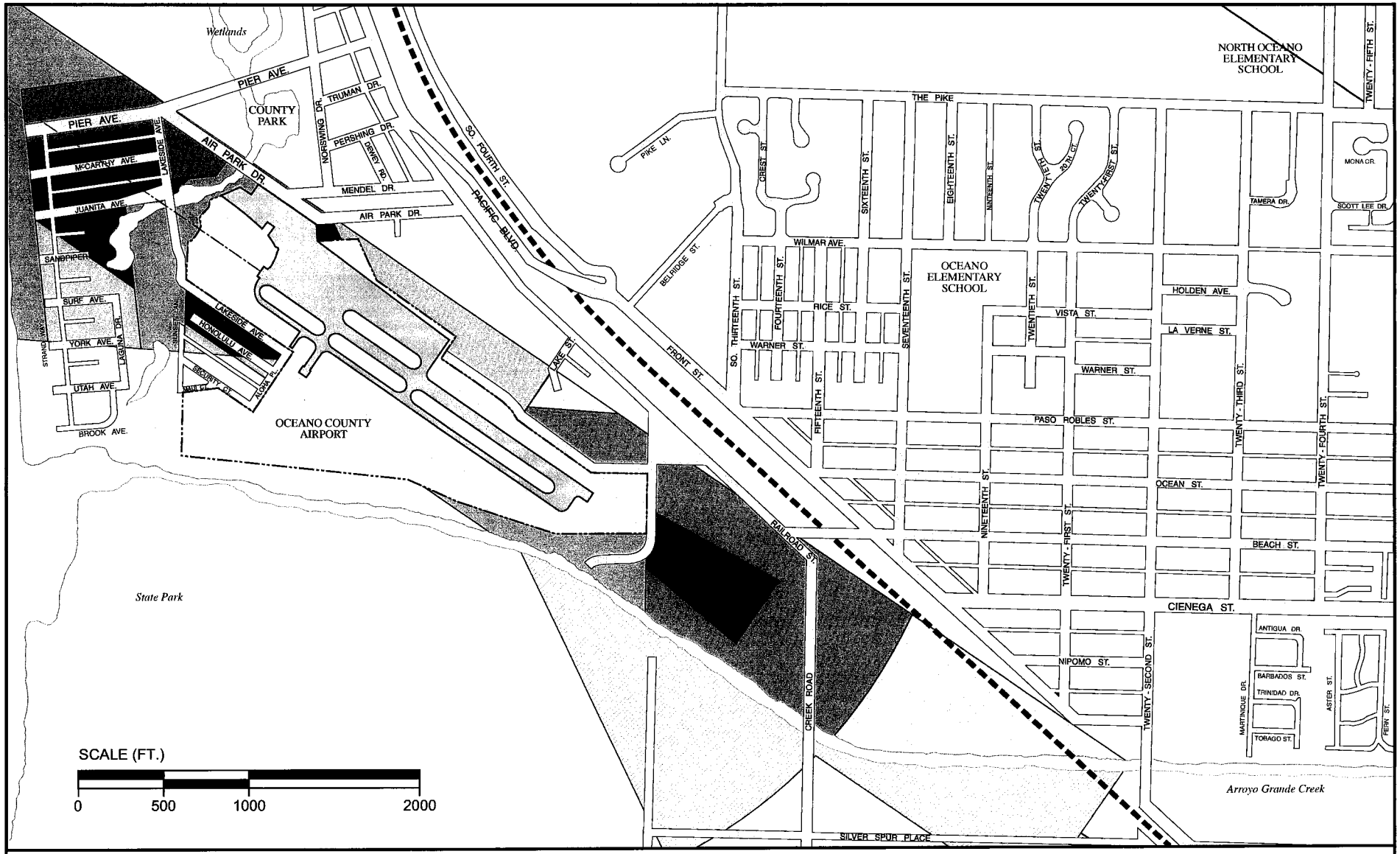
FIGURE 2
Airport Land Use Planning Areas

Legend:

- Area RA-1
- Area RA-2
- Area Oa
- Area C
- Area I-1
- Area I-2
- Area I-3
- Area AGa
- Area TP-1
- Area TP-2

For additional detail on Airport Land Use Planning Areas in the Oceano Village area, see Figure 3.





AIRPORT LAND USE PLAN for the OCEANO COUNTY AIRPORT
Figure 3: OCEANO AIRPORT LAND USE PLANNING AREAS
Detail Map of Oceano Village Area

Area RA-1	Area Oa	Area I-1	Area I-3	Area TP-2
Area RA-2	Area C	Area I-2	Area TP-1	Area AGa

airspace protection policies

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.

policies

Policy A-1 ***Obstructions to aerial navigation*** – No structure, tower, landform, or other improvement may be constructed nor vegetation be grown or permitted to grow to a height which exceeds the height of any imaginary surface established under Section 77.25 or 77.29 of the Federal Aviation Regulations.

Policy A-2 ***Hazards to aerial navigation*** – No project or land use may be established within the Airport Planning Area if such use entails or is expected to entail any of the following characteristics which would potentially interfere with the takeoff, landing, or maneuvering of aircraft at the Airport:

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).

Policy A-3 ***Sanitary landfills*** – The establishment of any new landfill or other disposal site within the Airport Planning Area is prohibited.

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overflight policies

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 of and activity at the Airport and associated noise and safety impacts to make an informed decision as to whether or not they wish to live and/or work in the Airport area.

policies

Policy O-1 ***Avigation easement*** – No project or local action shall be determined to be consistent with the Airport Land Use Plan and no building or use permit will be issued for any development project or structure within the Airport Planning Area unless a valid avigation easement has been recorded for the property on which such development or structure is to be situated.

Policy O-2 ***Real estate disclosure*** – No project or local action shall be determined to be consistent with the Airport Land Use Plan and no building or use permit will be issued for any development project or structure within the Airport Planning Area unless the applicant for such permit has submitted to the County a Real Estate Disclosure Document, the form and content of which have been approved by the Airport Land Use Commission. Such document shall provide full and accurate disclosure of all potential airport-related hazards and nuisances which may reasonably be anticipated at the site of the proposed project, including (but not limited to) all noise, safety, or overflight impacts. The Real Estate Disclosure Document is to be provided to all owners, potential purchasers, occupants (whether as owners or tenants), and potential occupants (whether as owners or tenants) prior to their entering into any contractual obligation to purchase, lease, rent, or otherwise the proposed project or any portion thereof.

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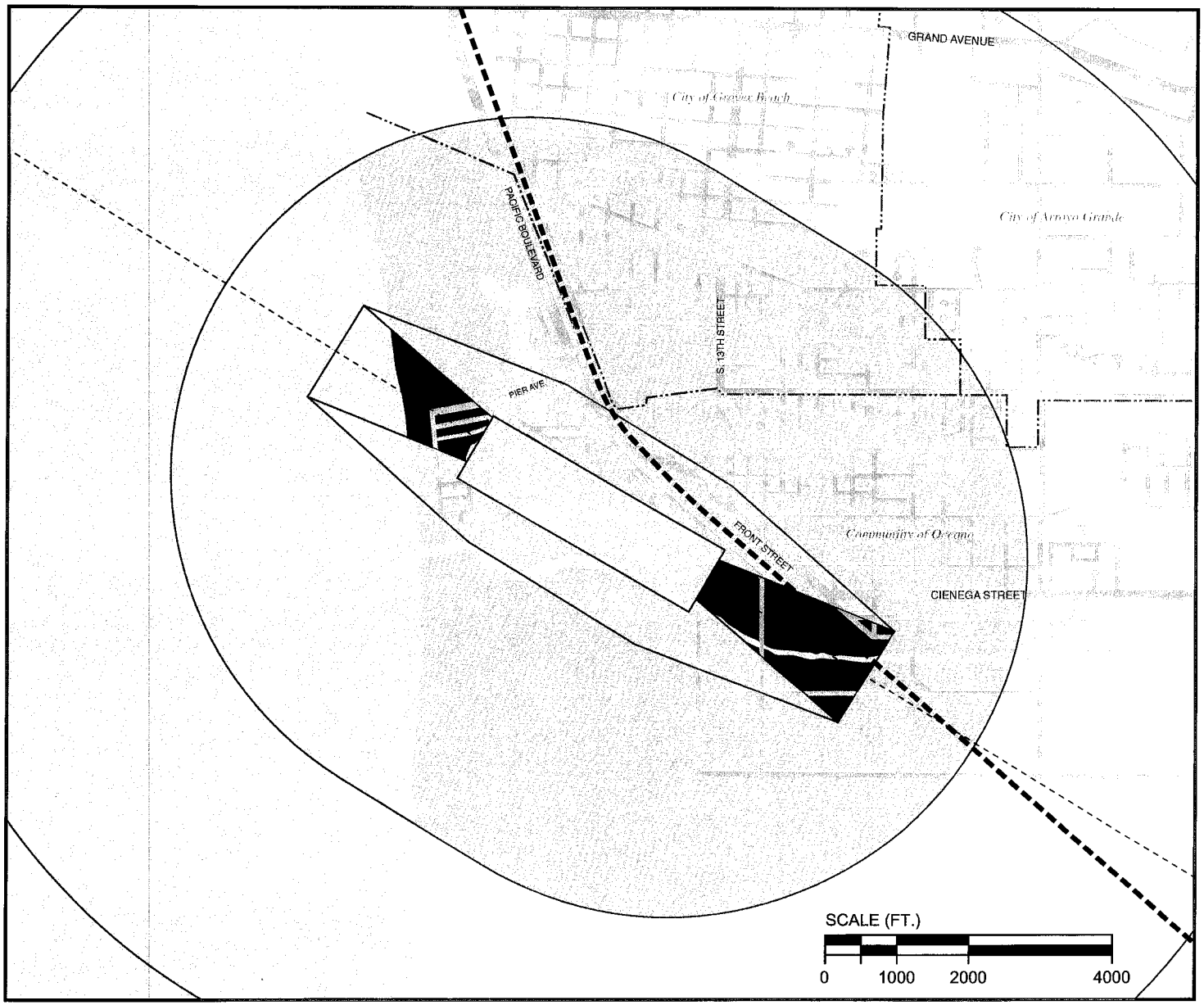
AIRPORT LAND USE PLAN
OCEANO COUNTY AIRPORT

FIGURE 4
Civil Airport Imaginary Surfaces

Federal Aviation Regulations, Part 77



Legend:

- Runway Environment
- 20:1 Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface

Scale: 1 inch = 1391 feet

airport land use matrix

The Airport Land Use Matrix is a convenient tabular reference to allow users to determine if a particular land use or development will be consistent with the ALUP. In the event of any conflict or apparent conflict between the Land Use Matrix and the ALUP Policies, the more restrictive provision shall apply.

The definition of each Land Use Category shall be as specified in the Glossary of this ALUP.

key

The following symbols are used in the Airport Land Use Matrix:

- ● **Prohibited** – Indicates that the land use category is prohibited in the specified Airport Planning Area.
- ○ **Permitted** – Indicates that the land use category is allowed in the specified Airport Planning Area.

In instances where the Matrix indicates a number rather than a symbol, the land use category is allowed in the specified Airport Planning Area, but some restrictions are imposed. This occurs when some of the individual land uses in a land use category are consistent with the ALUP, while others are not. It is also seen when special conditions of development must be included to ensure that a use will be compatible with current and future airport operations. The applicable restrictions are specified in a footnote which corresponds to the number indicated in the Matrix.

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Table 4: AIRPORT LAND USE MATRIX

Land Use	Airport Planning Area									
	RA-1	RA-2	Oa	C	I-1	I-2	I-3	AGa	TP-1	TP-2
AGRICULTURAL USE GROUP										
Agricultural Accessory Structures	●	●	●	●	○	○	○	○	○	○
Agricultural Processing	●	●	●	●	●	○	○	○	○	○
Animal Raising and Keeping	○	○	○	○	○	○	○	○	○	○
Aquaculture	●	●	●	●	1	1	1	1	○	○
Crop Production and Grazing	○	○	○	○	○	○	○	○	○	○
Sale of Farm Equipment and Supplies	●	●	●	●	●	●	○	○	○	○
Nursery Specialties – Soil Dependent	●	●	●	○	●	2	○	○	○	○
Nursery Specialties – Non-Soil Dependent	●	●	●	○	●	2	○	○	○	○
Specialized Animal Facilities	●	●	●	○	●	3	○	○	○	○
COMMUNICATIONS GROUP										
Broadcasting Studios	●	●	●	●	●	●	●	●	○	○
Communications Facilities	●	●	●	●	●	●	●	○	○	○
CULTURAL, EDUCATIONAL, AND RECREATION USE GROUP										
Cemeteries and Columbariums	●	●	●	●	●	●	●	●	○	○
Churches	●	●	●	●	●	●	●	●	○	○
Coastal Accessways	○	○	○	○	○	○	○	○	○	○
Drive-In Theatres	●	●	●	●	●	●	●	●	○	○
Indoor Amusements and Recreation	●	●	●	●	●	●	●	●	○	○
Libraries and Museums	●	●	●	●	●	●	●	●	○	○
Marinas	●	●	●	●	●	●	●	●	○	○
Membership Organization Facilities	●	●	●	●	●	●	●	●	○	○
Off-Road Vehicle Courses	●	●	●	●	●	●	●	●	○	○
Outdoor Sports and Recreation	4	4	●	4	●	●	●	●	4	5
Passive Recreation	○	○	○	○	○	○	○	○	○	○
Public Assembly and Entertainment	●	●	●	●	●	●	●	●	●	5
Rural Recreation and Camping	●	●	●	●	●	●	●	●	○	○
Schools – Specialized Education	●	●	●	●	●	●	●	●	5	5
Schools – College and University	●	●	●	●	●	●	●	●	●	5
Schools – Pre- to Secondary	●	●	●	●	●	●	●	●	●	5
Social Service Organizations	●	●	●	●	●	●	●	●	○	○
Sports Assembly	●	●	●	●	●	●	●	●	●	5
Temporary Events	●	●	●	●	●	●	●	●	●	5

1 ..... Establishment of new open ponds is prohibited in Areas RA-1, RA-2, Oa, C, I-1, I-2, I-3, and AGa.
2 ..... Wholesale and retail nurseries are prohibited in Area I-2.
3 ..... Livestock auctions, sales buildings, riding academies, and veterinary medical facilities are prohibited in Area I-2.
4 ..... Amusement, theme and kiddie parks are prohibited in Areas RA-1, RA-2, C, and TP-1.
5 ..... Location requires ALUP approval.
6 ..... Multifamily residential uses are permitted only as replacement or redevelopment of an existing land use and only if the residential density on the parcel is not increased above that which existed prior to redevelopment.

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Table 4: AIRPORT LAND USE MATRIX (continued)

Land Use	Airport Planning Area									
	RA-1	RA-2	Oa	C	I-1	I-2	I-3	AGa	TP-1	TP-2
MANUFACTURING AND PROCESSING GROUP										
Apparel Products	●	●	●	●	●	○	○	●	○	○
Chemical Products	●	●	●	●	●	●	●	●	●	○
Concrete, Gypsum, and Plaster Products	●	●	●	●	●	○	○	●	○	○
Electric Generating Plants	●	●	●	●	●	●	●	●	○	○
Electrical Equipment, Electronic and Scientific Instruments	●	●	●	●	●	○	○	●	○	○
Food and Kindred Products	●	●	●	○	●	○	○	○	○	○
Furniture and Fixture Products	●	●	●	●	●	○	○	●	○	○
Glass Products	●	●	●	●	●	○	○	●	○	○
Lumber and Wood Products	●	●	●	●	●	○	○	●	○	○
Machinery Manufacturing	●	●	●	●	●	○	○	●	○	○
Metal Industries, Fabricated	●	●	●	●	●	○	○	●	○	○
Metal Industries, Primary	●	●	●	●	●	○	○	●	○	○
Motor Vehicles and Transportation Equipment	●	●	●	●	●	○	○	●	○	○
Paper Products	●	●	●	●	●	○	○	○	○	○
Paving Materials	●	●	●	●	●	●	○	●	○	○
Petroleum Refining and Related Industries	●	●	●	●	●	●	●	●	●	○
Plastic and Rubber Products	●	●	●	●	●	○	○	●	○	○
Printing and Publishing	●	●	●	○	●	○	○	●	○	○
Recycling Collection Stations	○	○	●	○	●	○	○	○	○	○
Recycling and Scrap	●	●	●	●	●	○	○	●	○	○
Small Scale Manufacturing	●	●	●	●	●	○	○	●	○	○
Stone and Cut Stone Products	●	●	●	●	●	○	○	●	○	○
Structural Clay and Pottery-Related	●	●	●	●	●	○	○	●	○	○
Textile Products	●	●	●	●	●	○	○	●	○	○
RESIDENTIAL USE GROUP										
Caretaker Residence	●	●	●	●	●	●	●	●	○	○
Farm Support Quarters	●	●	●	●	●	●	●	●	○	○
Home Occupations	○	○	●	●	●	●	●	●	○	○
Mobilehome Parks	●	●	●	●	●	●	●	●	○	○
Mobilehomes	○	○	●	●	●	●	●	●	○	○
Multifamily Dwellings	6	6	●	●	●	●	●	●	○	○
Nursing and Personal Care	●	●	●	●	●	●	●	●	●	○
Organizational Houses	●	●	●	●	●	●	●	●	○	○
Residential Accesory Uses	○	○	●	●	●	○	○	○	○	○
Residential Care	●	●	●	●	●	●	●	●	●	○
Secondary Dwelling	●	●	●	●	●	●	●	●	○	○
Single Family Dwellings	○	○	●	●	●	●	●	●	○	○
Temporary Dwellings	○	○	●	●	●	●	●	●	○	○

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Table 4: AIRPORT LAND USE MATRIX (continued)

Land Use	Airport Planning Area									
	RA-1	RA-2	Oa	C	I-1	I-2	I-3	AGa	TP-1	TP-2
RESOURCE EXTRACTION										
Fisheries and Game Preserves	●	●	1	●	●	●	●	1	○	○
Forestry	●	●	●	●	●	●	●	○	○	○
Mining	●	●	○	●	●	●	●	○	○	○
Petroleum Extraction	●	●	●	●	●	○	○	○	○	○
Water Wells and Impoundments	●	●	●	●	1	1	1		○	○
RETAIL TRADE										
Auto, Mobilehome, and Vehicle Dealers and Supplies	●	●	●	○	●	○	○	●	○	○
Building Materials and Hardware	●	●	●	○	●	○	○	●	○	○
Eating and Drinking Places	●	●	●	○	●	●	○	○	○	○
Food and Beverage Retail Sales	●	○	●	○	●	○	○	●	○	○
Fuel and Ice Dealers	●	●	●	●	●	○	○	●	○	○
Furniture, Home Furnishings and Equipment	●	●	●	○	●	○	○	●	○	○
General Merchandise Stores	●	●	●	○	●	○	○	●	○	○
Mail Order and Vending	●	●	●	○	●	○	○	●	○	○
Outdoor Retail Sales	●	●	●	○	●	○	○	○	○	○
Roadside Stands	●	●	●	●	●	●	●	○	○	○
Service Stations	●	●	●	●	●	○	○	●	○	○
SERVICES										
Auto and Vehicle Repair and Service	●	●	●	●	●	○	○	●	○	○
Business Support Services	●	●	●	●	●	○	○	●	○	○
Construction Contractors	●	●	●	●	●	○	○	●	○	○
Consumer Repair Services	●	●	●	○	●	○	○	●	○	○
Correctional Institutions	●	●	●	●	●	●	●	●	○	○
Financial Services	●	●	●	○	●	●	●	●	○	○
Health Care Services	●	●	●	7	●	●	●	●	○	○
Laundries and Dry Cleaning Plants	●	●	●	●	●	○	○	●	○	○
Offices	●	●	●	8	●	○	○	●	○	○
Offices, Temporary	●	●	●	8	●	○	○	●	○	○
Personal Services	●	○	●	○	●	○	○	●	○	○
Public Safety Facilities	○	○	●	○	●	○	○	○	○	○
Storage, Accessory	○	○	○	○	●	○	○	○	○	○
Storage Yards and Sales Lots	●	●	●	●	●	9	○	●	○	○
Temporary Construction Yards	○	○	○	○	●	○	○	○	○	○
Waste Disposal Sites	●	●	●	●	●	●	●	●	●	●

7 ..... In-patient facilities are prohibited in Area C.
8 ..... Offices in Area C are restricted to one story in height.
9 ..... Sales lots are prohibited in Area I-2.

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Table 4: AIRPORT LAND USE MATRIX (continued)

Land Use	Airport Planning Area									
	RA-1	RA-2	Oa	C	I-1	I-2	I-3	AGa	TP-1	TP-2
TRANSIENT LODGINGS GROUP										
Bed and Breakfast Facilities	●	●	●	●	●	●	●	●	○	○
Homestays	●	●	●	●	●	●	●	●	○	○
Hotels, Motels	●	●	●	●	●	●	●	●	○	○
Recreational Vehicle Parks	●	●	●	●	●	●	●	●	○	○
Temporary Construction Trailer Parks	●	●	●	●	●	●	○	●	○	○
TRANSPORTATION GROUP										
Airfields and Landing Strips	●	●	●	●	●	●	●	●	●	10
Harbors	●	●	●	●	●	●	●	●	○	○
Marine Terminals and Piers	●	●	●	●	●	○	○	●	○	○
Pipelines and Transmission Lines	11	11	11	11	11	11	11	11	○	○
Transit Stations and Terminals	●	●	●	●	●	●	●	●	○	○
Truck Stops	●	●	●	●	●	○	○	●	○	○
Vehicle and Freight Terminals	●	●	●	●	●	○	○	●	○	○
Vehicle Storage	●	●	●	○	●	○	○	●	○	○
WHOLESALE TRADE GROUP										
Warehousing	●	○	●	●	●	○	○	○	○	○
Wholesaling and Distribution	●	●	●	●	●	○	○	○	○	○

10 ..... State law mandates review of any proposed airport plan by the ALUC.

11 ..... Aboveground pipelines containing flammable, explosive, toxic, caustic or radioactive liquids are prohibited. Transmission lines and towers must not reach a height which penetrates any FAR Part 77 civil airport imaginary surface.

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procedural policies

airport land use commission: 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.

information required for aluc review

Each referral for determination of consistency of an individual project or local action with the ALUP shall 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.

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

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 re-

view 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.

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 in writing within thirty (30) days, indicating the specific items which are incomplete. If, within an additional thirty (30) days following such written notification of incompleteness, the required information has not been 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.

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.[5]

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.

The referring agency may take any of several possible actions to modify the affected general and/or specific plans to achieve consistency with the ALUP, including:

a. adoption of the Airport Master Plan as an element of the local general and/or specific plans;

b. modification of the local general and/or specific plans to incorporate the policies and compatibility criteria of the ALUP; or

c. adoption of an Airport Combining District or zoning overlay.

The referring agency may also, after a public hearing, override the ALUC if both of the following conditions are met:

a. the governing body of the referring agency votes to override the ALUC's determination by at least a two-thirds vote of its members; and

b. 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 San Luis Obispo Regional 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.

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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.

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.

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 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. Characteristicss 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.

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.

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.

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.

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, is 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.

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.

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 offerred 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 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. Characteristicss 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 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.

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 manufacturing which produces or utilizes 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".

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.

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.

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, amphitheaters, exhibition and convention halls, civic theatres, meeting halls, facilities for live theatrical presentations, lectures, or concerts, motion picture theatres, recreation and community centers, and meeting halls for rent.

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.

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 – other fuels, propane, etc.: The public sale of 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 – aviation training and education: Formal educational institutions, apprenticeships, and other educational programs intended to provide information and/or competence in aircraft operation, scheduling, maintenance, or repair or in the management, support, or operation of scheduled air carriers, air freight carriers, or charter or private aircraft.

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.

Schools, colleges, & universities: For purposes of the Land Use Matrix and other sections of the ALUP, the term "schools, colleges, & universities" shall be taken to indicate any land use in which groups of individuals, particularly children, are engaged in activities, either formal or informal, which are intended to provide instruction, information, or mental or intellectual stimulation.

Examples of such uses would include primary, secondary, or high schools (public or private), colleges, universities, graduate schools, specialized vocational schools, seminaries, nurseries, preschools, and day care centers.

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.

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.

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.

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Table of Abbreviations

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AGL ..... Above ground level
ALS ..... Approach lighting system
ALUC ..... Airport land use commission
ALUP ..... Airport land use plan
CNEL ..... Community noise equivalent level
dB ..... Decibel
FAA ..... Federal Aviation Administration
FAR ..... Federal aviation regulation
FBO ..... Fixed base operator
IFR ..... Instrument flight rules
IMC ..... Instrument meteorologic conditions
MSL ..... Above mean sea level
nm ..... Nautical mile
PUC ..... Public utilities code
VMC ..... Visual meteorologic conditions

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appendix 1
non-residential land use densities

Type of Use	Density
Agriculture	
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
Carwash – mechanical	Twenty persons
Self serve	Six persons
Food & Beverage Service, Indoor Entertainment	One person per 60 sq. ft. gross floor area.
Hospitals	Two persons per bed
Indoor-Outdoor Uses	
Auto dismantling, scrap dealers, recycling centers	One person per 5000 sq. ft. of gross land area
Equipment rental,contractors' yards, gas distributors – containerized, government agency 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 unknown whether meeting rooms will be included, one person per 100 sq. ft. gross floor area
Outdoor Entertainment	
Stadiums	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	One person per seat or per 12 sq. ft. of gross floor area
Residential Uses	Residential use – non-residential density does not apply
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

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Type of Use	Density
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 100 sq. ft. gross floor area
Transportation Uses	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

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INDIVIDUAL LAND USES INCLUDED IN EACH LAND USE CATEGORY

Use Category	Specific Uses Included
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
Indoor-Outdoor Uses	Convalescent hospitals Hospitals
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 or analytical Research and development laboratories
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 Churches, synagogues, temples, etc. Community meeting rooms Mortuaries Theatres
Retail Sales	Feed stores and farm supply stores Retail sales – outdoor sales of building and landscape materials (lumberyards, nurseries) Retail sales – indoor sales of building materials and gardening supplies (floor and wall coverings, stores, etc.) Retail sales – appliances, furniture and furnishings, musical instruments, data processing equip ment, business, office, and medical equipment, catalog stores, sporting goods and outdoor supplies Retail sales and repair of bicycles Retail sales and rentals – autos, trucks, RVs, motorcycles, trailers, boats, aircraft, motorhomes Retail sales – auto parts, accessories (including tires and/or batteries) as a principle use Retail sales – convenience markets Retail sales – groceries, liquor and specialized foods (bakery, meats, dairy items, etc.)

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Use Category	Specific Uses Included
	Retail sales – general merchandise (drug, discount, department, and variety stores) Retail sales – neighborhood grocery market Retail sales – specialties (shoe stores, clothing, stores, book/record/video stores, toy stores, stationery stores, gift shops) and rentals Warehouse ("big box") stores
Residential Uses	Boarding/rooming houses; dormitories Caretaker's quarters Convents and monasteries Dwellings Fraternities and sororities Homeless shelters Mobile home parks
Service Uses	Advertising and related services (graphic design, writing, mailing, addressing, etc.) Ambulance services Animal hospitals, boarding and grooming (large or small animals) Athletic and health clubs, gymnasiums, fitness centers, tanning centers Auto repair and related services (body, brake, transmissions, muffler shops, painting, etc.) Banks and savings and loans Broadcast studios Barbers, hairstylists, manicurists Building and landscape maintenance services Cemeteries, mausoleums, columbariums Computer services Credit reporting and collecting Credit unions and finance companies Delivery and postal services Detective and security services Exterminators Employment agencies Florists Insurance service – local Insurance service – regional office Offices – medical or dental Photocopy services Pharmacies – prescription drugs only Photofinishing – retail Photofinishing – wholesale; blueprinting and microfilming services Photographic studios Police and fire stations and training facilities Pool halls and billiard parlors Post offices Printing and publishing Refuse hauling, septic tank/portable toilet services Repair service – small household appliances, locksmiths, seamstresses, shoe repair Repair service – large appliances, electrical equipment, power tools, saw sharpening Laundry/dry cleaner: pick-up point or office Laundry/dry cleaner: self-service Secretarial and related services (court reporting, stenography, typing, phone answering) Telegraph offices Ticket/travel agencies Title companies Utility companies: customer account services
Transportation Uses	Bus stations Railroad yards, stations, crew facilities Trucking/taxi services

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AIRPORT LAND USE COMMISSION
SAN LUIS OBISPO COUNTY

Subject: <u>Errata Sheet</u> for the Public Review Draft for the Oceano County Airport Land Use Plan (ALUP)

Approved March 15, 2006:

Page 6-7, bullet 4 correct numerical sequence to read: "a, b, c, d."

Page 6-9, item c and d; change "insert date" to read: "date of adopted plan."

Page 6-9, second to last paragraph, line 2, revise to read: "allowed which would result in either an increase in the number of residential units....."

Page 6-14 (c) revise wording to read: "Because of the high degree of incompatibility between residential development and airport operations, rezoning of additional land for residential use within the runway protection zones or the inner approach/departure zones will not be allowed."

Page 6-18, line 4, correct "Policy G-4" to read "Policy G-3".

Page 6-20**, paragraph 2, line 3; amend Public Review Draft to read: "to mitigate aviation-related interior single-event noise to a level which is equal to or less than indicated in Table 2."**

Approved April 19, 2006:

Page 6-22 (Figure 1) - Scale of feet is incorrect. Scale should be as shown in Figure 2.

Page 6-25 (Policy S-4) The first bullet point should begin "*Airport Planning Areas RA-1, RA-2, AGa, and TP-1 –.....*", and the third bullet point should begin "*Airport Planning Area TP-2 –.....*"(To resolve the perceived inconsistency between this section and Table 3.)