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**Sec. 35-100. F Airport Approach Overlay District.**

*(Amended by Ord. 3561, March 17, 1986)*

***Sec. 35-100.1. Purpose and Intent.***

The purpose of this overlay district is to regulate land uses within Airport Clear and Approach Zones consistent with the adopted Airport Land Use Plan for Santa Barbara County, and to limit the height of structures and appurtenances (including vegetation) within these areas. The intent is to protect the safety of people both in the air and on the ground, to reduce and avoid noise and safety conflicts between airport operations and surrounding land uses, and to preserve navigable airspace around the County's airports.

***Sec. 35-100.2. Applicability of the F Overlay District Regulations.***

The provisions of this F Overlay District apply within the Airport Clear and Approach Zones, as such zones are described in Sec. 35-100.3 of these regulations. In addition, the provisions of Sec. 35-100.5.2 apply within the Airport Land Use Commission Planning Boundaries, as such Boundaries are depicted on the maps of the Santa Barbara County Airport Land Use Plan.

Within the areas subject to this overlay district, all uses of land shall comply with the requirements of the applicable base zoning district, provided, however, that all development shall comply with any additional requirements set forth in this overlay district.

In cases where the regulations of this overlay district conflict with the regulations of the base zoning district, the more restrictive regulations shall take precedence.

On properties subject to the F Overlay District, any application for a development permit which is determined by the County to be consistent with the provisions of this overlay district shall not be subject to review by the Santa Barbara County Airport Land Use Commission (ALUC). However, all applications determined by the County to be inconsistent or potentially inconsistent with the provisions of this overlay district shall be referred to the ALUC for a determination as to whether the application is consistent with the provisions of the Airport Land Use Plan (ALUP) itself. No permits for projects determined by the County to be inconsistent or potentially inconsistent with the provisions of this overlay district shall be approved or recommended for approval until the ALUC has reviewed the application and made its determination of the project's consistency with the

ALUP; however, the failure of the ALUC to render such determination within sixty (60) days of the referral shall be construed as a finding that the proposed development is consistent with the ALUP.

In the case of discretionary permits approved by the Planning Commission and/or Board of Supervisors, as well as both discretionary and ministerial permits heard by either body on appeal, the project may be approved by a majority vote of the total membership of the Commission and/or Board accompanied by findings, based upon substantial evidence in the public record, that the proposed development is consistent with the purpose and intent expressed in Public Utilities Code § 21670.

In all instances where action is proposed to adopt or amend any portion of the Comprehensive Plan and/or any specific plan, zoning ordinance, or building regulation, where such action may apply to any property located within a Clear and/or Approach Zone, the proposed action shall be referred to the ALUC for determination as to the consistency of the proposed action with the adopted ALUP. Any finding by the ALUC that the proposed action is not consistent with the ALUP, including recommended project modifications and/or conditions deemed necessary by the ALUC to ensure consistency of a project with the ALUP, may be overridden only by a two-thirds vote of the total membership of the Board of Supervisors accompanied by findings, based upon substantial evidence in the public record, that the proposed action is consistent with the purpose and intent expressed in Public Utilities Code § 21670.

***Sec. 35-100.3. Description of the Airport Clear and Approach Zones.***

Airport Clear Zones and Airport Approach Zones are subject to particular hazards which necessitate special land use restrictions to promote the public safety and preserve navigable airspace. The following subsections describe the Clear and Approach Zones, and define the boundaries of these Zones for the various runways of Santa Barbara County's airports.

1. Airport Clear Zones, F(CLR).

Airport Clear Zones are located immediately adjacent to the ends of airport runways. The Clear Zone dimensions applicable to each runway of the County's airports are described in Sec. 35-100.3.3. The Clear Zones are depicted on the

County's Comprehensive Plan Land Use Element and zoning maps, and are designated on the zoning maps by the symbol F(CLR).

Airport Clear Zones experience greater noise and safety hazards than Airport Approach Zones, and therefore are subject to more restrictive land use limitations. Land use regulations within the Clear Zones are detailed in Sec. 35-100.4; height restrictions are described in Sec. 35-100.5, and additional land use guidelines are contained in Sec. 35-100.6.

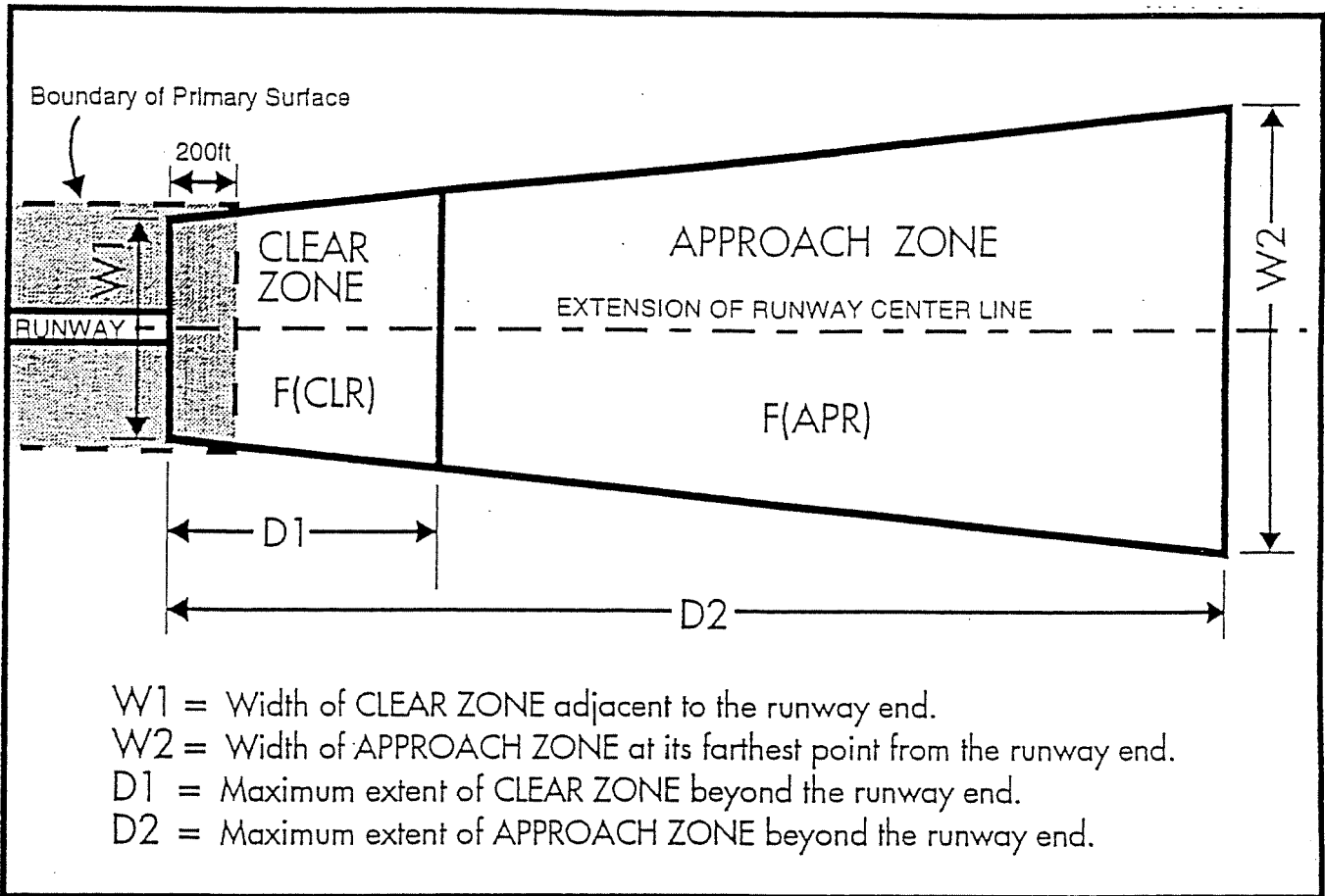
2. Airport Approach Zones, F(APR).

Airport Approach Zones are extensions of the Airport Clear Zones. The Approach Zone dimensions applicable to each runway of the County's airports are described in Sec. 35-100.3.3. The Approach Zones are depicted on the County's Comprehensive Plan Land Use Element and zoning maps, and are designated on the zoning maps by the symbol F(APR). Airport Approach Zones are subject to lesser noise and safety hazards than are Airport Clear Zones, and thus are subject to less restrictive land use limitations. Land use regulations within the Approach Zones are detailed in Sec. 35-100.4; height restrictions are described in Sec. 35-100.5, and additional land use guidelines are contained in Sec. 35-100.6.

3. Physical Dimensions of the Airport Clear and Approach Zones

For the purpose of these overlay district regulations, the Airport Clear and Approach Zones for any given runway form a continuous horizontal plane surface adjacent to the end of the runway. (It must be noted that the ends of runways lie two hundred feet within the ends of a "primary surface" as defined in Part 77.25(c) of the Federal Aviation Regulations (FAR).)

This surface has the geometric form of an Isosceles trapezoid, extending outward from the runway end and bisected by an extension of the runway centerline. The general form and specific dimensions of these Zones for all runways of the County's airports are depicted in the following diagram and table.



FLIGHT APPROACH FIGURE 5-1

**TABLE 5-1**  
**Airport Clear and Approach Zones Dimensions**

<u>AIRPORT</u>	<u>RUNWAY</u>	Dimensions (in feet)			
		<u>W1</u>	<u>W2</u>	<u>D1</u>	<u>D2</u>
Santa Barbara	7	940	4,000	2,700	10,200
	25	940	4,000	1,900	10,200
	15-33	460	1,500	1,200	5,200
Santa Maria	12	940	4,000	2,700	10,200
	30	940	4,000	1,900	10,200
	2-20	460	1,500	1,200	5,200
Lompoc	7-25	460	1,500	1,200	5,200
Santa Ynez	8-26	460	1,500	1,200	5,200

It must be noted that the dimensions W1, D1, and D2 in the above table have been adjusted to account for the fact that they are measured from the end of the runway rather than from the end of the primary surface defined in FAR Part 77.25(c). These adjustments have been made so that the CLEAR and APPROACH ZONE dimensions may be measured from commonly mapped and determinate physical features while being coterminous with the CLEAR and APPROACH ZONES defined in the Airport Land Use Plan.

***Sec. 35-100.4. Land Use Regulations within Airport Clear and Approach Zones.***

1. General Land Use Restrictions.

Within both the Airport Clear and Airport Approach Zones, the following uses are not permitted:

- a. Any use which would direct steady or flashing lights at aircraft during initial climb or final approach, other than an FAA approved navigational signal or visual approach slope indicator (VASI);

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- b. Any use which would cause sunlight to be reflected toward an aircraft on initial climb or final approach;
  - c. Any use which would generate smoke or attract large concentrations of birds, or which may otherwise affect safe aviation within the area;
  - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft, communications, or airport instrumentation. In addition, height restrictions apply within both the Clear and Approach Zones, and certain uses may require an assessment for possible airspace obstruction. Height restrictions and airspace obstruction assessment requirements are contained in Sec. 35-100.5; these restrictions and requirements complement, but do not supersede, the requirements of Federal Aviation Regulations Part 77.

Additional land use regulations specific to either the Airport Clear Zones or Airport Approach Zones are described in the following subsections.

2. Airport Clear Zones.

- a. The following uses are not permitted within the Airport Clear Zones:
  - i. Residential development of any type;
  - ii. Hazardous uses such as above-ground oil, gas, or chemical storage, except as permitted under Sec. 35-100.6.2;
  - iii. Any use which may result in a long or short term concentration of people greater than the ALUC's review threshold of twenty-five (25) persons per gross acre, unless such use is found consistent with the Airport Land Use Plan by the Santa Barbara County ALUC or is approved by the Board of Supervisors upon a two-thirds vote of its total membership with specific findings, based upon substantial evidence in the public record, that the proposed development is consistent with the purpose and intent expressed in Public Utilities Code § 21670.

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- b. The following are examples of uses permitted within the Airport Clear Zones, subject to the general exclusions contained in Sec. 35-100.4.1:
- i. Aeronautical facilities (e.g., instrument landing navigation aids and equipment buildings, visual navigation aids, weather data instruments, fencing and access roadways to protect and serve aeronautical installations, and airport entrance roadways);
  - ii. Open space;
  - iii. Agriculture and agricultural storage;
  - iv. Hay, grain, and feed wholesale yards;
  - v. Wholesale nurseries;
  - vi. Truck, bus, and construction equipment storage yards;
  - vii. Recreational vehicle and boat storage yards;
  - viii. Building materials storage and wholesale yards;
  - ix. Building contractors' yards;
  - x. Parking lots, including those which may serve areas or uses not within airport clear zones;
  - xi. Automobile wrecking yards;
  - xii. Automobile sales display areas;
  - xiii. Mini-storage warehouses;
  - xiv. Any other use which the ALUC finds consistent with the Santa Barbara County Airport Land Use Plan or which is approved by the Board of Supervisors upon a two-thirds vote of its total membership with specific findings, based upon substantial evidence in the public record, that the proposed development is consistent with the purpose and intent expressed in Public Utilities Code § 21670.

3. Airport Approach Zones

The following uses generally are not permitted within one mile of the runway end in the Airport Approach Zones, unless found consistent with the ALUP by the ALUC or approved by the Board of Supervisors upon a two-thirds vote of its total membership with specific findings, based upon substantial evidence in the public

record, that the proposed development is consistent with the purpose and intent expressed in Public Utilities Code § 21670:

- a. Residential development, except for reconstruction, alterations, construction of new single-family homes on existing legal lots, and single-family residential land divisions representing a density less than or equal to four units per gross acre;
- b. Nonresidential development which would result in large concentrations of people (over the ALUC's review threshold of twenty-five (25) persons per gross acre), including but not limited to schools, office buildings, shopping centers, hospitals, and stadiums.

**Sec. 35-100.5. Height Restrictions.**

1. Airport Clear and Approach Zones

Within both the Airport Clear Zones and the Airport Approach Zones, the highest point of any structure or improvement (including vegetation) **above the elevation of the respective runway end** shall not exceed one vertical foot per the following number of feet of horizontal distance between the structure or improvement and the runway end:

<u>Airport</u>	<u>Runway</u>	<u>Horizontal Distance Factor (feet)</u>
Santa Barbara	7	50
	25	34
	15-33	20
Santa Maria	12	50
	30	34
	2-20	20
Lompoc	25	34
	7	20
Santa Ynez	8-26	20



However, this Section shall not prevent the erection or maintenance of a structure or improvement not exceeding fifteen (15) feet in height above the elevation of the runway end.

2. Airport Land Use Commission (ALUC) Planning Boundary

Within the ALUC Planning Boundary shown on the maps of the adopted ALUP, which includes but extends beyond the Clear and Approach Zones, all applications for proposed structures or improvements (including vegetation) exceeding a certain height shall be referred to the ALUC for review and possible subsequent referral to the Federal Aviation Administration (FAA) and the affected airport operator for an assessment of potential airspace obstruction. This referral shall be made for all proposed structures or improvements (including vegetation) having a maximum height above site grade exceeding the **lesser** of:

- a. one (1) vertical foot for each one hundred (100) horizontal feet from the nearest point of the nearest airport runway or helispot, or
- b. forty-five (45) feet.

The purpose of this notification process is to provide a simplified manner for identifying most potential airspace obstructions beyond the boundaries of the Airport Clear and Approach Zones. As such, this process is intended to complement, but not to supersede, related notification requirements specified in the Federal Aviation Regulations (FAR) Part 77. Therefore, this process in no way relieves the applicant of any responsibility for direct notification of the FAA Administrator under FAR Part 77. This procedure is not intended to affect the timing of normal County processing of the development permit application.

***Sec. 35-100.6. Additional Land Use Guidelines.***

1. New residential uses, and the conversion of existing structures to residential condominiums, community apartments, stock cooperatives, limited equity cooperatives, dormitories, or other residential uses, on property subject to these F Overlay District Regulations, shall be approved only with conditions such that:

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- a) All unit(s) and associated structures and areas exposed to airport noise levels of 65 dB  $L_{DN}$  (or CNEL) or greater shall be subject to an aviation/noise easement or easements, which shall be of a form and content approved by the County in consultation with the affected airport operator;
  - b) Any prospective buyer, lessee, or renter shall be notified in writing, prior to entering any sale, lease, or rent contract, if any exterior living areas associated with the unit(s) for sale, lease, or rent are exposed to airport noise levels of 65 dB  $L_{DN}$  (or CNEL) or greater; The State Department of Real Estate's Public Report (for any subdivision, condominium project, etc.) shall disclose whether any units are within a 65+ dB  $L_{DN}$  (or CNEL) airport noise exposure area, and shall refer to any aviation/noise easement(s) affecting the unit(s).
2. Any use located within any Clear Zone which involves the storage of more than ten (10) gallons of flammable liquids or hazardous materials shall, prior to the issuance of a Land Use Permit, be reviewed by the Fire Department(s) providing inspection and/or emergency response service to the site. No Land Use Permit(s) shall be issued unless and until the potential hazards associated with the storage of such materials are mitigated to the reasonable satisfaction of said Fire Department(s).