



# STAFF REPORT

Board of Directors - SB

**MEETING DATE:** September 19, 2024  
**STAFF CONTACT:** Andrew Orfila, Mia Lewis, Michael Becker, SBCAG  
**SUBJECT:** SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN: A STREET AND FAIRWAY DRIVE  
**ATTACHMENTS:** [AStFairway\\_ALUC Atts 1-3](#)

**RECOMMENDATION:**

Acting as the Airport Land Use Commission, adopt findings (Attachment 1) for the A Street and Fairway Drive project and determine that the project is consistent with the Santa Maria Airport Land Use Compatibility Plan.

**DISCUSSION:**

The City of Santa Maria referred the A Street and Fairway Drive project to SBCAG on July 10, 2024 (**Attachment 2**). The ALUC has 60 days to review and make its determination. SBCAG staff requested additional time to review the project, and the City agreed to the request.

State law requires SBCAG, the designated Airport Land Use Commission, to develop and implement an airport land use plan for each general-purpose airport. The purpose of the law is "to prevent the creation of new noise and safety problems, and to protect public health, safety, and welfare by ensuring the orderly exposure to excessive noise and safety hazards..." State Aeronautics Act, Public Utilities Code Section 21670(a). As described in the Airport Land Use Compatibility Plans, aircraft overflight exposes individuals in the community to potential hazards associated with aircraft and accidents and noise impacts.

The project includes a General Plan Amendment to Light Industrial and a re-zone to Planned Development-Manufacturing. The applicant (Santa Maria Public Airport District) has developed a conceptual development plan within their environmental review document that specifies a buildout of 100,000 square feet of industrial and/or manufacturing use on-site. The staff report analyses the project and the conceptual development plan and its compatibility with the noise, safety, and airspace policies in the Santa Maria Airport Land Use Compatibility Plan (**Attachment 3**).

*The recommended action is not a project under the California Environmental Quality Act (CEQA) under Section 15378((b)(5) of the CEQA Guidelines.*

**COMMITTEE REVIEW:**

The Technical Planning Advisory Committee reviewed the project at its September 5, 2024 meeting. In response to TPAC member comments, typographical errors were corrected. TPAC recommended that the ALUC adopt the findings for the project.

# ATTACHMENT 1: FINDINGS

The Airport Land Use Commission finds that the A Street and Fairway Drive project general plan amendment and re-zone proposal is consistent with the noise, safety, and airspace policies listed in the Santa Maria Airport Land Use Compatibility Plan, subject to the following condition: development intensity in the Planned Development-Manufacturing District (PD-M1) Zone District and within Safety Zone 3 shall adhere to the conditional requirements outlined in Table 3-2 for the Santa Maria Airport Land Use Compatibility Plan. **Attachment 3** includes an in-depth analysis of these findings and is attached hereto and incorporated herein by reference.

1. The A Street and Fairway Drive project includes a General Plan Amendment that specifies the conceptual development of light industrial/manufacturing use on 6.95 acres of property adjacent to the Santa Maria Airport. The project site is located within the City of Santa Maria. The project specifies a conceptual development plan that includes approximately 100,000 square feet of floor area for light industrial or manufacturing development. The project would amend the General Plan to Light Industrial and re-zone to Planned Development-Manufacturing (PD-M1).
2. The project is located within the City of Santa Maria, west of the intersection of Fairway Drive and A Street, approximately 1,550 feet (0.30 mile) north of the end of Runway 12 at the Santa Maria Public Airport.
3. The project site is located outside of the 60-65 dB Community Noise Equivalent Level (CNEL) noise contour of the Santa Maria Airport. Therefore, the project is consistent with the noise compatibility criteria in the Santa Maria Airport Land Use Compatibility Plan.
4. The project site is located within the Inner Turning Zone (Safety Zone 3) and Traffic Pattern Zone of Runway 12 at the Santa Maria Airport. To determine the consistency of the project with the safety policy in the Santa Maria Airport Land Use Compatibility Plan, staff relied on the land use types/typical uses in Table 3-2 of the Plan. For the analysis, the project types were grouped into the *Limited Industrial* and *Manufacturing* categories. *Limited Industrial* is a compatible land use in Safety Zone 3 and *Manufacturing* is a conditionally compatible land use in Safety Zone 3, the conditions being that they do not exceed the maximum intensity (150 people per acre) and lot coverage limits (60%) on-site. The lot coverage for the conceptual plan is 33% (Table 4) and the maximum intensity for the project site would not exceed 63 people per acre (Table 5). Therefore, the project is consistent with the safety policies in the Santa Maria Airport Land Use Compatibility Plan.

**ATTACHMENT 2  
CITY OF SANTA MARIA  
REFERRAL LETTER**



110 S. PINE STREET #101 (ON HERITAGE WALK) • SANTA MARIA, CALIFORNIA 93458-5082 • 805-925-0951 • TDD 925-4354

July 10, 2024

SBCAG  
Attn: Andrew Orfila  
260 N. San Antonio Road Suite B  
Santa Barbara, CA 93110

**SUBJECT: AIRPORT LAND USE COMMISSION REVIEW  
A STREET AND FAIRWAY DRIVE GENERAL PLAN AMENDMENT AND REZONE**

Dear Mr. Orfila,

The City of Santa Maria is currently processing a request by the property owner to amend the General Plan Land Use Map and Rezone a vacant lot at the intersection of A Street and Fairway Drive. The request specifically proposes for RRM on behalf of the Santa Maria Public Airport District to change the land use designation on a 6.95-acre site FROM A-AS (Airport -Airport Service) and the zone district of OS (Open Space) TO LI (Light Industrial) land use designation and M-1 (Light Manufacturing) zone district. A conceptual narrative for future development of the site has been provided and includes a total of approximately 100,000 square-feet of floor area either for industrial or manufacturing development. A draft Mitigated Negative Declaration has been completed for the project and is expected to be finalized in December 2024.

In accordance with Section 2.6.2 of the Santa Maria Airport Land Use Compatibility Plan (ALUCP), the attached information is included for review by the Airport Land Use Commission for a determination that the proposed project is in conformance with the ALUCP. If you have any questions please contact the project manager, Senior Planner Cody Graybehl, at (805) 925-0951 extension 2552 or by email at [cgraybehl@cityofsantamaria.org](mailto:cgraybehl@cityofsantamaria.org).

Sincerely,

Dana Eady, Director of Community Development (Interim)

**Attachments:**

1. Project Information

cc: Project File

# ATTACHMENT 3

## SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY DETERMINATION ANALYSIS: A STREET AND FAIRWAY DRIVE

### INTRODUCTION

The City of Santa Maria referred the A Street and Fairway Drive General Plan Amendment to SBCAG, as the designated Airport Land Use Commission (ALUC), on July 10, 2024. SBCAG reviewed and acknowledged the receipt of the referral on July 10, 2024. The ALUC has 60 days to review the project and make its determination. The 60-day consistency review period ends on September 8, 2024. SBCAG staff requested additional time to review the project and City of Santa Maria staff agreed to the request. SBCAG staff agreed to have the item completed in time for the advisory committee meeting and ALUC meeting in September 2024.

In making its consistency determination, the ALUC must evaluate the A Street and Fairway Drive project against criteria in the adopted Santa Maria Airport Land Use Compatibility Plan. If the ALUC fails to act on a consistency determination within 60 days, then the project is deemed consistent with the Airport Land Use Compatibility Plan.

State law requires the ALUC to develop and implement an airport land use compatibility plan for each general-purpose airport in the region. The purpose of the law is “to prevent the creation of new noise and safety problems, and 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...” State Aeronautics Act, Public Utilities Code Section 21670(a). The policies developed in each of the county’s Airport Land Use Compatibility Plans have the dual objectives of (1) protecting against constraints on airport expansion and operations that can result from the encroachment of incompatible land uses, and (2) minimizing the public’s exposure to excessive noise and safety hazards.

## PROJECT DESCRIPTION

The A Street and Fairway Drive (project) includes a General Plan Amendment that specifies the conceptual development of light industrial/manufacturing use on 6.95 acres of property adjacent to the Santa Maria Airport. The project site is located within the City of Santa Maria (City). The applicant (RRM, on behalf of the Santa Maria Public Airport District), has prepared a conceptual development plan that anticipates potential future development and use of the site. The conceptual development plan includes a total of approximately 100,000 square feet of floor area either for light industrial or manufacturing development.

The project is located within the City of Santa Maria in Santa Barbara County, approximately 2.5 miles east of US Highway 101 and north of the Santa Maria Airport. The location of the project site is shown in **Figure 1**. The topography in the project area is flat with no significant features within the project site or surrounding area. A City water well on-site is the only developed feature at the site. The project site is currently undeveloped and is bordered to the north, south and west by a flood control channel regulated by Santa Barbara County. Beyond the flood control channel to the north is a business park used by VTC Enterprises. Further to the south of the flood control channel is an open space area adjacent to the Santa Maria Public Airport runway. To the west of the flood control channel is more open space that is also adjacent to the Santa Maria Public Airport runway. To the east of the site across A Street is a business park with various industrial, warehouse, and manufacturing uses. The project site is located approximately 1,550 feet (0.30 mile) north of the end of Runway 12 at the Santa Maria Public Airport.

The project site is situated west of the intersection of Fairway Drive and A St in Santa Maria. The current land use designation for the project site in the Santa Maria General Plan is Airport Service (A-AS), which is a broad category facilitating airport and airport-related commercial and industrial uses. Typical uses within the A-AS general plan designation include a full range of uses, including airport operation and support activities. The site is zoned Open Space (OS), which allows only open space, natural resource preservation and outdoor recreation development. The project would amend the General Plan to Light Industrial which would allow for an accommodation of industrial uses on-site primarily within building(s), do not generate impacts, and which are most compatible with adjacent nonindustrial uses. Generally allowed uses include research facilities, light assembly plants, non-public oriented offices, industrial support offices, tractor sales and display when adjacent to a freeway, and churches on a temporary basis. The re-zone to Planned Development-Manufacturing (PD-M1) would permit light industrial and manufacturing uses, using the M-1 designation as a guide, and would be subject to the provisions and conditions of the approved planned development permit.<sup>1</sup>

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<sup>1</sup> A Street and Fairway Drive IS/MND, pg. 2.

The City has not received a formal development application for the project to date. The project description for the General Plan amendment includes only a conceptual development proposal of 100,000 square-feet of industrial or manufacturing development. The Initial Study and Mitigated Negative Declaration provided for the project was “not conducted on a project-specific level since future development plans and details may change.” (IS/MND, pg. 2) The area location and proposed project land uses are shown in **Figure 2**.

## **AIRPORT OPERATIONS**

The project site is located within the Santa Maria Airport Influence Area (AIA). The prevailing conditions and operations at the Santa Maria Airport are described in detail in the Santa Maria Airport Land Use Compatibility Plan, an excerpt of which is provided below.

### *Santa Maria Airport*

Santa Maria Airport (SMX) is located in northwestern Santa Barbara County, approximately three miles south of downtown Santa Maria and 70 miles north of the City of Santa Barbara. The unincorporated community of Orcutt is located immediately south and east of the airport.

Existing land use around the airport is varied. Agricultural uses predominate to the northwest, west, and southwest of the Airport. The residential neighborhood of Tanglewood in unincorporated Santa Barbara County lies approximately three-quarters of a mile west of the Runway 2 end. Light industrial and commercial uses within the City of Santa Maria predominate to the immediate northeast and east of the airport. The community of Orcutt, in the unincorporated area, is located immediately adjacent to the southwest boundary of the airport. The predominant land use in Orcutt is single-family residential housing. The location of the airport along with the surrounding area and the project site is shown in **Figure 1**.

In 2015, there were approximately 235 aircraft based at the Santa Maria Airport and 38,389 annual aircraft operations. These aircraft operations represented approximately 28% local and 72% itinerant operations. Itinerant operations are generally conducted by aircraft with destinations other than Santa Maria Airport, whereas local operations tend to remain within the local traffic pattern.

Prevailing winds at Santa Maria Airport are from the northwest of the Pacific Ocean. The majority of operations were arrivals and departures to Runway 30. In 2010, Runway 30 was utilized for approximately 75% of arrivals and departures at the airport. Historically, there have also been a substantial number of helicopter operations at the airport. Helicopters typically depart to the west towards the Runway 2 end.

# SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN

In January 2023, the SBCAG Board, acting as the Airport Land Use Commission, adopted the Santa Maria Airport Land Use Compatibility Plan. The Santa Maria Airport Land Use Compatibility Plan replaced the Airport Land Use Plan adopted in 1993 and incorporates the planning assumptions included in the current Santa Maria Airport Master Plan and Airport Layout Plan. The policies and criteria developed for the Plan were established using the guidelines from the California Airport Land Use Planning Handbook and the most recent operational data from the Santa Maria Airport.

## *City of Santa Maria Amendments to General Plan and Zoning*

It is important to note that the City has exceeded the 180-day requirement under State law to amend its General Plan to demonstrate consistency with the Santa Maria Airport Land Use Compatibility Plan.

## *Factors in the Consistency Evaluation of Project Components*

The consistency evaluation for the A Street and Fairway Project was completed using the following criteria compatibility policies from each of the applicable Airport Land Use Compatibility Plans: noise, land use compatibility and safety, airspace, and overflight. The following sections discuss each of these criteria.

### Noise

The noise compatibility policies in the Santa Maria Airport Land Use Compatibility Plan aim to avoid the establishment of new incompatible land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved. The characteristics of Santa Maria Airport and the surrounding community were considered in determining the level of noise deemed acceptable for each type of land use. Each project is evaluated to determine consistency per the policies outlined in Table 3-1 and the noise contours depicted in Chapter 4 of the Santa Maria Airport Land Use Compatibility Plan.

### Land Use Compatibility & Safety

Land use compatibility refers to various types of land uses in the airport vicinity that are compatible and incompatible with airport operations. A major criterion in land use compatibility is the population density for the corresponding land use. The safety criteria policies developed in the Santa Maria Airport Land Use Compatibility Plan relate to the associated risk and potential consequences resulting from aircraft overflights and accident potential. Regular low-altitude aircraft overflights increase the risk of aircraft



accidents. The consistency evaluation focuses on how the risk and consequences of aircraft mishaps could be minimized, if not avoided.

Each project is evaluated to determine consistency with the Airport Land Use Compatibility Plan per the policies outlined in Table 3-2 and the safety zones depicted in Chapter 4. To minimize risks to people and property on the ground, the safety compatibility criteria set limits on the density of residential uses and intensity of nonresidential development in areas most susceptible to aircraft accidents and the extent to which development covers the project site and thus limits the options of where an aircraft in distress can attempt an emergency landing. For background, a description of the Airport Land Use Compatibility safety zones is provided in Table 1 below.

*Table 1  
Description of Airport Land Use Compatibility Plan Safety Zones*

Map Color	Safety Zone #	Description
	1	Runway Protection Zone
	2	Inner Approach/Departure Zone
	3	Inner Turning Zone
	4	Outer Approach/Departure Zone
	5	Sideline Zone
	6	Traffic Pattern Zone

The fundamental measure of risk exposure for people on the ground within residential areas in the event of an aircraft accident is the number of dwelling units per acre concentrated in areas most susceptible to aircraft accidents. This measure is the chief determinant of whether particular types of residential development are designated as “incompatible”, “conditionally compatible”, or “compatible”. For nonresidential uses, intensity is measured by calculating the number of people per acre concentrated in areas most susceptible to aircraft accidents. Table 3-2 of the Santa Maria Airport Land Use Compatibility Plan illustrates the compatibility of various residential densities and nonresidential intensities relative to the Airport safety zones.

#### Airspace Protection Compatibility (Height)

In establishing airspace protection policies, the Airport Land Use Commission relies upon regulations enacted by the Federal Aviation Administration (FAA) and the State of California. The ALUC policies are intended to help implement the federal and State regulations. The FAA has well-defined standards by which potential hazards to flight can be assessed. However, the FAA has no authority to prevent the creation of such hazards. That authority rests with State and local governments. State airspace protection standards for the most part mirror those of the FAA. A key difference, though, is that State

law gives the Division of Aeronautics and local agencies the authority to enforce the standards.

Proponents of a land use action containing structures or other objects that may exceed the height standards defined in FAR Part 77 as applied to the neighboring airport must submit notification of the proposal to the FAA where required by the provisions of FAR Part 77 and by the California Public Utilities Code, sections 21658 and 21659. Notice to the FAA is accomplished by filing Form 7460-1, Notice of Proposed Construction or Alteration, via the FAA’s Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) website (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>). The FAA will conduct an aeronautical study of the object(s) and determine whether the object(s) would be of a height that would constitute a hazard to air navigation. These requirements apply to all objects including structures, antennas, trees, mobile objects, and temporary objects, such as construction cranes. For reference, precision slope approach ratios for each of the runways at Santa Maria Airport are listed in Table 2 below.

*Table 2  
Approach Slopes at Santa Maria Airport Runways*

Airport	Runway	Approach Slope
Santa Maria Airport	Runway 12	50:1
	Runway 30	34:1
	Runway 2	20:1
	Runway 20	20:1

## CONSISTENCY ANALYSIS WITH THE SANTA MARIA AIRPORT LAND USE COMPATIBILITY PLAN

### *Noise*

**Figure 3** illustrates the location of the project site relative to the noise contours at the Santa Maria Airport. The project site is located outside the boundaries of all noise contours.

The project proposes a General Plan amendment and re-zone to provide commercial industrial or manufacturing use. The compatibility of the project with the noise policies in the Santa Maria Airport Land Use Compatibility Plan is shown in **Table 3** below.

*Table 3  
Project Noise Compatibility With the Santa Maria ALUCP*

Proposed GP Land Use	APN #	Land Uses	ALUCP Land Use Category (a)	Exterior Noise Exposure (b)	Compatible? (a)
Light Industrial	111-231-016	Industrial or Manufacturing	warehouses; mini/other indoor storage. industrial; manufacturing;	<60 dB CNEL	YES
<p><i>Footnotes:</i>            (a) Source: Table 3-1, Santa Maria ALUCP.            (b) Source: Figure 4-1, Santa Maria ALUCP.</p>					

**Table 3** shows that the general plan amendment and conceptual land uses proposed for the project are consistent with the noise policies in the Santa Maria Airport Land Use Compatibility Plan.

*Land Use Compatibility & Safety*

The A Street and Fairway project site is located approximately 1,550 feet (0.30 mile) north of the end of Runway 12 at the Santa Maria Airport. The parcel is located within both Safety Zones 3 and 6. **Figure 4** illustrates the location of the project site and overlay of the safety zones relative to the Santa Maria Airport Land Use Compatibility Plan.

To determine the consistency of the project with the safety policy in the Santa Maria Airport Land Use Compatibility Plan, staff relied on the land use types/typical uses in Table 3-2 of the Plan. For the analysis, the project types were grouped into the **Limited Industrial** and **Manufacturing** categories.

The project site is located within the Inner Turning Zone (Safety Zone 3) and the Traffic Pattern Zone (Safety Zone 6) of the Santa Maria Airport. According to the Santa Maria Airport Land Use Compatibility Plan, the Limited Industrial use is a compatible land use in Safety Zones 3 and 6. The Manufacturing land use is conditionally compatible in Safety Zone 3 and compatible in Safety Zone 6. **Table 4** shows the lot coverage limit information for the project. For reference, the table also includes the acreage overlay totals for each of the ALUCP safety zones for each of the parcels. *The project is consistent with the non-residential lot coverage limits in the Santa Maria Airport Land Use Compatibility Plan.*

Staff calculated the intensity of the project utilizing the information contained in the applicant’s project description, the project traffic impact study, and the City of Santa Maria zoning ordinance parking requirements for specific land uses on-site.<sup>2</sup> Calculations showing the intensity of the proposed project are shown in **Table 5**.

*Table 4  
Project Lot Coverage*

APN	Total Floor Area		% of site in Safety Zone 3	Lot Size (acres)	Lot Coverage	Compatible?
111-231-016	100,000 sf	2.3 acres	100%	6.95	33%	YES

*Table 5  
Project Intensity*

Project Land Use	Size (sf)	Trip Rate	Occupancy Factor	Persons on-site	Acreage	Intensity People/acre	Compatible?
Manufacturing	100,000	1 space per 520 sf *	1.5**	<b>435 people on-site</b> 580/2= 290 trips generated*** x 1.5 occupancy =	6.95	<b>62.59</b> (290*1.5)/ 6.95	YES
FOOTNOTES: *Source: City of Santa Maria Code of Ordinances, Title 12-32.03. **Santa Maria ALUCP Appendix E. ***Source: A Street and Fairway Drive IS/MND, Appendix D, Transportation Impact Study, Project Trip Generation, Table 2.							

The Santa Maria Airport Land Use Compatibility Plan states that manufacturing is a conditionally compatible land use in Safety Zone 3. Manufacturing facilities should be developed at an intensity of less than 150 people per acre, and lot coverage of less than 60% building footprint to site size. As noted in the tables above, the project would not exceed these thresholds.

*The project lot coverage and intensity calculations (Tables 4 and 5) all indicate that the non-residential project component would be consistent with non-residential safety criteria in the Santa Maria Airport Land Use Compatibility Plan.*

<sup>2</sup> A Street and Fairway Drive IS/MND, City of Santa Maria, July 2024, Transportation Impact Study, Central Coast Transportation Consulting, September 2023. City of Santa Maria Code of Ordinances, Title 12-32.03

## *Airspace*

The A Street and Fairway project site is located approximately 1,550 feet (0.30 mile) southeast of the end of Runway 30 at the Santa Maria Airport. *Given that there are no specific proposals for buildings on-site at this time, a consistency finding for the airspace policy is not necessary. It is recommended that the City closely monitor the project and refer the completed building plans to FAA, per Part 77 as necessary.*

## *Disclosure Requirement – Aircraft Overflight*

Assembly Bill 2776, which was passed in 2002 and took effect January 1, 2004, requires any person selling property within an Airport Influence Area to file a report with the Department of Real Estate stating that said property is located within the Airport Influence Area (Bus. & Prof. Code § 11010; Civil Code §§ 1102.6, 1103.4). The purpose of overflight notification is to increase buyer awareness and ensure that prospective buyers of property near an airport, particularly residential property, are informed about the airport's potential impacts before purchase.

The project is located within the Airport Influence Area for the Santa Maria Airport. For new residential development located within the Airport Influence Area, State law mandates the following notice be recorded in the property's chain of title:

### NOTICE OF AIRPORT IN VICINITY

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

Since this is a non-residential property, the disclosure requirement does not apply.

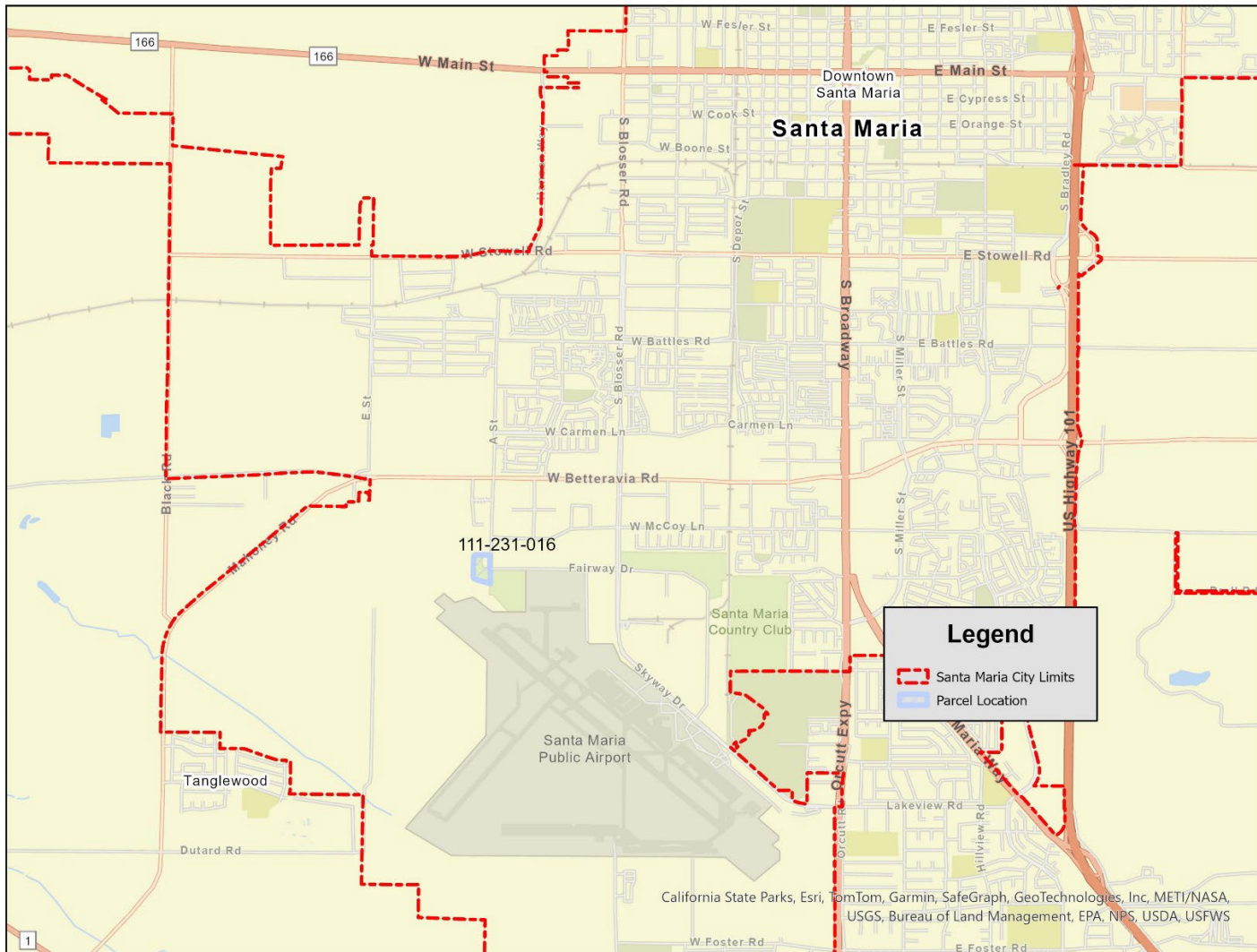


Figure 1: Project Site Location



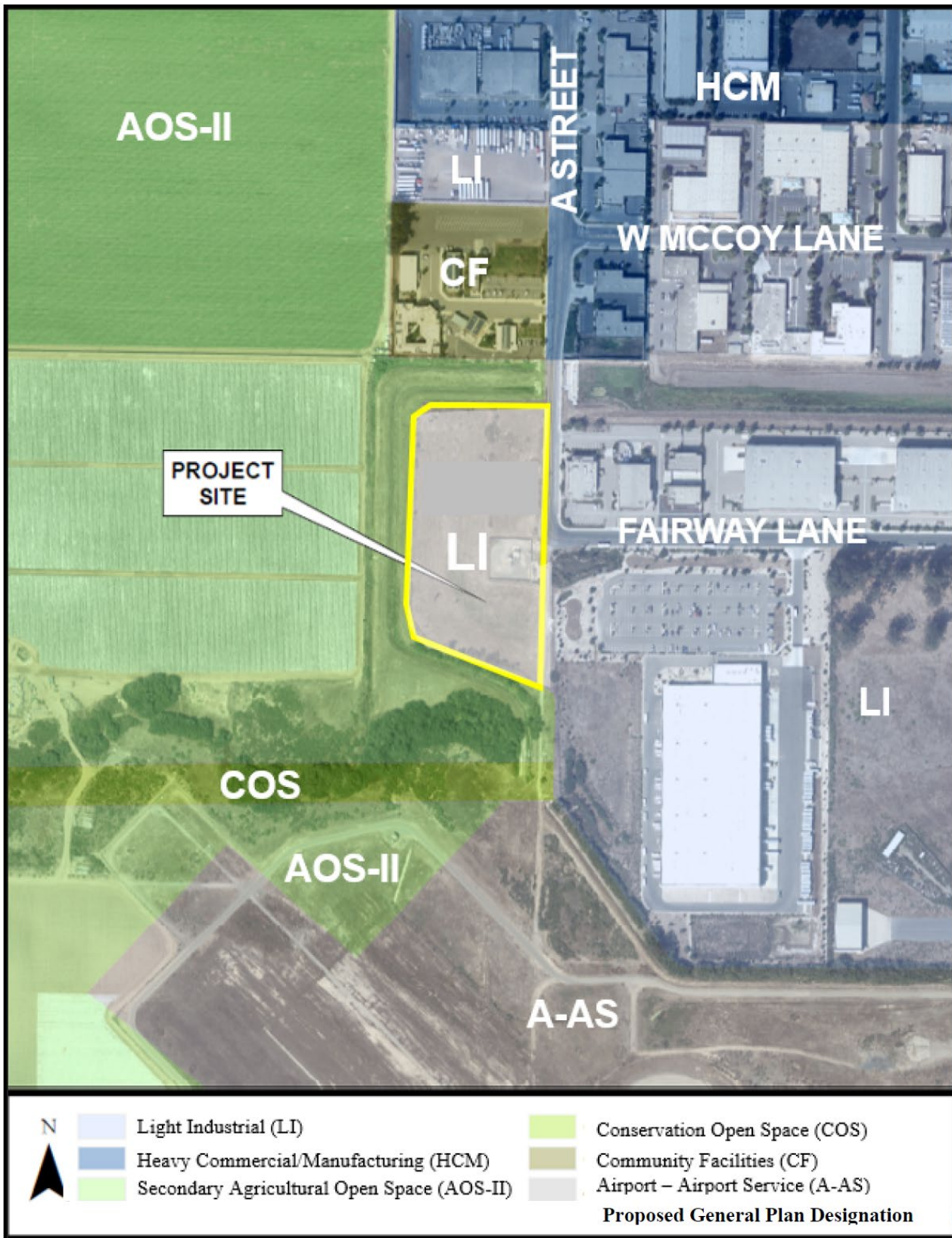
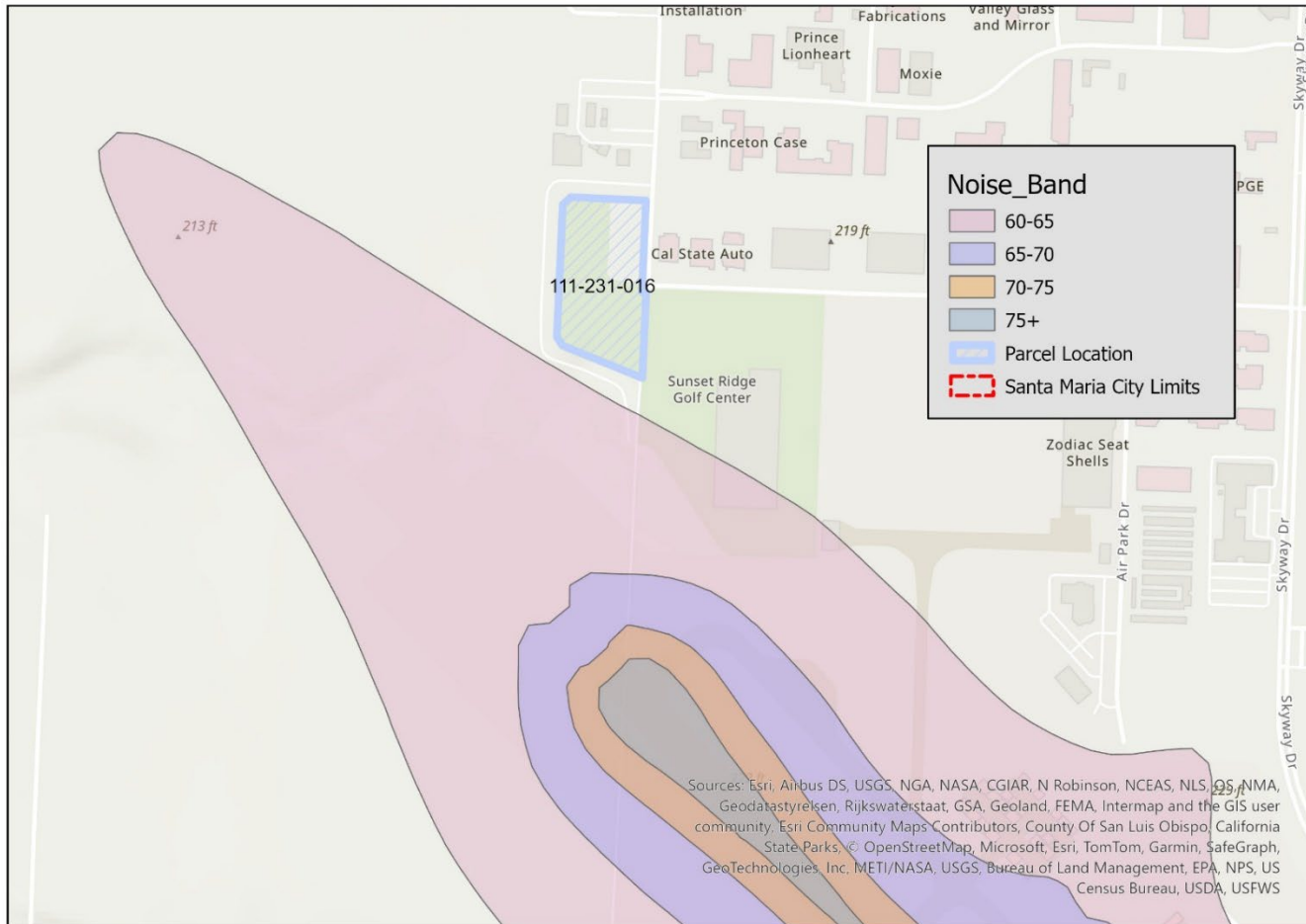
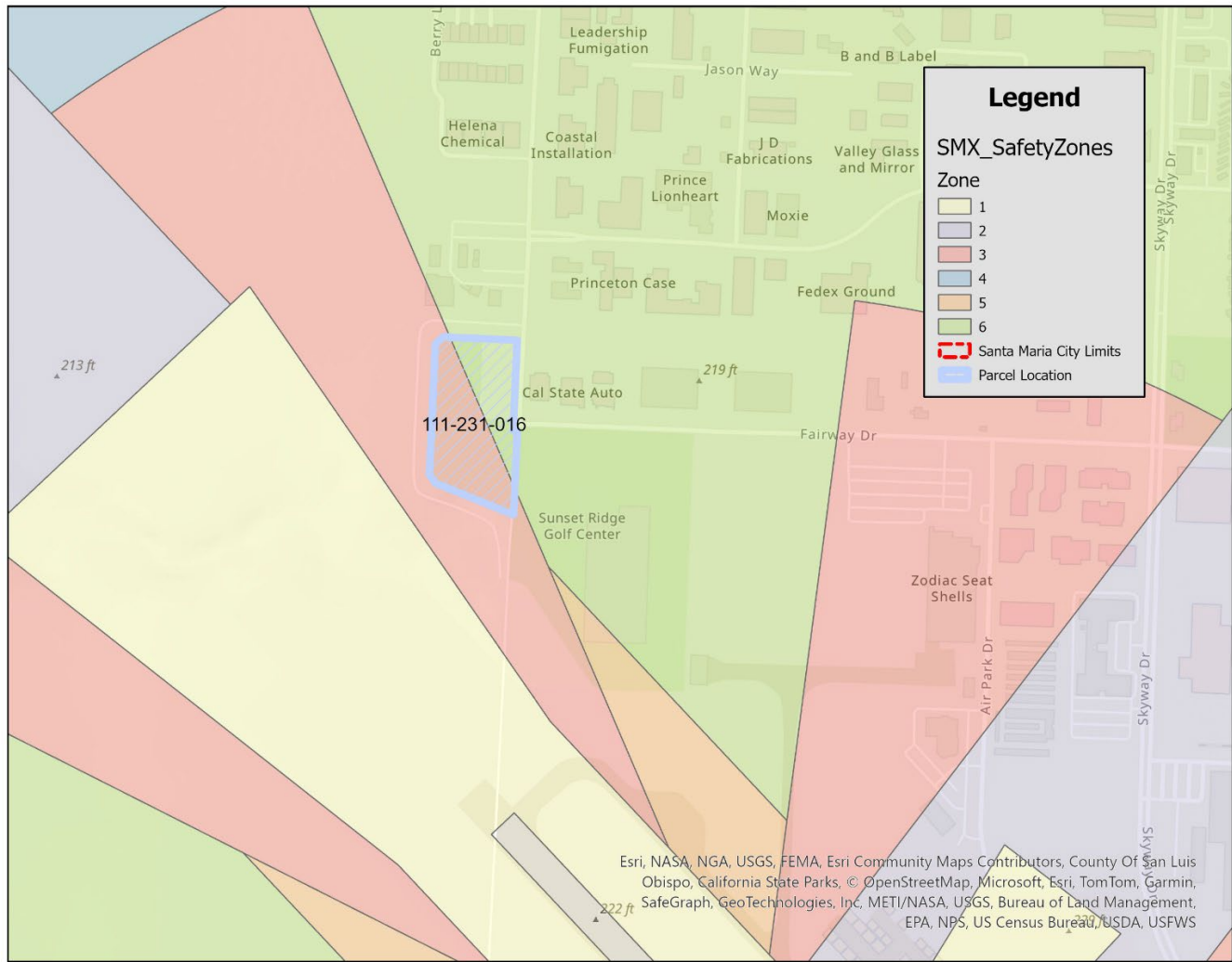


Figure 2: Area Location and Proposed Land Use



**Figure 3: Santa Maria Airport Land Use Compatibility Plan Noise Contours Overlay With the Project Site**





**Figure 4: Santa Maria Airport Land Use Compatibility Plan Safety Overlay With the Project Site**