



City of Santa Barbara

Santa Barbara Airport

www.flysba.com

September 3, 2019

Administration
805.967.7111

Marketing
805.692.6004

Engineering
805.692.6018

Maintenance
805.692.6060

Operations/Noise
805.692.6005

Patrol
805.681.4803

Planning
805.692.6023

Property Mgmt.
805.692.6022

Visitors' Center
805.964.7622

Fax
805.964.1380

601 Firestone Rd.
Santa Barbara, CA
93117

Goleta City Council
130 Cremona Drive, Ste. B
Goleta, CA 93117

RE: AGENDA ITEM D.1 AIRPORT LAND USE COMPATIBILITY PLAN UPDATE

Mayor and City Council:

In the interest of the safety of the people of Goleta as well as the flying public, please offer your support to this rational, evidence-based update to the Santa Barbara County Airport Land Use Compatibility Plan (ALUCP).

Draft ALUCP

As the events of last Sunday night, August 25, 2019 have demonstrated, aircraft accidents, though rare, do occur. It is thanks to good fortune and the rapid, tactical, and professional response of our firefighters from Santa Barbara and Goleta fire stations that there were no injuries and minimal damage to infrastructure. We may not always have such good fortune. Thankfully, our community is now presented with an opportunity to improve upon our strong safety culture.

Although the Draft ALUCP would dramatically reduce the size and compatibility criteria at the Santa Barbara Airport (SBA) it would serve to make Goleta safer. The safety zones contained based upon the State of California's thorough review of 873 near-airport accidents throughout the United States (California Airport Land Use Compatibility Handbook, Appendix E). The conclusions of this analysis, in summary, were that safety zones should be nearer to airports.

The staff of the Santa Barbara County Association of Governments (SBCAG) which also functions as the Santa Barbara County Airport Land Use Commission (ALUC) prepared the Draft ALUCP to reduce the number of compatible uses and densities nearer to the Santa Barbara Airport (i.e. Safety Zone 3) while also increasing the number of compatible uses and densities for much of the Ellwood and South Patterson Avenue neighborhoods (Attachment 1).

Contrary to the information presented by staff, SBCAG did not prepare the Draft ALUCP in response to changes at SBA. There have been no changes to recommended flight procedures or runway extensions. Aircraft operations (i.e. take-offs and landings) at SBA for 2019 are consistent with 2013-2014 levels (approximately 104,000 per year).



The staff report rightly points out that there are existing land uses incompatible with aviation safety. Upon incorporation in 2002, the City of Goleta became the local land use authority over some incompatible land uses approved by the County of Santa Barbara. Many of these uses are identified in Attachment 4 of your staff report. Subsequently in 2006, Goleta City Council adopted the Goleta General Plan, including General Plan Policy SE 9 with the objective "to minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport." The following policies SE9.1-9.8 are principally intended to guarantee that Goleta grows in a safe manner consistent with the regulations of the Airport Land Use Commission (i.e. SBCAG).

The Draft ALUCP is proposed guidance from the Airport Land Use Commission on how to safely develop or redevelop property in close vicinity to public use runways. It would not require the removal or modification of any existing development (PUC §21670(a)(2)). Although the Draft ALUCP would not solve all the compatibility issues, it offers you an opportunity to renew the City of Goleta's General Plan policy commitment to safety by incorporating rational, evidence-based safety zones and compatibility criteria.

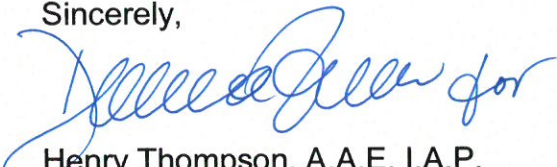
Initial Study

SBCAG Staff prepared an Initial Study to assess the potential impacts of adoption of the Draft ALUCP. While Goleta staff is correct in identifying a number of inconsistencies between the Goleta General Plan and the Draft ALUCP, the Initial Study correctly categorizes this as a less-than significant impact to the environment. While there is potential incompatibility of theoretical redevelopment of existing land uses, this would constitute an economic impact not an environmental impact. Pursuant to CEQA Guidelines §15382 economic or social change by itself may not be considered a significant impact.

Airport Land Use Compatibility Plans were created by the State of California in order to protect the public health, safety, and welfare by adopting of land use measures that minimize the public's exposure to excessive noise and safety. This is why I urge you to recommend adoption of the Draft ALUCP to the Santa Barbara County Airport Land Use Commission and direct your staff to return to you to incorporate it into the Goleta General Plan.

Thank you for your interest in aviation safety and for the opportunity to share my perspective. Please contact Andrew Bermond, AICP, Project Planner at (805) 692-6032 or ABermond@SantaBarbaraCA.gov with questions regarding this letter.

Sincerely,

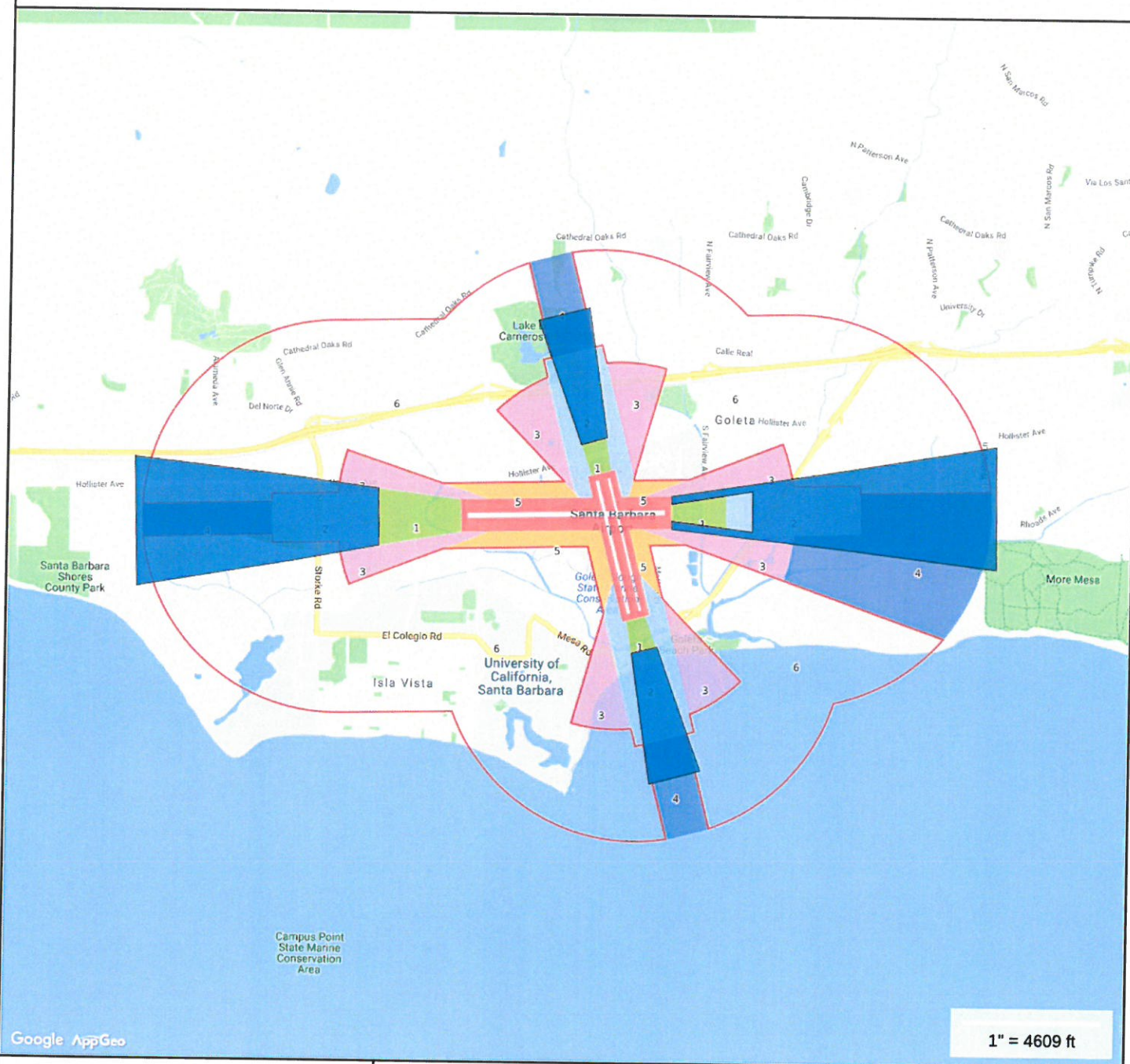


Henry Thompson, A.A.E, I.A.P.
Airport Director

Attachments: 1. Current and Proposed ALUCP Zones
2. Goleta General Plan Policy SE 9

Cc: Paul Casey, City Administrator
Robert Fiore, Caltrans Aeronautics
Michael Becker, SBCAG

Current and Proposed ALUCP Zones



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Santa Barbara County Association of Governments makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Map Theme Legends

Safety Zones

- CLEAR ZONE
- ACCIDENT PROTECTION ZONE I
- ACCIDENT PROTECTION ZONE II
- SAFETY ZONE 1 - RUNWAY PROTECTION ZONE
- SAFETY ZONE 2 - INNER APPROACH/DEPARTURE ZONE
- SAFETY ZONE 3 - INNER TURNING ZONE
- SAFETY ZONE 4 - OUTER APPROACH/DEPARTURE ZONE
- SAFETY ZONE 5 - SIDELINE ZONE
- SAFETY ZONE 6 - TRAFFIC PATTERN ZONE
- PRIMARY SURFACE
- RUNWAY

Approach Zones

- EXISTING APPROACH ZONE

calculation of initial burial depth should take into account depth reduction via erosion and other forms of earth movement (including grading and construction) unless other means of maintaining a safe minimum burial depth can be incorporated throughout the operating life of a pipeline. Pipeline operators should assess burial depths every five years, or at a more frequent interval when geologic characteristics, flooding, and other circumstances indicate a prudent need for special monitoring. These requirements shall apply to new and existing pipelines where burial depths are specified. It shall also apply to existing, buried pipelines where depths are not prescribed but maintenance of a minimum depth is warranted. A minimum burial depth shall be maintained for the entire operating life of the pipelines.

- SE 8.15 Pipeline Marking and Warning. [GP/CP]** New oil and gas pipelines, or relocation of existing pipelines, shall include measures to clearly warn outside parties about the presence of the pipeline, including proper marking of the right-of-way with signage and use of brightly colored warning tape approximately 1 foot above buried pipelines where feasible.

Policy SE 9: Airport-Related Hazards [GP]

Objective: *To minimize the risk of potential hazards associated with aircraft operations at the Santa Barbara Airport.*

- SE 9.1 Clear Zone and Airport Approach Zone Regulations. [GP]** The City will maintain and enforce through appropriate zoning measures the Clear Zone and Airport Approach Zone regulations pursuant to the plans and policies of the Santa Barbara County ALUC. The City may also require, as a condition of approval of development applications, dedication of avigation easements for areas within the Airport Clear Zones and Airport Approach Zones (see Figure 5-3).
- SE 9.2 Height Restrictions. [GP]** The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Municipal Airport. To ensure compliance with height restrictions, proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review. *(Amended by Reso. 08-30, 6/17/08)*
- SE 9.3 Limitations on Development and Uses. [GP]** The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should identify uses that may be compatible in each zone. Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review. *(Amended by Reso. 08-30, 6/17/08)*

- SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP]** A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set approximately along an extension of the Runway 7 centerline and shall be 300 feet wide as depicted in Figure 5-3. The airport safety corridor shall be shown on all development plans submitted to the City. (Amended by Reso. 08-30, 6/17/08)
- SE 9.5 Limitations on Density. [GP]** The City shall establish and maintain standards in its zoning ordinance for density limitations for development near the Santa Barbara Municipal Airport. These standards should comply with the Santa Barbara County Airport Land Use Plan and should specify the density considered compatible in each zone. Proposed developments that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.
- SE 9.6 Limitations on Residential Development. [GP]** The City shall not allow new residential development within the clear zones associated with the Santa Barbara Airport runways. The City shall limit residential development beyond the clear zone but within the 1-mile zone of the runway ends to new single-family construction on existing recorded lots, and rebuilding and alteration projects that do not increase onsite residential density.
- SE 9.7 Real Estate Disclosure. [GP]** Any new residential development proposed in the Santa Barbara Municipal Airport's AIA, which is shown on ALUC maps and generally depicted in Figure 5-3, shall be subject to a condition of approval requiring recordation of a notice informing potential residents (whether the owner, lessee, or renter) that the subject property is within the AIA and is subject to noise and other potential hazards from low-altitude aircraft overflights.
- SE 9.8 Limitations on Hazardous Facilities. [GP]** Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable materials within the clear zone and the approach zone, as generally depicted in Figure 5-3, shall be referred to the ALUC for review. (Amended by Reso. 08-30, 6/17/08)

Policy SE 10: Hazardous Materials and Facilities [GP]

Objective: *To minimize injuries, illnesses, loss of life and property, and economic and social disruption due to potential upsets associated with the storage, use, handling, and transport of hazardous materials, and to ensure proper oversight of hazardous waste sites within the city.*

- SE 10.1 Identification of Hazardous Materials Facilities. [GP]** The City shall work with Santa Barbara County Fire Department's Hazardous Materials Unit to maintain up-to-date lists and maps of facilities in Goleta that involve the storage, use, and/or transport of hazardous materials.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

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Making Conservation
a California Way of Life.

August 14, 2019

Michelle Greene, City Manager
City of Goleta
130 Cremona drive, Suite B
Goleta CA, 93117-5599

Dear Ms. Greene:

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), understands that local governments face challenges, including implementing airport land use compatibility policies. On July 12, 2019, the Santa Barbara County Association of Governments, acting as the Santa Barbara County Airport Land Use Commission (ALUC) contacted the Division and expressed concern that the city of Goleta (City) would object to the adoption of the Santa Barbara County Airport Land Use Compatibility Plan (ALUCP) update.

The Santa Barbara Countywide ALUCP update is of vital significance to the State, the safety of the people of Santa Barbara County, and the economic vitality of the region. It is the tool for ensuring the expressed intent and purpose of the State to minimize safety hazards and noise nuisance while promoting the orderly growth of airports. Towards this objective, the Division provided grant funds for the ALUCP update, and it must be adopted before September 15, 2019.

In accordance with California Public Utilities Code (PUC) section 21670 et. seq., a purpose of the Division is to assist and support cities, counties, and ALUCs in the development and implementation of airport land use compatibility planning. We encourage the city of Goleta to collaborate with the ALUC, the city of Santa Barbara, and the Santa Barbara Airport operators in reaching consensus on airport land use compatibility and economic interests. The Division is available to assist in obtaining agreement by all agencies. We also remain committed to assisting in the collaboration between all agencies beyond the adoption of the ALUCP.

The Division cautions that if the City objects to the adoption of statutorily based airport land use compatibility planning policies, it would be contrary to State law. (Please see *Watsonville Pilots Association v. City of Watsonville* [2010] 183 Cal.App.4th 1049.) Further, we will support the ALUC in its objective of adopting the complete ALUCP update, in accordance with the Division's jurisdictional authority as upheld in the *Watsonville* case.

Ms. Michelle Greene
August 14, 2019
Page 2

If you have questions or we may be of further assistance, please contact me at (916) 654-5314 or via email at robert.fiore@dot.ca.gov.

Sincerely,



ROBERT FIORE
Aviation Planner

c: Mr. Andrew Orfila, Principal Transportation Planner, Santa Barbara County
Association of Governments, 260 N. San Antonio Road, Suite. B,
Santa Barbara, CA 93110-1315

From: [Deborah Lopez](#)
To: [City Clerk Group](#)
Subject: Fwd: Agenda Item D1 Draft Airport Land Use Compatibility Plan(ALUCP) IS/ND
Date: Tuesday, September 03, 2019 4:57:06 PM

Sent from my iPhone

Begin forwarded message:

From: Inge Cox <docoxie@gmail.com>
Date: September 3, 2019 at 4:53:52 PM PDT
To: <skasdin@cityofgoleta.org>, <dlopez@cityofgoleta.org>, Kyle Richards
<krichards@cityofgoleta.org>, <raceves@cityofgoleta.org>,
<pperotte@cityofgoleta.org>, <jkyriaco@cityofgoleta.org>
Subject: Agenda Item D1 Draft Airport Land Use Compatibility Plan(ALUCP) IS/ND

Dear Mayor and Councilmembers:

The City Council represents Goletans and they should NOT support the Draft ALUCP.

According to page four in the Airport Land Use Compatibility Plan Update it states that "many land uses on surrounding parcels would be rendered non-conforming or incompatible by the Draft ALUCP.

According to staff, the new train depot, would be disallowed, multiple homes along La Patera Road N. of Camino Real would become NON conforming. Portions of the Heritage Ridge housing site, Deckers campus, Raytheon, City's corporate yard, Target shopping center, Camino Real shopping center and Girsh Park would be rendered non conforming.

Have any of the homeowners and property owners of the affected properties been notified that this might happen? It appears that these changes in status will negatively affect the value of the properties. Could this also impact their ability to refinance or sell in the future?

If the impacted citizen's have not been informed this should be a priority.

Thank you.

Ingeborg Cox MD,MPH