

SANTA BARBARA COUNTY  
BOARD AGENDA LETTER

mm4  
mc mast  
ok?



Clerk of the Board of Supervisors  
105 E. Anapamu Street, Suite 407  
Santa Barbara, CA 93101  
(805) 568-2240

2002 JAN -3 PM 4:19

COUNTY OF SANTA BARBARA  
CLERK OF THE  
BOARD OF SUPERVISORS

Agenda Number:  
Prepared on: 1/2/02  
Department Name: Public Works  
Department No.: 054  
Agenda Date: 1/15/02  
Placement: Administrative  
Estimate Time:  
Continued Item: NO  
If Yes, date from:

---

**TO:** Board of Supervisors

**FROM:** Phillip M. Demery, Director *PMD*  
Public Works

**STAFF CONTACT:** James A. Marrs, 568-3047 *JAM*  
Engineering Manager

**SUBJECT:** Santa Ynez Valley Airport Layout and Land Use Plan; County Project No. 783703,  
Third Supervisorial District

---

**Recommendation(s):**

That the Board of Supervisors:

Adopt the Santa Ynez Valley Airport Layout and Land Use Plan; County Project No. 783703, Third Supervisorial District.

**Alignment with Board Strategic Plan:**

The recommendation(s) are primarily aligned with Goal No. 1: An Efficient Government Able to Respond Effectively to the Needs of the Community.

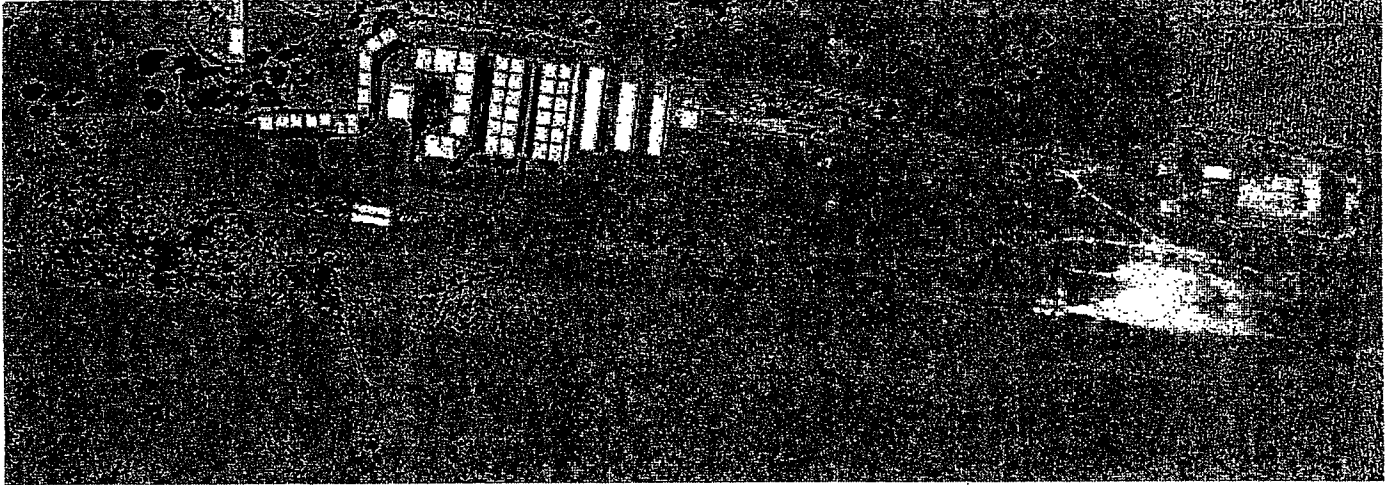
**Executive Summary and Discussion:**

Santa Barbara County and the Santa Ynez Valley Airport Authority, Inc., have entered into a Lease and Management Agreement for the Santa Ynez Airport. The Second Amendment to this Agreement requires the Authority to prepare an Airport Layout and Land Use Plan with the following components; a narrative report, a combined airport layout drawing and land use drawing, an airport property map, and an element regarding airport noise and traffic patterns. The purpose of this Plan is to identify a vision of the airport and its prospective uses for a period of twenty years. Per the Agreement, the Authority shall modify and updated the Plan every five years.

This Plan has been reviewed and approved by the Federal Aviation Administration, Caltrans Aeronautics Division, Santa Barbara County Association of Governments in its role as the Airport Land Use

Santa Ynez Valley Airport Layout and Land Use Plan County Project No. 783703  
Third Supervisorial District  
Agenda date: 1/15/02  
Page 2

Commission and the Public Works Department. The Planning Commission has found the Plan consistent with the County's Comprehensive Plan per Government Code section 65402.



At this time the Public Works Department is requesting your Board to adopt this Plan for execution by the Director of Public Works. Prior to construction of any new building, a Major Conditional Use Permit (CUP) application shall be submitted to Planning and Development.

**Mandates and Service Levels:**

No Change in programs or service levels.

**Fiscal and Facilities Impacts:**

There is no fiscal impact with this action.

**Special Instructions:**

Please forward a Certified Stamped Minute Order approving this action to the Engineering Section, attention Sophia Rodriguez (ext. 3094).

**Concurrence:**

**Attachments:**

Narrative Report  
SBCAG Staff Report  
65402 Determination

A 24



# County of Santa Barbara BOARD OF SUPERVISORS

## Minute Order

January 15, 2002

Present: Supervisor Gray, Supervisor Marshall, Supervisor Rose, Supervisor  
Schwartz and Supervisor Urbanske

PUBLIC WORKS

File Reference No. 02-00046

RE: Adopt the Santa Ynez Valley Airport Layout and Land Use Plan, Project No.  
783703, Third District.

A motion was made by Supervisor Schwartz, seconded by Supervisor Rose, that this  
matter be Adopted. The motion carried unanimously.

This is a true certified copy of the original document  
on file or of record in my office. It bears the seal  
and signature, imprinted in purple ink, of the  
Clerk of the Board of Supervisors.



Clerk of the Board, Santa Barbara County, California

Date: 1/15/02 by Deputy: *[Signature]*



**SANTA BARBARA COUNTY PLANNING COMMISSION**  
**Staff Report for Santa Ynez Airport Master Plan Update**

**Hearing Date: March 14, 2001**  
**Staff Report Date: March 7, 2001**  
**Case No.: 01-GC-003**  
**Environmental Document: Not Applicable**

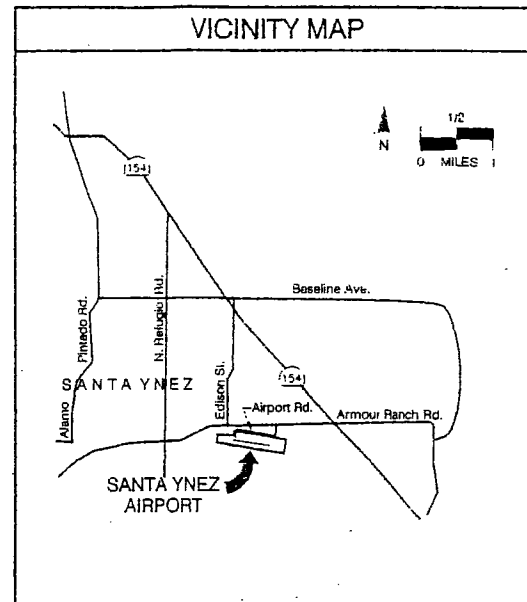
**Supervisorial District: Third**  
**Staff: Brian Foss**  
**Phone #: (805) 934-6259**

OWNER:

Santa Barbara County  
900 Airport Road  
Santa Ynez, CA 93460

APPLICANT:

Santa Ynez Airport Authority  
William Chamberlin  
P.O. Box 1572  
Santa Ynez, CA 93460  
(805) 688-8390



Assessor Parcel Number 141-220-005, south of Highway 246, located at 900 Airport Road, in the Santa Ynez area, Third Supervisorial District.

## 1.0 REQUEST

Hearing on the request of the Santa Ynez Airport Authority to consider case number 01-GC-003 [application filed February 2, 2001], for a determination that the Airport ~~Master~~ <sup>Layout</sup> Plan Update is consistent with the Comprehensive Plan of Santa Barbara pursuant to Government Code Section 65402(a). The application involves Assessor's Parcel Number 141-220-005 located at 900 Airport Road in the Santa Ynez area, Third Supervisorial District.

Application Filed:	February 2, 2001
Application Complete:	N/A
Processing Deadline:	March 14, 2001; 40 days from submittal

determine whether or not the uses proposed in the Master Plan Update is consistent with the County's adopted Comprehensive Plan and Comprehensive Plan Land Use Designation.

The Management Agreement and Lease also states that after plan adoption but prior to the construction of any building, a Major Conditional Use Permit must be processed by Planning and Development and approved by the Planning Commission. Changes to the Airport Master Plan, including new buildings, must be permitted by the County. The Planning Commission will have the opportunity to review and condition the specific project for development-related impacts and policy consistency at the time the Major Conditional Use Permit is processed.

The land use designation of the site is Institution/Government Facility which is defined as land "for all major public and quasi-public land uses not included in the categories already defined". The Comprehensive plan does not identify a designation specifically for airports nor are airports identified in any other land use designation as targeted uses. Staff recommends that the updated Master Plan be found consistent with Comprehensive Plan based on the following.

As described in section 5.2 below, the Master Plan Update includes additional hangars, lengthening of the runway, a future fixed Base Operation and restaurant, and future aviation and non-aviation commercial use. The lengthening of the runway and the future aviation and non-aviation commercial uses were identified in the original, approved, Master Plan and are included in the update in order to continue to be a part of the future improvements. The additional hangars, fixed base operation, and restaurant structures are new items not contained in the original Master Plan.

The extra 500 feet takeoff distance would enhance safety for both aircraft in flight and for people on the ground. The lengthened runway will also reduce noise impacts to surrounding land uses as described in the project description. The length of runway available for landing will not change and the runway's pavement strength will continue to limit the airport's use to small planes. Therefore, extending the runway will not permit the introduction of larger or noisier aircraft and would not cause a growth inducing effect.

The additional hangars will allow for the Airport to accommodate the additional airport needs of the Santa Ynez area. As the Valley's population increases additional demand is placed on the Airport. Additionally, the use of the hangars would be consistent with the existing hangars already in use on the site.

The original plan was approved with non-aviation commercial uses identified on the site. The restaurant would qualify as a non-aviation use but is common to many airports and would serve the airport users. The restaurant use would be considered to be subordinate and accessory to the primary use of the site as an airport. The uses proposed appear to be consistent with the existing use of the site and the Institution/Government Facility land use plan designation.

this site. An access road is planned to be extended through the corporation yard site to provide access to an ultralight parking area which will be established in the southeast corner of the airport.

### **Airfield**

The ALP depicts a 500-foot extension to the landing end of Runway 26. This will increase the useable takeoff length of the runway from 2,804 feet to 3,304 feet. Displaced landing thresholds of 500 feet are proposed for each runway end. This will serve to maintain the existing runway length of 2,804 feet for landings and require that aircraft touch down a minimum of 500 feet past the ends of the runway. An avigation easement will be acquired over the vineyard to the east that will encompass that portion of the runway protection zone that extends beyond the airport property line.

As a result of the proposed runway extension, aircraft taking off to the west on Runway 26 will start their takeoff rolls 500 feet farther to the east and be at higher altitudes as they pass over the area to the west of the airport. Aircraft departing to the east on Runway 8 will continue to start their takeoff run from the existing runway end. The net effect of the displaced landing threshold on Runway 8 for aircraft approaching to land from the west, would be that the aircraft will be approximately 25 feet higher on final approach over the area to the west of the airport. Aircraft approaching to land from the east on Runway 26 will maintain their current final approach altitudes over the area to the east of the airport (i.e., their touchdown point will remain unchanged because the 500-foot easterly extension of the runway is offset by the 500-foot displaced threshold).

The benefits of the proposed runway extension would be that the full 3,304-foot runway length would be available for takeoff. This is particularly important during hot weather when aircraft takeoff performance is less than optimal. The extra 500 feet takeoff distance would enhance safety for both aircraft in flight and for people on the ground. The length of runway available for landing will not change. The runway's pavement strength will continue to limit the airport's use to small planes. Therefore extending the runway will not permit the introduction of larger or noisier aircraft. The single-engine and light, twin-engine, propeller-driven airplanes that currently use the airport will be the same aircraft that use the airport following the extension.

## **6.0 PROJECT ANALYSIS**

### **6.1 Environmental Review**

The California Environmental Quality Act (CEQA) does not apply to general plan consistency determinations; thus, no environmental review was prepared for this report.

*applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available public or private services or resources shall be grounds for denial of the project or reduction in the density otherwise indicated in the land use plan.*

**Hillside and Watershed Protection Policy 1:** *Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried-out with less alteration of the natural terrain.*

**Hillside and Watershed Protection Policy 2:** *All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.*

**Hillside and Watershed Protection Policy 5:** *Temporary vegetation, seeding, mulching, or other suitable stabilization methods shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized as rapidly as possible with planting of native grasses and shrubs, appropriate non-native plants, or with accepted landscaping practices.*

**Hillside and Watershed Protection Policy 6:** *Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained onsite whenever possible to facilitate groundwater recharge.*

**Hillside & Watershed Protection Policy #7:** *Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.*

**Flood Policy 2:** *Permitted development shall not cause or contribute to flood hazards or lead to expenditure of public funds for flood control work, i.e., dams, stream channelizations, etc.*

**Visual Resources Policy #2:** *In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.*

**Visual Resources Policy #5:** *Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.*

**Park/Recreation Policy 1:** *Bikeways shall be provided where appropriate for recreational and commuting use.*

**Historical and Archaeological Policy 2:** *When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.*

**Circulation Element:** *A project that would contribute ADTs to a roadway where the Estimated Future Volume does not exceed the policy capacity and/or PHTs to intersections operating at a LOS C or better is considered consistent.*

**Ecological Communities:** *Unique ecological areas should be identified and preserved.*



## ATTACHMENT A: FINDINGS

### **1.0 CEQA FINDINGS**

CEQA findings are not applicable to the requested Government Code Consistency determination.

### **2.0 ADMINISTRATIVE FINDINGS**

Based on the discussion presented in Section 6.0 of the staff report, dated March 7, 2001, the location, purpose and the extent of the land uses proposed in the Santa Ynez Airport Master Plan Update are determined to be consistent with the Comprehensive Plan and Comprehensive Plan Land Use Designation.



## ATTACHMENT B

**GOVERNMENT CODE  
SECTION 65400-65403**

65400. After the legislative body has adopted all or part of a general plan, the planning agency shall do both of the following:

(a) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(b) (1) Provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the plan and progress in its implementation, including the progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.

(2) The annual report required to be provided to the Office of Planning and Research and the Department of Housing and Community Development pursuant to this subdivision shall be prepared through the use of forms and definitions adopted by the Department of Housing and Community Development pursuant to the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of, Chapter 4 (commencing with Section 11370) of, and Chapter 5 (commencing with Section 11500) of, Part 1 of Division 3 of Title 2). This report shall be provided to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on or before July 1 of each year.

65401. If a general plan or part thereof has been adopted, within such time as may be fixed by the legislative body, each county or city officer, department, board, or commission, and each governmental body, commission, or board, including the governing body of any special district or school district, whose jurisdiction lies wholly or partially within the county or city, whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the official agency, as designated by the respective county board of supervisors or city council, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year. The official agency receiving the list of proposed public works shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the county or city planning agency for review and report to said official agency as to conformity with the adopted general plan or part thereof.

65402. (a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if



0160V 00000 2001

ATTACHMENT 3

141-220

**SANTA YNEZ VALLEY AIRPORT AUTHORITY**

P.O. Box 1572  
Santa Ynez, CA 93460  
(805) 688-8390  
Fax (805) 688-6105

01-GC-003

2 February 2001

Planning and Development  
County of Santa Barbara  
123 East Anapamu St.  
Santa Barbara, CA 93101  
Attn: John Patton, Director

# 14,547 -> Wa.  
Uta.  
ltc xc: J.P.  
Chris

- Re:
1. Update of the Master Plan for the Santa Ynez Valley Airport
  2. Lease and Management Agreement as amended (Second Amendment) and preparation of the airport layout and land Use Plan for the Santa Ynez airport - Third Supervisorial District, dated 6/16/98
  3. Airport Layout Plan comments from James Marrs, Public Works, dated January 8, 2001

Dear John,

The update for the Master Plan for the Santa Ynez Airport has been completed by the contractor as stipulated in reference 2 and is in the review cycle. The FAA and County Public Works have submitted their comments.

In accordance with the second reference, we are submitting the Master Plan Update to your department "in the form of an application for a determination of consistency (Govt. Code Sect. 65402)". The application is per Section 12 - Master Plan, para. B.

We believe that the finding for consistency has been met at this time for the following reasons:

1. The proposed Plan is consistent with the existing zoning and comprehensive plan designations.
2. Additional hangers will meet the needs of only a portion of the aircraft based here and will not contribute to an expanded use of the airport.
3. The Airport is not proposing to acquire any addition property for expansion.

We are meeting with other County personnel on Thursday, February 8, and would be available to meet with you later in the afternoon on that day if you desire.

Sincerely,

Willy Chamberlin, Chairman

CC: Jim Kunkle, President

Enclosures

01-GC-003  
Santa Ynez Airport  
900 Airport Road  
141-220-005  
AG-I-5  
Planner: Brian Rose

RECEIVED

FEB - 8 2001

8:51 AM

PLANNING & DEVELOPMENT



Santa Ynez Airport  
Airport Layout Plan  
Narrative Report

November 2000

Prepared for  
**Santa Ynez Valley Airport Authority**

by  
**Shutt Moen Associates**

## INTRODUCTION

An Airport Layout Plan (ALP) is a scaled drawing of existing and proposed land and facilities necessary for the operation and development of an airport. The airport will benefit from a carefully developed ALP that reflects applicable FAA design standards and planning criteria existing at the time the ALP is submitted for approval. All airport development carried out at Federally obligated airports (i.e., subject to FAA grant conditions and assurances) must be done in accordance with an FAA-approved ALP. Similarly, in order to be eligible for FAA funding, a proposed project must be indicated on the approved ALP.

The *Airport Layout Plan Narrative Report* for Santa Ynez Airport is a condensed report that explains the reasoning behind, and important features of, the Airport Layout Plan prepared for the airport. This report is designed to accompany the submission of the Draft ALP for the Santa Ynez Airport to the Federal Aviation Administration (FAA) for its review and approval. The report has been prepared in accordance with the requirements of Appendix 7, Airport Layout Plan Components and Preparation, of FAA Advisory Circular (AC) 150/5300-13 (Change 5), Airport Design.

Runway 8 is right traffic and Runway 26 is left traffic. The pattern altitude is 1,000 feet AGL (1,673 feet MSL). Runway headings are 084° magnetic (098° true) for Runway 8, and 264° magnetic (278° true) for Runway 26. Runway markings are nonprecision instrument basic. Marking conditions are good.

As a nontowered airport, Santa Ynez Airport is classified as having Class G uncontrolled airspace from the ground up to 700 feet. Published approaches to Runway 8-26 include visual and nonprecision instrument approaches. Minimums for the visual approaches are 1 statute mile visibility and clear of clouds during the day; and 3 statute miles visibility and 500 feet below clouds, 1,000 feet above, or 2,000 feet horizontally from clouds at night. The four existing instrument approaches include one straight-in approach to Runway 8 and three circle-to-land approaches. The lowest minimums for each approach for Category A aircraft are as follows:

- ▶ GPS Runway 8, straight-in — 1 mile visibility at 389 feet above airport elevation
- ▶ GPS A, circle-to-land — 1 mile visibility at 449 feet above airport elevation
- ▶ VOR-B, circle-to-land — 1¼ mile visibility at 1,209 feet above airport elevation
- ▶ GPS-B, circle-to-land — 1¼ mile visibility at 1,209 feet above airport elevation

The threshold crossing height for both runway ends is 20 feet AGL. There are no Threshold Siting Surface Object Penetrations. The visual glide path angle is 3.40° (2-box VASI). The airport has no runway end identifier lights, no centerline lights, and no designated touchdown points. There are no Object Free Zone (OFZ) penetrations.

It is currently estimated that 112 aircraft are based at the airport. The distribution of aircraft types are as follows:

Single-engine airplanes:	82
Multi-engine airplanes:	12
Helicopters:	2
Ultralights:	7
Gliders:	9

### Aviation Activity

In 1999, the airport had an estimated 27,000 annual operations (an average of 74 operations per day). Based upon available information, these operations can be categorized as follows:

- 58% transient general aviation
- 40% local general aviation
- <2% air taxi
- <1% military



ing to land from the west, would be that the aircraft will be approximately 25 feet higher on final approach over the area to the west of the airport. Aircraft approaching to land from the east on Runway 26 will maintain their current final approach altitudes over the area to the east of the airport (i.e., their touch-down point will remain unchanged because the 500-foot easterly extension of the runway is offset by the 500-foot displaced threshold).

The benefits of the proposed runway extension would be that the full 3,304-foot runway length would be available for takeoff. This is particularly important during hot weather when aircraft takeoff performance is less than optimal. The extra 500 feet of takeoff distance would enhance safety for both aircraft in flight and for people on the ground. The length of runway available for landing will not change. The runway's pavement strength will continue to limit the airport's use to small planes. Therefore, extending the runway will not permit the introduction of larger or noisier aircraft. The single-engine and light, twin-engine, propeller-driven airplanes that currently use the airport will be the same aircraft that use the airport following the extension.

## LAND USE COMPATIBILITY

### Setting

Santa Ynez Airport is located on the eastern edge of the community of Santa Ynez. There is a distinct boundary between the suburban residential densities and commercial uses within the community, and the rural setting south, east, and northeast of the airport. Within the rural areas there are large blocks of undeveloped land intermixed with agricultural uses (e.g., vineyards) and residences on multiple-acre parcels.

The rural character of much of Santa Ynez Airport's surroundings is generally beneficial in that the low population reduces the number of people potentially displeased by airport operations. However, this rural setting can also be a disadvantage. Because the ambient noise levels are so low, even the moderate amount of noise generated by aircraft overflights can be intrusive and annoying to some people. This factor is important to remember as more rural residential land uses are developed in the airport vicinity.

The higher densities within the community of Santa Ynez offer a greater challenge in ensuring compatibility. The areas adjacent to the airport are already substantially developed. Compatibility strategies will need to focus on managing the existing situation rather than preventing introduction of incompatible uses.

The following discussion examines noise and safety concerns typical of general aviation airports. Following a discussion of each type of compatibility factor, policies potentially useful for Santa Ynez Airport are described.

using an airport. These occasional loud individual events are often the principal cause of noise complaints from people living nearby. To date, this has not been a regular concern at Santa Ynez Airport.

- Scope — Cumulative noise level contours do not encompass the total area affected by aircraft noise around an airport. Use of noise contours to show marginally affected areas is, at best, imprecise because of the varied distribution of aircraft flight tracks and altitudes which occurs with increased distance from the ends of runways.

Noise contours were prepared for the airport using the FAA's Integrated Noise Model (Version 6.0) for 1999 and 2019 conditions. Figures 1A and 1B present the noise contours for 1999 and 2019 with the current runway configuration. Figure 1C shows the contours for 2019 with the proposed runway extension and displaced thresholds. Based upon the location of the noise contours, it is concluded that the Santa Ynez Airport will not have significant noise impacts on surrounding uses. Therefore, compatibility measures addressing noise impacts are not required. Efforts to manage overflight impacts remain appropriate, however.

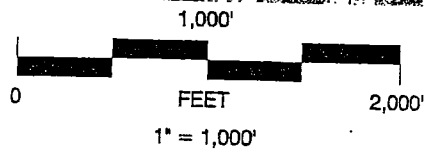
## Overflight Impacts

A general definition of overflight impacts is that they are noise-related impacts which occur in the portions of an airport environs lying beyond the typical contours described by cumulative noise level metrics. Compared to the measured noise impacts, overflight impacts are more subtle and subjective. Also, they seem to include elements of both noise and safety concerns. Often, the impacts are revealed in the form of annoyance expressed by some people living near an airport.

Although overflight noise is detectable and therefore measurable, the highly subjective individual reactions to overflights makes the value of measurement on a decibel scale questionable. A more representative measure of overflight impacts is the absolute number of events which occur, but there is no agreed-upon scientific standard for what an acceptable number might be.

For the purposes of airport land use compatibility planning, a simpler form of assessment may be more practical. This approach presumes that aircraft overflight impacts are potentially a concern anywhere along the standard airport traffic pattern flight tracks. Concerns can also be expected, but to lesser degrees, elsewhere in the airport vicinity where aircraft fly at or below traffic pattern altitude while approaching or departing the runway.

Whether a significant degree of overflight annoyance will actually occur in the vicinity of an airport is influenced by a variety of factors, both environmental and human. Building type and design, ambient noise levels, the characteristics and predictability of the noise itself, and (as noted above) the frequency of occurrence are among the environmental factors involved. An individual's sense of annoyance at overflights depends upon such factors as personal sensitivity to noise, attitudes toward aviation, and experience and expectations regarding noise levels in the community.



Source: Shutt Moen Associates (October 2000)

Figure 1A

**1999 Noise Contours**  
Santa Ynez Airport



Source: Shutt Moen Associates (October 2000)

Figure 1C

**2019 Noise Contours  
with 500' Runway Extension  
Santa Ynez Airport**

Low flight altitudes present greater risks because they offer pilots less opportunity to recover from unexpected occurrences or choice of where to make an emergency landing if one becomes unavoidable. At altitudes less than 500 feet above the ground, only moderate turns are advisable and the choice of emergency landing area is essentially limited to what lies ahead. Above this altitude, recovery, or at least a fairly wide discretion in choice of emergency landing sites, is possible. An emergency landing on the runway normally can be accomplished when the aircraft is flying in the traffic pattern at the typical traffic pattern altitude (800 to 1,000 feet).

Additional areas where the risks are above average are along the most common flight tracks for aircraft approaching and departing an airport. The proportion of accidents occurring in these areas is very low, however, and the probability of occurrence in any given location is substantially less than within the approach/departure corridors.

### ***Safety of Aircraft Occupants***

There are two facets to this safety concern: avoiding land use conditions that can become hazards to flight; and increasing the chances of the aircraft occupants' survival if an aircraft accident takes place beyond the runway environment.

- ▶ Hazards to Flight — Land use conditions that can constitute hazards to flight include airspace obstructions, visual or electronic interference to aircraft navigation or communication, and activities which attract birds.
  - ▶ Airspace Obstructions — The airspace needed for operation of aircraft around an airport is defined by Part 77 of the Federal Aviation Regulations (FAR) and by the U.S. Standards for Terminal Instrument Procedures (TERPS). In most circumstances, the latter are the less restrictive set of criteria (although penetrations of the TERPS surfaces can directly affect the design of instrument approach procedures). Limiting the heights of structures to the heights indicated by the Part 77 surfaces provides an ample margin of safety for normal aircraft operations. The most critical locations with regard to the height of objects are those within the runway approach zones.
  - ▶ Visual and Electronic Interference — Various other land use characteristics that can affect flight safety fall into this category. Visual hazards include distracting lights (particularly lights which can be confused with airfield lights), glare, and sources of smoke. Electronic hazards include any uses which interfere with aircraft instruments or radio communication.
  - ▶ Bird Strike Hazards — Flocks of birds or even individual large birds can pose a serious hazard to all types of aircraft operating near airports. Any land uses which tend to attract birds should be avoided in the vicinity of an airport. Uses which are artificial attractions — a refuse disposal site, for example — are considered particularly inappropriate because they generally can be located elsewhere.

An open area does not have to be very large to enable a successful emergency landing — the objective is for the occupants to survive the accident with limited injury; damage to the aircraft is unimportant in these circumstances. For example, a 75-foot by 300-foot area (about the size of a football field) can be sufficient for a survivable emergency landing in a small plane if the area is relatively level and mostly free of overhead lines and large obstacles such as trees and poles. Because the pilot's discretion in selecting an emergency landing site is reduced as the aircraft's altitude decreases, open areas preferably should be spaced more closely in those locations overflown at low altitude.

Except in agricultural areas, preserving suitable open areas in the vicinity of airports is seldom an easy proposition. Historically, little has been done in this regard around most airports. In more recent years, greater awareness of this issue — as well as recognition of the safety benefits of limiting land use density near airports — has led planners to try to locate parks, golf courses, or even parking lots in the most critical areas around airports situated in urbanizing communities. Open areas also can sometimes be provided by clustering of development more closely together on the remainder of the land. To be successful, all of these efforts usually must be made as part of a general plan, specific plan, or planned development process. Once an area has been divided into small parcels, few opportunities to preserve open spaces remain. At Santa Ynez Airport, retaining agricultural uses around the airport is the best way to accomplish the goal of preserving open areas for emergency landings. It is worth noting that anecdotal information suggests that even vineyards, with their trellises and heavy stakes, are acceptable uses near an airport. Although landing in a vineyard will cause damage to the aircraft, the trellis system seems to act like an arresting barrier and often leaves occupants without serious injuries.

### ***Hazards to Flight***

Hazards to flight — airspace obstructions, visual and electronic interference, and uses which attract birds — frequently occur near airports simply because of a lack of awareness of the potential problems. Fortunately, the most significant of these hazards — tall structures which pose airspace obstructions — are the best recognized, thanks largely to California state airport regulations and the FAA's model height limit ordinance based on FAR Part 77 (Advisory Circular 150/5190-4A). Even so, potentially hazardous structures sometimes are built without proper notification to, and review by, the FAA. It is thus important for communities near airports not only to adopt local regulations regarding hazards to flight, but also to make certain that their planners are aware of and enforce those regulations.

## Noise Model Calculation Data Santa Ynez Airport

<b>AIRCRAFT MIX</b> (Estimated 1999 Activity Level)			
Aircraft Type	Total Operations		
	Annual	Average Day	Percentage
Single-Engine, Propeller, Fixed Pitch	12,000	32.9	44.4%
Single-Engine, Propeller, Variable Pitch	8,000	21.9	29.6%
Twin-Engine, Propeller, Piston	1,400	3.8	5.2%
Twin-Engine, Turboprop	500	1.3	1.9%
Small Business Jet (e.g., Citation)	500	1.4	1.9%
Helicopter (e.g., Jet Ranger)	4,600	12.6	17.0%
<b>Total</b>	<b>27,000</b>	<b>73.9</b>	<b>100.0%</b>

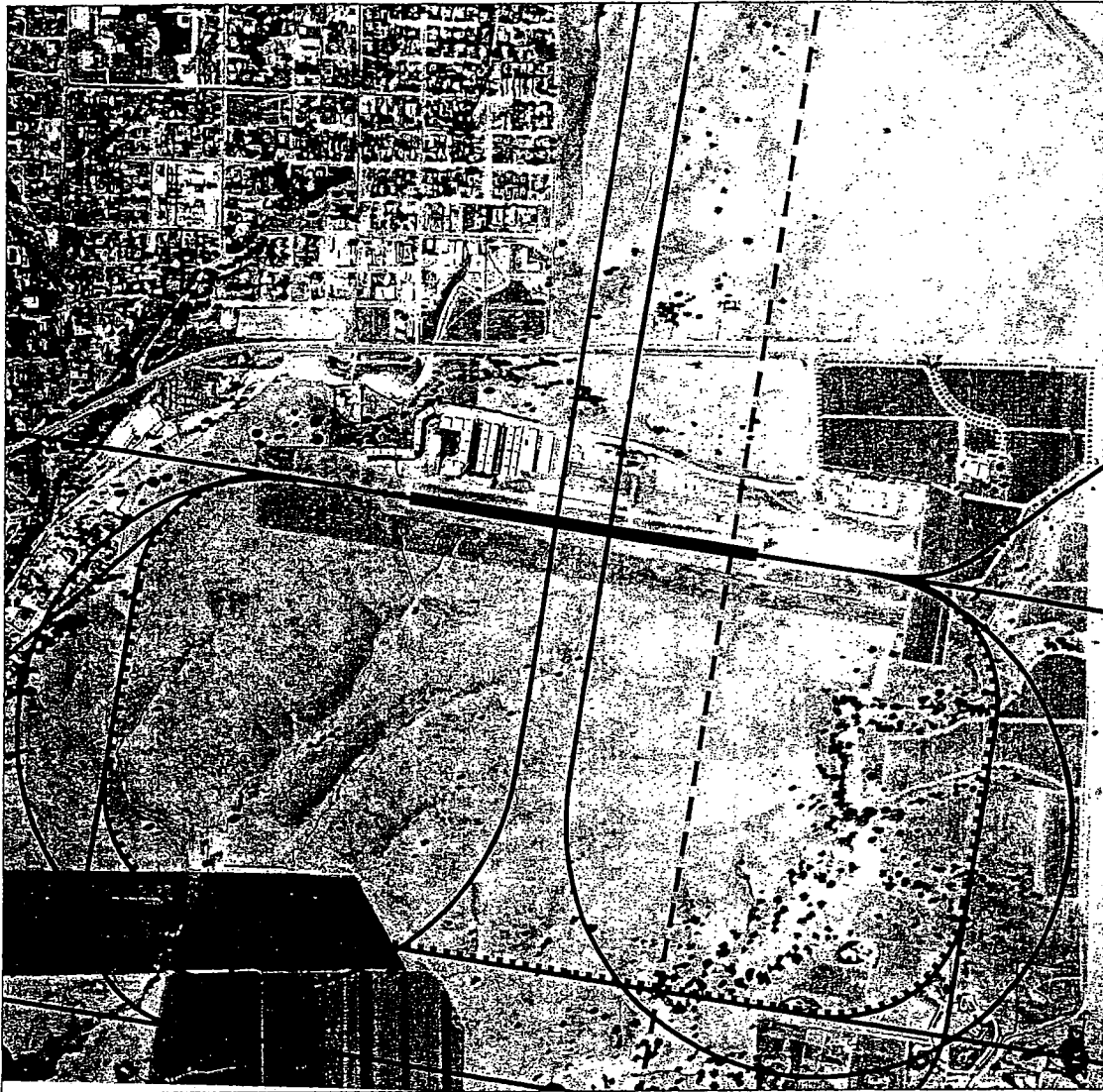
<b>AIRCRAFT MIX</b> (Forecast 2019 Base Case Activity Level)			
Aircraft Type	Total Operations		
	Annual	Average Day	Percentage
Single-Engine, Propeller, Fixed Pitch	13,000	35.6	43.3%
Single-Engine, Propeller, Variable Pitch	8,500	23.3	28.3%
Twin-Engine, Propeller, Piston	1,800	4.9	6.0%
Twin-Engine, Turboprop	900	2.4	3.0%
Small Business Jet (e.g., Citation)	900	2.5	3.0%
Helicopter (e.g., Jet Ranger)	4,900	13.4	16.4%
<b>Total</b>	<b>30,000</b>	<b>82.2</b>	<b>100.0%</b>

FLIGHT TRACKS - LANDINGS (Estimated 1999 and Forecast 2019)						
Aircraft Type	Percentage of Track Usage by Runway					
	Runway 08		Runway 26		Helicopters	
	Close-In Pattern	Straight In	Close-In Pattern	Straight In	South Track	North Track
Single-Engine Propeller, Fixed Pitch	90.0	10.0	90.0	10.0	—	—
Single-Engine, Propeller, Variable Pitch	90.0	10.0	90.0	10.0	—	—
Twin-Engine, Propeller, Piston	90.0	10.0	90.0	10.0	—	—
Twin Turboprop and Jet	90.0	10.0	90.0	10.0	—	—
Helicopter	—	—	—	—	100.0	100.0

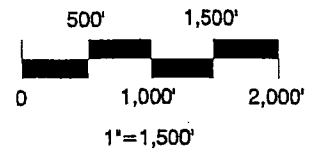
FLIGHT TRACKS - TAKEOFFS (Estimated 1999 and Forecast 2019)										
Aircraft Type	Percentage of Track Usage by Runway									
	Runway 8				Runway 26				Helicopter	
	Down Wind	270° Over-head	Standard	Straight Out	Down Wind	270° Over-head	Standard	Straight Out	South Track	North Track
Single-Engine Propeller, Fixed Pitch	30.0	30.0	30.0	10.0	45.0	25.0	20.0	10.0	—	—
Single-Engine, Propeller, Variable Pitch	30.0	30.0	30.0	10.0	45.0	25.0	20.0	10.0	—	—
Twin-Engine, Propeller, Piston	30.0	30.0	30.0	10.0	45.0	25.0	20.0	10.0	—	—
Twin Turboprop and Jet	30.0	30.0	30.0	10.0	45.0	25.0	20.0	10.0	—	—
Helicopter	—	—	—	—	—	—	—	—	100.0	100.0

Source: Shutt Moen Associates (October 2000)





- Fixed Wing Aircraft Operations
- - - - Helicopter Operations
- ..... Touch and Go Operations



Source: Shutt Moen Associates (October 2000)

Appendix B

## 1999/2019 Flight Tracks - No Runway Extension Santa Ynez Airport



## ATTACHMENT E

WHEREAS, on November 28, 1995, COUNTY agreed to advance an amount not to exceed Eighty-five Thousand Dollars (\$85,000), to COUNTY's Special Aviation Account (the Advance) to fund the preparation of the PLAN and to be repaid COUNTY from reimbursement by the FAA under the Grant Agreement.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties hereby agree as follows:

### 1. CERTIFICATION OF RECITALS.

The parties certify that the above recitals are true and correct.

### 2. APPLICATION OF THE AGREEMENT

The parties agree that the provisions of the agreement remain in full force and effect and the provisions of this amendment are intended to supplement those of the Agreement, as previously amended, and not to change, modify or eliminate any provisions of the Agreement, except as expressly provided herein.

### 3. SECTION 12 - MASTER PLAN.

Section 12, Master Plan shall be amended by deletion in its entirety and the addition of the following in its place:

#### Section 12: AIRPORT LAYOUT/LAND USE PLAN

A. The AUTHORITY shall cause the preparation of planning documents (herein, the "PLAN") which shall identify a vision of the AIRPORT and its prospective uses throughout the term of this AGREEMENT. The PLAN shall be for a period of twenty (20) years and shall be modified or updated at least every five (5) years. This Plan shall, when approved, be a blueprint for the development of the AIRPORT and shall, when approved, become the COUNTY's adopted plan for the improvements of the Santa Ynez Airport. The PLAN shall be prepared by an experienced, competent and reputable firm. The PLAN and all modifications and updates initiated by AUTHORITY shall be at the sole expense of the AUTHORITY. The PLAN shall be prepared in accordance with good planning

Ynez Valley Airport Authority. Said PLAN shall not be deemed effective until adopted by the COUNTY Board of Supervisors. Prior to construction of any new building, a Major Conditional Use Permit (CUP) application shall be submitted to Planning and Development with appropriate fees. The application shall be processed and approved by the Planning Commission.

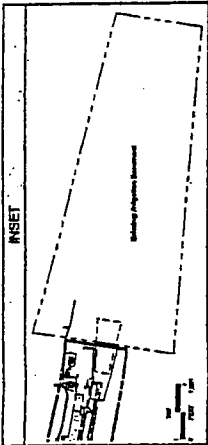
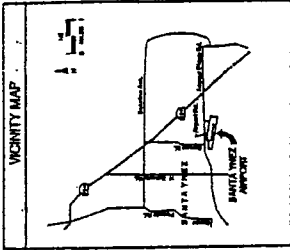
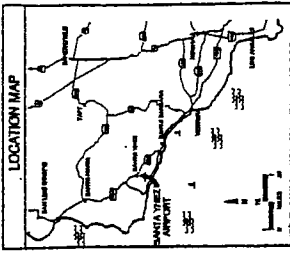
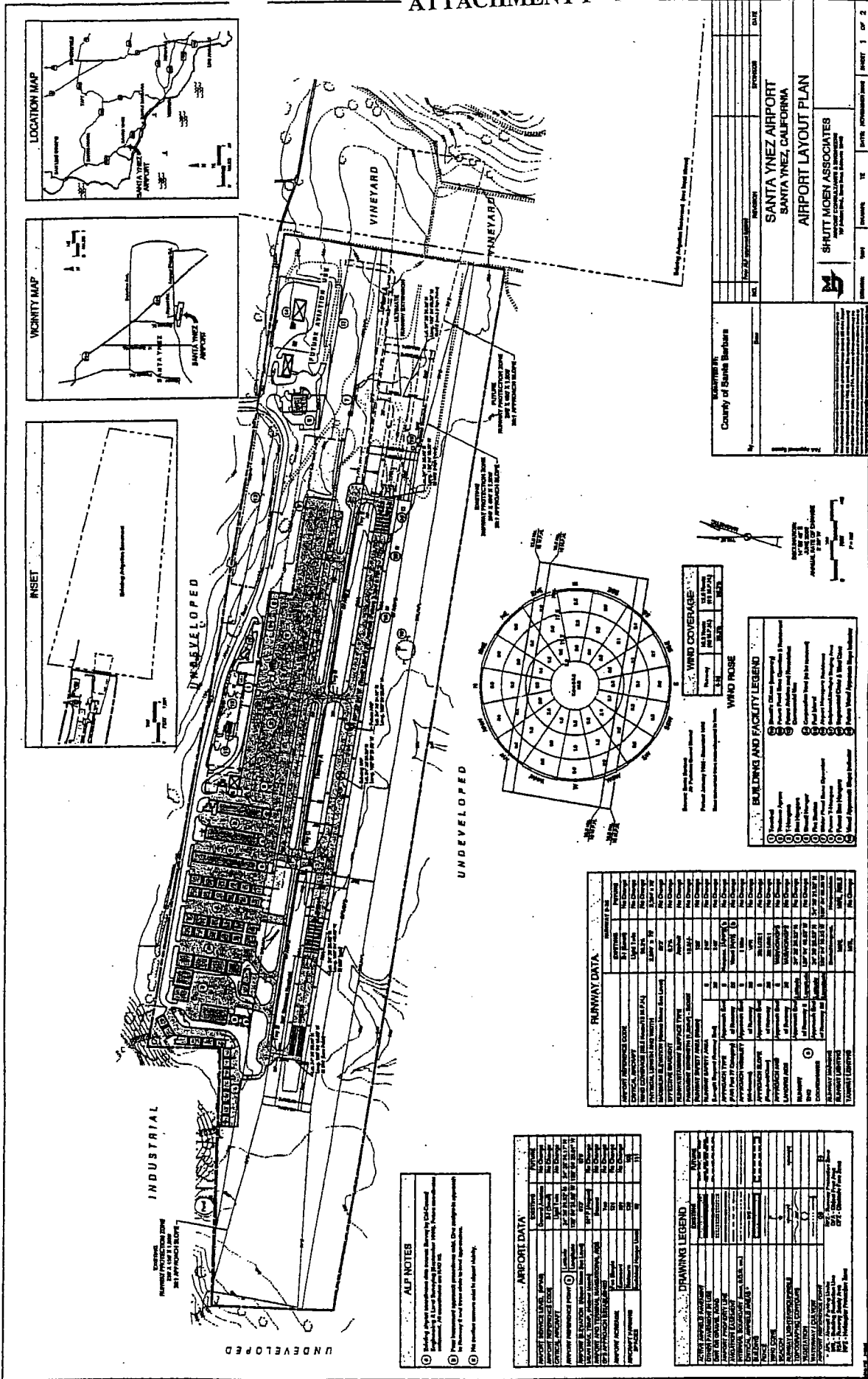
C. AUTHORITY shall, after obtaining written notice of adoption of said PLAN, furnish to the County Public Works Director on reproducible paper a copy thereof, at no cost and expense to the COUNTY. It is agreed by COUNTY and AUTHORITY that upon obtaining the necessary written approval as provided herein all right, title and interest in and to said PLAN shall vest jointly with COUNTY and AUTHORITY.


D. AUTHORITY shall submit a long-term capital improvement budget to COUNTY's Director of Public Works as required in Section 10.

E. Subsequent to approval of the CUP, AUTHORITY may thereafter proceed to develop the area included within the PLAN, in compliance therewith and subject thereto. Prior to the commencement of construction of any improvements on said real property or any portion thereof, by the AUTHORITY or any of its authorized lessees, contractors, licensees, or permittees, AUTHORITY agrees to cause the preparation of final plans and specifications for construction of any and all such improvements. Plans and specifications for public use facilities to which the COUNTY or AUTHORITY assumes immediate title shall be approved by the County Board of Supervisors.

All final plans and specifications shall be submitted to the County Department of Planning and Development for issuance of Land Use Permits and Building Permits as required by applicable County regulations. Applicant shall be responsible for all costs associated with issuance of permits. Upon applicable approval of said plans and specifications, AUTHORITY shall cause the timely completion of construction of any and all such improvements in accordance with said final plans and specifications. It is further understood that said final plans and specifications may be subject to necessary change orders, and any and all such change orders shall be subject to the prior written approval of the appropriate County land use and/or building permit authorities.

ATTACHMENT F



COUNTY OF SANTA BARBARA	
PROJECT NO.	DATE
PROJECT NAME	DATE
PROJECT LOCATION	DATE
PROJECT OWNER	DATE
<b>SANTA YNEZ AIRPORT</b> <b>SANTA YNEZ, CALIFORNIA</b> <b>AIRPORT LAYOUT PLAN</b>	
 <b>SHUTTLE MOEN ASSOCIATES</b> AIRPORT LAYOUT & CONSTRUCTION 1000 ALVARADO STREET, SUITE 200 SANTA BARBARA, CALIFORNIA 93101	

**AIP NOTES**

1. See AIP for other notes and information. Changes to AIP should be indicated by a circled number.
2. This drawing is for planning purposes only. No construction should be started until a final AIP is approved.
3. No protection symbols are shown for safety.

APPROACH LIGHTS	ASPHALT	CONCRETE	GRASS	GRAVEL	PAVED	UNPAVED	WATER
APPROACH LIGHTS	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'
EDGE LIGHTS	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'
END LIGHTS	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'	1.5' x 3.0'

DESCRIPTION	TYPE	LENGTH	WIDTH	GRADE	STATUS
Runway 1	ASPHALT	1480	60	5.5'	ACTIVE
Runway 2	ASPHALT	1200	60	5.5'	ACTIVE
Taxiway A	ASPHALT	1000	40	5.5'	ACTIVE
Taxiway B	ASPHALT	800	40	5.5'	ACTIVE
Apron	ASPHALT	2000	200	5.5'	ACTIVE

SYMBOL	DESCRIPTION
Circle with '1'	Terminal Building
Circle with '2'	Hangar
Circle with '3'	Control Tower
Circle with '4'	Office Building
Circle with '5'	Warehouse
Circle with '6'	Storage Building
Circle with '7'	Gas Station
Circle with '8'	Service Building
Circle with '9'	Maintenance Building

NAD - North American Datum  
 Elliptical reference



**Santa Barbara County**  
**ASSOCIATION OF**  
**GOVERNMENTS**

---

---

November 21, 2001

Mr. Jim Kunkle  
President  
Santa Ynez Valley Airport Authority  
P.O. Box 1572  
Santa Ynez, CA 93460

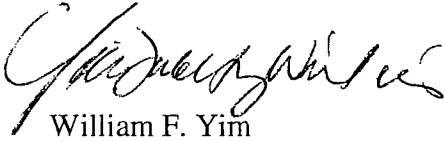
**Re: Santa Ynez Valley Airport Layout Plan and Narrative Report**

Dear Mr. Kunkle:

On November 15, 2001 the SBCAG Board unanimously adopted a determination that the Santa Ynez Valley Airport Layout Plan and Narrative Report consistent with the Airport Land Use Plan (ALUP). The Board also directed that the information in the Layout Plan and Narrative Report be served as the basis for updating the ALUP for Santa Ynez Airport in the near future.

Thank you for your cooperation.

Sincerely,



William F. Yim  
Transportation Planner

cc. Mr. Kurt Hankohl  
Division of Aeronautics  
California Department of Transportation

Mr. James Marrs  
Public Works, County of Santa Barbara

File: TP10-7  
\\nt3\Groups-SBCAG\Planning\ALUC\Santa Ynez\Consistency letter.doc





**STAFF REPORT**

**SUBJECT:** Santa Ynez Valley Airport Layout Plan and Narrative Report

**MEETING DATE:** November 15, 2001

**AGENDA ITEM:** 9

**RECOMMENDATIONS:**

- A. Receive staff presentation and conduct public hearing.
- B. Adopt findings and recommendations that determine the Santa Ynez Valley Airport Layout Plan and Narrative Report (SYALPNR) is consistent with the Airport Land Use Plan (ALUP) for Santa Barbara County
- C. Direct staff to initiate amendments to the ALUP for Santa Barbara County that updates the airport traffic pattern, noise contours, and airport clear and approach zones based on information in the Santa Ynez Valley Airport Layout Plan and Narrative Report.

**RECOMMENDED FINDINGS:**

1. A principal responsibility of the Airport Land Use Commission (ALUC) is to protect public health, safety, and welfare by ensuring that the adoption of land use plans and measures will minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that such areas are not already devoted to incompatible uses.
2. The Santa Ynez Valley Airport Authority has prepared a Santa Ynez Valley Airport Layout Plan and Narrative Report (SYALPNR) as an update to the 1985 Santa Ynez Airport Layout Plan (Master Plan). The County of Santa Barbara Department of Planning and Development determined that the SYALPNR involves no construction or alternation of existing structures, facilities, and therefore, is consistent with the Santa Barbara County Comprehensive Plan and that no further environmental review is deemed necessary. The SYALPNR is submitted to the Airport Land Use Commission (ALUC) for review of consistency with the Airport Land Use Plan (ALUP)
3. The SYALPNR contains the most recent forecasts of aircraft operations and up-to-date airport noise contours based on the most recent airport activities.
4. The aircraft operations at the Airport are based on the similar flight tracks and operational procedures as described in the existing Airport Land Use Plan.

5. The 500' runway extension to Runway 26 was included in the 1985 Santa Ynez Airport Layout Plan and this runway extension is retained as a long-term improvement. The future runway extension will also provide a greater margin of safety for the neighboring residential and commercial land uses. The future runway extension will also extend the Airport Clear and Approach Zones to the east. This will impact the height of structures and population concentration in those areas. However, given the existing and planned uses are agricultural, this should not pose any significant restrictions.
6. The Airport's existing (1999) and future (2019) noise contours are based on the most recent airport activity statistics. These contours are similar to the noise contours in current ALUP, and present no new significant noise impacts on surrounding areas.
7. There are no significant noise impacts resulting from the future proposed runway extension. Because the extension is used as a displaced threshold, it will enhance safety and operation of the airport. The California Department of Transportation Division of Aeronautics also expressed similar findings (Attachment 10). It may most likely lessen the noise impact to the residential areas to the west.
8. The Santa Ynez Airport Layout Plan and Narrative Report is consistent with the Airport Land Use Plan for Santa Barbara County and will serve as the basis to update the airport land use plan for the Santa Ynez Airport.

## DISCUSSION:

### INTRODUCTION

The Santa Ynez Valley Airport Authority has prepared an Airport Layout Plan and Narrative Report (SYALPNR) that updates of the Airport's 1985 Airport Layout Plan (Master Plan). The SYALPNR is a condensed airport master plan that discusses important features of the Airport and its long-term development. It was prepared in accordance with the requirements of the ALP components and preparation of the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5300-13, Airport Design.

The SYALPNR was completed in January 2001 and submitted to the County Planning Commission for consistency review with the County's General Plan. The Airport Authority and the County Public Works Department have both requested a formal ALUC review for consistency with the ALUP. An update of an airport master plan is normally accompanied by an environmental document. However, prior to the ALUC review the County determined that no environmental review is deemed necessary since there is no construction or alternation of existing structures and facilities. The County subsequently forwarded the SYALPNR to SBCAG for a consistency determination with the ALUP.

### AIRPORT LAND USE PLAN FOR SANTA BARBARA COUNTY

The specific action required of the ALUC is to determine if the Santa Ynez Valley Airport Layout Plan and Narrative Report (SYALPNR) is consistent with the ALUP for Santa Barbara County. The principal areas of concern revolve around issues within the airport clear and approach zones, airport noise, safety of people on the ground, and height of structures. These concerns

apply to areas subject to aircraft overflights or otherwise impacted by the operation of aircraft using Santa Ynez Valley Airport. Particular issues of the SYALPNR are: airport activity forecasts, aircraft flight tracks, future runway configuration, airport noise contours, safety and overflight impacts of existing and future land uses neighboring the airport.

Since the ALUP is based in part on information from previous airport master plans from around the county, an update of an airport's master plan may trigger an update of the ALUP. In determining the consistency of the SYALPNR with the ALUP, staff will identify those areas of the ALUP that needed to be updated in response to the Santa Ynez Valley Airport Layout Plan update. Policies and guidelines the ALUP and the administrative records of the ALUC were used to assess the consistency of the SYALPNR with the ALUP.

## PROJECT DESCRIPTION AND EVALUATION

The purpose of the SYALPNR is to update the 1985 Santa Ynez Valley Airport Layout Plan (Master Plan) and to provide for an orderly development of new facilities and other improvements at the Airport to meet the community's air service needs to the year 2019.

In the process of evaluating the consistency of the SYALPNR, staff visited the Airport and had a few discussions with the Airport staff. Staff acknowledges the assistance from members of the Santa Ynez Valley Airport Authority including Willy Chamberlin, Jim Kunkle, and Fred Kovol, and County Public Works staff James Marrs in the preparation of this staff report. Correspondence related to the draft final SYALPNR is available for review at the SBCAG office.

Santa Ynez Valley Airport is an active, public use, general aviation airport in Santa Barbara County. The airport provides unscheduled air taxi, airfreight services, as well as general aviation and support services to private aircraft. The airport is served by Route 246 north of the Airport. Route 246 is an east-west principal arterial connecting Route 154 in the east and cities of Solvang and Buellton and the US 101 in the west. The airport is bordered by the Gainey Vineyard to the east and south and the Santa Ynez Band of the Chumash Indian Reservation to the west.

The boundary of the Chumash Indian Reservation is approximately 1,900 feet to the west of the Runway 8-26. Part of the Indian Reservation includes a casino and other facilities, which is approximately 2000 feet west of the runway. Most residential development is on the south side of the Tribal Land southwest of the Airport.

As board members will recall, the Chumash Casino is currently undergoing an expansion. It includes an expansion of the existing casino facility plus a 5-story parking garage. SBCAG, as the ALUC for the County of Santa Barbara, expressed airport safety concerns related to potential overflights on the casino. In recent meetings and correspondence, the Santa Ynez Band of Chumash Indians has also expressed concerns about low flying aircraft, noise, and safety impacts over the Tribal Reservation.

### Airport Activity and Forecasts

In 1999, the airport had an estimated 27,000 annual general aviation (GA) operations. Approximately 60 percent of the activity is transient and 40 percent local traffic. Traffic is estimated to increase to approximately 30,000 operations by 2019.

While general aviation operations around the state have been experiencing a decline, the airport's forecast of future modest growth appears reasonable since the airport is a historically active GA airport in the Santa Ynez Valley. Continued moderate population growth will also generate some potential for increased use of the Santa Ynez Valley Airport.

### Aircraft Traffic Pattern

Figures B-1 & 2, Appendix B (Attachments 3 & 4) show the typical aircraft flight tracks as portrayed in the SYALPNR. These exhibits provide similar but more refined detail of aircraft flight tracks and operational procedures than those provided in the current ALUP (Attachment 2). The airport has a predominant (90 percent of the time) westerly operation due to strong prevailing westerly winds. Departing aircraft, particularly local, generally initiate a turn to the south approximately 1,000 feet off the end of runway. Some GA transient traffic may conduct straight-out departures to the west, thus creating possibility of potential aircraft overflights over the Chumash Reservation located west of the Airport. Given the concerns expressed by the Chumash Tribal Council about current noise and low flying aircraft, this could be the subject of further discussion between the Airport Authority and the Tribal Council.

Since the SYALPNR provides more up-to-date and refined airport operational information than those contained in the existing ALUP, staff recommends: **The Board directs staff to initiate amendments to the ALUP to replace the airport traffic pattern for Santa Ynez Valley Airport with Figure B-1, Appendix B (no runway extension) from the SYALPNR along with appropriate text amendments to update the aircraft flight tracks for Santa Ynez Valley Airport.**

### Future Airport Improvements

The SYALPNR continues to provide for a future 500-foot runway extension on Runway 26 and includes a landing displaced threshold. This would increase the usable takeoff length of the future runway from 2,804 feet to 3,304 feet. The SYALPNR also provides for an additional 29 new hangar units to be constructed between by 2019 as a long-term airport improvement program.

Staff finds that the runway extension reflects consistent long-term airport improvement from the original 1985 approved Airport Layout Plan (Attachment 1). The extension would provide an extra safety margin for landings but would not change the type of aircraft using Santa Ynez Airport. Essentially, the future runway extension would extend the existing Airport Clear Zone (Runway Protection Zone) 500 feet to the east. Since the existing Clear Zone is within the airport boundary, the future runway extension would mean an extension of the Clear Zone 500 feet beyond the airport property boundary into the neighboring Gainey Vineyard.

The runway extension would lower the 20:1 approach slope on Runway 26 by approximately 25 feet, thereby imposing stricter height restrictions for the areas east of the Airport. These areas include the Gainey Vineyard land parcels (Parcel #s 141-240-003/004/005) and the John V. Crawford land parcels (Parcel #s 141-240-025/026). Since these areas are either zoned as vineyard (varietal) or agriculture reserve, the runway extension would not expect to create significant land use impact to these areas. On the contrary, these uses will continue to provide a safety margin for aircraft approaching Runway 26.

### Airport Noise Contours

The noise contours in the SYALPNR were developed based on the most recent 1999 airport activity data. This includes the existing (1999) and future (2019) noise contours under the “with and no runway extension” scenarios. Under the “no runway extension” scenario, the future 60 CNEL noise contour would go approximately 350 feet beyond the airport property in the west.

The noise contour in existing ALUP has not been updated since 1972 (Attachment 6). Though the noise environment has not changed much, staff finds that the 2019 noise contour under the “no runway extension” scenario to be a reasonable, up-to-date, and the “worst-case noise impact” scenario (Attachment 8).

Single event noise creates the most annoyance in terms of human responses to aircraft noise. A sudden high-pitch noise intrusion annoys and disturbs human activity. Currently, there are one to two based business jets at Santa Ynez Valley Airport operating occasional transient operations. The SYALPNR indicates that business jet operations are expected to average 1.4 operations in 1999 and 2.5 operations in 2019 in an average day. These activities may at times create occasional noise complaints in surrounding communities.

In future, it is expected that the longer runway would assist in mitigating noise impacts since the aircraft would commence takeoff on Runway 26 500-foot further east, thereby lessening the noise impact to the residential areas to the west (Attachment 9).

**Staff recommends: The Board directs staff to initiate amendment to the ALUP for Santa Barbara County to replace the airport contour map for Santa Ynez Valley Airport with the 2019 noise contour in Figure 1B (no runway extension) along with appropriate text amendments to update the airport noise contour for Santa Ynez Valley Airport.**

### Airport Safety / Land Use

Airport safety issues are assessed by examining airport traffic patterns (discussed above) and airport approach and clear zones to identify those areas subject to greater hazard. The Airport's approach and clear zones are portrayed in the Airport Property Map in the SLALPNR (Attachment 5). Land uses proposed under these areas needs to be carefully considered to ensure that population density is limited in those areas subject to greater hazard.

An aviation easement currently exists over the Gainey Vineyard, covering the new Airport Clear Zone. The easement also covers the entire Airport Approach Zone within the Crawford property further east. Given the coverage of the aviation easement, staff finds no significant safety and land use impacts to this area should the area continues to be agriculture. However, any future potential structures within the Airport Clear and Approach Zones to the east of the Airport would potentially be subjected to stricter height restrictions due to the lowering of the approach slope resulting from the 500-foot runway extension.

**Staff recommends: The Board directs staff to initiate amendments to the ALUP to incorporate future airport clear and approach zones information for Santa Ynez Valley Airport as indicated in the SYALPNR along with appropriate text amendments to update the ALUP for Santa Ynez Valley Airport.**

One significant area of concern is the Chumash Casino site, which is within the Approach Zone immediately to the west of the Airport. The Chumash Tribal Casino is undergoing an expansion

within the Airport Approach Zone. The expansion site is approximately 1,950 feet from the end of Runway 8. Both the existing casino and the expansion facility including a new 5-storey parking garage are under the extended centerline of the runway. In early 2001, SBCAG assessed the consistency of the planned Chumash Casino Expansion with the ALUP. Given the project's proximity to the runway end, the potential for aircraft overflight over the casino expansion is a safety concern due to the large concentrations of people that the casino would tend to attract. A detailed staff report on the analysis on the Chumash Casino Expansion was presented to the Board on February 15, 2001 and is incorporated by reference. Santa Ynez Chumash Tribal Council has also expressed concerns about low flying aircraft.

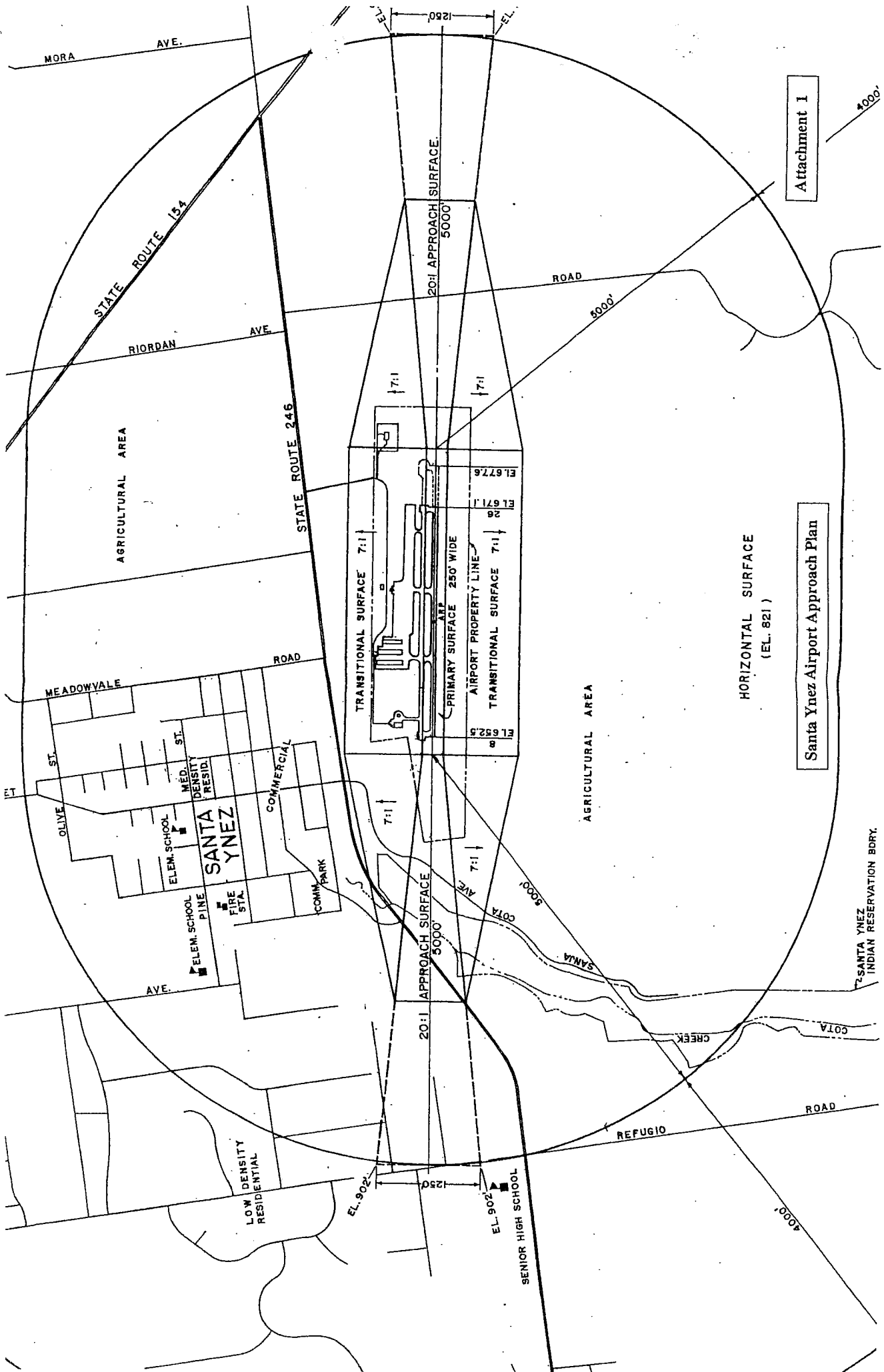
## CONCLUSIONS

The Santa Ynez Valley Airport Layout Plan and Narrative Report updates the 1985 Santa Ynez Airport Layout Plan. This plan will improve the Airport's ability to achieve compatible land uses around the Airport. Staff recommends: The Board adopts findings and recommendations that determine the Santa Ynez Valley Airport Layout Plan and Narrative Report is consistent with the Airport Land Use Plan for Santa Barbara County and direct staff to initiate amendments to the ALUP as appropriate.

**STAFF CONTACT:** William F. Yim or Michael G. Powers

## LIST OF ATTACHMENTS

1. Santa Ynez Airport Approach Plan, Santa Ynez Valley Airport Layout Plan, 1973.
2. Airport Traffic Pattern, Map SY-2, Santa Barbara County Airport Land Use Plan, October 1993.
3. 1999/2019 Flight Tracks – No Runway Extension, Santa Ynez Airport, Figure B-1, Appendix B, Santa Ynez Valley Airport Layout Plan and Narrative Report, August 2001.
4. 2019 Flight Tracks with 500' Runway Extension, Santa Ynez Airport, Figure B-2, Appendix B, Santa Ynez Valley Airport Layout Plan and Narrative Report, August 2001.
5. Airport Property Map, Santa Ynez Airport, Santa Ynez Valley Airport Layout Plan and Narrative Report, August 2001
6. Area of Influence and Noise Contours, Map SY-1, Santa Ynez Valley Airport, Santa Barbara Airport Land Use Plan, October, 1993
7. Comparison of Existing and New Airport Approach Zones, Santa Ynez Valley Airport, SBCAG, November 2001.
8. 2019 Noise Contours, Santa Ynez Airport, Figure 1B, Santa Ynez Valley Airport Layout Plan and Narrative Report, August 2001.
9. 2019 Noise Contours with 500' Runway Extension, Figure 1C, Santa Ynez Airport, Santa Ynez Valley Airport Layout Plan and Narrative Airport, August 2001.
10. Copy of Letter of Comments on Draft Santa Ynez Airport Layout Plan, Department of Transportation, California, June 2001.



Attachment 1




Santa Ynez Airport Approach Plan



Attachment 2

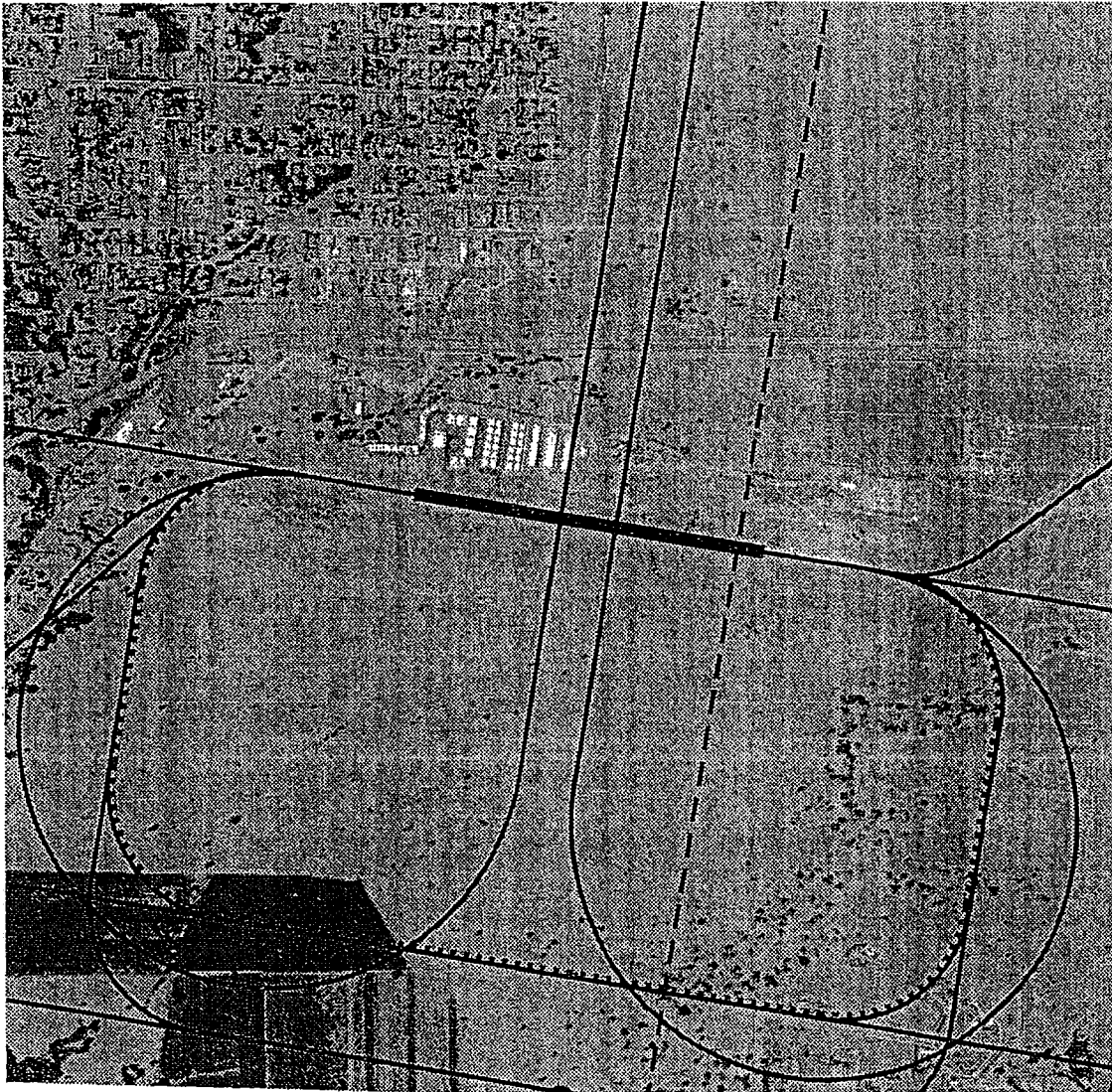


ALUC Planning Boundary  
Outer Limit of Height Restriction Zone

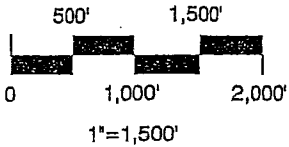
Map SY-2	<b>AIRPORT TRAFFIC PATTERN</b>		Scale 1 to 2000	Source: Bolt, Beranek, and Newman, 1972	 N
	 PROPELLER DRIVEN DEPARTURE PATH	 PROPELLER DRIVEN APPROACH PATH			



Attachment 3



- Fixed Wing Aircraft Operations
- - - - Helicopter Operations
- ..... Touch and Go Operations



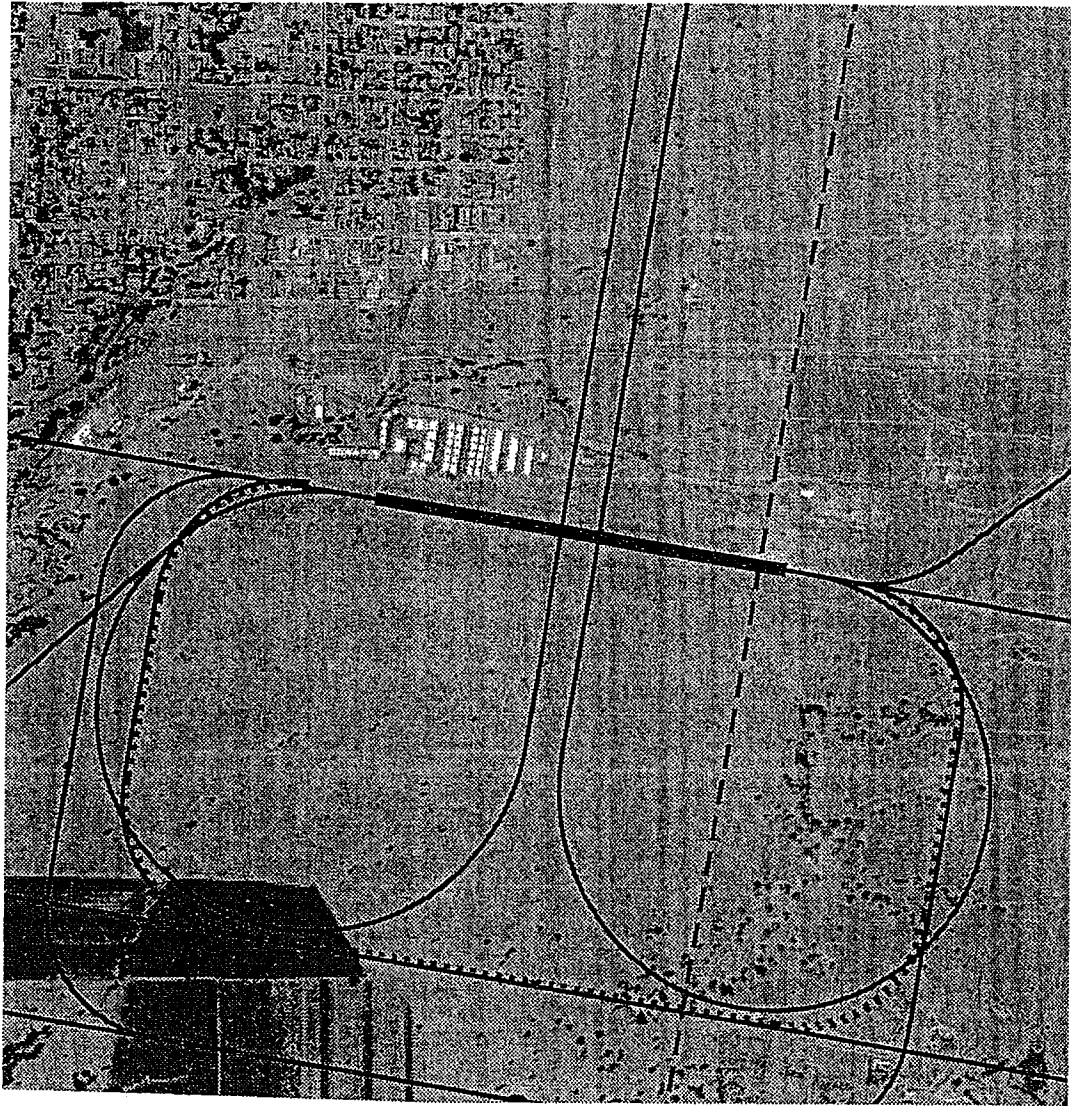
Source: Shutt Moen Associates (October 2000)

Appendix B

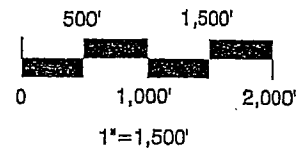
1999/2019 Flight Tracks - No Runway Extension  
 Santa Ynez Airport



Attachment 4



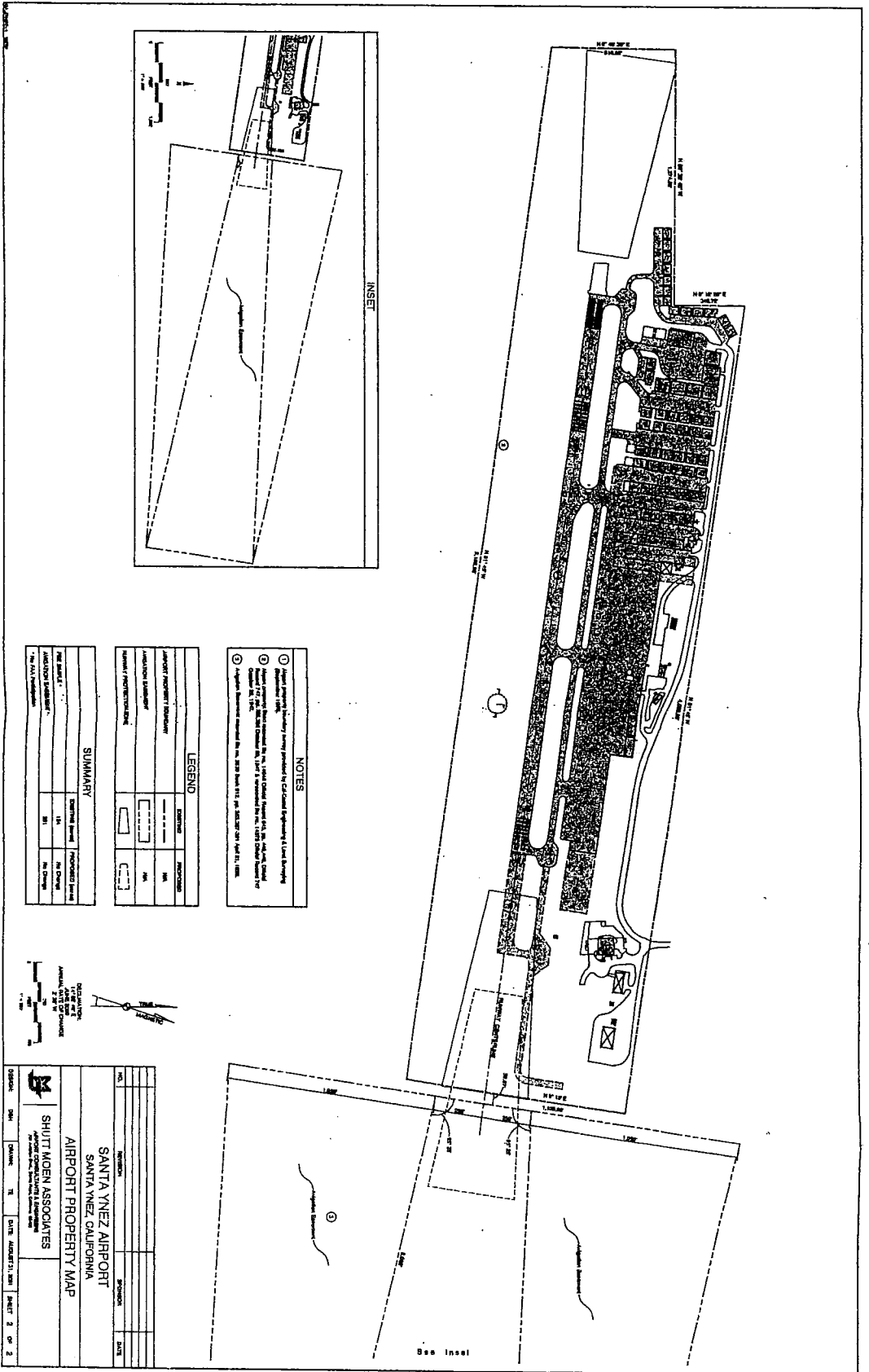
- Fixed Wing Aircraft Operations
- - - - Helicopter Operations
- ..... Touch and Go Operations



Source: Shutt Moen Associates (October 2000)

Appendix B

2019 Flight Tracks with 500' Runway Extension  
Santa Ynez Airport



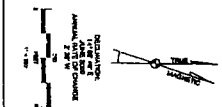
- NOTES**
- 1 - General boundary shown provided by City Council Engineering & Land Planning Department.
  - 2 - Airport property boundary shown based on the 1988 Aerial Photo, Santa Ynez Airport, Santa Barbara County, California, and the 1988 Aerial Photo, Santa Ynez Airport, Santa Barbara County, California.
  - 3 - Airport boundary shown based on the 1988 Aerial Photo, Santa Ynez Airport, Santa Barbara County, California.

**LEGEND**

DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL
AIRPORT PROPERTY BOUNDARY	(Symbol)	GENERAL BOUNDARY	(Symbol)
ADJACENT PROPERTY BOUNDARY	(Symbol)		
ADJACENT PROPERTY BOUNDARY	(Symbol)		

**SUMMARY**

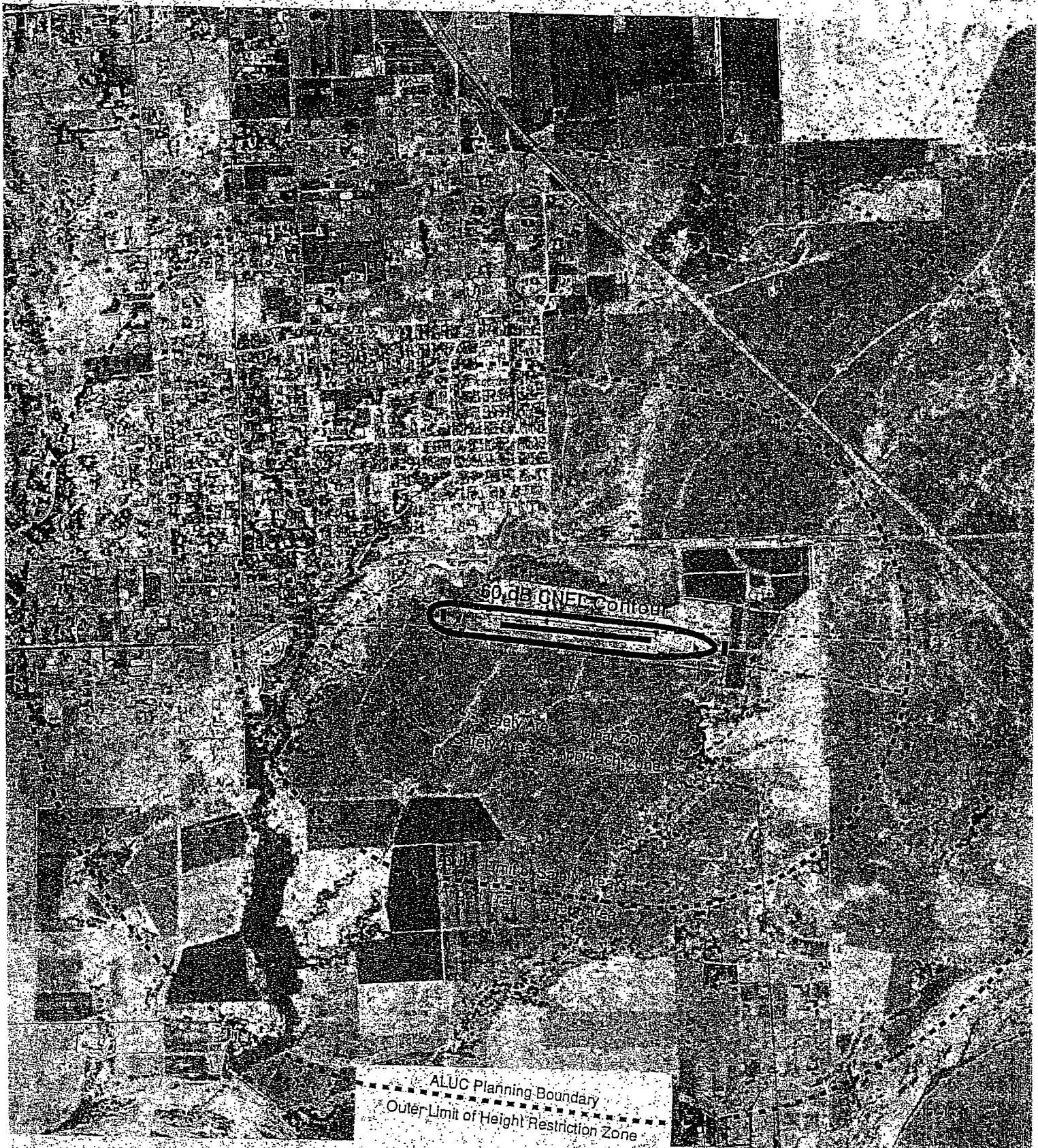
DESCRIPTION	DATE	APPROVED BY
DESIGNED BY	1/11	NO CHANGE
ADJUSTED BY	1/11	NO CHANGE
DATE	1/11	NO CHANGE



<b>SHUTT MOEN ASSOCIATES</b>	DATE
<b>SANTA YNEZ AIRPORT</b>	DATE
<b>SANTA YNEZ, CALIFORNIA</b>	DATE
<b>AIRPORT PROPERTY MAP</b>	DATE
<b>SHUTT MOEN ASSOCIATES</b>	DATE
<b>SHUTT MOEN ASSOCIATES</b>	DATE



Attachment 6

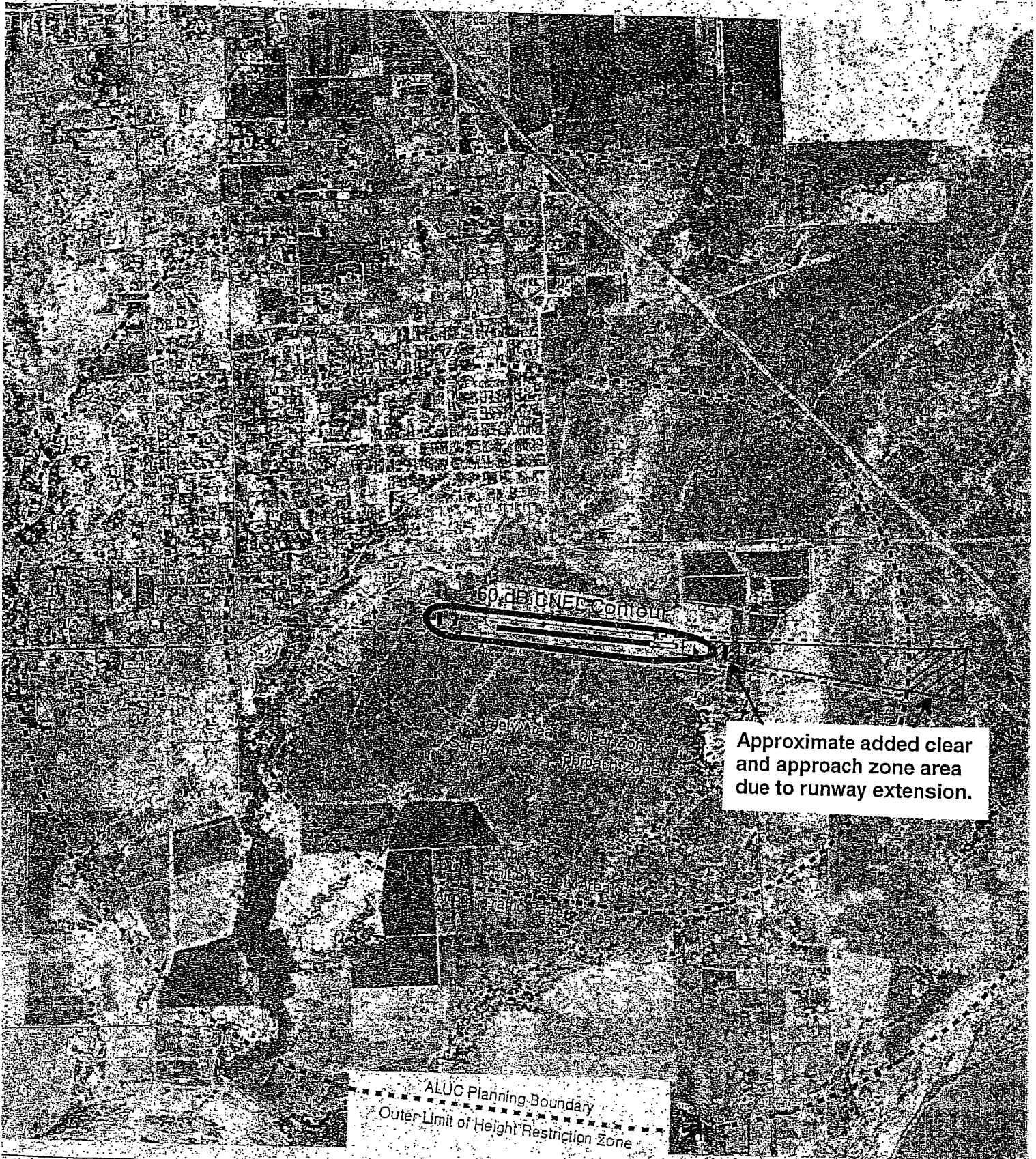


Map SY-1	<b>SANTA YNEZ VALLEY AIRPORT AREA OF INFLUENCE AND NOISE CONTOURS</b>	Scale 1 to 2000	Source: Bolt, Beranek, and Newman, 1972
-------------	---	--------------------	---





Attachment 7

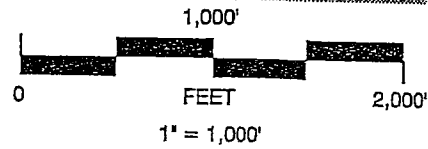
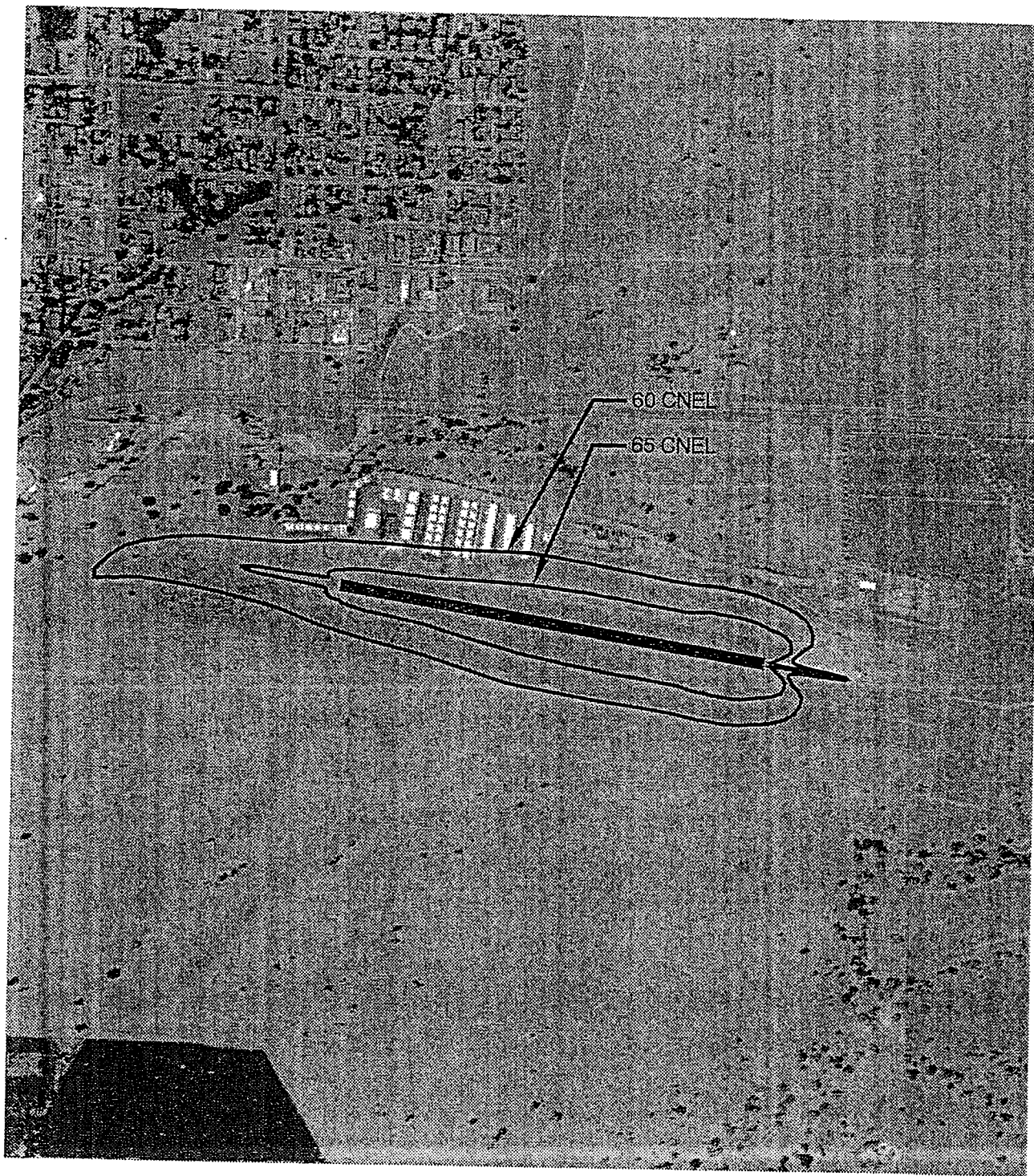


Map  
SY 1

SANTA YNEZ VALLEY AIRPORT

Comparison of  
Existing & New Approach Zones





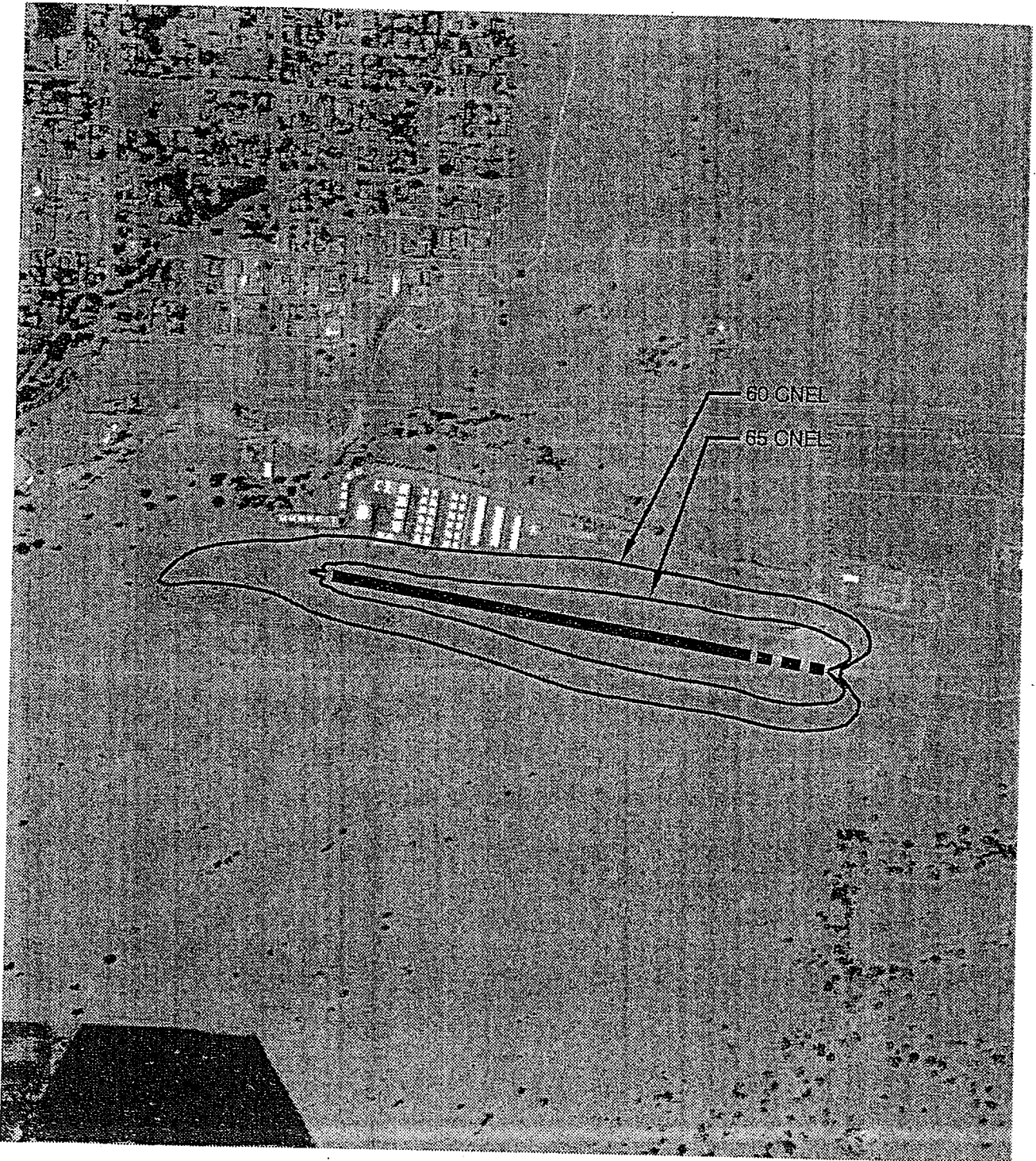
Source: Shutt Moen Associates (October 2000)

Figure 1B

2019 Noise Contours  
Santa Ynez Airport







Source: Shutt Moen Associates (October 2000)

Figure 1C

**2019 Noise Contours  
with 500' Runway Extension  
Santa Ynez Airport**



## Attachment 10

STATE OF CALIFORNIA – BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor



DEPARTMENT OF TRANSPORTATION  
DIVISION OF AERONAUTICS M.S. #40  
1120 N STREET - ROOM 3300  
P.O. BOX 942874  
SACRAMENTO, CA 94274-0001  
(916) 654-4959  
FAX (916) 653-9531

June 11, 2001

Mr. Frederick P. Kovol  
Assistant to the President  
Santa Ynez Valley Airport Authority  
P.O. Box 1572  
Santa Ynez, CA 93460

Dear Mr. Kovol:

Thank you for allowing us to review your Draft Airport Layout Plan (ALP) for the Santa Ynez Airport dated November 2000, by Shutt Moen Associates.

We understand that the Draft ALP includes the important features and proposed construction projects subject to Federal Aviation Agency (FAA) grant conditions and assurances. We also anticipate that an FAA approved ALP will be forthcoming in accordance with the requirements of Appendix 7, Airport Layout Plan Components and Preparation, of FAA Advisory Circular (AC) 150/5300-13 (Change 5), Airport Design.

Specifically the extension of Runway 26 requires that Department of Transportation, Division of Aeronautics, issue an Amended/Corrected Permit-Application (DOA-103), prior to any physical or operational changes at the airport which affect conditions or physical status. We also require an updated FAA approved ALP incorporating these changes as soon as it becomes available for our review and to complete this permit process.

In the interim, we have examined the Draft ALP and have found that the proposed project does meet the minimum design standards as outline by FAA and State of California. The planned 500' foot extension to the east of Runway 26 will enhance safety and operation of the airport.

Please contact me directly if there are any questions at (916) 654-5284.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kurt O. Haukohl".

Kurt O. Haukohl  
Aviation Safety Officer

Enclosures





April 2, 2001

William Chamberlin  
Santa Ynez Airport Authority  
P.O. Box 1572  
Santa Ynez, CA 93460

PLANNING COMMISSION  
HEARING OF MARCH 14, 2001

*RE: Santa Ynez Airport Master Plan Update, 01-GC-003*

Hearing on the request of Santa Ynez Airport Authority to consider Case No. 01-GC-003 [application filed on February 2, 2001] to determine that the Airport Master Plan update is in substantial conformity with the Comprehensive Plan pursuant to Government Code Section 65402(a). The application involves AP No. 141-220-005, located at 900 Airport Road, Santa Ynez area, Third Supervisorial District.

---

Dear Mr. Chamberlin:

At the Planning Commission hearing of March 14, 2001, Commissioner Farnum moved, seconded by Commissioner Beall and carried by a vote of 4-1 (Farr no) to:

1. Revise Section 6.2, Preliminary Comprehensive Plan Consistency of the staff report dated March 7, 2001, as revised by staff memorandum dated March 14, 2001 and as revised at the hearing of March 14, 2001;
2. Determine that the Santa Ynez Airport Master Plan update is consistent with the Santa Barbara County Comprehensive Plan;
3. Adopt the findings specified in Attachment A of the staff report dated March 7, 2001, as revised at the hearing of March 14, 2001; and
4. Direct staff to submit the comprehensive plan consistency review to the Santa Ynez Airport Authority.



REVISIONS TO THE STAFF REPORT

Page 5, Project Description language is amended:

The ALP depicts a 500-foot extension to the landing end of Runway 26. This will increase the useable takeoff length of the runway from 2,804 feet to 3,304 feet. Displaced landing thresholds of 500 feet are proposed for each runway end. This will serve to maintain the existing runway length of 2,804 feet for landings and require that aircraft touch down a minimum of 500 feet past the ends of the runway. An existing avigation easement ~~will be acquired~~ over the vineyard to the east ~~that will encompass~~ that portion of the runway protection zone that extends beyond the airport property line.

Page 6, Visual Resources Policy #2 is amended and Noise Policy #1 is added:

REQUIREMENT	DISCUSSION
<p><i>Visual Resources Policy #2: In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinant in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.</i></p> <p><i>Visual Resources Policy #5: Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.</i></p>	<p>Potentially Consistent: The site is developed with a number of large storage hangars. The development included in the Plan Update would be compatible with the existing development on the site. The Major CUP could be conditioned to ensure compatible and unobtrusive structures are built <u>with the appropriate screening and landscaping</u>. However, the size, location and use of the improvements included in the Airport Master Plan Update would not inherently be inconsistent with these policies with appropriate conditioning. <u>Additionally, any new lighting proposed with the new development (hangars) would be conditioned to be hooded and directed downward in order to keep the light on the site. This conditioning would not apply to any runway lighting that would be necessary for the safe operation of the airport.</u></p>
<p><u>Noise Policy 1: In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.</u></p>	<p><u>Consistent: The development included in the Airport Layout Plan Update would not cause additional air traffic or allow larger planes to use the airport. The additional hangars would be used by planes that are currently tied down at the airport and the runway extension would allow for safer landings and would not allow for larger and noisier planes to land since the pavement strength of the runway would not increase. The noise levels would not increase due to the layout plan update.</u></p>

*Page A-1, Finding 2.0 is amended:*

## 2.0 ADMINISTRATIVE FINDINGS

Based on the discussion presented in Section 6.0 of the staff report, dated March 7, 2001, and memo dated March 14, 2001, as revised, the location, purpose and the extent of the land uses proposed in the Santa Ynez Airport Master Plan Update are determined to be potentially consistent with the Comprehensive Plan and Comprehensive Plan Land Use Designation.

*The attached findings reflect the Planning Commission's actions of March 14, 2001.*

The Planning Commission action relative to Government Code § 65402 (a) is advisory in nature. Thus appeal procedures are not applicable. Your Commission's determination will be forwarded to the Santa Ynez Airport Authority.

Sincerely,

Rita Bright  
Secretary to the Planning Commission

cc: Case File: 01-GC-003  
Planning Commission File  
Lisa Martin, Records Management  
Address File: 900 Airport Road, Santa Ynez, CA 93460  
Owner: Santa Barbara County, 900 Airport Road, Santa Ynez, CA 93460  
County Chief Appraiser  
County Surveyor  
Fire Department  
Flood Control  
Park Department  
Public Works  
Environmental Health Services  
APCD  
Supervisor Marshall, Third District  
Commissioner Farnum, Third District  
Mary Ann Slutzky, Deputy County Counsel  
Brian Foss, Planner  
Barbara Phillips, North County Reference Binder  
North County GC Cases Reference Binder

**Attachments: Findings**

RB:cm

G:\GROUP\Dev\_Rev\WP\GCA01\_cases\01gc003\actltr3-14-01.doc

## ATTACHMENT A: FINDINGS

### 1.0 CEQA FINDINGS

CEQA findings are not applicable to the requested Government Code Consistency determination.

### 2.0 ADMINISTRATIVE FINDINGS

Based on the discussion presented in Section 6.0 of the staff report, dated March 7, 2001, and memo dated March 14, 2001, as revised, the location, purpose and the extent of the land uses proposed in the Santa Ynez Airport Master Plan Update are determined to be potentially consistent with the Comprehensive Plan and Comprehensive Plan Land Use Designation.

---

