

# STAFF REPORT

## SAN LUIS OBISPO COUNTY AIRPORT LAND USE COMMISSION

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**DATE:** MAY 17, 2023

**TO:** AIRPORT LAND USE COMMISSION (ALUC)

**FROM:** ERIC TOLLE, COUNTY PLANNING AND BUILDING

**REFERRING AGENCY:** COUNTY OF SAN LUIS OBISPO  
**PROJECT MANAGER:** COURTNEY PENE, DEPUTY AIRPORTS  
MANAGER

**SUBJECT:** HEARING TO CONSIDER A MANDATORY REFERRAL BY THE COUNTY OF SAN LUIS OBISPO (COUNTY) FOR A DETERMINATION OF CONSISTENCY OR INCONSISTENCY STATUS WITH THE AIRPORT LAND USE PLAN (ALUP) FOR THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT (AIRPORT) FOR THE ADOPTION OF THE SAN LUIS OBISPO COUNTY REGIONAL AIRPORT MASTER PLAN UPDATE (PROJECT).

### **RECOMMENDATION:**

Recommend a determination of Consistency for the San Luis Obispo County Regional Airport Master Plan Update based on the findings set forth in this staff report. In addition, it is also recommended that your Commission provide direction regarding any necessary technical amendments to the ALUP that may be appropriate following any subsequent approval and implementation of the San Luis Obispo County Regional Airport Master Plan Update.

### **PROJECT DESCRIPTION:**

**Proposal:** Hearing to consider a request by the County of San Luis Obispo for the adoption of the San Luis Obispo County Regional Airport Master Plan Update (SBP Airport Master Plan). The proposed SBP Master Plan identifies a Preferred Development Alternative to address future airport operations and compliance with FAA guidelines and requirements. The Preferred Development Alternative includes New Airfield Pavement, New Landside Pavement, demolition of existing pavement and facilities, and other impacts to land areas.

### **BACKGROUND:**

The San Luis Obispo County Regional Airport Land Use Plan (ALUP) was originally adopted in 1973. The ALUP was recently amended and restated in May 2021 to reflect updates since 2004 to the airport layout plan, aviation activity forecasts, and noise contour maps. The most recent San Luis Obispo County Regional Airport Master Plan (SBP Airport Master Plan) was updated in 2005, and the current ALUP acknowledges that the SBP Airport Master Plan is out of date, and therefore utilized the FAA's 2019 Terminal Area Forecast (TAF) to forecast anticipated growth and improvements at the airport through the year 2044.

In accordance with ALUP Section 2.6.1.3 Airport Master Plans, modification or update of the Airport Master Plan by the County of San Luis Obispo shall be determined to be consistent with the ALUP by the ALUC before official publication.

The objective of the SBP Airport Master Plan is to provide the community, public officials, airport tenants, and users with guidance for the future development of the San Luis Obispo County Regional Airport. An airport master plan is required by the Federal Aviation Administration (FAA) to help plan for future operational needs and highlight projects in need of future federal funding. The FAA directed the San Luis Obispo County Regional Airport to resolve all airfield issues when it updated the airport master plan.

The County began updating the SBP Airport Master Plan to develop a 20-year plan for the airport. The SBP Airport Master Plan provides a comprehensive study of the airport and describes the short-, medium-, and long-term development plans to meet future aviation needs. The SBP Airport Master Plan process is currently in the environmental determination phase to comply with the California Environmental Quality Act (CEQA), and it is anticipated that the environmental review process will conclude in winter 2023.

The SBP Airport Master Plan includes information on historical and current airport activity levels, facilities, and operations, and generates activity forecasts that support improvements to satisfy demand over the next 20 years. The Master Plan is informed by information and feedback collected from airport stakeholders. Stakeholders consist of County of San Luis Obispo staff, members of the public, elected officials, City of San Luis Obispo departments, state and federal agencies, and airport users and tenants.

### **Public Engagement**

County Airport staff utilized several methods to engage the public in the airport master plan update process. A Community Advisory Committee, comprised of community members selected by the County of San Luis Obispo was assembled to advise the Master Plan study team of the community's reaction, sensitivity, and desires for the airport as it relates to the greater community. The Community Advisory Committee met on January 19, 2023.

A Technical Advisory Committee comprised of technical members representing FAA and airport tenants that were selected by the County of San Luis Obispo will advise the Master Plan study team on the technical content and recommendations of the SBP Airport Master Plan. The Technical Advisory Committee met on January 18, 2023.

Public Information Workshops were held at two milestones in the airport master plan development process. These workshops allow the Master Plan team to keep the community informed and involved in determining the future of the airport. These Public Information Workshops occurred between December 2022 and May 2023.

### **DISCUSSION:**

The Master Plan team identified and evaluated six Development Alternatives. The proposed airport master plan includes a Preferred Development Alternative to address future airport operations and compliance with FAA guidelines and requirements. The Preferred Development Alternative will be evaluated in accordance with CEQA.

### **Preferred Development Alternative**

The proposed SBP Airport Master Plan includes New Airfield Pavement, New Landside Pavement, demolition of existing pavement and facilities, and other impacts to land areas. Provided below is a summary of the impacted Airfield Elements:

- New Runway 11-29 Endpoints – shift 740' Northwest
- Land Acquisition and grading to enable the Runway 11-29 shift
- Potential New Road Alignment for Hoover Avenue to remove it from the Runway Protection Zone
- Demolition of the existing Hoover Avenue roadway section within the Runway Protection Zone
- Closure of Runway 7-25 – allows for redevelopment of General Aviation apron and hanger development
- Buckley Road Improvements to depress the roadway elevation

- Demolish of the existing Runway 11-29 Endpoint – shifts the runway away from Orcutt Road/SR 227

Additionally, the proposed SBP Airport Master Plan would meet the following operational requirements:

- Terminal Building Improvements – increased outbound baggage space, concession space, and holding room space
- Auto Parking Improvements – additional public, employee/tenant, and rental car parking stalls
- General Aviation Improvements – increased conventional hanger space and T-hangers

Following the completion of the SBP Airport Master Plan, it will be presented to the County of San Luis Obispo Board of Supervisors for review and adoption. If adopted, as proposed, the existing airport boundary will remain unchanged, however, there may be several changes to the airport layout plan and configuration within those boundaries associated with the closure of Runway 7-25, which may render some of the existing safety area development limitations within the ALUP unnecessary. The Commission could amend Chapter 3 – Airport Information of the ALUP in the future to clean up those items through text amendments and updated exhibits (figures and tables).

**ALUP POLICIES & FINDINGS** As an Airport Master Plan Update, the Project is not subject to the ALUP noise (4.3), safety (4.4), airspace protection (4.5), and overflight protection (4.6) policies that would normally apply to off-airport projects. The relevant guidance for master plan consistency reviews under the ALUP can be found in applicable General Land Use Policies (4.2) and Additional Compatibility Policies (4.7.2.1).

#### **ALUP 4.2 General Land Use Policies – Policy G-2**

This general land use policy requires a determination of inconsistency if the proposed project would present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance.

The Project is an FAA required long term planning document and further environmental review and regulatory approvals, including ALUC consistency review under ALUP Section 2.6.1.2, would be required prior to implementing certain plan components, such as the proposed 740' Northwest shift of Runway 11/29. Notwithstanding, to assist with the Commission's discussion, Planning staff has prepared theoretical Noise Contours and Safety Zones showing the potential effect of shifting the corresponding contours and zones 740' to the Northwest. (See Attachments x and x.) Based on a preliminary review, and subject to future ALUC determination should any shift in Runway 11/29 actually be implemented, it appears a 740' shift to the Northwest of the noise contours and Safety Zones would not result in significant number of compatible land uses becoming incompatible, either because the majority of land uses would remain compatible with the applicable ALUP requirements or because they were already existing incompatible uses under the current ALUP. County Staff is also in the process of consulting with City Staff to help determine whether there are any material incompatibility issues and a further update may be provided at the hearing.

***Finding – Policy G-2:*** *The Project is consistent with Policy G-2 because it is an FAA required long term planning document that does not present specific incompatibilities to the continued economic vitality and efficient operation of the Airport with respect to safety, noise, overflight or obstacle clearance. While the Preferred Development Alternative identified in the Project proposes a potential 740' Northwest shift of Runway 11/29 to address airfield related issues identified by the FAA, any future shift of the runway would be subject to further environmental review and regulatory approvals, including ALUC consistency review pursuant to ALUP Section 2.6.1.2.*

**ALUP 4.7 Additional Compatibility Policies – Section 4.7.2.1 Airport Improvement Plans**

This section states when reviewing future master plan or other plans for improvement of the Airport, land use compatibility issues should be evaluated with respect to potential changes in noise, overflight, and safety impacts or height restrictions which would result from the plans' implementation. Inconsistencies between such plans and the compatibility policies herein may occur if the improvement plans include:

- a. New activity forecasts that are:
  - 1. Significantly higher than those used in developing the Airport Compatibility Map, or
  - 2. Assume a higher proportion of larger or noisier aircraft.
- b. Proposals for facilities or procedures not assumed herein; specifically:
  - 1. Construction of a new runway or helicopter takeoff and landing area.
  - 2. Change in the length, width, or landing threshold location of an existing runway.
  - 3. Establishment of an instrument approach procedure.
  - 4. Modification of the flight tracks associated with existing visual or instrument operations procedures.

The Project does not involve a significant change in activity forecasts or aircraft type from current conditions. As discussed above, any shift in Runway 11/29 would require further consistency review by the Commission pursuant to ALUP Section 2.6.1.2. Notwithstanding, for discussion purposes, based on a preliminary review, it appears a 740' shift to the Northwest of the noise contours and Safety Zones would not result in significant number of compatible land uses becoming incompatible under current conditions, either because the majority of land uses would remain compatible with the applicable ALUP requirements or because they were already existing incompatible uses under the current ALUP. (See Attachments x and x.)

***Finding – Section 4.7.2.1 Airport Improvement Plans:*** *The Project is consistent with ALUP Section 4.7.2.1 because the Project does not involve a significant change from current conditions in activity forecasts or aircraft type. While the Preferred Development Alternative identified in the Project proposes a potential 740' Northwest shift of Runway 11/29 to address airfield related issues identified by the FAA, any future shift of the runway would be subject to further environmental review and regulatory approvals, including ALUC consistency review under ALUP Section 2.6.1.2.*

**ATTACHMENTS:**

- 1) [San Luis Obispo County Regional Airport Master Plan Public Meeting Presentation – Feb. 2, 2023](#)
- 2) **ALUP - Airport Layout Plan**
- 3) **ALUP - Aviation Safety Areas**
- 4) **ALUP - Airport Noise Contours**
- 5) **Conceptual Airport Noise Contour Overlay Map**
- 6) **Conceptual Airport Safety Zone Overlay Map #1**
- 7) **Conceptual Airport Safety Zone Overlay Map #2**



# *San Luis Obispo County Regional Airport Master Plan*

*Public Meeting*

*February 2<sup>nd</sup>, 2023*



# Meeting Agenda

1. Introduction/Background
2. Issues Requiring Resolution
3. Preferred Development Plan
4. Wrap-up and Next Steps



# Meeting Agenda

- 1. Introduction/Background**
2. Issues Requiring Resolution
3. Preferred Development Plan
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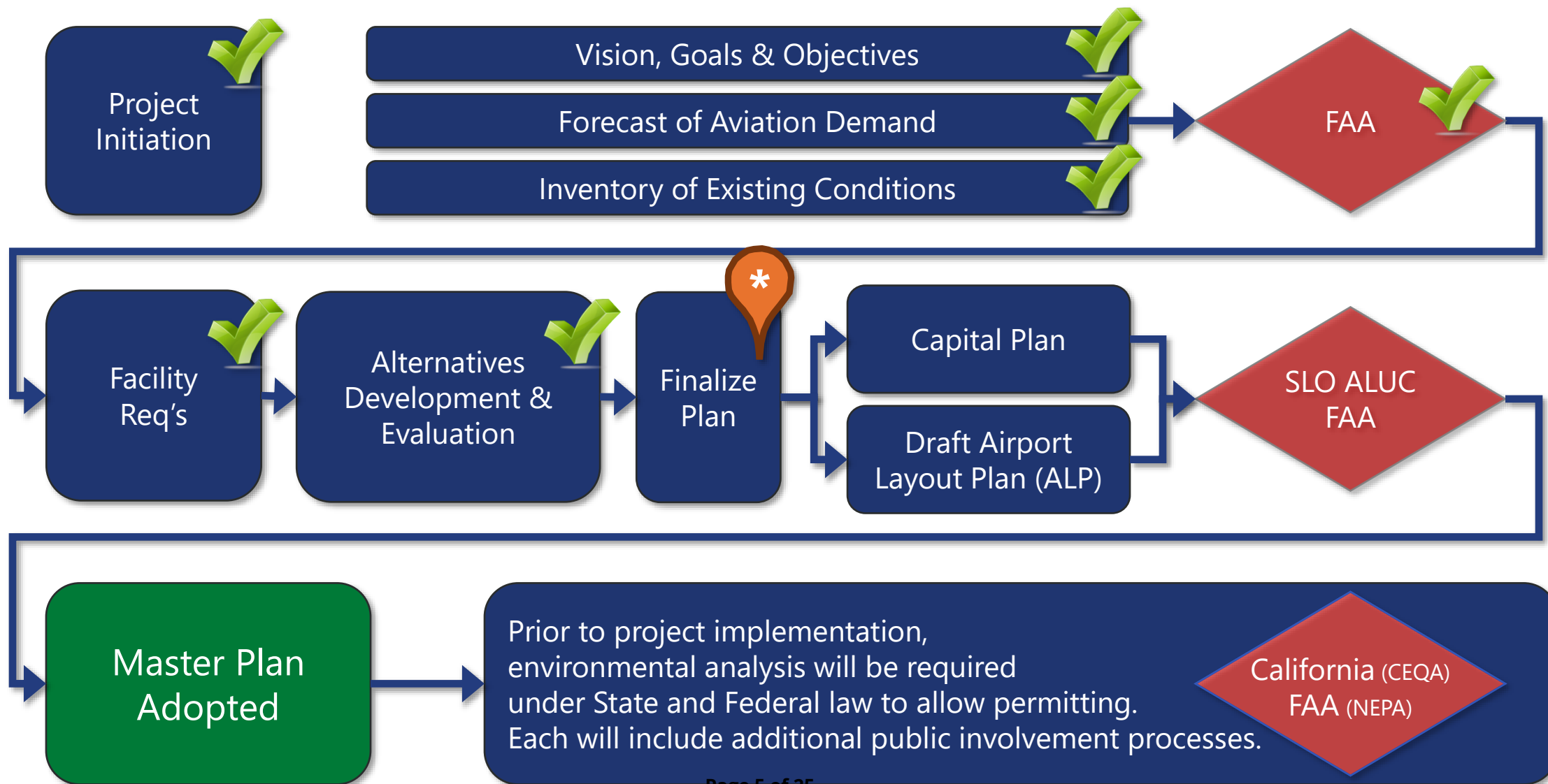
# What is an Airport Master Plan?

**“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”**

*-FAA Advisory Circular 150/5070-6B Airport Master Plans*



# Airport Master Plan Tasks



# Purpose of Today's Meeting

- » Share and Listen to Feedback
  - Describe airport conditions requiring resolution
  - Describe Preferred Development Plan



# Key Master Plan Conclusions

## **Facility Impacts Required**

On-airport and off-airport facilities will be impacted to meet FAA airfield standards

## **Maintain Business Continuity**

Relocation opportunities will be provided to impacted tenants prior to facility impact

## **Collaborative Effort**

Airport leadership is goal is to identify agreeable solutions to implement the Preferred Development Plan

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# Airport Functional Areas



Airfield



Landside

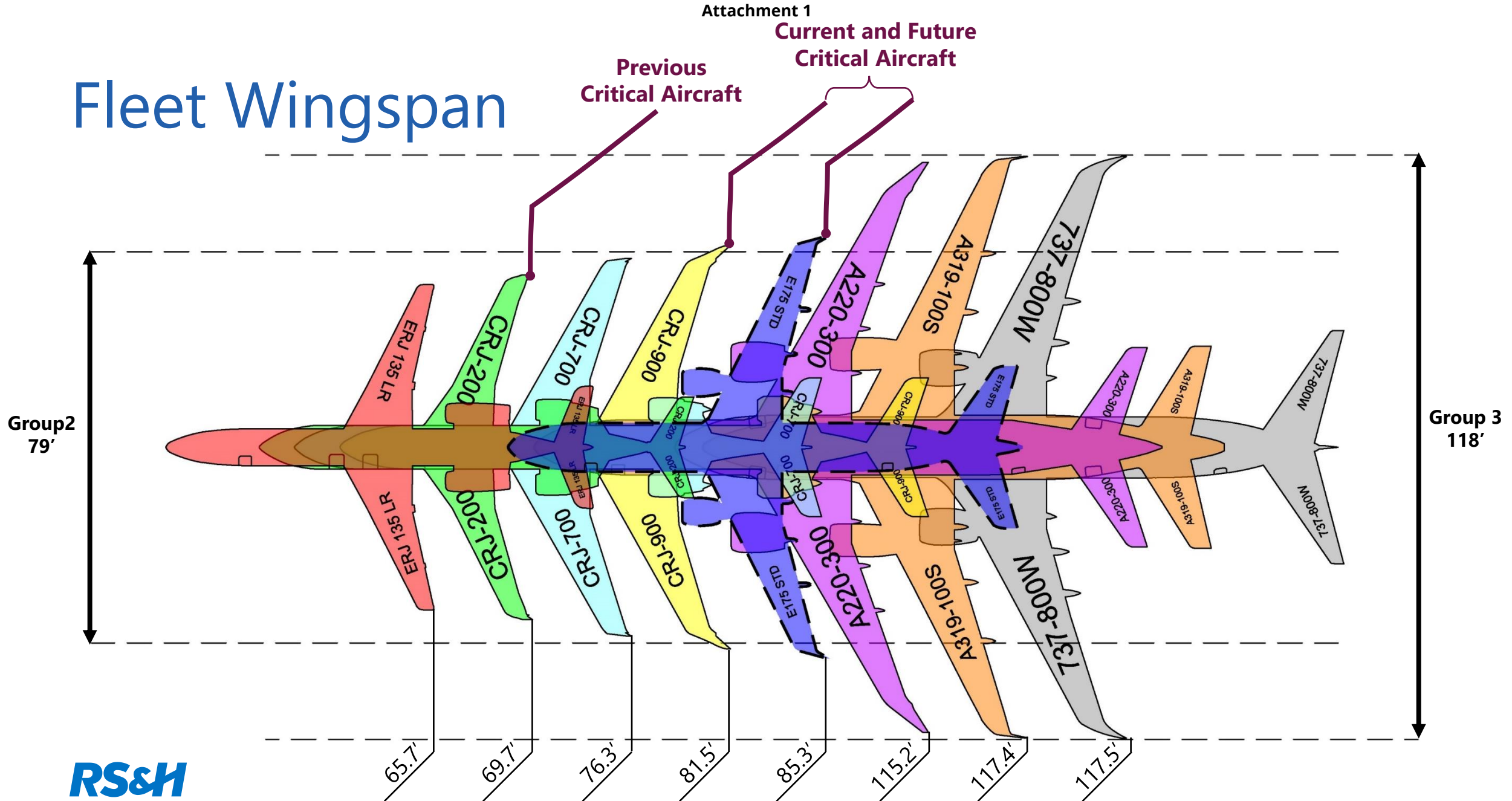


Terminal



Support  
Facilities

# Fleet Wingspan



Attachment 1  
Current and Future  
Critical Aircraft

Previous  
Critical Aircraft

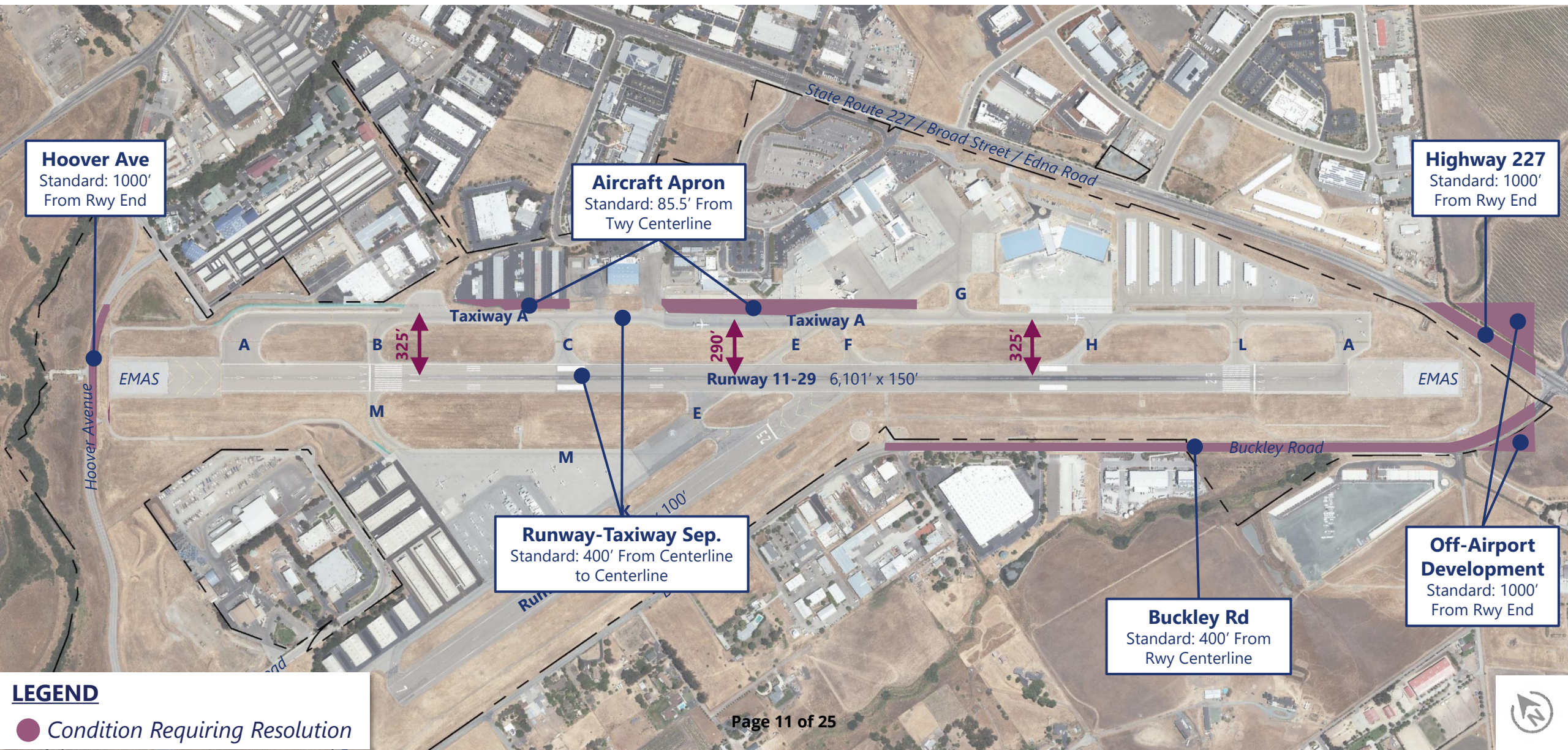
Group 2  
79'

Group 3  
118'



# Existing Airfield Conditions

## SUMMARY OF AIRFIELD ISSUES REQUIRING RESOLUTION



**LEGEND**  
● Condition Requiring Resolution



# Master Plan Outcome

The FAA has directed San Luis Obispo County Regional Airport to resolve all airfield issues at the Airport.

A Preferred Development Alternative has been identified through the Master Plan process for the Airport to implement in a phased manner.

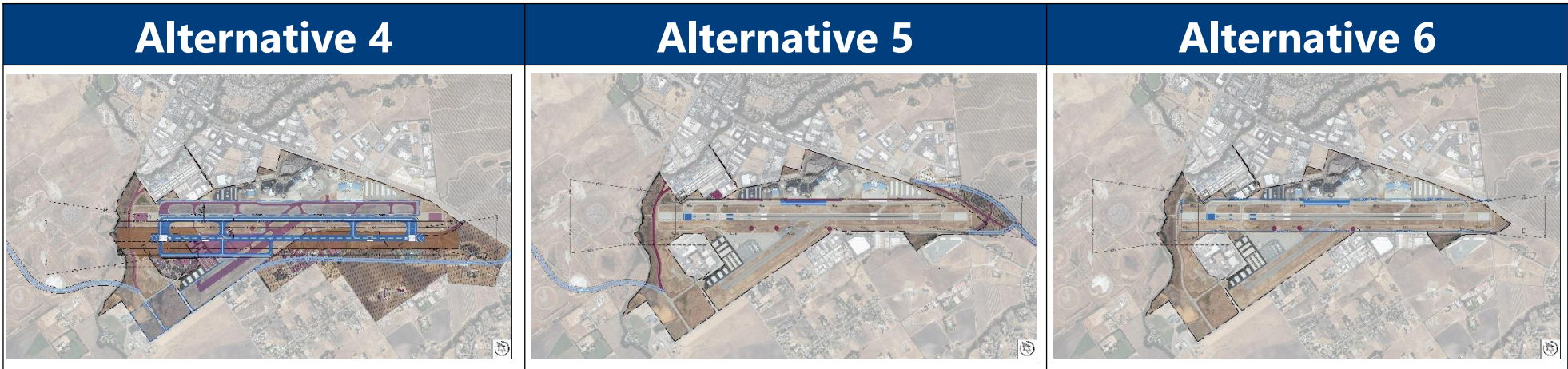


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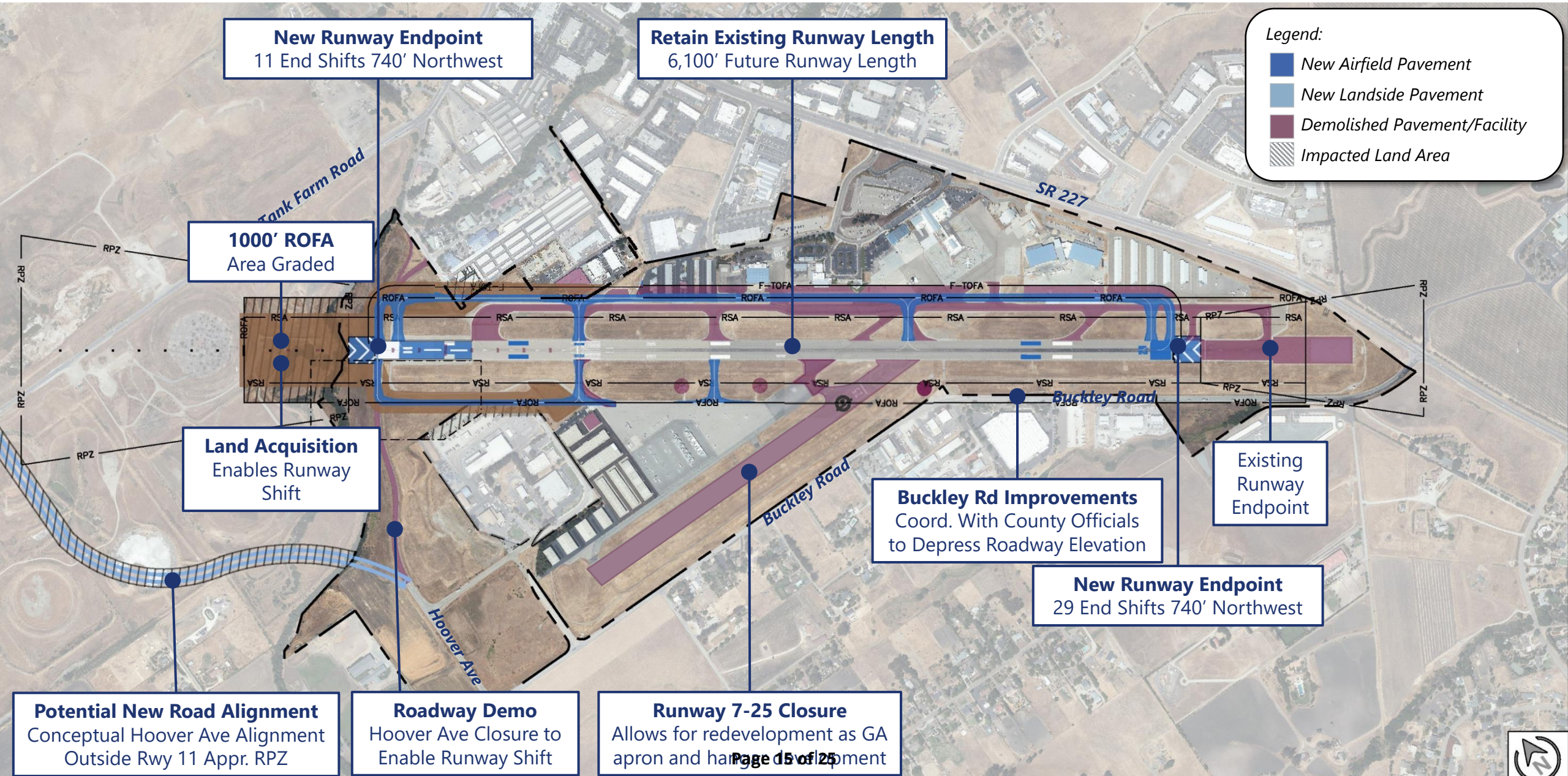


# Preferred Development Alternative Selection

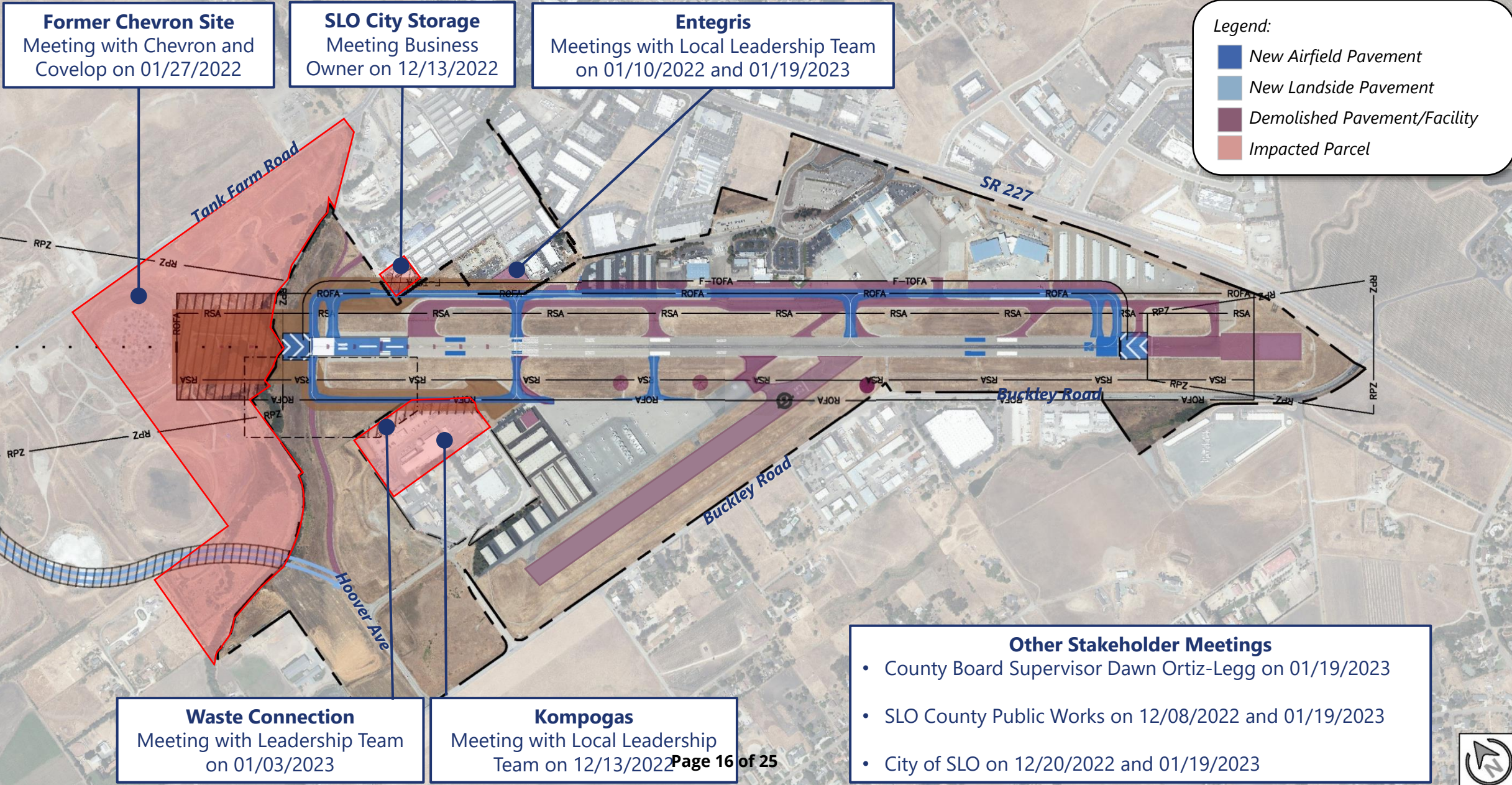


# Preferred Development Alternative Attachment 1

## Airfield Elements



## Stakeholder Engagement



# Other Airport Requirements

## **Terminal Building Requirement Summary**

- +3,200sf of outbound baggage space (screening and make-up) required
- +800 sf of concession space required
- +3,500 sf of holdroom space required

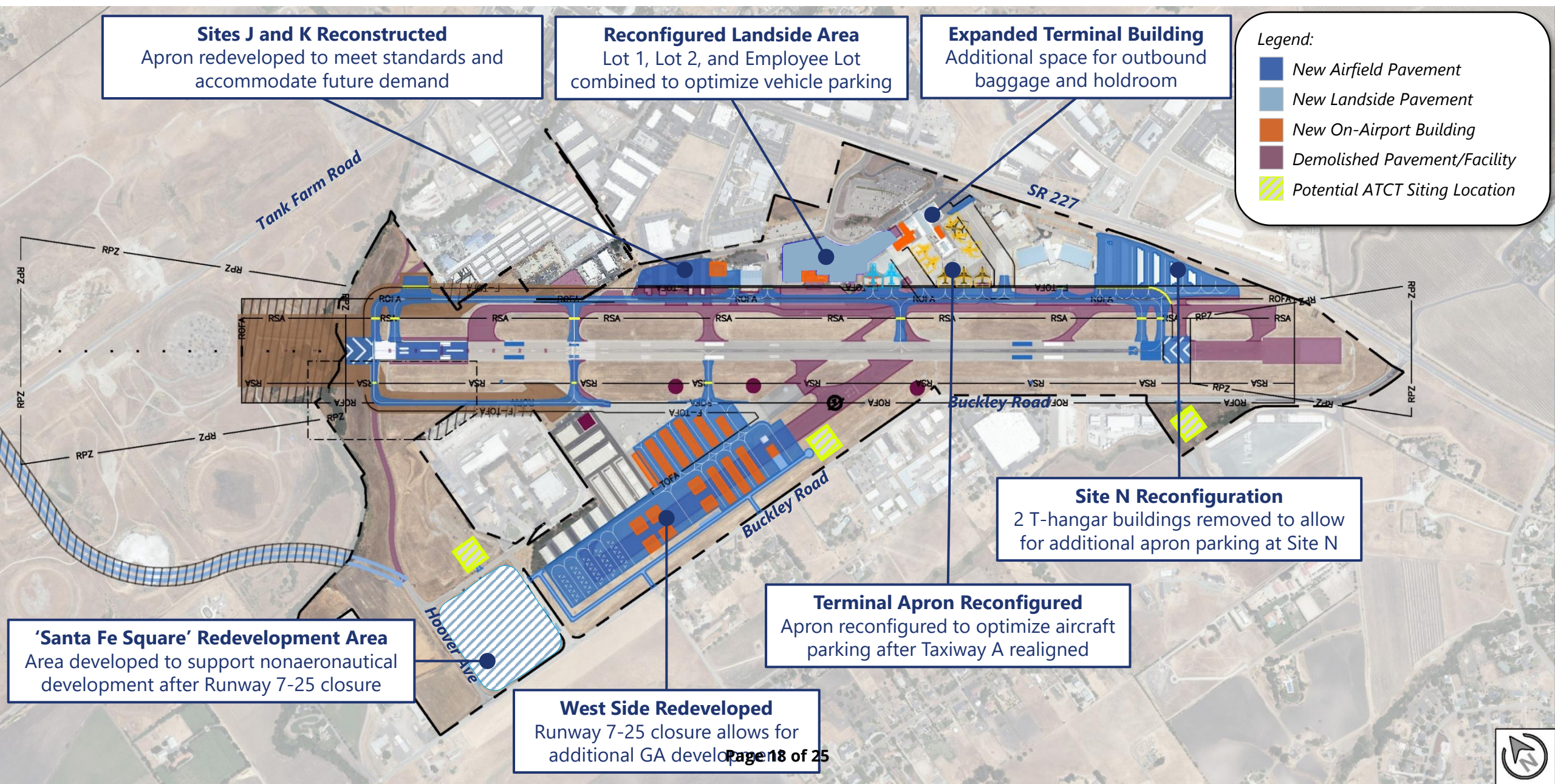
## **Auto Parking Requirement Summary**

- +650 public parking stalls required
- +40 Airport Employee/FBO/Other Tenant parking stalls required
- +275 rental car spaces required

## **General Aviation Requirement Summary**

- +28,000sf conventional hangar space required
- +20 T-hangars required

## Future



**Sites J and K Reconstructed**  
Apron redeveloped to meet standards and accommodate future demand

**Reconfigured Landside Area**  
Lot 1, Lot 2, and Employee Lot combined to optimize vehicle parking

**Expanded Terminal Building**  
Additional space for outbound baggage and holdroom

*Legend:*

- New Airfield Pavement
- New Landside Pavement
- New On-Airport Building
- Demolished Pavement/Facility
- Potential ATCT Siting Location

Tank Farm Road

SR 227

Buckley Road

Buckley Road

Hoover Ave

**Site N Reconfiguration**  
2 T-hangar buildings removed to allow for additional apron parking at Site N

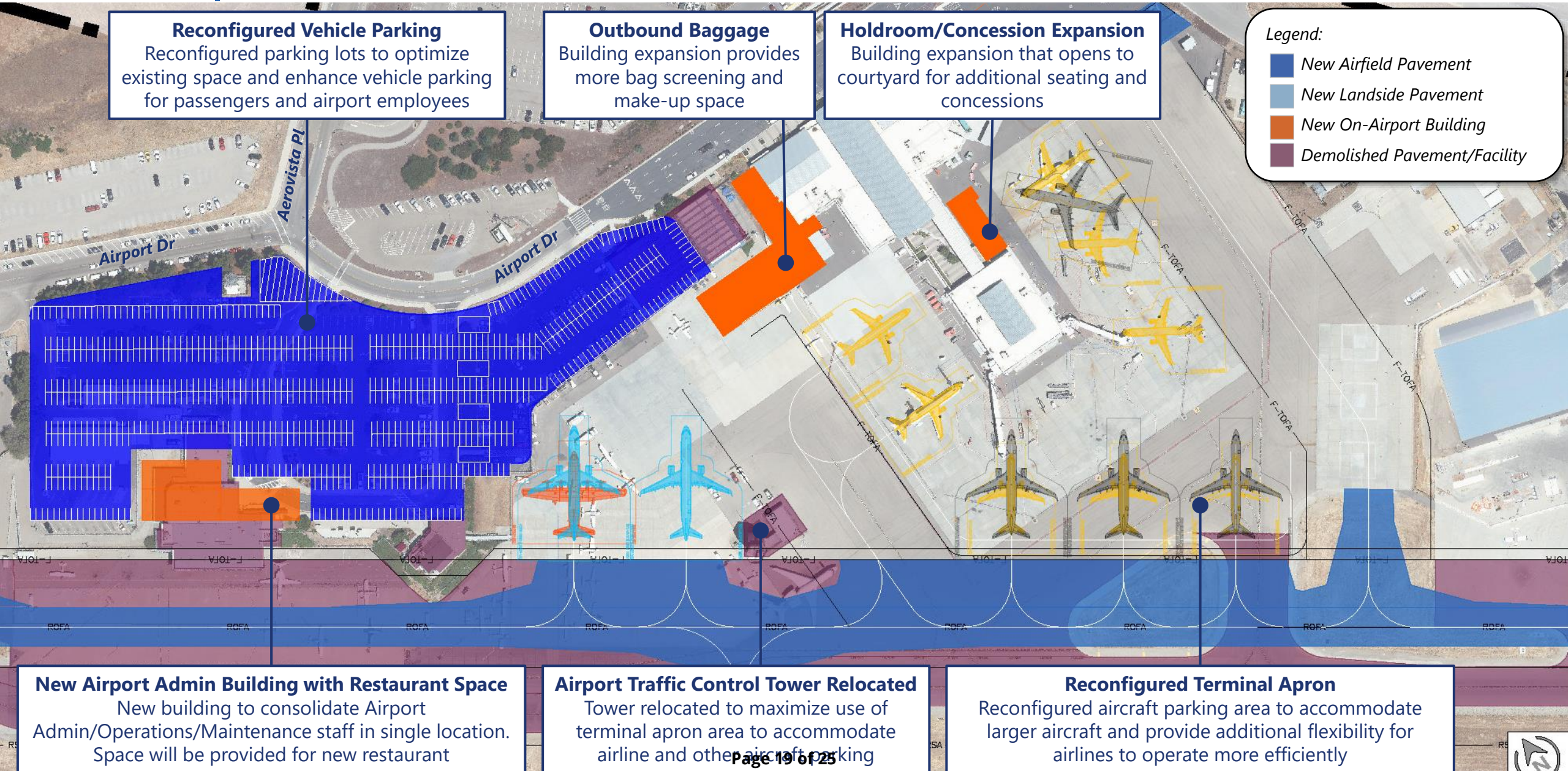
**Terminal Apron Reconfigured**  
Apron reconfigured to optimize aircraft parking after Taxiway A realigned

**'Santa Fe Square' Redevelopment Area**  
Area developed to support nonaeronautical development after Runway 7-25 closure

**West Side Redeveloped**  
Runway 7-25 closure allows for additional GA development

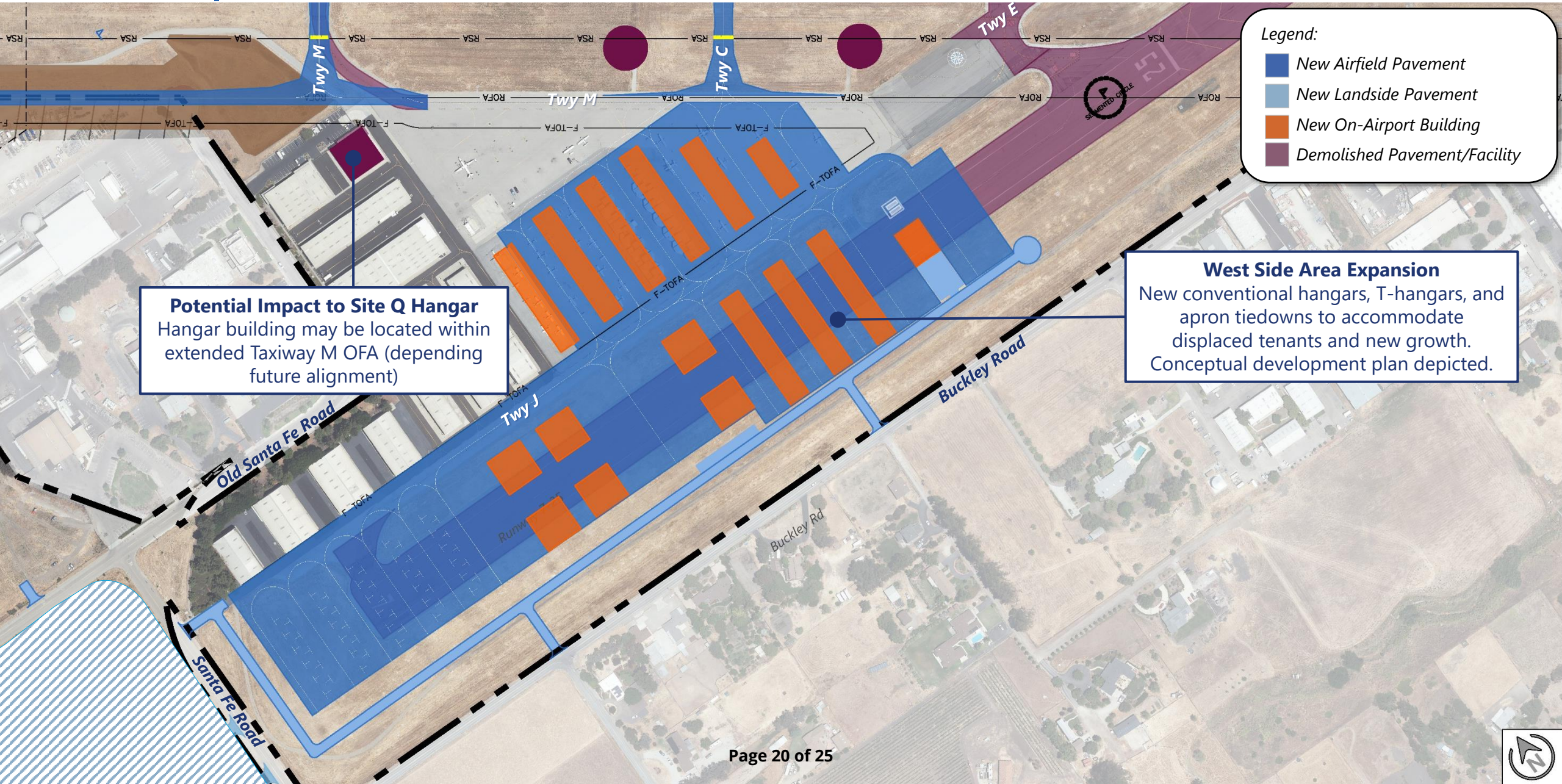


## Future | Terminal Area



# Preferred Development Alternative Attachment 1

## Future | West Side



**Legend:**

- New Airfield Pavement
- New Landside Pavement
- New On-Airport Building
- Demolished Pavement/Facility

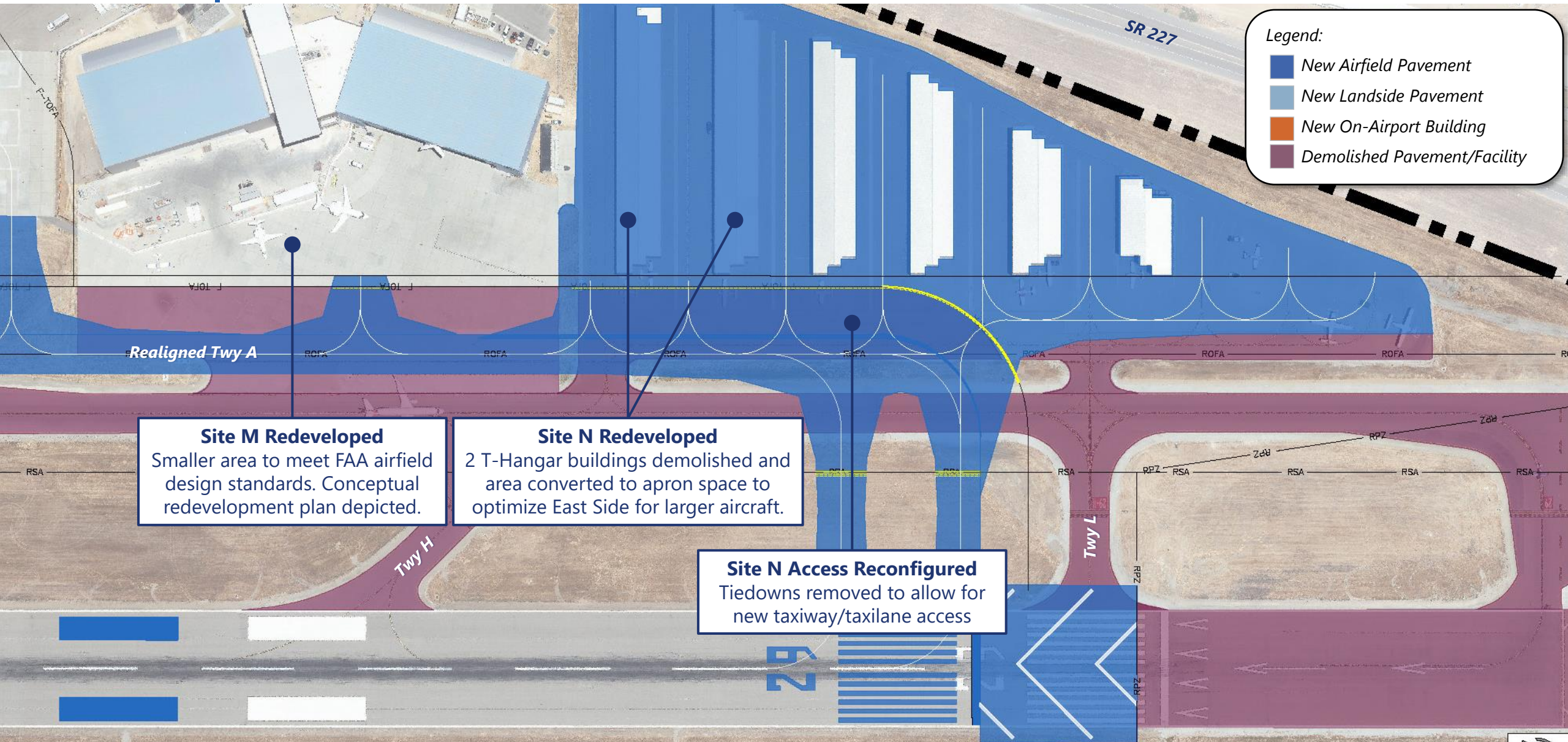
**Potential Impact to Site Q Hangar**  
Hangar building may be located within extended Taxiway M OFA (depending future alignment)

**West Side Area Expansion**  
New conventional hangars, T-hangars, and apron tiedowns to accommodate displaced tenants and new growth. Conceptual development plan depicted.





## Future | Site M and Site N



# Meeting Agenda

1. Introduction/Background
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4. **Wrap-up and Next Steps**



# Wrap-Up

**Thank You for your  
participation and feedback!**

# Next Steps

- » Finalize Master Plan document
- » Gov't agency review/approvals

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Master Plan Conclusion

- » Environmental entitlement processes

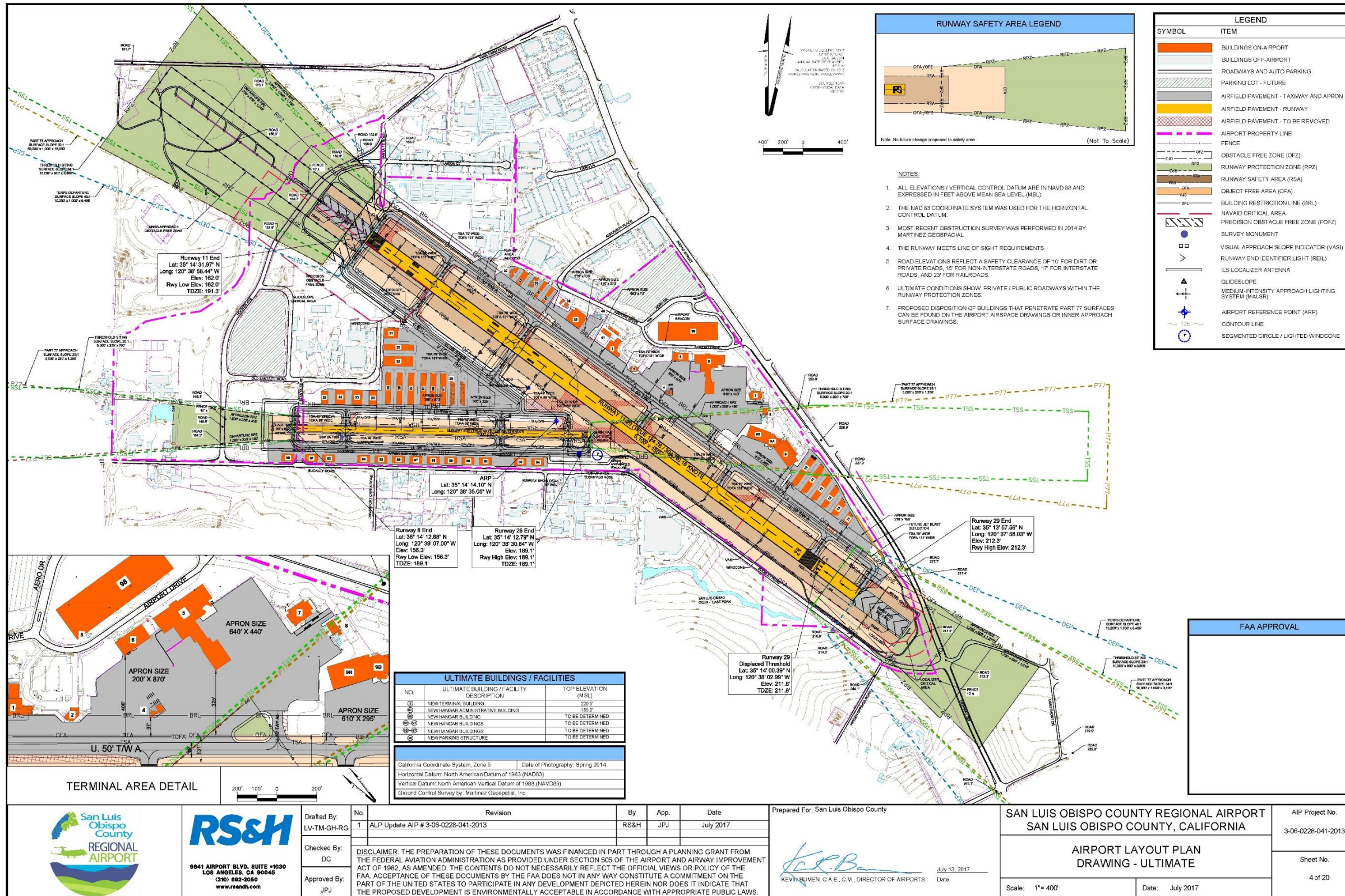




*Thank You!*

Chapter 3 – Airport Information

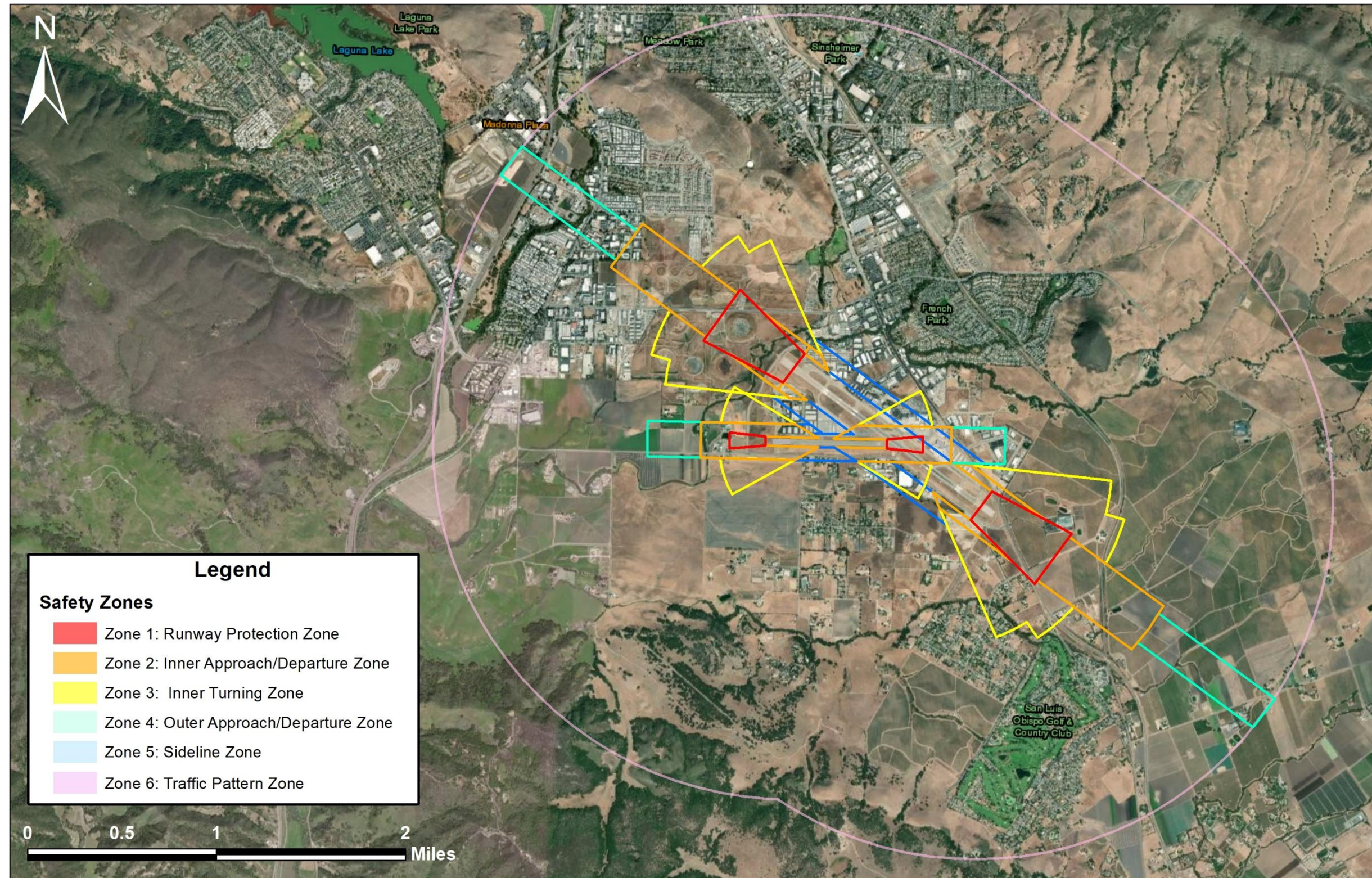
Figure 3-1: Airport Layout Plan



Source: RS&H, 2019

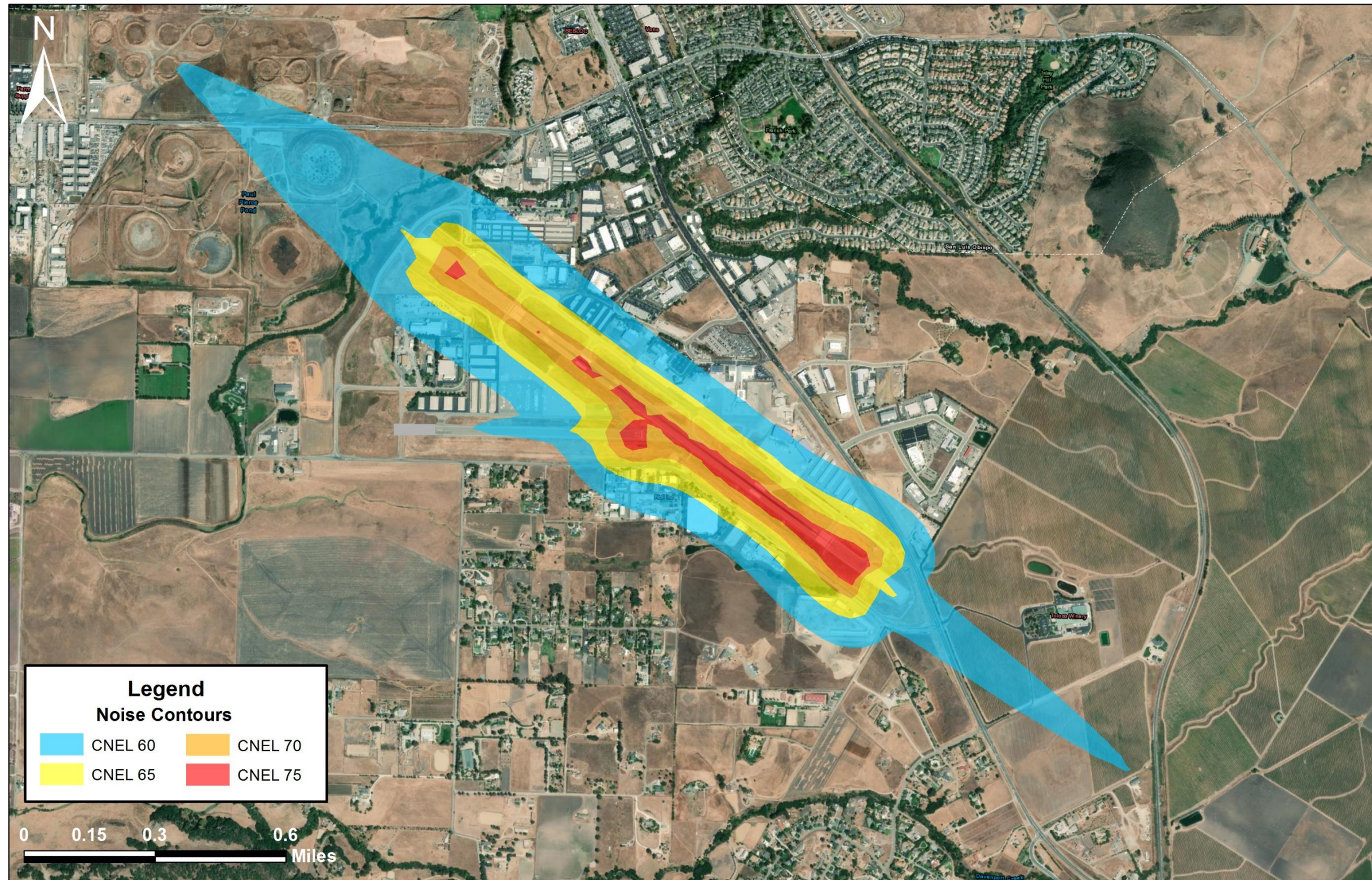
Chapter 2 – Scope of the Airport Land Use Plan

Figure 2-2: San Luis Obispo County Airport Safety Zones



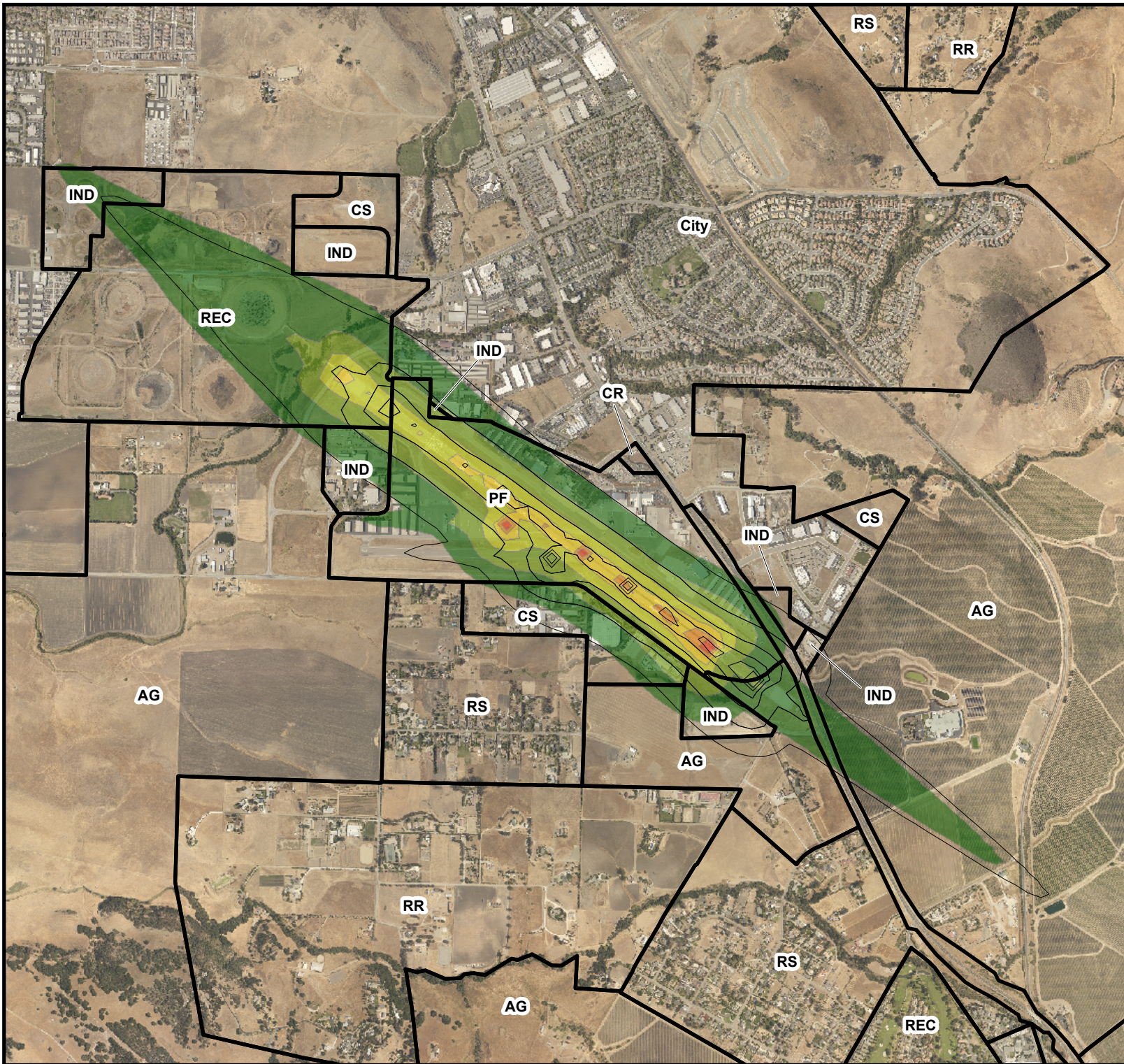
Source: RS&H, 2020

Figure 4-1: San Luis Obispo County Regional Airport Noise Contours



Source: RS&H, 2015





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### Airport Land Use Plan Noise Contours 740 ft Shift

#### Legend

- Existing Land Use
- Noise-Contours (Without Narrow Body Sensitivity) - Original

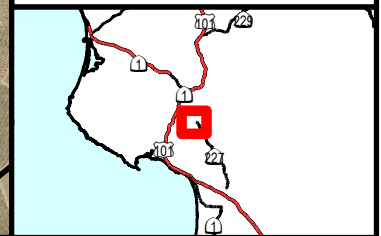
#### Noise-Contours Shifted 740 ft NW

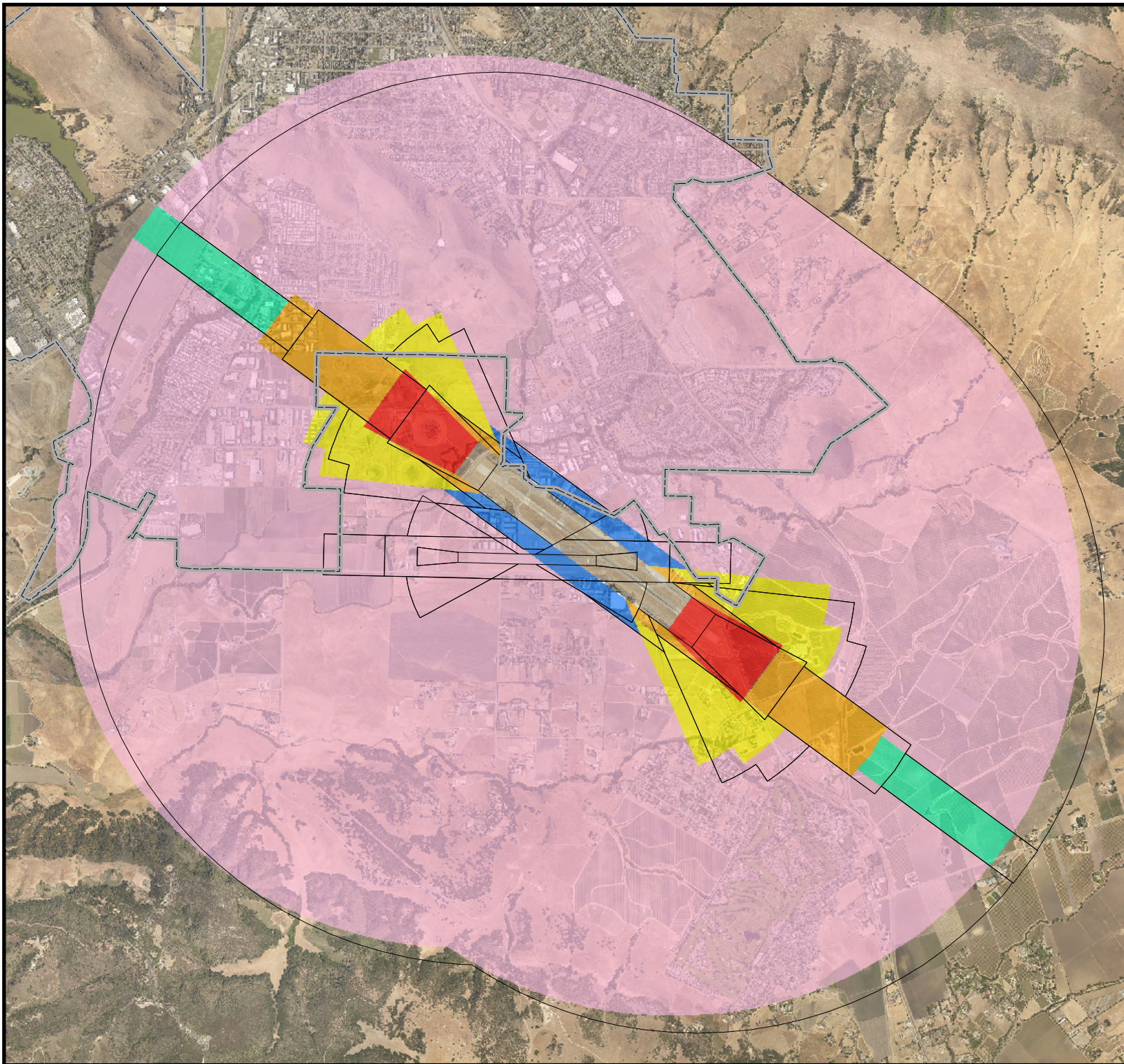
- CNEL 60
- CNEL 65
- CNEL 70
- CNEL 75
- CNEL 80
- CNEL 85



0 0.075 0.15 0.3 Miles

Source: County of San Luis Obispo  
Map Date: May 5, 2023





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### Airport Land Use Plan Safety Zones 740 ft Shift

#### Legend

- City of San Luis Obispo
- Existing ALUP Safety Zones

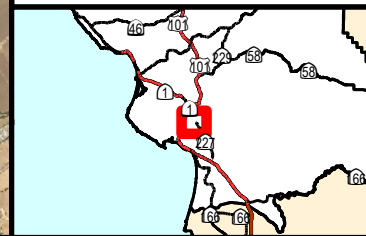
#### Proposed 740 ft shift for Runway 11/29

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6



0 0.15 0.3 0.6 Miles

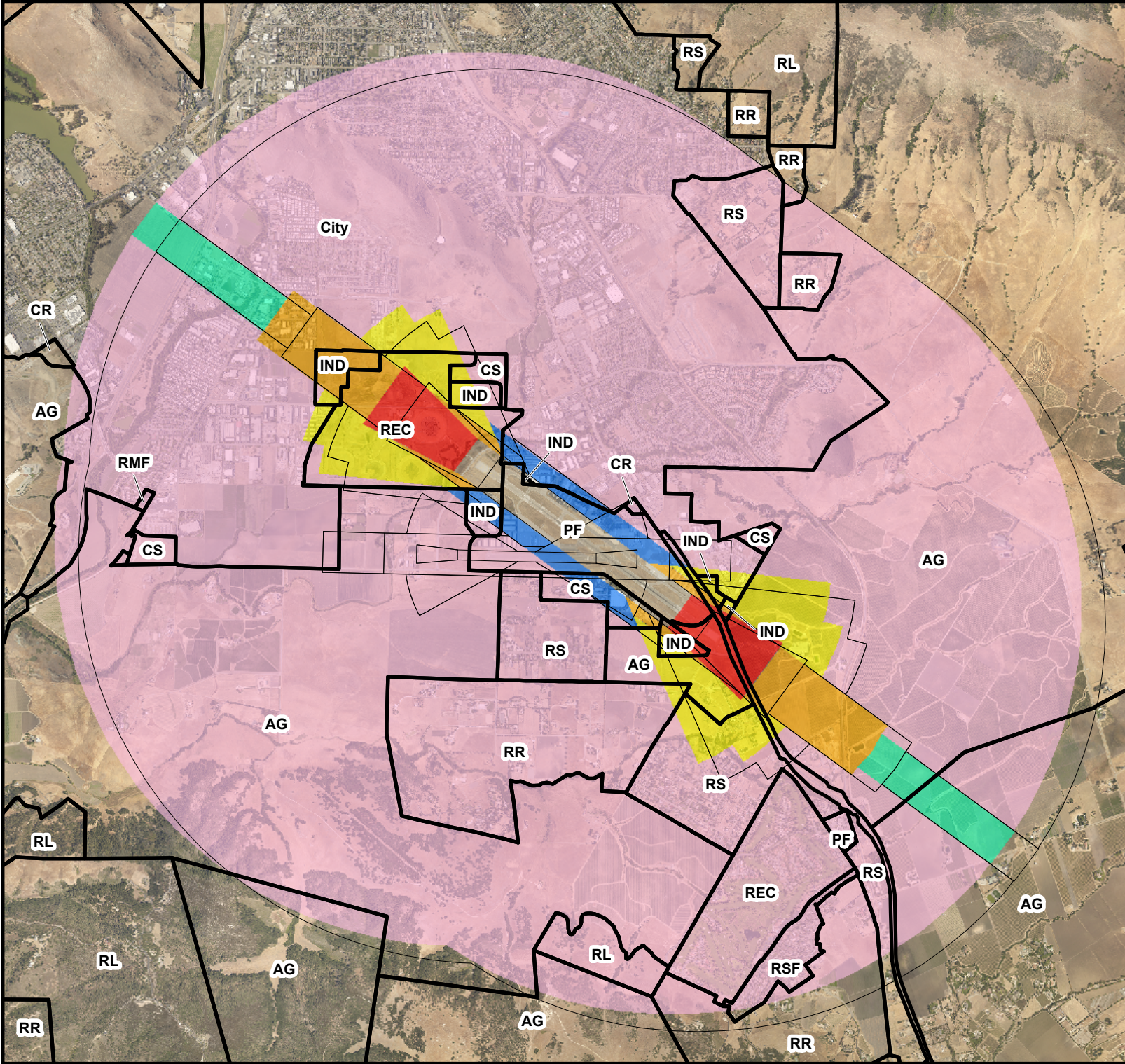
Source: County of San Luis Obispo  
Map Date: May 5, 2023





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### Airport Land Use Plan Safety Zones 740 ft Shift



#### Legend

- Existing Land Use
- Existing ALUP Safety Zones

#### Proposed 740 ft shift for Runway 11/29

- Zone 1
- Zone 2
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- Zone 6



0 0.15 0.3 0.6 Miles

Source: County of San Luis Obispo  
Map Date: May 5, 2023

