

SECTION 5

THE AIRPORT PLANNING AREA AND LAND USE COMPATIBILITY MATRIX

The Airport Planning Area for the Paso Robles Municipal Airport is delineated by a combination of the Federal Aviation Regulations (FAR) Part 77 horizontal surface and the 55 CNEL noise contour defined earlier in this plan. Land use planning areas within the Airport Planning Area consist of six safety zones (see Figure 3), and a single noise overlay zone based on the 55 CNEL noise contour (see Figure 2).

The Land Use Matrix presented in Table 10 provides a listing of the land uses that are compatible or prohibited in each safety zone. In the event of any conflict or apparent conflict between the Land Use Policies defined in Section 4 and the Land Use Matrix, the Land Use Policies shall take precedence. Compatibility with the Land Use Matrix does not create an entitlement. In all instances, land uses are still subject to the jurisdictional requirements and restrictions found in the General Plans, Zoning, and Subdivision Regulations promulgated by the County of San Luis Obispo and City of Paso Robles.

The six safety zones depicted on Figure 2 and referenced in Table 10 were defined in Section 4.5.2 and are restated for reference purposes below. Generally, Safety Zone 1 is wholly contained within the existing Airport property and land uses there are governed by the City-adopted Airport Master Plan and the Federal Aviation Administration approved Airport Layout Plan. Land uses in Zones 3, 4, 5 and 6 are outside the existing Airport property and are governed wholly by the Land Use Matrix, footnotes, and any referenced policies. The criterion set forth in Table 10 applies only to land uses that are not already incompatible or inconsistent with this plan.

Airport Property – All property within the boundaries of the Paso Robles Municipal Airport. Land use in this zone is controlled by the Airport Master Plan and is, therefore, excluded from the provisions of the Airport Land Use Plan. The Airport Master Plan itself is reviewed by the Airport Land Use Commission and must be determined to be consistent with this ALUP.

Safety Zone 1 (Runway Protection Zones) – Four trapezoidal areas, which extend from a distance of 200 feet beyond the end of each runway to a distance of 2,700 feet from the runway ends. The long axis of each trapezoid is coincident with the extended centerline of the corresponding runway. The apex (narrower end) of each RPZ lies closest to the runway end and extends 500 feet to either side of the extended runway centerline. The wider end of each RPZ extends 875 feet to either side of the extended centerline.

Safety Zone 2 (Inner Approach/Departure Zone) – Four rectangular areas, which lie immediately beyond the Runway Protection Zones and extend from a distance of 2,700 feet beyond the end of each runway to a distance of 6,000 feet from the runway ends. Each rectangle extends 750 feet laterally from the extended runway centerline. The long axis of each rectangle is coincident with the extended centerline of the corresponding runway.

Safety Zone 2 also includes an additional area to the southeast of the extended centerline of Runway 19 to accommodate increased traffic, including larger aircraft, utilizing a southeasterly departure from this runway (see Figure 1).

Safety Zone 3 (Turning and Sideline Zones) – An irregularly shaped zone, which includes:

- The area which is encompassed by a 15° angle to either side of the extended runway centerline, constructed at a point which is on the runway centerline and 2,000 feet from the end of the runway, and which is within 6,000 feet of such point, and
- Trapezoidal areas adjacent to the extended centerline of each runway, which extend from a distance of 4,000 feet from the end of the runway to the outer limit of the Airport Planning Area, and whose lateral boundaries lie at a perpendicular distance of 1,070 feet from the extended runway centerline and which distance increases by an additional 0.15 foot for each additional foot of distance from the runway end, and
- The area which lies within 1,000 feet of:
 - i. any point on any runway centerline, or
 - ii. any point on that portion of any extended runway centerline that is within 1,000 feet of the end of the corresponding runway

Airport property and areas encompassed by Safety Zones 1 and 2 are excluded.

Safety Zone 3 also includes an additional area to the southeast of the extended centerline of Runway 19 to accommodate increased traffic, including larger aircraft, utilizing a southeasterly departure from this runway (see Figure 1).

Safety Zone 4 (Outer Approach/Departure Zone) – Four rectangular areas, which lie immediately beyond the Inner Approach/Departure Zones and extend from a distance of 6,000 feet beyond the end of each runway to a distance of 10,000 feet from the runway ends. Each rectangle extends 500 feet laterally from the extended runway centerline. The long axis of each rectangle is coincident with the extended centerline of the corresponding runway.

Safety Zone 4 also includes an additional area to the southeast of the extended centerline of Runway 19 to accommodate increased traffic, including larger aircraft, utilizing a southeasterly departure from this runway (see Figure 1).

Safety Zone 5 (Traffic Pattern Zone) – Includes:

- The area, which lies within 6,000 feet of
 - i. any point on any runway centerline, or
 - ii. any point on that portion of any extended runway centerline that is within 4,000 feet of the end of the corresponding runway.
- The area, which lies within the projected 55-dB CNEL airport noise contour.
- Airport property and areas encompassed by Safety Zones 1 through 4 are excluded.

Safety Zone 6 (Outer Airport Influence Zone) – Includes all portions of the Airport Planning Area, which are not within the airport boundary or within Safety Zones 1 through 5.

Figure 3
AIRPORT LAND USE PLANNING ZONES
(11 X 17 MAP)

TABLE 6
PASO ROBLES MUNICIPAL AIRPORT LAND USE COMPATIBILITY MATRIX ^{1,2,3}

	Zone 1	Zone 2⁴	Zone 3⁴	Zone 4⁴	Zone 5	Zone 6
Agriculture & Animal Keeping						
Crop production including dry and irrigated farming	O ⁵	O	O	O	O	O
Truck Farming, Specialty Crops, Orchards, Vineyards, Landscape Nurseries, Greenhouses	X	O	O	O	O	O
Crop Processing & Packaging, Wineries	X	O	O	O	O	O
Pasture and Rangeland Grazing	O ⁵	O	O	O	O	O
Hogs, Dairies, Bee Keeping	X	O	O	O	O	O
Commercial Poultry	X	X	X	X	X	O
Fish Farms, Game Preserves	X	O ^{6,7,8}	O ^{8,16}	O ^{8,15}	O	O
Feed Lots, Stockyards, Sales Yards	X	O ^{6,7,8}	O ^{8,16}	O ^{8,15}	O	O
Animal Hospital, Veterinary Clinic, Kennels, Pet Boarding, Equestrian Facilities, Exotic Animals	X	O ^{6,7,8}	O ^{8,16}	O ^{8,15}	O	O
Roadside Stands, Farmers Markets	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Residential⁹						
Single Family Residential	X	X	X	X	X	X
Multi-Family Residential, Mobile Home Parks	X	X	X	X	X	X
Group Homes, Convalescent Facilities, Nursing Homes	X	X	X	X	X	X
Secondary Residence (1,200 square feet or less)	X	X	X	X	X	X
Caretaker Unit (1,200 square feet or less)	X	O	O	O	O	O
Institutional, Public & Quasi-Public						
All Schools, Hospitals, Correctional Facilities	X	X	X	X	X	O
Libraries, Day Care Centers, Social Clubs/Lodges, Churches	X	X	X	X	X	O
Parks, Playgrounds, Picnic Areas	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Athletic Fields	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Cemeteries – People or Pets	X	O	O	O	O	O
Public Utility Facilities (except Electric Plants)	O ¹⁰	O ⁷	O ⁷	O ⁷	O	O
Electric Power Plants and overhead transmission lines	X	X	X	X	X	X
Communications						
Broadcast Studios	X	O	O	O	O	O
Transmission Stations, Towers, Antennas	X	X	X	X	X	X
Resource Extraction						
Mining – Sand, Gravel, Fill Dirt	X	X	X	X	O	O

TABLE 6 (continued)
PASO ROBLES MUNICIPAL AIRPORT LAND USE COMPATIBILITY MATRIX ^{1,2,3}

	Zone 1	Zone 2 ⁴	Zone 3 ⁴	Zone 4 ⁴	Zone 5	Zone 6
Commercial Recreational						
Arcades, Bowling Alleys, Skating Rinks, Dance and Pool Halls, Card Rooms, Gyms, Health Spas, Indoor Theaters and Auditoriums	X	X	O ¹⁶	O ¹⁵	O	O
Outdoor Theaters, Amusement Parks, Carnivals, Fairs	X	X	O ¹⁶	O ¹⁵	O	O
Golf Courses, Tennis Courts	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Swimming Pools, Water Slides	X	X	O ¹⁶	O ¹⁵	O	O
Retail Commercial						
Aircraft Fuel, Aircraft Sales and Aircraft Repairs, Flying Schools	X	X	X	X	X	X
Vehicles and Parts Sales, Building Materials, Food and Beverage Sales	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Shopping Centers	X	X	X	X	O	O
Banks	X	X	O ¹⁶	O ¹⁵	O	O
Gasoline Service Stations	X	X	O ¹⁶	O ¹⁵	O	O
Restaurant and Food Take-Out, General Retail Stores, Tasting Rooms	X	X	O ¹⁶	O ¹⁵	O	O
Convention Centers	X	X	O ¹⁶	O ¹⁵	O	O
Fuel Dealers, Fuel Storage	X	O ¹²	O ¹²	O ¹²	O	O
Service Commercial						
Office Buildings, Public Buildings, Research Laboratories	X	X	O ¹⁶	O ¹⁵	O	O
Appliance and Equipment Repair, Car Wash	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Personal Services, Health Clinics	X	X	O ¹⁶	O ¹⁵	O	O
Recycling	X	O ^{6,7,13}	O ^{13,16}	O ^{13,15}	O	O
Transient Lodgings						
Hotels and Motels,	X	X	O ¹⁶	O ¹⁵	O	O
RV Parks	X	X	X	X	O	O
Wholesale & Storage						
Mini-Storage	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Warehouse, Wholesale and Distributing	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Petroleum and Chemical Products – Bulk Storage	X	O ¹²	O ¹²	O ¹²	O	O
Manufacturing & Processing						
Indoor Processes	X	X	O ¹⁶	O ¹⁵	O	O
Outdoor Fabrication Yards	X	X	O ¹⁶	O ¹⁵	O	O
Transportation						
Vehicle Storage and Parking	X	O ^{6,7}	O ¹⁶	O ¹⁵	O	O
Taxi Stands, Bus Stations/Terminals	X	O	O	O	O	O
Truck Terminals	X	O	O	O	O	O

Notes to Table 6:

1. Land use groups are identified as being “compatible” or “prohibited” using the following interpretations:

Compatible – Compatible land uses are designated in the Land Use Matrix by the symbol “O”. The associated land use groups are at a level of intensity or density, or location, which is not considered to present a significant risk to the safety of persons on the ground or to persons in aircraft overflying the proposed use, nor are the land use groups sensitive to anticipated aircraft noise or frequent aircraft overflights.

Prohibited – Prohibited land uses are designated in the Land Use Matrix by the symbol “X”. The associated land use groups are at a level of intensity or density, or location, which presents a significant risk to the safety of persons on the ground or to persons in aircraft overflying the proposed use, or the land use groups are sensitive to anticipated aircraft noise or frequent aircraft overflights.

2. Review of a proposed local action by the ALUC is not required if the proposed local action is consistent with the Land Use Matrix and does not entail adoption of or an amendment to a general plan, specific plan, zoning ordinance, or building regulations unless such review is desired by the referring agency. If a prohibited land use is the proposed local action, it is considered to be inconsistent with this plan and is subject to review by the ALUC whether or not approval of the proposed land use entails adoption of or an amendment to a general plan, specific plan, zoning ordinance, or building regulations. See Section 6, Procedural Policies.
3. All uses that constitute a hazard to flight, including tall physical objects, glare or other visual interference to a pilot and electronic interference with aircraft operations are specifically excluded from these zones regardless of whether they meet other qualifying criteria, unless such prohibition is precluded by applicable state statutes. Land use development that may cause the attraction of birds is also prohibited. Dedication of an avigation easement to the Airport is required of all new development within the Airport Planning Area.
4. In locations along portions of existing or proposed instrument approach procedure routes, restrictions of object heights to less than indicated by FAR Part 77 may be necessary so as not to impair the utilization of these procedures. The applicable criteria are set forth in the United States Standard for Terminal Instrument Procedures (TERPS). Review of objects relative to these criteria normally is conducted by the FAA as part of aeronautical studies.
5. Allowed as a temporary use of Airport lands provided the activity does not interfere with Airport operations.
6. The use intensity of this activity shall not exceed an average of 20 persons per gross acre, maximum 40 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

7. No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of the extended runway centerlines in Zone 2.

The ALUC generally supports clustering of both residential and non-residential development as a means for both enhancing safety compatibility in the vicinity of airports and accomplishing other development objectives. Clustering occurs when development on a site or within an overall compatibility zone is concentrated in only a portion of the area and the remaining area is held to a low-intensity usage such as agriculture, landscaping, or undeveloped open space.

8. Land uses that incorporate the use of any weapons or implements that would launch a projectile into the air other than animal tranquilizers are expressly prohibited.
9. As a general policy, new residential development is an undesirable land use within the Airport Planning Area (See Policy G-1, Section 4.3). (As such it is the intent of the ALUP to prohibit subdivision of land within the Planning Area, or changes to land use or zoning, in a manner that would accommodate additional dwelling units.) Existing parcels would, however, be entitled to be occupied by existing or new residential dwellings in accordance with General Plan and Zoning in effect as of January 1, 2005.
10. Allowed when the use is secondary to other acceptable land uses.
11. Allowed only to the extent that such uses support the flow of passengers and workers to and from the Airport.
12. For otherwise acceptable land uses, the limit for above-ground storage of hazardous materials is 2,000 gallons.
13. Allowed if dust, fumes, and other aspects of the process are carried out in a controlled environment
14. A compatible use only when the activity is an integral part of an acceptable on-Airport land use.
15. The use intensity of this activity shall not exceed an average of 40 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.
16. The use intensity of this activity shall not exceed an average of 60 persons per gross acre, maximum 120 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.