

Chapter 6

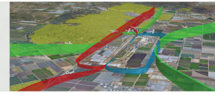
Land Use Alternatives

An update of the Camarillo Airport Noise Compatibility Plan requires a review of all potentially applicable land use planning alternatives to promote land use compatibility between the airport's operations and the surrounding areas. In order to refine this alternatives analysis, a status update on the land use measures recommended in the previous Part 150 Noise Compatibility Plan is provided. To address these issues, alternative land use management techniques are evaluated to determine their effectiveness in the Camarillo Airport study area. Finally, preliminary recommendations are presented. These recommendations are to be reviewed by the Planning Advisory Committee (PAC) and local residents. The final land use management and noise abatement recommendations will be presented in Chapter Seven, Noise Compatibility Plan.

Status of Previous Noise Compatibility Program

The 1999 Noise Compatibility Program contains four measures related to land use compatibility planning with the goal of reducing the impact of aircraft noise on the surrounding airport environment. The 1999 recommendations, which apply to both the City of Camarillo and Ventura County, are stated in the 1999 plan as follows:

1. Use combined 2004 and 2018 noise contours as the basis for noise compatibility planning;
2. Set 60 CNEL as the threshold for promoting airport-compatible development;



3. Preserve airport-compatible land use designations within 60 CNEL and beneath the close-in traffic pattern; and
4. Establish noise compatibility guidelines for the review of development projects within the “compatible land use preservation area” and require fair disclosure agreements and covenants for noise-sensitive uses granted a development permit.

A complete review of these measures and their status is provided in **Appendix E – NCP Review**.

LAND USE ALTERNATIVES

To ensure continued airport land use compatibility and maintain the long-term viability of the airport, it is recommended that the existing policies be reviewed and possibly refined. There are several possible methods to refine the current planning mechanisms, each of which can be incorporated into existing land use policies and regulations. The intent of this chapter is to reevaluate the land use compatibility strategies recommended in the previous Noise Compatibility Program and identify measures that will continue to allow area jurisdictions to efficiently and effectively grow while promoting airport land use compatibility.

As discussed in Chapter Four, there are no noise impacts to residential dwelling units for the 2022 and 2027 noise scenarios. However, the Ventura County Department of Airports recognizes that some community members are disturbed by noise outside of the FAA guidelines for noise contours. The following sections present alternatives for addressing noise impacts.

LAND USE MANAGEMENT TECHNIQUES

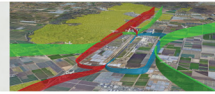
This section outlines the land use management techniques that could be used to promote airport noise compatibility. These techniques are grouped into three categories: policy and regulatory techniques, both of which guide future development, and expenditure techniques, which involve payments for mitigation assistance. The latter of which is typically only applicable when there are noise sensitive land uses within the 65 CNEL noise exposure contour.

A community listening session was held on June 3, 2024, to evaluate each of the following techniques. Additionally, a land use technical conference was held on June 4, 2024, to discuss the feasibility of suggestions that were posed during the community listening session. The technical conference included members of city and county planning agencies and airport staff. Further investigation regarding the effectiveness of each measure was conducted by the consultant and is presented as follows:

POLICY TECHNIQUES

Policy techniques which can be used to guide future development include:

- The community’s general plan
- Project review guidelines



General Plan

A community's general plan establishes policies for the development and improvement of the community in the future. It provides the basis for the local zoning ordinance, which contains the regulations that govern the use and development of land. The general plan has two components: text and map. The text of the plan outlines the policies guiding future development within the community, while the map identifies the type and location of future development. Airport land use compatibility policies and noise exposure areas can be incorporated into this document to establish the community's approach to mitigating the effects of airport noise exposure.

Evaluation

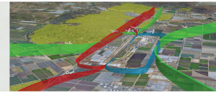
- **General Plan Policies** | As discussed in Chapter One, Inventory, the general plans for the City of Camarillo, City of Oxnard, and Ventura County include policies regarding noise at Camarillo Airport. Additionally, airport noise is addressed in the 2000 *Airport Comprehensive Land Use Plan for Ventura County*. The general plans, however, do not specifically reference the airport's Part 150 study and there are no aircraft noise thresholds identified for noise-sensitive development. It would be beneficial for future General Plan amendments to specifically reference the current Part 150 and incorporate by reference policies and maps that will ensure consistency with the Part 150 noise compatibility program.
- **General Plan Map** | **Exhibit 6A** depicts the consolidated general plan map with the future (2027) condition noise contours included. The 65 CNEL contour extends off airport property to encompass areas planned for commercial, mixed-use, and industrial land uses, which are considered compatible. Additionally, the contours extend over areas of unincorporated Ventura County that are planned for agriculture and protected from development through 2050 by the Save Open Space and Agricultural Resources (SOAR) voter initiative. All designations within the contours are consistent with the existing land uses surrounding the airport.

As discussed in Chapter Four, there is limited potential for growth risk, as the remaining undeveloped parcels encompassed by the noise contours are largely developed, and the remaining undeveloped areas are planned for commercial or industrial use.

An improvement would be to consider incorporating the 2042 60 CNEL noise contours for Camarillo Airport into the city and county general plans. This information may be useful to decision-makers when considering potential general plan map revisions.

Conclusion

- **General Plan Policies** | To ensure that airport land use compatibility is given consideration within the City of Camarillo and Ventura County general plan documents, the city and county could consider amending the noise element of the general plan to state that the airport should monitor and periodically update its Part 150 Noise Compatibility Study. Additionally, to provide uniform



consideration for potential development or redevelopment proposals, the policies could be amended to specify a noise compatibility threshold expressed in CNEL. This threshold would be consistent with the guidelines presented in 14 CFR Part 150.

This alternative should be considered for inclusion in the NCP.

- **General Plan Map** | The City of Camarillo and Ventura County could consider incorporating the 2042 60 CNEL airport noise contours as part of the general plan map during the next general plan map amendment. The benefit of this revision would be to identify areas of significant noise exposure as an aid for decision-makers when considering potential general plan map revisions. For example, airport noise may be a factor in proposals that aim to convert areas that are currently planned and developed with compatible land uses into non-compatible uses, such as single-family or multi-family residential.

This alternative should be considered for inclusion in the NCP.

Project Review Guidelines

Planning commissions and local governing bodies are often required to use their own discretion and judgment when making recommendations and decisions regarding community development issues. These actions include general plan amendments, rezonings, variances, conditional use applications, subdivision applications, and proposed public improvement projects. The exercise of this discretion is constrained by the legal requirements of the applicable ordinances. Where opportunities remain for planning commissions and governing bodies to use their own discretion in the review of development proposals, it may be appropriate to adopt procedures ensuring consideration of noise compatibility issues in their deliberations.

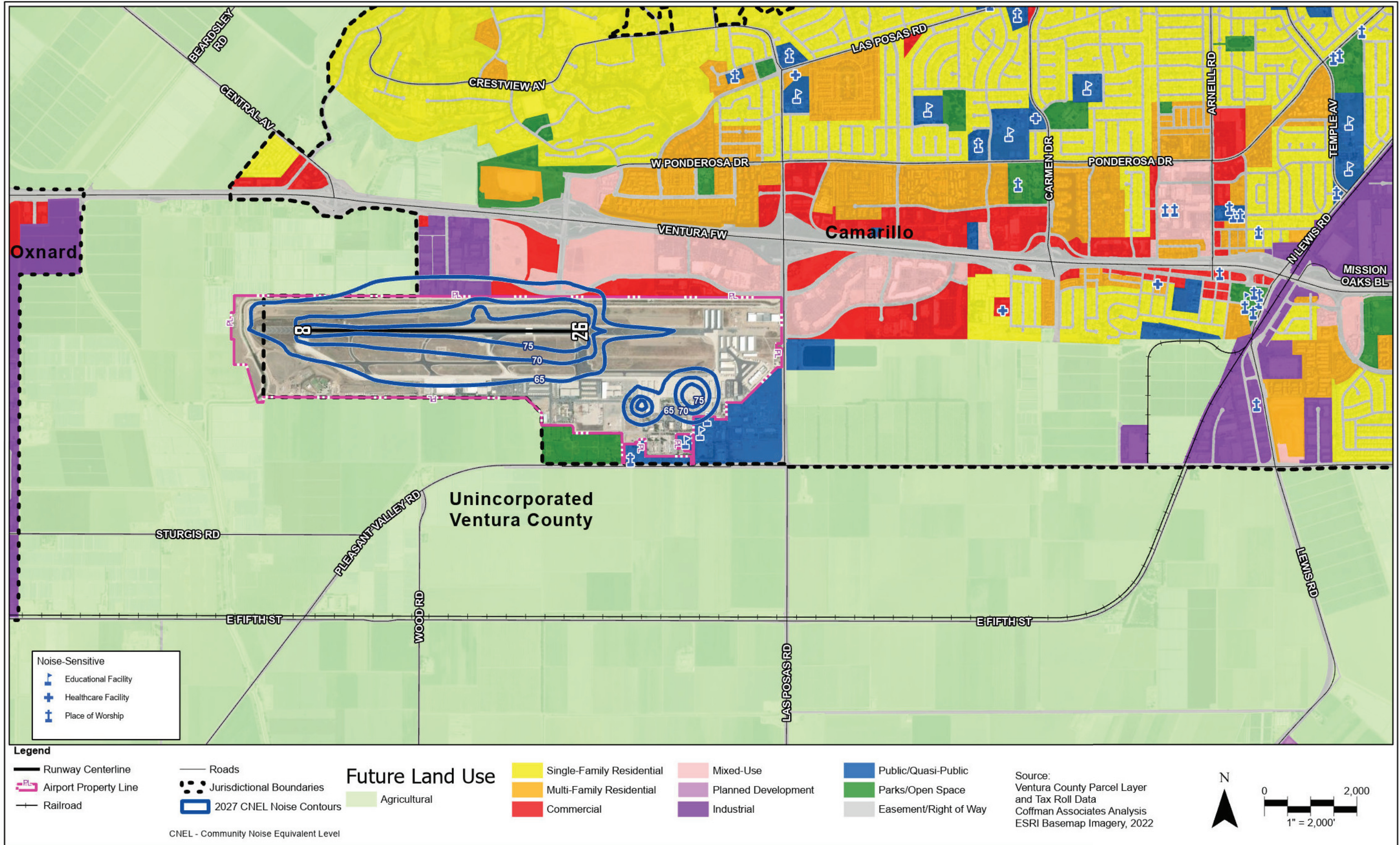
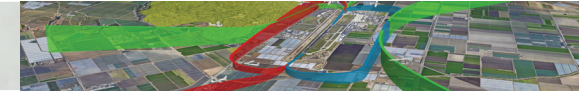
Evaluation

As discussed in Chapter One, the Ventura County Transportation Commission (VTCT) serves as the designated ALUC for Ventura County's public use airports, as authorized and required by state law (Cal PUB, Division 9, Aviation Part 1, Chapter 4, Article 3.5, Section 21670 et seq.) In addition to local agency review by the City of Camarillo and the County of Ventura, projects within the Airport Influence Area (AIA) for Camarillo Airport are reviewed for consistency with the Ventura County Airport Comprehensive Land Use Plan (ACLUP). In addition to a consistency review application, local agencies must submit to the ALUC a referral letter, project map, building elevations, aircraft hazard and risk assessments (if required), and an environmental review.

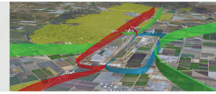
As part of its local agency review, the City of Camarillo uses the California Environmental Quality Act (CEQA) environmental guidelines during the city's CEQA review process as a checklist of developmental review guidelines specific to projects within the vicinity of Camarillo Airport. In addition to the guidelines provided in City of Camarillo's Resolution No. 2020-68, the following criteria could be applied to proposed projects within the airport vicinity:

Camarillo Airport

14 CFR Part 150 Noise Compatibility Planning Study Update



This page intentionally left blank



- Advise the airport management of development proposals that include noise-sensitive uses within the airport vicinity.
- Determine the sensitivity of the subject land use to aircraft noise based on its location within the airport overlay zone or noise exposure contours.
- Locate noise-sensitive public facilities outside the 60 CNEL noise contour and away from approach paths whenever possible.
- Discourage the approval of rezonings, exceptions, variances, and conditional uses which introduce noise-sensitive development into areas located near noise-impacted areas.

Conclusion

The City of Camarillo and County of Ventura could consider adding the recommended land use compatibility criteria for local agency review of development projects within the airport vicinity, in addition to the consistency review checklist criteria required by the ALUC.

This alternative should be considered for inclusion in the NCP.

REGULATORY TECHNIQUES

Regulatory techniques are land use and development controls established through local legislation. These techniques include:

- Compatible Use Zoning
- Zoning Changes/Residential Density
- Subdivision Regulations
- Building Codes
- Transfer of Development Rights
- Environmental Zoning
- Fair Disclosure Regulations
- Capital Improvement Programming
- Airport Compatibility Overlay Zoning

Compatible Use Zoning

The most common land use control method is zoning. Zoning is an exercise of the local government's police power that enables that body to decide what uses are permitted for each parcel of land. Zoning usually consists of an ordinance which specifies land development and use constraints and a map which identifies zoning classifications for each parcel. One of the primary advantages of compatible use zoning is that it can promote land use compatibility while maintaining private ownership, tax roll revenue, and economic productivity.

A frequently used zoning technique for airport noise compatibility planning is to eliminate noise-sensitive land use zoning from the noise-impacted area and replace it with commercial, industrial, open space, or other compatible zoning designations.

Zoning is not without limitations; however, and most importantly, it is not necessarily permanent. In most jurisdictions, the current legislative body is not bound by prior zoning actions, and it may change that zoning. Consequently, compatible zoning is subject to continual pressure for change from both urban development and those who might profit from such changes.

Evaluation

Similar to the earlier discussion of the City of Camarillo's General Plan map, the 2027 65 CNEL noise exposure contours extend off airport property onto areas identified on the City of Camarillo's zoning map as commercial, industrial, transportation, and utilities, which are considered compatible. These designations are consistent with the existing land uses surrounding the airport.

As discussed in Chapter Four, when considering the potential for development within noise-impacted areas, there is limited potential for growth risk as the remaining undeveloped parcels are zoned for compatible land uses, including industrial or commercial.

A benefit to making changes to the zoning would be that any potential redevelopment of these areas would likely be compatible with airport operations. However, a disadvantage would be that property owners may interpret changes to the zoning as a move to redevelop the area, which could affect property values and be considered a taking without compensation.

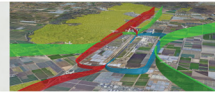
Conclusion

As indicated by the growth risk analysis presented in Chapter Four, there is no potential for development of noise-sensitive land uses on the undeveloped parcels within the 2022 and 2027 noise exposure contours. Therefore, zoning changes for these areas are not considered to be a feasible alternative for limiting development of noise-sensitive land uses.

This alternative should not be considered for inclusion in the NCP.

Change in Residential Density

Conventional zoning may also be used to promote land use compatibility by reducing the number of future impacts within high noise areas, rather than preventing residential development altogether. This can be achieved by reducing the permitted housing density in noise-impacted areas.



Evaluation/Conclusion

As indicated by the growth risk analysis presented in Chapter Four, there is no potential for development of noise-sensitive land uses on the undeveloped parcels within the 2022 and 2027 noise exposure contours; therefore, a change in residential density is not warranted. Additionally, as discussed in the Compatible Use Zoning section, property owners may interpret changes in residential density as a move to redevelop this area, which could affect property values and be considered taking without compensation.

This alternative should not be considered for inclusion in the NCP.

Subdivision Regulations

A city's subdivision regulations establish standards for site planning, lot layout, and the design of public improvements. They can encourage compatible development around an airport by requiring the consideration of aircraft noise during the plan review by public officials. This could be in the form of requiring noise attenuation features in the site plan or a decrease or shift in the density of portions of the development.

Subdivision regulations can require sound insulation standards for new developments by enforcing compliance with building codes. Additionally, they can be used to inform prospective future property owners of the risk of aircraft noise. In some communities, noise levels are shown on the final subdivision plats, either by drawing the noise contours on the plats or by assigning noise levels to the lots. This makes the noise information a matter of public record. It is important to note that while these levels are recorded with the lot, the noise exposure level can change over time.

Evaluation/Conclusion

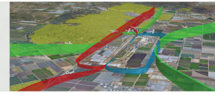
Subdivision regulations are typically most useful as a means for providing land use compatibility protection in undeveloped areas. There are no residential zoning or general plan designations within the 65 CNEL contours.

This alternative should not be considered for inclusion in the NCP.

Building Codes

Building codes regulate the construction of buildings by establishing standards for materials and construction techniques to protect the health, safety, and welfare of residents. Additionally, they address structural concerns, ventilation, and insulation, each of which influences the noise attenuation capabilities of a building. Building codes commonly apply to both new construction and major alterations to existing structures.

Building codes can require sound insulation in the construction of noise-sensitive uses in areas subject to high aircraft noise levels. Requirements for sound insulation vary with noise exposure and are typically more stringent in areas with higher noise levels. Most sound insulation code standards describe in detail the required improvements needed to achieve a given level of noise reduction.



Evaluation

Building codes have been adopted by both the City of Camarillo and the County of Ventura, but as discussed in Chapter One, these codes do not contain additional airport noise-specific guidelines.

At the state level, Title 24, Part 2, California Code of Regulations establishes standards for interior room noise levels in residential buildings caused by outside noise sources. These minimum noise insulation performance standards require that the CNEL shall not exceed 45 dB in any habitable room, with all doors and windows closed. It is important to note that this requirement applies only to construction of new noise-sensitive land uses. As previously discussed, land surrounding the airport in the City of Camarillo is presently developed or designated for compatible land uses. Vacant land in the County of Ventura is protected by SOAR. In cases where additions of new residential habitable spaces, defined as living, sleeping, eating, or cooking areas, are proposed by a property owner, the city and/or county could impose a building code which requires that the new habitable space achieves the CNEL 45 dB interior noise level.

As outlined in FAA Order 5100-38D, *Airport Improvement Program Handbook*, Appendix R, Paragraph R-8, effective September 30, 2014, the CNEL 45 dB interior noise level threshold has also been adopted by the FAA for interior use. Additionally, use of the CNEL 45 dB threshold was further clarified in 1992 by the Federal Interagency Committee on Noise (FICON) findings, which state that CNEL 45 dB is the interior noise level that will accommodate indoor conversation or sleep.

Conclusion

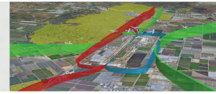
A building code amendment, which requires attainment of the CNEL 45 dB interior noise level for both new construction and major alterations to existing structures, could be considered by the City of Camarillo and County of Ventura.

This alternative should be considered for inclusion in the NCP.

Transfer of Development Rights

Land ownership includes a bundle of rights to the use of the land. These rights include access, minerals, limited rights to airspace above the land, and land development. Transfer of development rights (TDR) is based on the idea that each right has a market value which can be separated and sold without selling the entire property.

TDR was developed to preserve environmentally important areas without having to buy them with public funds. The technique involves dividing the municipality into sending and receiving zones. The sending zones are areas where environmental preservation and minimal development are desired, and the receiving zones are areas where additional development is preferred.



Development rights, measured in terms of development density, are assigned through the zoning ordinance. If developers in the receiving areas can secure additional development rights, they are allowed to build at greater densities than normally allowed by the zoning ordinance. Interested developers could purchase these rights from landowners in the sending zones and apply them to projects within receiving zones. In this way, the public can benefit from preserving environmentally valuable land, the owner of that land can be paid for preserving it, and the potential return on the investment for the developer increases.

Evaluation/Conclusion

TDR is difficult to justify solely for airport land use compatibility purposes. It involves substantial start-up costs and significant staff time for management. If a local jurisdiction is already using or considering TDR, airport compatibility criteria could be included with other environmental criteria in the design of the program. Presently, there are no jurisdictions in Ventura County using TDR programs. Current land use planning, in addition to potential revisions to conventional land use regulations, can adequately address airport noise compatibility issues at Camarillo Airport.

This alternative does not merit further consideration.

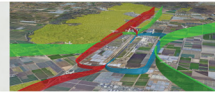
Environmental Zoning

Special zoning regulations to preserve environmentally sensitive areas or protect developments from environmental hazards can also be used to promote land use compatibility near airports. Floodplain overlay zoning, which restricts or prohibits development in all or part of the floodplain, is the most common form of environmental zoning. Other environmental zoning regulations may include steep slope zoning, requiring low development densities and special construction standards, and wetland preservation zoning. All of these can be used to restrict the development of noise-sensitive uses in environmentally sensitive areas that are also impacted by aircraft noise.

Evaluation/Conclusion

Environmental zoning regulations to protect agricultural land and open space (as protected by SOAR) are already in place in Ventura County in the areas within the noise contours. There are no areas suitable for environmental zoning in the City of Camarillo that are significantly impacted by aircraft operations; therefore, environmental zoning is not a viable means of promoting land use compatibility.

This alternative does not merit further consideration.



Fair Disclosure Regulations

Fair disclosure regulations are intended to ensure that prospective buyers of property are informed that the property is or will be exposed to potentially disruptive aircraft noise. It is not uncommon, near even the busiest airports, for newcomers to report having bought property without having been informed about airport noise levels.

At the most formal level, fair disclosure can be implemented through regulations requiring the seller and agent to provide a notice of aircraft noise exposure, both on the real estate listing sheet and at the time that a sales contract is executed. In addition, any easements should be revealed at the time of closing.

Fair disclosure regulations can place a serious responsibility on real estate agents and lenders. If the regulations are properly drafted, however, the responsibilities of real estate agents and sellers are clearly defined, and should be limited to disclosing the airport noise levels or overlay districts that affect the property, and directing buyers to airport officials for more information.

Evaluation

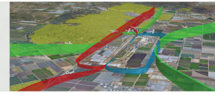
The State of California has adopted a fair disclosure law which states that when a property is located within an airport influence area, a disclosure notice must be provided as part of the real property transaction. The disclosure states that the property is located within the vicinity of an airport and may be subject to some of the annoyances and inconveniences associated with airport operations, such as noise, vibration, or odors.

As discussed in Chapter One, the Ventura County Transportation Commission (VTCT) serves as the designated ALUC for Ventura County's public use airports, as authorized and required by state law (Cal PUB, Division 9, Aviation Part 1, Chapter 4, Article 3.5, Section 21670 et seq.) Projects within the Airport Influence Area (AIA) for Camarillo Airport are reviewed for consistency with the Ventura County Airport Comprehensive Land Use Plan (ACLUP). The ACLUP includes regulatory noise contours and associated land use compatibility standards related to aircraft noise. ACLUP policies state that for conditionally acceptable land uses, the recording of a fair disclosure agreement and covenant are required. Noise-sensitive land uses are considered conditionally acceptable within the Traffic Pattern Zone and Extended Traffic Pattern Zone for Camarillo Airport. To ensure the policies of the ACLUP and the land use compatibility goals of the airport are aligned, revisions to the ACLUP are warranted.

Conclusion

Coordination with the VCTC has been initiated to provide the updated and approved noise contours from this study. The VCTC may consider revising the regulatory noise contours for Camarillo Airport to reflect the current and future noise conditions and runway protection zones.

This alternative deserves further consideration.



Capital Improvement Programming

Major projects, such as roadway improvements or the extension of sanitary and storm sewers, can indirectly promote development. In the context of airport land use compatibility planning, this could result in additional non-compatible development near an airport.

Evaluation

Coordination between local public works departments and the airport to identify capital improvement projects that could promote development near the airport would inform airport staff of these projects and ensure they are planned in a way that promotes compatible growth. Airport staff could provide input on the proposed projects and possibly identify alternative solutions that would decrease the likelihood of noise-sensitive development occurring near the airport.

Conclusion

Coordination would ensure that airport and planning staff would have the opportunity to comment on projects and their potential impact on compatible land use development.

This alternative should be considered for inclusion in the NCP.

Airport Compatibility Overlay Zoning

Airport compatibility overlay zoning is intended to provide an additional layer of special purpose regulations to address specific environmental conditions or problems by setting performance standards to protect the public. Overlay zoning involves the creation of one or more zoning districts that supplement the regulations of the general-purpose zoning districts. Within the context of airport compatibility planning, these controls are often used to regulate the height of structures within runway approach areas or to promote compatible development with aircraft noise levels. Airport compatibility overlay zoning is used around many airports to establish land use controls to protect the public's health, safety, and welfare from conflicts that may arise between aviation and urban development.

Airport compatibility overlay zoning is generally established where the underlying zoning (i.e., residential, commercial, industrial, etc.) remains in place and is supplemented with additional regulations by the overlay zone. The land within the overlay zone is subject to the requirements of both zoning ordinances: the underlying zone and the overlay zone. The strictest requirements of both zones apply to the affected parcel.

The intent of airport compatibility overlay zoning is to avoid the problems associated with incompatible development in high noise areas. Regulations in airport compatibility overlay zones can prohibit noise-sensitive land uses, provided the underlying zone permits land uses that are economically viable.

Among the advantages of airport compatibility overlay zoning are the simplicity of the required amendments, the ease of administration, the clear relationship of the regulations to their purpose, and the minimal impact of the regulations on the application of the zoning ordinance in other parts of the community.

Evaluation

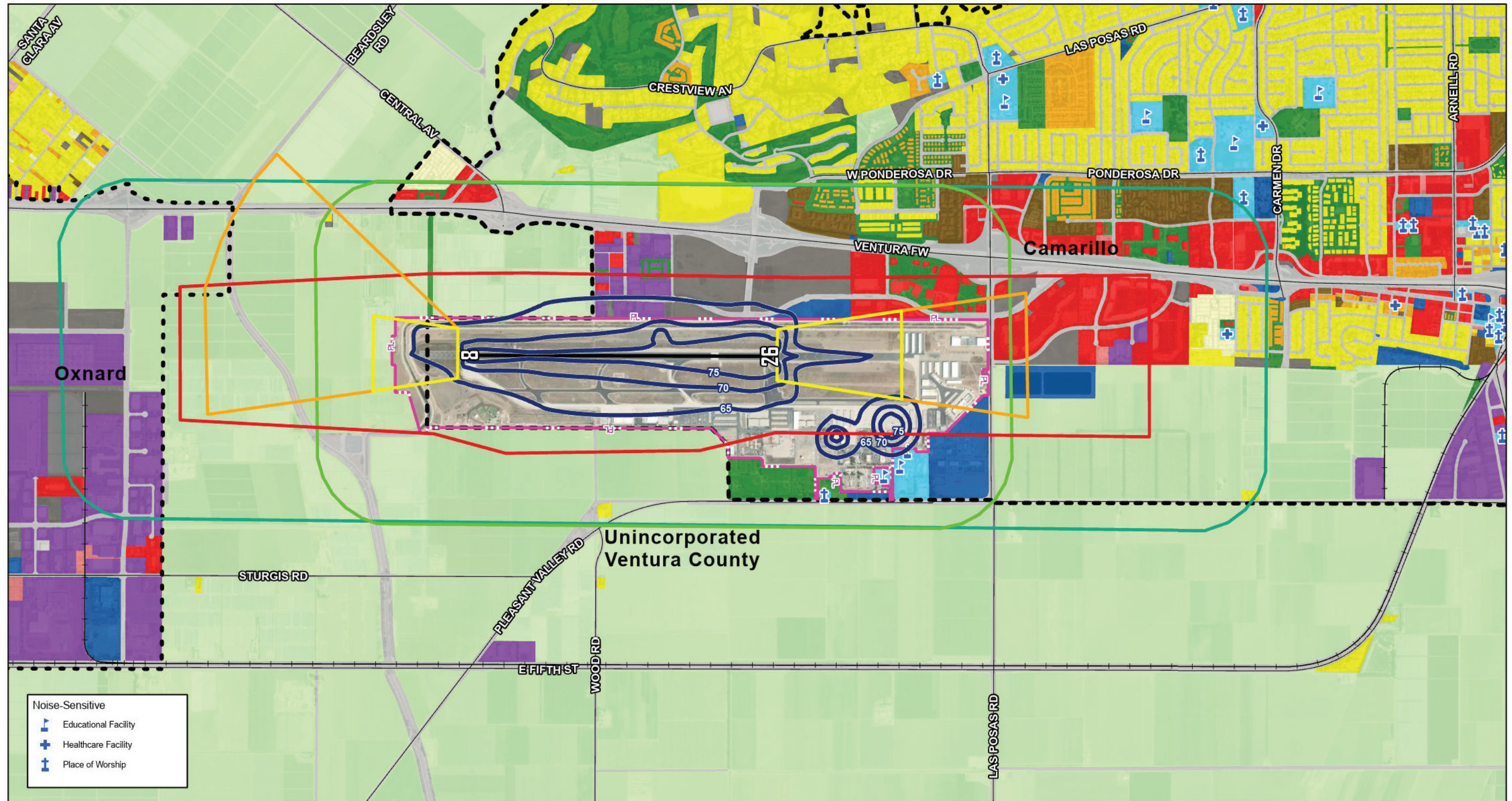
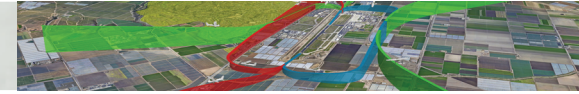
A potential overlay zone would enable the city and county to regulate land uses within the vicinity of the airport using zoning regulations.

As previously discussed, the State of California has adopted a sound insulation standard for interior room noise attributable to outside noise sources for new residential buildings. These minimum noise insulation performance standards require that the CNEL shall not exceed 45 dB in any habitable room, with all doors and windows closed. Additionally, the State of California has adopted a fair disclosure law which states that when a property is located within an AIA, a disclosure notice must be provided as part of the real property transaction. The ACLUP policies, which established an AIA for Camarillo Airport, require the use of fair disclosure for real property transactions in areas surrounding the airport. The City of Camarillo and Ventura County could each adopt the overlay zone for uniform implementation of these various components to achieve an approach to land use compatibility that is uniform and consistent with state law and local policies.

Determining the geographic extent and requirements of the overlay zone is a crucial decision as it has long term implications and may be difficult to adjust in the future. As discussed in Chapter Three, the 2027 noise exposure contours encompass a slightly larger area than the 2022 noise exposure contours; therefore, the 2027 contours would provide the largest area of protection for the airport. Additional alternatives for Camarillo Airport have been developed that offer even more protection, such as the 60 CNEL and 20-year contours contained in Appendix D of the Noise Exposure Maps document.

When considering the use of noise contours for land use planning boundaries, the irregular shape of the contours becomes problematic, particularly when the contour encompasses only a portion of a parcel. Taking this into consideration, an alternative would be to adjust the overlay zones to a logical breakpoint. Similar to FAA policies regarding sound insulation, planning boundaries based on noise exposure contours are commonly adjusted to a logical breakpoint, such as a neighborhood boundary, significant arterial surface street, highway, river, or other physical or natural barrier or feature.

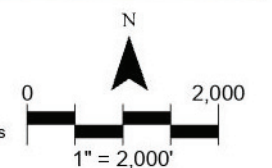
As previously noted, the Ventura County ACLUP contains a policy which requires the use of fair disclosure for real property transactions in the Extended Traffic Pattern Zone (ETPZ) surrounding the airport, which is larger than and contains all of the land within the future (2027) 65 CNEL noise contour. An exhibit comparing the ACLUP ETPZ and the future (2027) noise contours is included on **Exhibit 6B**.



Legend

- | | | | | | | |
|--|--|---|---|--|--|--|
| <ul style="list-style-type: none"> Runway Centerline Airport Property Line Railroad Roads CNEL - Community Noise Equivalent Level | <ul style="list-style-type: none"> Jurisdictional Boundaries 2027 CNEL Noise Contours Extended Traffic Pattern Zone Traffic Pattern Zone | <ul style="list-style-type: none"> Height Protection Zone Outer Safety Zone Runway Protection Zone | Existing Land Use <ul style="list-style-type: none"> Agricultural Single-Family Residential Multi-Family Residential - Medium Density | <ul style="list-style-type: none"> Multi-Family Residential - High Density Commercial Industrial Parking | <ul style="list-style-type: none"> Mixed-Use Parks/Open Space Public/Quasi-Public Manufactured Homes | <ul style="list-style-type: none"> Noise-Sensitive Vacant Easement/Right of Way |
|--|--|---|---|--|--|--|

Source:
Ventura County Parcel Layer
and Tax Roll Data, Ventura County
Airport Comprehensive Land Use
Plan, 2000, Coffman Associates Analysis
ESRI Basemap Imagery, 2022



This page intentionally left blank

Conclusion

This measure is already in place, as the Ventura County ACLUP contains a policy which requires the use of fair disclosure for real property transactions in the outermost zone, which includes all the land within the future (2027) 65 CNEL noise contour.

This alternative does not merit further consideration.

EXPENDITURE TECHNIQUES

Land use management techniques involving direct expenditures include the following:

- Property Acquisition
- Sound Insulation
- Noise and Avigation Easement Purchase
- Sales Assurance
- Development Rights Acquisition

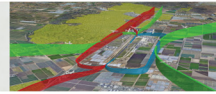
These measures are usually considered as a last resort for controlling noise impacts because they are often disruptive, expensive, and sometimes controversial. These measures are potentially eligible for FAA funding assistance through the noise set-aside portion of the federal Airport Improvement Program if they are approved within a Part 150 Noise Compatibility Program.

To be eligible for Airport Improvement Program (AIP) funding, a noise compatibility project (also referred to as a noise mitigation project) must meet all requirements from Appendix R, *Noise Compatibility Planning/Projects* of the Airport Improvement Handbook.

FAA Order 5100.38D. Appendix R, Section R-6, Item a stipulates that these project locations must be within the 65 CNEL noise contour, based on existing conditions or the five-year forecast conditions, whichever is greater. Historically, properties within noise contours exceeding 65 CNEL have received much higher priority for mitigation funding than properties located within lesser contours (i.e., 55 and 60 CNEL noise contours).

Property Acquisition

The intent of property acquisition as a mitigation measure is to remove residences from severely noise-impacted areas and to prevent incompatible uses from being developed near the airport. This can be an effective way to ensure complete noise compatibility around an airport, although it has several important drawbacks. These include potentially high costs, notable complexity, administrative effort, disruption of the lives of residents in the acquisition area, and the risk of significant damage to the character of established neighborhoods.



Under federal regulations (FAA Order 5100.38D, Appendix R, Table R-6, Item e), land may be acquired for noise mitigation with funding through the noise set-aside of the Federal Airport Improvement Program, provided it is within the 65 CNEL contour and has been developed with noise-sensitive land uses. The FAA actively supports airport ownership of land impacted by noise levels above 75 CNEL. While acquisition of areas impacted by noise down to 65 CNEL is eligible for federal funding assistance, it can be difficult to establish a high priority with the FAA for funding the acquisition of property outside the 70 or 75 CNEL contour.

Evaluation

As previously discussed, acquisition of areas impacted by noise down to 65 CNEL is eligible for federal funding assistance. There are no noise-sensitive residential properties within the 65, 70, or 75 CNEL noise contours for the existing (2022) or the future (2027) conditions in areas surrounding Camarillo Airport.

Conclusion

This alternative should not be considered for inclusion in the NCP.

Sound Insulation

Noise-sensitive land uses may be retrofitted to include sound insulation intended to reduce interior noise levels. Sound insulation can improve the outdoor-to-indoor noise level of a structure by five to ten decibels. Sound insulation strategies generally include incorporating thermal insulation and weather-proofing; baffling vents and mail slots; installation of acoustical windows; and solid-core or foam-core steel doors. As the benefits of these improvements are only realized if the windows and doors are closed, ventilation systems may also be incorporated.

In addition to the previously discussed criteria, FAA has provided specific guidance for sound insulation programs, as outlined in FAA Order 5100-38D, *Airport Improvement Program Handbook*, Appendix R, effective September 30, 2014, and FAA Advisory Circular 150/500-9B, *Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise*, issued June 8, 2022. For sound insulation programs, a two-step eligibility requirement for such programs applies: first, the noise-impacted, non-compatible structures must be located within an airport's existing or future 65 CNEL contour; and second, the structure must have an existing interior noise level of 45 CNEL or greater, as measured with the windows closed, to be eligible.

Evaluation

There are no noise-sensitive residential properties within the 65, 70, or 75 CNEL noise contours for the existing (2022) or the future (2027) conditions in the areas surrounding Camarillo Airport.

Conclusion

This alternative would not be eligible for inclusion in the NCP.

Noise and Avigation Easement Purchase

An easement is a right held by one person to make use of another property owner’s land for a limited purpose. In the context of airport noise compatibility planning, the two general types of easements are:

1. Positive easements, which allow someone to make noise over the land; and
2. Negative easements, which prevent the creation or continuation of unprotected noise-sensitive uses on the property.

An advantage of easements over zoning is that they can be permanent, whereas the zoning designation of a parcel may be changed. Acquisition of easements does not reduce the noise impacts on people or change the incompatible land uses to compatible uses. Locally, an important advantage of easements over acquisition is that the property remains on the tax rolls and available for compatible development by the landowners.

Noise and avigation easements give an airport the right to direct aircraft over property, creating related annoyances, without the threat of a lawsuit. These easements run with the land and serve as a limited means of notifying prospective property owners of the impact of airport noise. The purchase of noise and avigation easements within the 65 CNEL is eligible for federal funding assistance through the noise set-aside of the AIP. Purchase of noise and avigation easements over existing homes may be appropriate if noise substantially interferes with the full enjoyment of the property. The advantages and disadvantages of purchasing noise and avigation easements are outlined in **Table 6A**.

TABLE 6A Advantages & Disadvantages of Noise and Avigation Easement Purchase	
Advantages	Disadvantages
Legal protection for the airport	Does not mitigate noise, only compensates property owners for inconvenience
Limited fulfillment of fair disclosure objectives	Future owners do not receive similar compensation but are still exposed to aircraft noise
Neighbors who have diminished property enjoyment are compensated	Risk of airport becoming target of complaints, controversy, political pressure, and possibly lawsuits

Evaluation

This technique is not viable given the lack of noise-sensitive residential properties within the 65, 70, or 75 CNEL noise contours in the existing (2022) or the future (2027) conditions for Camarillo Airport.

Conclusion

This alternative should not be considered for inclusion in the NCP.

Sales Assurance

Under a sales assurance program, the airport would offer to supplement any bona fide purchase offer up to an amount equal to fair market value to homes within the 65 CNEL noise exposure contour. The airport guarantees the property owner of receiving the appraised value, or some increment thereof, regardless of the final sales price that is negotiated with a buyer. In order to prevent collusion between buyer and seller, to the detriment of the airport, the airport must approve the listing price for the home and any downward adjustments of that price. In return for participation in the program, the airport could require the property owners to give the airport an avigation easement.

Evaluation

Because there are no noise-sensitive properties within the 65 CNEL noise contour, a sales assurance program is not a useful noise management strategy for the airport.

Conclusion

This alternative should not be considered for inclusion in the NCP.

Development Rights Acquisition

The ownership of land involves the ownership of a bundle of rights to use and develop that land to the extent permitted by government regulations, such as zoning, health and safety laws, and environmental laws. A property owner can sell some of these rights while still retaining the title to the land. For example, a property owner surrenders some of the rights to their property when he or she grants someone an easement or sells the mineral rights to the property. One of the rights a property owner can sell is the right to develop the property for urban uses. The advantages and disadvantages of property rights acquisition are outlined in **Table 6B**.

TABLE 6B Advantages & Disadvantages of Development Rights Acquisition – Camarillo Airport	
Advantages	Disadvantages
Protects from incompatible development	Cost can be nearly as much as the full fee title
Property owners receive compensation	Buyer obtains very limited interest in the property
Property kept in private ownership, in productive use, and on the tax rolls	Only effective in rural areas

The advantage of purchasing development rights is that complete protection from incompatible development can be assured, and the property owners can receive compensation for any perceived loss. In addition, the property can be kept in private ownership, in productive use, and on the tax rolls while protecting the airport from incompatible development. The main disadvantage is the potentially high cost of the development rights, in return for which the buyer receives only a very limited interest in the

property. In urbanizing areas where property owners have a reasonable basis for development expectations, development rights can cost nearly as much as the full fee title. In rural areas, on the other hand, development rights can be an economical alternative to fee simple acquisition.

Evaluation

This alternative is appropriate only in undeveloped areas, not in fully developed urban areas, such as the surrounding City of Camarillo. The City of Camarillo areas within the 65 CNEL contour are either already developed or are planned and zoned for compatible land uses. Undeveloped land in unincorporated Ventura County is protected from future development by the SOAR voter initiative through 2050.

Conclusion

This alternative should not be considered for inclusion in the NCP.

PRELIMINARY LAND USE ALTERNATIVES

Table 6C presents the preliminary list of land use management alternatives which deserve further consideration. These are to be reviewed by the Planning Advisory Committee, airport staff, and the public. Refinements to these preliminary measures may be necessary before the final plan is developed. In addition, more detailed consideration for the implementation of these recommendations is necessary.

TABLE 6C Land Use Management Alternatives for Further Consideration – Camarillo Airport			
Alternative	Description	Cost	Implementing Agency
Update General Plan Policies	Add policy to monitor and update the Part 150 Study. Establish aviation noise threshold for compatibility.	Administrative	City of Camarillo and County of Ventura
Update General Plan Map	Incorporate noise exposure contours as part of General Plan map.	Administrative	City of Camarillo and County of Ventura
Adopt Compatibility Checklist	Could consider adopting an airport land use compatibility checklist for review of development projects within the airport vicinity.	Administrative	City of Camarillo and County of Ventura
Revise Building Code	Require attainment of the CNEL 45 dB interior noise level for construction of new residences or the addition of habitable spaces to an existing property.	Administrative	City of Camarillo and County of Ventura
Fair Disclosure	Update regulatory contours where fair disclosure regulations apply.	Administrative	VCTC
Capital Improvement Programming	Establish a communication process between local public works departments and airport staff to share information regarding major public improvements.	Administrative	City of Camarillo and County of Ventura