

SAN DIEGO

International Airport



AIRPORT MASTER PLAN
SAN DIEGO INTERNATIONAL AIRPORT

SECTION 3.6

Existing Land Uses

3.6 Existing Land Uses

As stated in Chapter One, Introduction, San Diego International Airport (SDIA) comprises 662.54 acres of land. Chapter 3.6 presents an assessment of the utilization of the land that comprises SDIA. A land use assessment will help in the development of a strategy to optimize the utilization of airport property and identify constraints to airport-related development. Airports also impact land beyond their property boundaries. The impacted lands that are outside of the property boundary are identified as the Airport Influence Area (AIA). The AIA is described in Chapter 3.6, and a summary of the land uses present within the AIA is presented to help identify a strategy for the Authority to encourage land utilization that is compatible with the existing airport.

3.6.1 Existing Airport Property and Land Use

As of December 2005, SDIA is comprised of 662.54 acres of property as illustrated in **Figure 3.6-1**. The airport is generally bounded by North Harbor Drive on the south, Pacific Highway on The East, the Marine Corps Recruit Depot (MCRD) on the North, and the Navy Channel on the West. This Master Plan has been organized to reflect the general land uses within the existing property boundary, which include the following:

- Airfield
- Terminal
- Ground Transportation
- Airport Support

These four land uses are joined by three undeveloped areas discussed in section 3.6.2. SDIA remains the smallest of the 31 FAA-defined Large Hub airports in the United States. All land owned and operated by the Authority, and currently developed is dedicated to uses directly related to aviation and the operation of SDIA. The Master Plan identifies appropriate development opportunities for the recently acquired property, which remains undeveloped.

The area south of the east end of Runway 9-27 is a nesting area for the California Least Tern. The California Least Tern is a federally listed endangered species of bird indigenous to the coastal areas of California. The flat, sandy/gravelly ovals located at the east end of Taxiway B have become protected areas and breeding grounds for the bird. They cannot be disturbed or altered and, in fact, must be maintained and protected by the Authority.

3.6.2 Developable Property

There are three undeveloped parcels that the Authority has recently acquired that are now included in the 662.54 acre airport property:

- Former Naval Training Center (NTC) Site, 51.87 Acres
- Former General Dynamics (GD) Site, 89.79 Acres
- Former Teledyne Ryan (TDY) Site, 46.88 Acres

Each of the three properties is illustrated in **Figure 3.6-2**, Developable Property, and is contiguous to the existing airport property. Prior to the acquisition of these three properties, SDIA comprised of 474 acres. The acquisition of these three properties has increased the airport's available lands by nearly 40 percent. These lands present the Authority with significant opportunities for improving the airport and the airport area to better serve the region's travelers and the airport's commercial tenants. This Master Plan will present several concepts for the appropriate utilization of the newly acquired property.

3. Inventory of Existing Conditions

Former Naval Training Center Site

The former Naval Training Center (NTC) site is a 51.87 acre parcel of land that is wholly owned by the Authority after transfer from the United States Navy. The parcel lies directly west of Terminal 2 West and extends to McCain Road. This parcel of land was partially utilized as a municipal trash dump for the residents of the Naval Training Center when it was in operation. A portion of the site contains buried municipal trash while another portion of the site contains burned municipal waste and the associated ash. The Authority currently maintains the property and monitors the dump. The Authority commissioned a report for the clean closure of the trash dump, which the Master Plan advocates.

The Authority has developed approximately 10 acres at the former NTC site into a long-term remote public parking lot called SAN Park NTC. The 1,300 parking space facility opened in November 2004.

Former General Dynamics (GD) Site

The former General Dynamics site is an 89.79 acre parcel of land owned by the San Diego Unified Port District and leased to the Authority. This parcel is located along the north-east portion of the airport along Pacific Highway, north of the General Aviation area and east of Taxiway D. When General Dynamics closed their facility in the late 1990's, their structures were demolished and a gravel cap was installed. One section of this parcel is paved in asphalt and is approximately 10 to 11 acres. This portion is operated as a long term remote public parking lot called SAN Park Pacific Highway. The remainder of the GD site is sub-leased to various companies for short term storage of vehicles, parking and staging for special events. This parcel is the largest available, undeveloped parcel and presents the Authority with opportunities to develop expanded and improved airport support facilities such as cargo and general aviation and improved airfield facilities such as taxiways and aprons. The GD site was also considered for the development of a passenger terminal complex during the previous Master Plan. The option to develop a terminal facility in the area north of Runway 9-27 has been carried forward and will be presented in Chapter 8, Development Concepts, as Concept F.

Former Teledyne-Ryan (TDY) Site

The former Teledyne-Ryan Site is a 46.88 acre parcel of land located in the southeast portion of the airport along North Harbor Drive and owned by the San Diego Unified Port District. The Authority is currently negotiating a lease agreement for this parcel with the Port. Upon conclusion of the lease agreement, the Authority would take control of the parcel.

The TDY site remains relatively intact in that all of the structures that were part of the Teledyne-Ryan factory and offices are still standing. However, the buildings are vacated and unused. The parcel is currently zoned for commercial light/industrial use.

The TDY site presents the Authority with several important opportunities including the ability to improve the visual corridor linking Interstate 5 and downtown San Diego with the airport along North Harbor Boulevard. Acquisition of the former TDY site also presents the opportunity for the Authority to remove several structures on the former TDY site, located south of Taxiway B, that prevent the largest aircraft from being able to utilize Taxiway B between the terminal area and the Runway 27 end.

3.6.3 Surrounding Area

The surrounding area is defined as the area within approximately two miles of the SDIA property line. There is a diverse array of land uses present in this area including, residential, commercial, recreational, and industrial. Existing land use information was obtained from the Authority's *Draft Environmental Impact Report – Annual Amendments to the Comprehensive Land Use Plans for San Diego County Airports*. As depicted in **Figure 3.6-3**, residential development constitutes the majority of land use west of the Airport. This includes new residential developed adjacent to the former NTC site west of the Navy Channel as well as the existing communities within Point Loma. The area southeast of SDIA constitutes

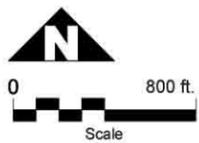
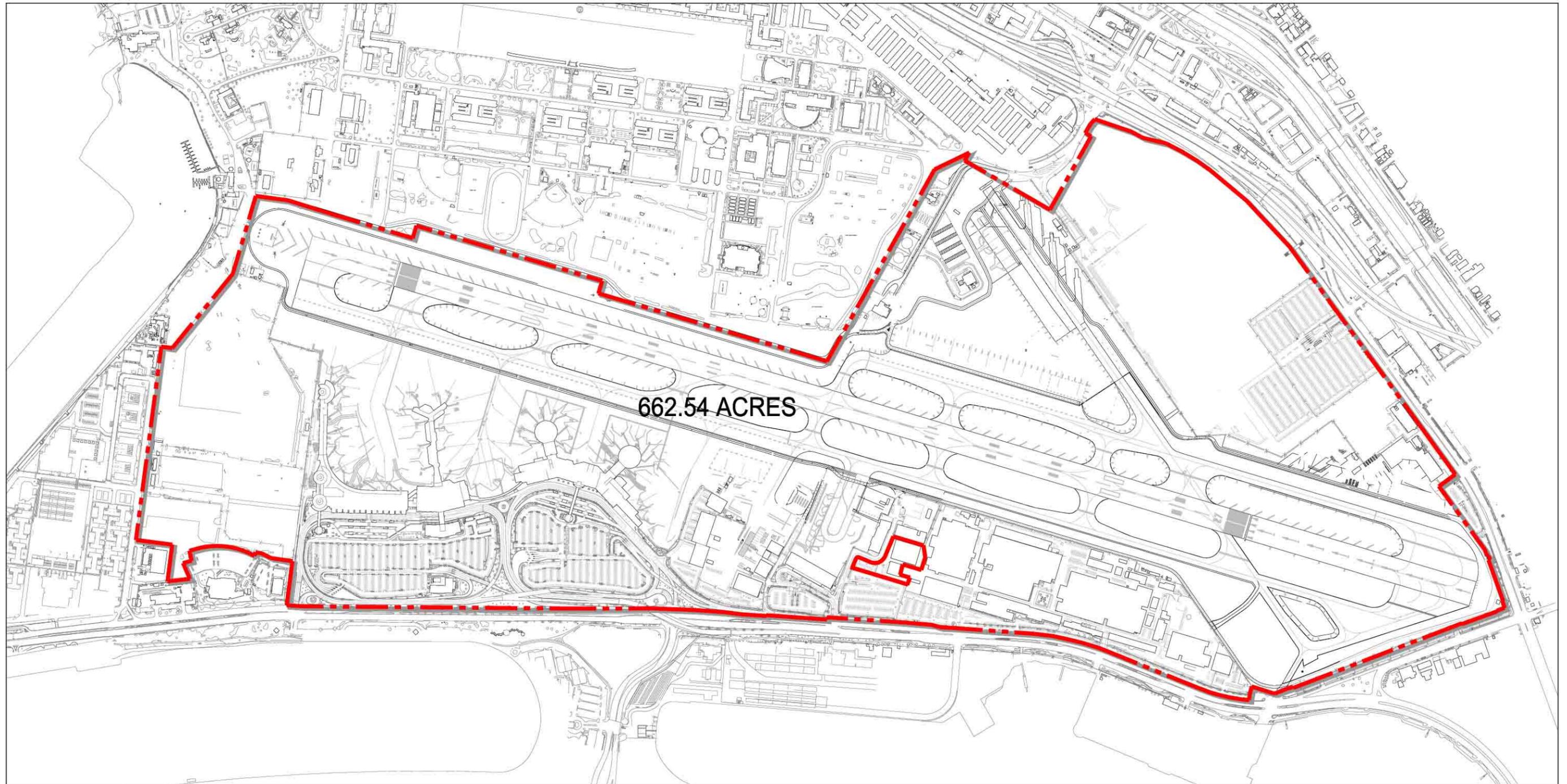


Figure 3.6-1

Airport Property Map

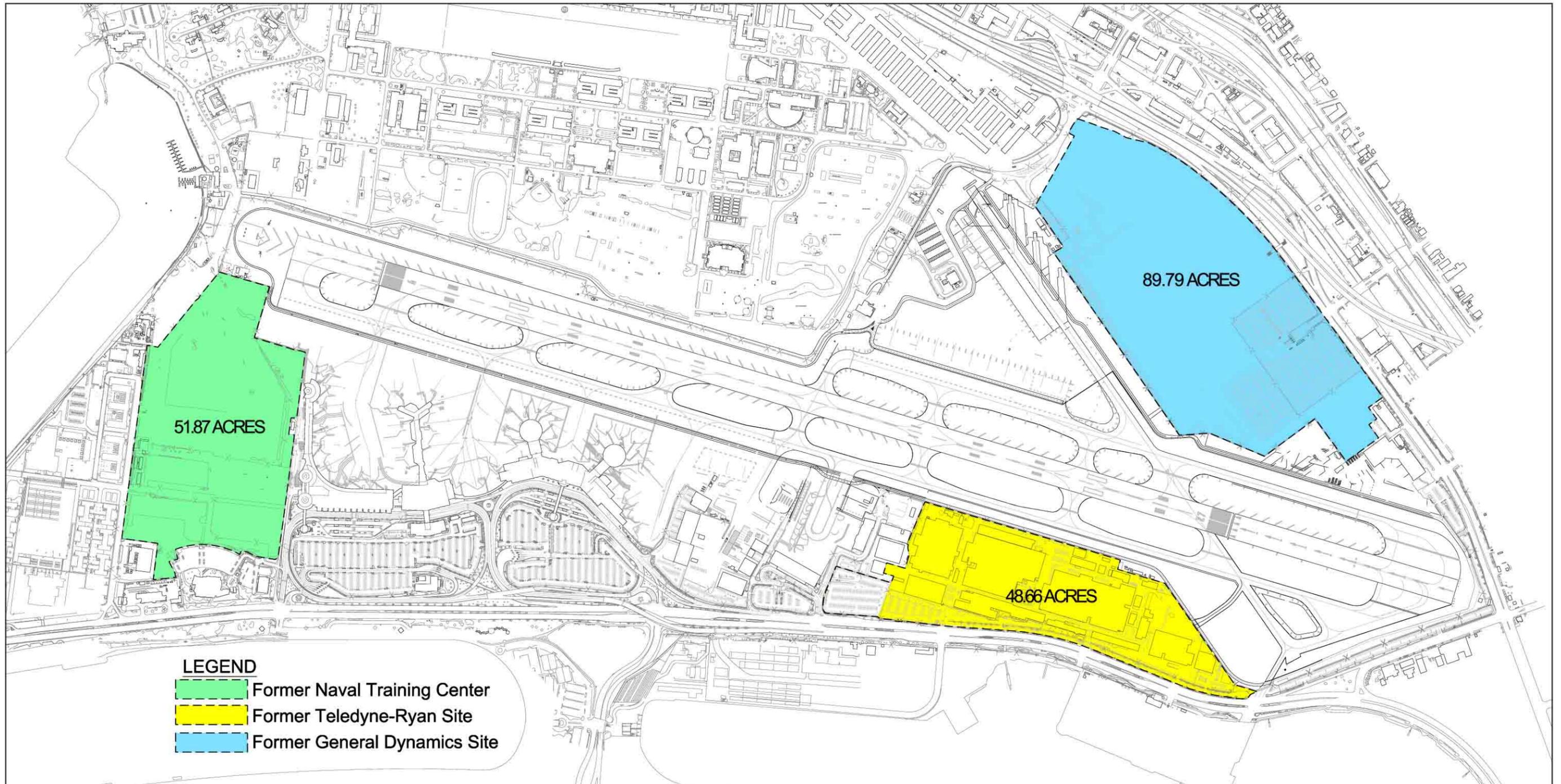


Figure 3.6-2

Developable Properties

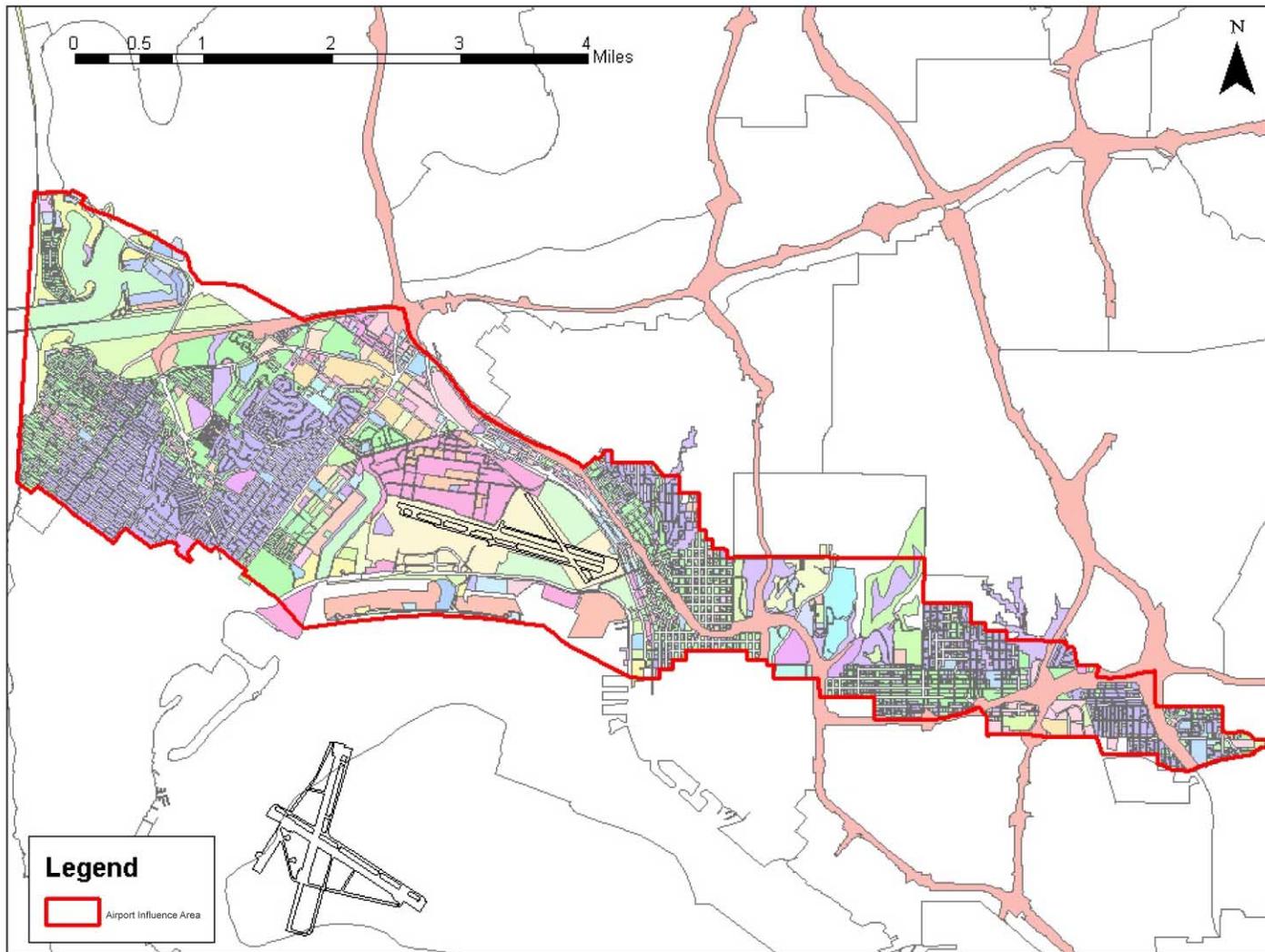


Figure 3.6-3

Existing Land Uses Surrounding SDIA

3. Inventory of Existing Conditions

downtown San Diego and includes commercial, residential, and industrial uses. Downtown San Diego has experienced a recent increase in the construction of mixed-use, mid-rise and high-rise residential structures. The areas north of downtown and east of SDIA are largely residential and, like downtown, are experiencing a resurgence of residential development.

In addition to the conflicts associated with the increased residential population in the surrounding area, the increased population density downtown and north of downtown has put some pressure on the community to develop taller residential buildings. Taller residential buildings present the potential for conflicts with SDIA in two ways. First, they increase the residential population near the airport, exposing a greater number of people to the noise and other impacts associated with the airport. Second, the construction of taller buildings near the airport can conflict with the ability for aircraft to safely navigate in the airspace nearest the airport. As building heights increase, the FAA must adjust its published procedures for pilots to follow when flying in to and out of SDIA. As low visibility conditions settle in, it is possible that fewer operations would be able to occur, which would result in increased flight delays and reduced airport capacity. At an airport that is already severely constrained with a single runway, this is cause for some level of concern, and the Authority should continue to monitor development of taller buildings and encourage the limitation of tall building construction as the acting Airport Land Use Commission for SDIA.

San Diego Bay dominates the area south of SDIA. However, Harbor Island, a commercial district, is located south of the airport along North Harbor Drive and a complex of hotels, restaurants, and marinas.

The Marine Corps Recruiting Depot (MCRD) is north of SDIA and is the largest training center for the United States Marines in the western United States. Commercial land uses, primarily shopping centers, hotels, and restaurants, are located north of SDIA and MCRD along Rosecrans Street and Sports Arena Boulevard.

There are three major recreational areas within the surrounding area including Mission Bay to the north, Balboa Park to the east, and San Diego Bay to the south.

The existing land use map (**Figure 3.6-3**) was generated using SANDAG's Regional Economic Development Information (REDI) Interactive Mapping Application. The application uses color satellite images, black and white digital orthophotography, the SanGIS landbase, the County Assessor's Master Property Records file and other information to identify land use types. The accuracy of the land use information is confirmed by each of the local jurisdictions and the County of San Diego. Land use information is categorized into eight categories:

- Residential
- Commercial
- Industrial
- Parks and recreation
- Public land
- Agriculture
- Water
- Not in use

3.6.4 Airport Influence Area

The AIA represents the boundary of the Airport Land Use Commission's (ALUC) planning and review authority for SDIA. The ALUC is an agency that is required by state law to exist in counties in which there is an airport operated for the benefit of the general public. The purpose of the ALUC is to protect public health, safety and welfare by ensuring the orderly development of airports and the adoption of land use

3. Inventory of Existing Conditions

measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The Authority is the ALUC for San Diego County. The Airport Authority, acting in its capacity as the ALUC for the County of San Diego, is governed by a nine-member Board, which meets monthly to conduct the Authority's ALUC business.

The ALUC sets forth recommendations for land use policy to be adopted by the various governmental bodies including the county and/or municipalities. Typically, the ALUC will propose that land uses in the AIA be restricted to those that are compatible and/or complementary to the airport. However, the ALUC holds no ability to make land use policy. Therefore, local jurisdictions must choose how best to observe the recommendations set forth by the ALUC.

Figure 3.6-4 illustrates the land uses within the AIA. The AIA is roughly defined by SDIA's northwest-southeast runway alignment. The northwest boundary of the AIA straddles the southwest portion of Mission Bay. The southeast boundary of the AIA is located near the California State Highway 94 (Martin Luther King Jr. Freeway) and Interstate Highway 805 (Jacob Dekema Freeway) Interchange and extends to east to the San Diego Bay near the United States Naval Station.

San Diego area communities directly influenced by the Airport include: Ocean Beach, Point Loma Peninsula, Uptown, Midway/Pacific Highway Corridor, Golden Hill, Old Town, Mission Beach, Mission Bay Park, and Centre City (Downtown San Diego).

3.6.5 Constraints on Future Development

Due to the fact that SDIA lies less than two miles from downtown San Diego, the Airport is surrounded by densely developed commercial, residential, industrial, military lands as well as heavily used recreation areas and parks. Land within the surrounding area and AIA is generally expensive and, typically, already developed.

Opportunities for uncomplicated additional property acquisition are scarce. In addition to the fact that most land surrounding SDIA is already developed, there is also an abundance of important environmental resources including California Least Tern Habitat. Spanish Landing Park, a Section 4(f) resource, is located along North Harbor Drive. Historic structures on the MCRD are protected as well as potential historic and cultural resources at the former TDY site. Further, the airport area is under the jurisdiction of the California Coastal Commission regulatory agency. Any development plan must be approved by the agency in accord with the California Coastal Act and the Port of San Diego Master Plan. This agency and act protect San Diego Bay resources. Constraints on future development are depicted in **Figure 3.6-5**.

Given the current and past activities on and adjacent to SDIA, future development could also be constrained, in some areas, due to hazardous waste/material contamination in both the soil and ground water.

The San Diego area is considered a seismic zone, which impacts both existing and future construction. Construction in San Diego must meet the requirements of the California Uniform Building Code. The airport area may be upgraded to Seismic Zone 4 in the future.

California Least Tern Nesting Area

As noted previously, the California Least Tern nesting areas are also a future development constraint for SDIA. The nesting areas within the Airport property are depicted in **Figure 3.6-5**. These areas are protected from disruption by the both the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game.

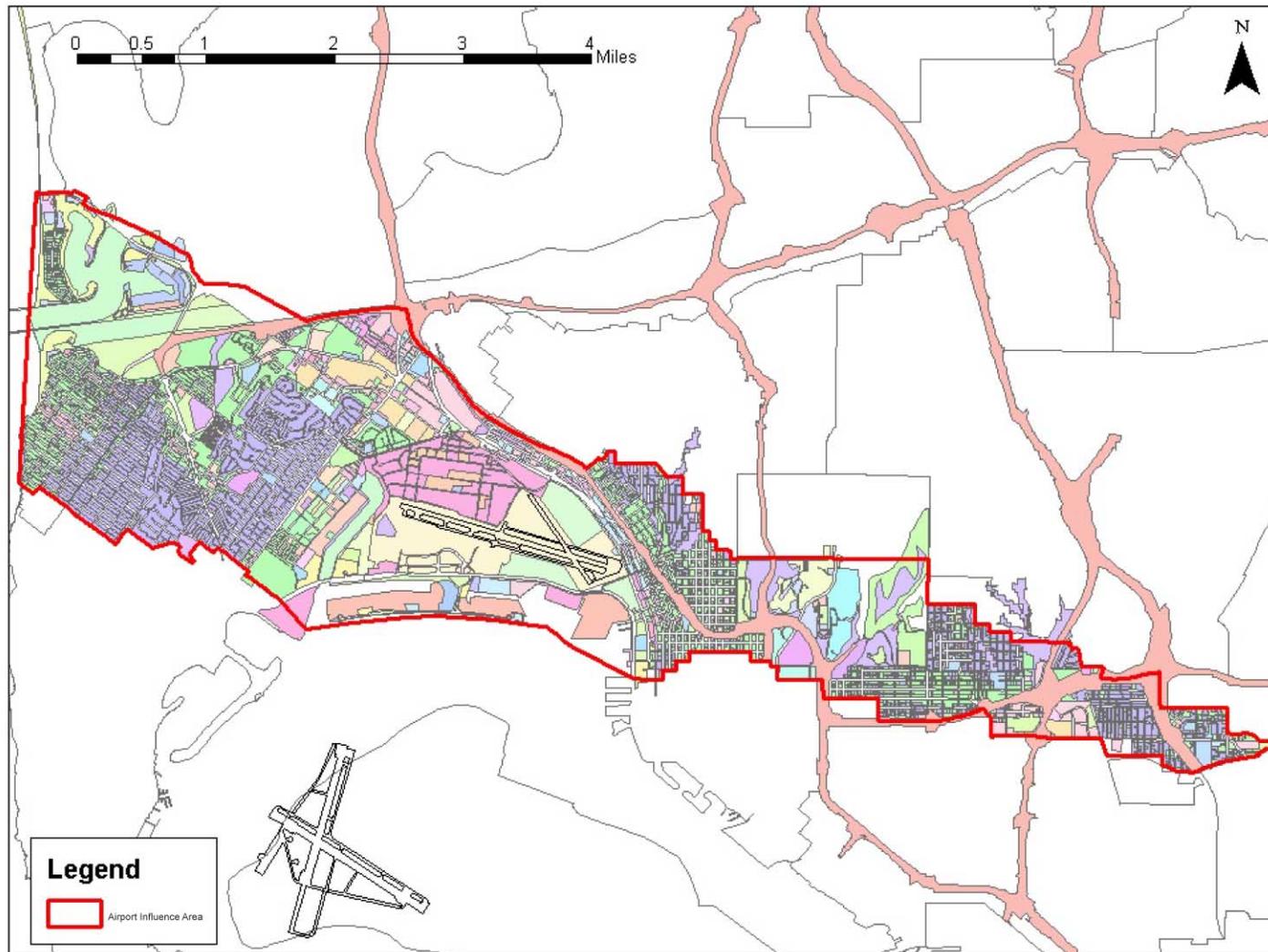


Figure 3.6-4

Planned Land Uses Surrounding SDIA

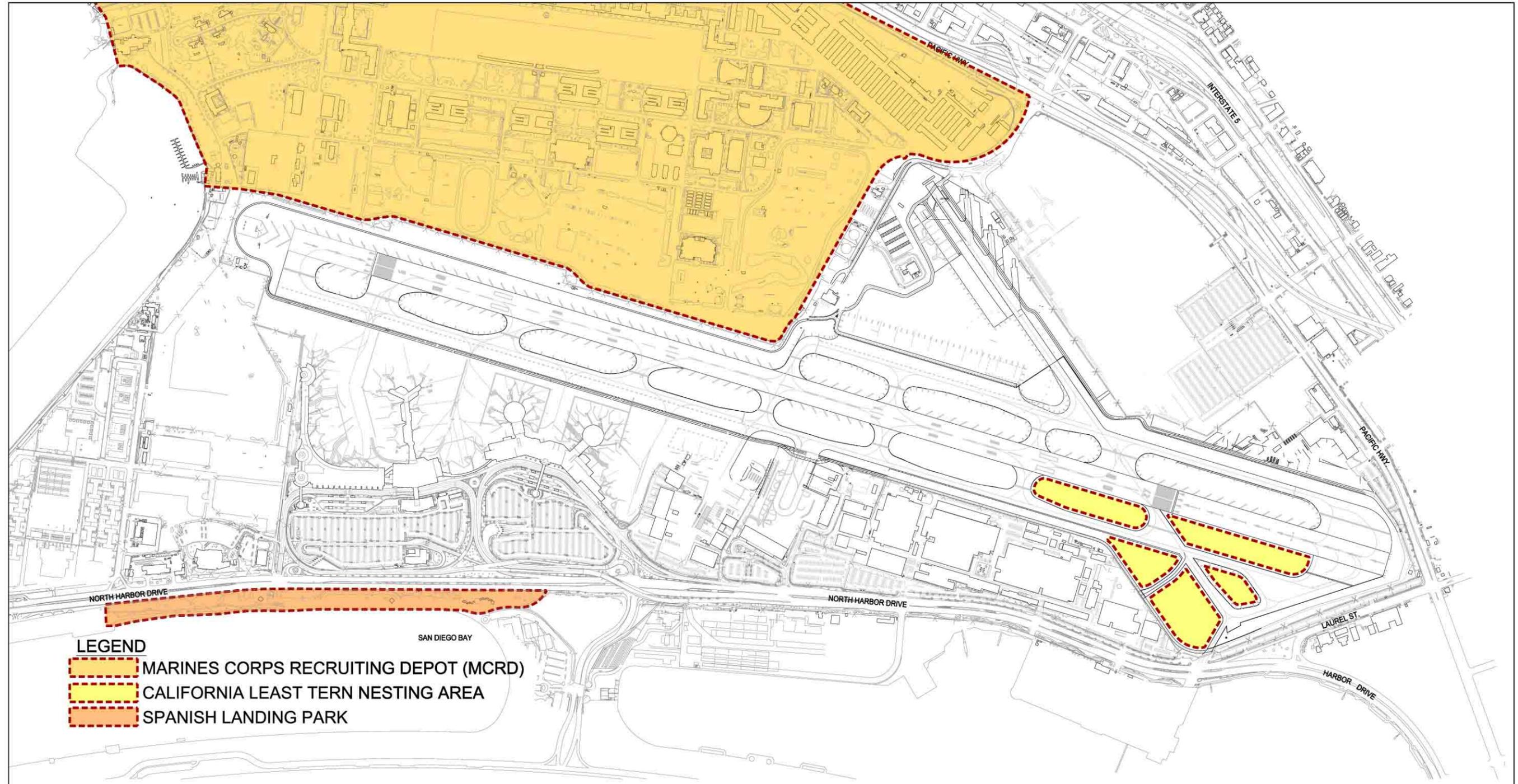
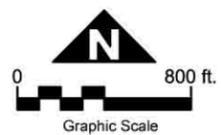


Figure 3.6-5

Constraints to Airport Development



Military Uses

MCRD is a military training center for the United States Army, which bounds the airport to the north. The property is within the purview of the United States Department of Defense and is excluded from consideration for airport expansion or acquisition until Federal action recommends the closure of MCRD. MCRD has approximately 800 civilian employees and approximately 1,800 military personnel. Approximately 4,000 recruits are housed at this facility and are in some phase of training at any given time. Outdoor use areas adjacent to the Airport include the combat skills training area with a bayonet assault course and a confidence building course. An existing child care center with a capacity of up to 85 children is located at the east end of MCRD.

Spanish Landing Park

Spanish Landing Park, a natural resource constraining future development, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for a promenade in the form of a bicycle and pedestrian path. The park is developed with picnic tables, restrooms, parking, and extensive landscaping. Approximately one mile of public access to the shore is provided by this park. The park has been designated as a California Historical Landmark due to its significance as the anchorage site for the Portola-Serra expedition of 1769.

San Diego Unified Port District Master Plan

Land use impacts are considered significant if a proposed use is inconsistent with the environmental goals, policies, and land use objectives of the Port District's Port Master Plan. This plan is a local plan, which, in part, governs development at SDIA. Land use impacts will occur if proposed facilities are incompatible with this plan. The criteria, as developed, is based on the "substantial evidence" test, outlined in Section 15064 of the State CEQA Guidelines and defined in Section 15384.

Mitigation Measures

Mitigation and monitoring of plans for development of areas surrounding SDIA will be required to avoid adverse impacts of Airport activities upon the current land use and the population of the of California least tern.

3.6.6 Existing Land Use Plans, Policies and Regulations

The following is a list of various existing land use plans, policies, and regulations applicable to the area surrounding SDIA. Each of these plans impacts the planning and development possibilities at SDIA and should be assessed as part of any development plan.

- SANDAG Plans
 - Regional Comprehensive Plan
 - Regional Transportation Plan
- City of San Diego General Plan
 - Strategic Framework Element (SFE)
 - SFE Action Plan
 - Land Use Element
 - Golden Hill Community Plan
 - Uptown Community Plan
 - Centre City/Downtown Community Plan
 - Little Italy Focus Plan

3. Inventory of Existing Conditions

- North Embarcadero Visionary Plan
- Peninsula Community Plan and Local Coastal Program Land Use Plan
- Ocean Beach Precise Plan and Local Coastal Program Addendum
- Mission Beach Precise Plan and Local Coastal Program
- Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan
- Balboa Park Master Plan
- 60-65 dB Contour Communities
- Housing Element
- Transportation Element
- Commercial Element
- Redevelopment Element
- Public Facilities, Services and Safety Element
- Redevelopment Plans
 - North Bay Redevelopment Plan
 - Centre City Redevelopment Plan
 - Naval Training Center (NTC) Precise Plan and Local Coastal Program
 - Southeastern Economic Development Corporation Redevelopment Plan
- City of San Diego Municipal (Land Development) Code
 - Golden Hill Planned District Ordinance
 - Mid-City Communities Planned District Ordinance
 - Centre City Planned District Ordinance
 - Mission Beach Planned District Ordinance
 - Southeastern San Diego Planned District Ordinance
 - Central Urbanized Planned District Ordinance
 - Airport Environs Overlay Zone
 - Airport Approach Overlay Zone