

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



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THELLA F. BOWENS

AIRPORT LAND USE COMMISSION AGENDA

Thursday, April 23, 2015
9:00 A.M. or immediately following the
Board Meeting

San Diego International Airport
Commuter Terminal – Third Floor
Board Room
3225 N. Harbor Drive
San Diego, California 92101

***Live webcasts of Authority Board meetings can be accessed at
<http://www.san.org/Airport-Authority/Meetings-Agendas?EntryId=1954>***

Pursuant to California Public Utilities Code §§ 21670-21679.5, the Airport Land Use Commission ("Commission") is responsible for coordinating the airport planning of public agencies within San Diego County. The Commission has the legal responsibility to formulate airport land use compatibility plans ("ALUCPs") that will (a) provide for the orderly growth of each public airport and the areas surrounding the airport within the County and (b) safeguard the general welfare of the inhabitants within the vicinity of each airport and the public in general. Pursuant to §21670.3, the San Diego County Regional Airport Authority serves as the Commission.

This Agenda contains a brief general description of each item to be considered. The indication of a recommended action does not indicate what action (if any) may be taken. ***Please note that agenda items may be taken out of order.*** If comments are made to the Commission without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting pursuant to State law.

Staff Reports and documentation relating to each item of business on the Agenda are on file in Corporate & Information Governance and are available for public inspection.

NOTE: Pursuant to Authority Code Section 2.15, all Lobbyists shall register as an Authority Lobbyist with the Authority Clerk within ten (10) days of qualifying as a lobbyist. A qualifying lobbyist is any individual who receives \$100 or more in any calendar month to lobby any Commission Member or employee of the Authority for the purpose of influencing any action of the Authority. To obtain Lobbyist Registration Statement Forms, contact the Corporate & Information Governance/Authority Clerk Department.

PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE AUTHORITY CLERK. *PLEASE REVIEW THE POLICY FOR PUBLIC PARTICIPATION IN BOARD AND BOARD COMMISSION MEETINGS (PUBLIC COMMENT) LOCATED AT THE END OF THE AGENDA.*

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

NON-AGENDA PUBLIC COMMENT:

Non-Agenda Public Comment is reserved for members of the public wishing to address the Commission on matters for which another opportunity to speak **is not provided on the Agenda**, and which is within the jurisdiction of the Commission. Please submit a completed speaker slip to the Authority Clerk. ***Each individual speaker is limited to three (3) minutes. Applicants, groups and jurisdictions referring items to the Board for action are limited to five (5) minutes.***

Note: Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Commission.

CONSENT AGENDA (Items 1-7):

The Consent Agenda contains items that are routine in nature and non-controversial. It also contains consistency determinations that have been deemed consistent or **conditionally consistent**. The matters listed under 'Consent Agenda' may be approved by one motion. Any Commission Member may remove an item for separate consideration. Items so removed will be heard before the scheduled New Business items, unless otherwise directed by the Chair.

1. APPROVAL OF MINUTES:

The Airport Land Use Commission is requested to approve minutes of prior Commission meetings.

RECOMMENDATION: Approve the minutes of the March 19, 2015, regular meeting.

CONSISTENCY DETERMINATIONS

2. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 10 ATTACHED RESIDENTIAL UNITS AT 1001-1019 30TH STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0008 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

3. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 1021-1033 30TH STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0009 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

4. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 912-920 28TH STREET & 2796 E STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0010 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

5. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 70 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 915-919 GRAPE STREET & 1930-1940 CALIFORNIA STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0011 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

6. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 226 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 330 13TH STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0012 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

7. CONSISTENCY DETERMINATION – SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN – CONSTRUCTION OF 220 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 520 WEST ASH STREET & 1446 COLUMBIA STREET, CITY OF SAN DIEGO:

The Commission is requested to make a consistency determination on a proposed project in the City of San Diego.

RECOMMENDATION: Adopt Resolution No. 2015-0013 ALUC, making the determination that the project is conditionally consistent with the San Diego International Airport - Airport Land Use Compatibility Plan.

(Airport Planning: Angela Jamison, Manager)

PUBLIC HEARINGS: None

OLD BUSINESS:

NEW BUSINESS:

8. ADOPTION OF AN AMENDMENT TO THE FALLBROOK COMMUNITY AIRPARK AIRPORT LAND USE COMPATIBILITY PLAN AND ADDENDUM TO THE PREVIOUSLY ADOPTED NEGATIVE DECLARATION:

The Commission is requested to adopt an amendment to the Fallbrook Community Airpark Plan and an Addendum to the Negative Declaration.

RECOMMENDATION: Adopt Resolution No. 2015-0014 ALUC, adopting an amendment to the Fallbrook Community Airpark Airport Land Use Compatibility Plan and adopting an Addendum to the previously adopted Negative Declaration.

(Airport Planning: Angela Jamison, Manager)

COMMISSION COMMENT:

ADJOURNMENT:

Policy for Public Participation in Board, Airport Land Use Commission (ALUC), and Committee Meetings (Public Comment)

- 1) Persons wishing to address the Board, ALUC, and Committees shall complete a "Request to Speak" form prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to complete a form shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section at the beginning of the agenda is limited to eighteen (18) minutes and is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board. A second Public Comment period is reserved for general public comment later in the meeting for those who could not be heard during the first Public Comment period.
- 3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board, ALUC and Committees. Public comment on specific items is limited to twenty (20) minutes – ten (10) minutes for those in favor and ten (10) minutes for those in opposition of an item. Each individual speaker will be allowed three (3) minutes, and applicants and groups will be allowed five (5) minutes.
- 4) If many persons have indicated a desire to address the Board, ALUC and Committees on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
- 5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board, ALUC, and Committees without first obtaining permission to do so.

Additional Meeting Information

NOTE: This information is available in alternative formats upon request. To request an Agenda in an alternative format, or to request a sign language or oral interpreter, or an Assistive Listening Device (ALD) for the meeting, please telephone the Authority Clerk's Office at (619) 400-2400 at least three (3) working days prior to the meeting to ensure availability.

For your convenience, the agenda is also available to you on our website at www.san.org.

For those planning to attend the Board meeting, parking is available in the public parking lot located directly in front of the Commuter Terminal. Bring your ticket to the third floor receptionist for validation.

You may also reach the Commuter Terminal by using public transit via the San Diego MTS system, Route 992. For route and fare information, please call the San Diego MTS at (619) 233-3004 or 511.

UPCOMING MEETING SCHEDULE

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
May 21	Thursday	9:00 a.m.	Regular	Board Room
June 25	Thursday	9:00 a.m.	Regular	Board Room

**DRAFT
AIRPORT LAND USE COMMISSION
MINUTES
THURSDAY, MARCH 19, 2015
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM**

CALL TO ORDER: Chair Gleason called the regular meeting of the Airport Land Use Commission to order at 9:41 a.m. on Thursday, March 19, 2015 in the Board Room at the San Diego International Airport, Commuter Terminal, 3225 North Harbor Drive, San Diego, CA 92101.

PLEDGE OF ALLEGIANCE:

ROLL CALL:

PRESENT: Commission Members: Alvarez, Berman (Ex Officio), Boling, Cox, Desmond, Farnam (Ex Officio), Gleason, Hubbs, Janney, Robinson, Sessom

ABSENT: Commission Members: Ortega (Ex Officio)

ALSO PRESENT: Thella F. Bowens, President/CEO; Breton K. Lobner, General Counsel; Tony R. Russell, Director, Corporate and Information Governance/Authority Clerk; Lorraine Bennett, Assistant Authority Clerk II

NON-AGENDA PUBLIC COMMENT: None.

CONSENT AGENDA (Items 1-2):

ACTION: Moved by Commissioner Cox and seconded by Commissioner Robinson to approve the Consent Agenda. Motion carried by the following vote: YES – Alvarez, Boling, Cox, Desmond, Gleason, Hubbs, Janney, Robinson, Sessom; NO – None; ABSENT – None (Weighted Vote Points: YES – 100; NO – 0; ABSENT – 0)

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the February 19, 2015, regular meeting.

CONSISTENCY DETERMINATIONS

2. REPORT OF LAND USE ACTIONS DETERMINED TO BE CONSISTENT WITH AIRPORT LAND USE COMPATIBILITY PLANS:

RECOMMENDATION: Receive the report.

PUBLIC HEARINGS: None

OLD BUSINESS: None

NEW BUSINESS: None

COMMISSION COMMENT: None

ADJOURNMENT: The meeting was adjourned at 9:42 a.m.

APPROVED BY A MOTION OF THE AIRPORT LAND USE COMMISSION THIS
23rd DAY OF APRIL, 2015.

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 2 Resolution # 2015-0008 ALUC

Recommendation: Conditionally Consistent

**CONSTRUCTION OF 10 ATTACHED RESIDENTIAL UNITS AT 1001-1019
30TH STREET, CITY OF SAN DIEGO**

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of 10 attached residential units on a property of 10,000 square feet. The application was deemed complete by ALUC staff on March 23, 2015.

Noise Contours: The proposed project is located within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. The ALUCP requires that an avigation easement for aircraft noise and height be recorded with the County Recorder.

Airspace Protection Surfaces: The height of the proposed project structure will be 36 feet above ground level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that an overflight notification for new residential land uses be recorded with the County Recorder. However, in instances when an avigation easement is required, no additional overflight notification is required.

Interests Disclosure: The property is owned by MREV-GH1 LLC dba McNamara Ventures of Solana Beach. The architect is Studio E Architects of San Diego. The structural engineer is TKJ Structural Engineering of San Diego. The civil

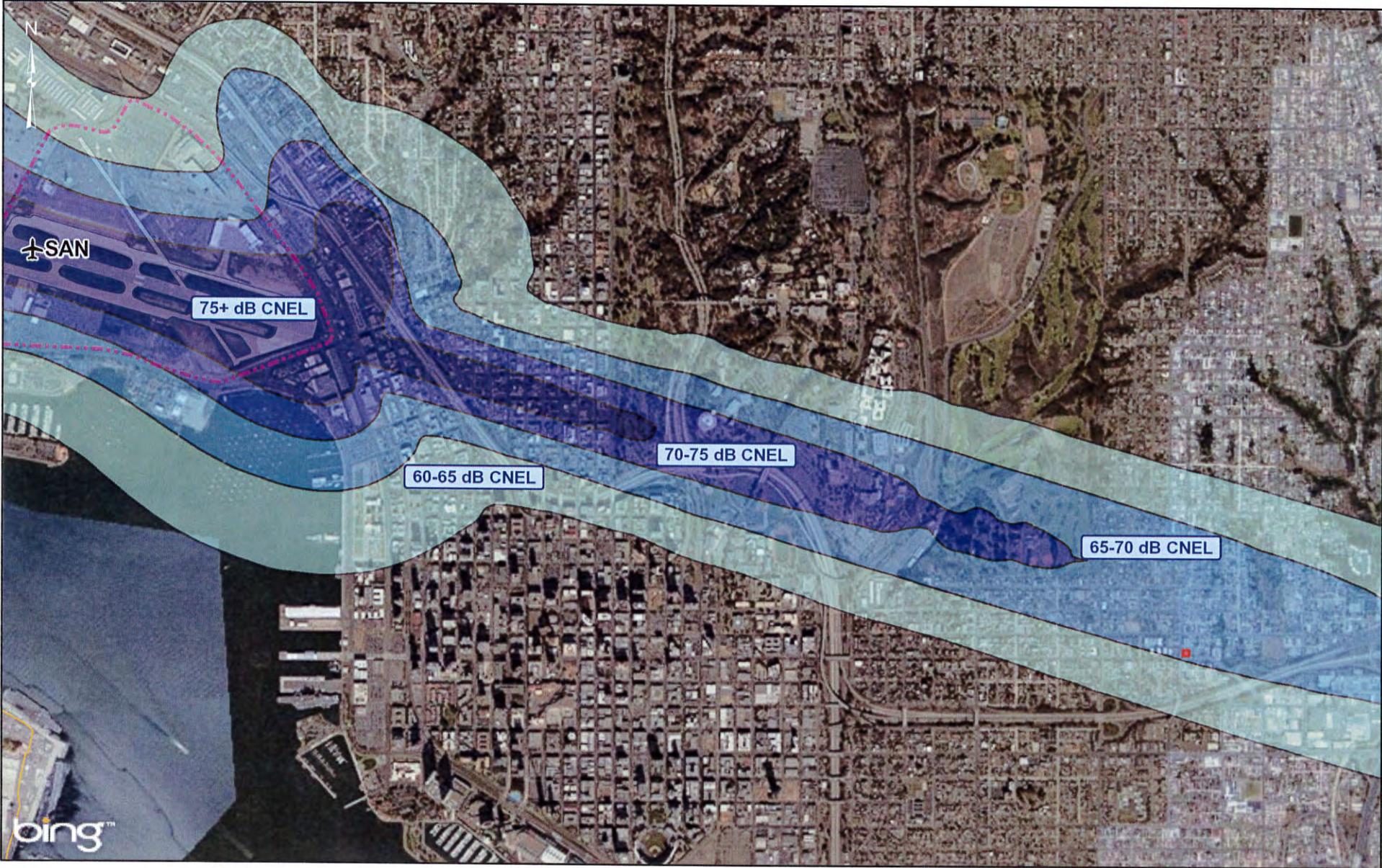
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engineer is K&S Engineering of San Diego. The general contractor is Maco Construction Services of Chula Vista.

Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: 1) Sound attenuation to an interior noise level of 45 dB CNEL.
2) Recordation of an avigation easement with the County Recorder.

1001-1019 30th Street



005

- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

0 1,300 2,600 5,200 Feet

1 inch = 2,633 feet

Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0008 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 10 ATTACHED RESIDENTIAL UNITS AT 1001-1019 30TH STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN.

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 10 Attached Residential Units at 1001-1019 30th Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of ten, attached residential units; and

WHEREAS, the proposed project would be located within the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an avigation easement is recorded with the County Recorder; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an avigation easement is required; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 10 Attached Residential Units at 1001-1019 30th Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of ten, attached residential units.
- (2) The proposed project is located within the 65-70 dB CNEL noise contour. The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an aviation easement must be recorded with the County Recorder.
- (3) The proposed project is located outside the TSS. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an aviation easement is required.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 3 Resolution # 2015-0009 ALUC

Recommendation: Conditionally Consistent

CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 1021-1033 30TH STREET, CITY OF SAN DIEGO

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of five, attached residential units on a property of 4,000 square feet. The application was deemed complete by ALUC staff on March 23, 2015.

Noise Contours: The proposed project is located within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. The ALUCP requires that an aviation easement for aircraft noise and height be recorded with the County Recorder.

Airspace Protection Surfaces: The height of the proposed project structure will be 36 feet above ground level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that an overflight notification for new residential land uses be recorded with the County Recorder. However, in instances when an aviation easement is required, no additional overflight notification is required.

Interests Disclosure: The property is owned by MREV-GH1 LLC dba McNamara Ventures of Solana Beach. The architect is Studio E Architects of San Diego. The structural engineer is TKJ Structural Engineering of San Diego. The civil

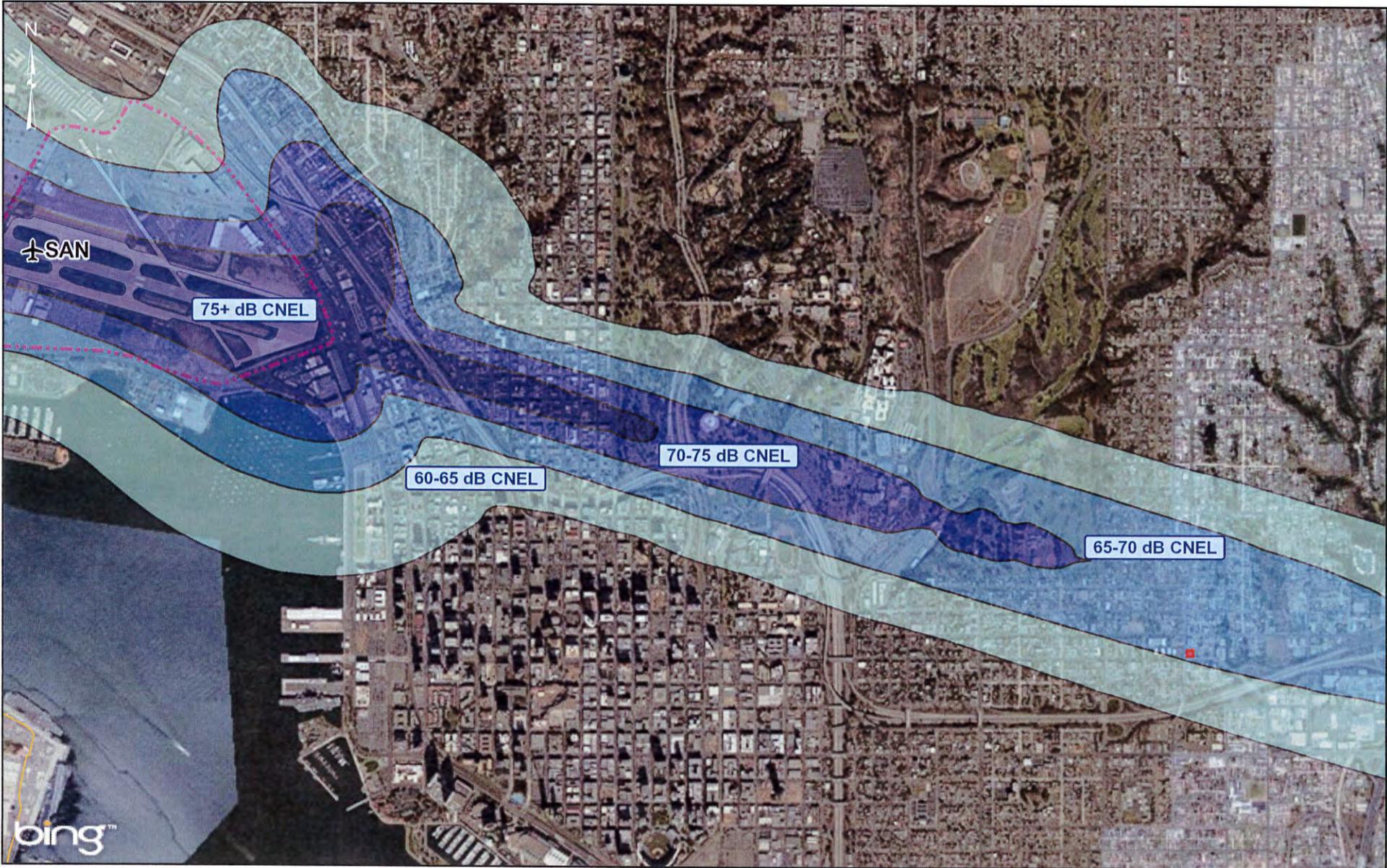
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engineer is K&S Engineering of San Diego. The general contractor is Maco Construction Services of Chula Vista.

Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: 1) Sound attenuation to an interior noise level of 45 dB CNEL.
2) Recordation of an avigation easement with the County Recorder.

1021-1033 30th Street



- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

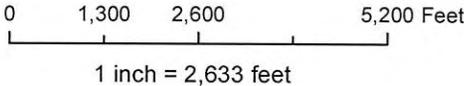


Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0009 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 1021-1033 30TH STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 5 Attached Residential Units at 1021, 1023, 1025, 1031 & 1033 30th Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of five, attached residential units; and

WHEREAS, the proposed project would be located within the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an aviation easement is required; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 5 Attached Residential Units at 1021, 1023, 1025, 1031 & 1033 30th Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of five, attached residential units.
- (2) The proposed project is located within the 65-70 dB CNEL noise contour. The ALUCP identifies residential uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an aviation easement must be recorded with the County Recorder.
- (3) The proposed project is located outside the TSS. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an aviation easement is required.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 4 Resolution # 2015-0010 ALUC

Recommendation: Conditionally Consistent

**CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 912-920 28TH
STREET & 2796 E STREET, CITY OF SAN DIEGO**

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of five attached residential units in two buildings on a property of 9,363 square feet. The application was deemed complete by ALUC staff on March 23, 2015.

Noise Contours: The proposed project is located within the 60-65 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as conditionally compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level.

Airspace Protection Surfaces: The height of the proposed project structures will be 35 feet above ground level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that an overflight notification for new residential land uses be recorded with the County Recorder or other alternative methods as approved by the ALUC.

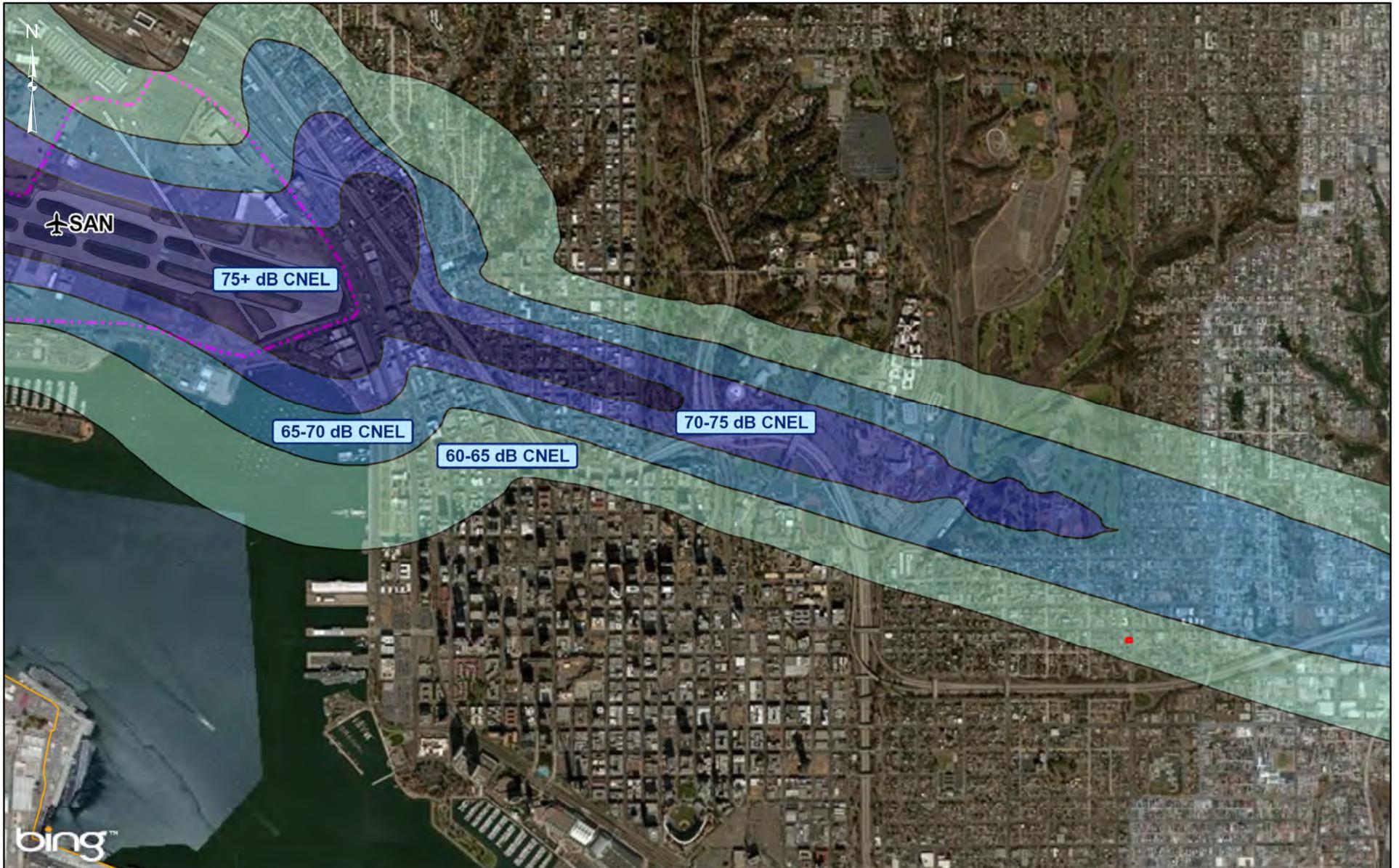
Interests Disclosure: The property is owned by Albert Rezko of Whittier. The architect is Begovich+Haug of Long Beach. The civil engineer is Kamal McHantaf of Murrieta. The structural consultant is Engineering Design of Rosemead. The soils consultant is Allied Earth Technology of San Diego. The engineering geologist is Michael Hart of San Diego. The landscape architect is Richard Garcia of Santa Ana.

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Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: 1) Sound attenuation to an interior noise level of 45 dB CNEL.
2) Recordation of an overflight notification with the County Recorder or other alternative methods as approved by the ALUC.

912-920 28th Street & 2796 E Street



- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

0 1,300 2,600 5,200 Feet

1 inch = 2,633 feet

Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0010 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 5 ATTACHED RESIDENTIAL UNITS AT 912-920 28TH STREET & 2796 E STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN.

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 5 Attached Residential Units at 912-920 28th Street & 2796 E Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of five attached residential units; and

WHEREAS, the proposed project would be located within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative methods as approved by the ALUC; and

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WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 5 Attached Residential Units at 912-920 28th Street & 2796 E Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of five attached residential units.
- (2) The proposed project is located within the 60-65 dB CNEL noise contour. The ALUCP identifies residential uses located within the 60-65 dB CNEL noise contour as compatible with airport uses, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level.
- (3) The proposed project is located outside the TSS. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC. Therefore, as a condition of project approval, an overflight notification shall be recorded with the County Recorder or other alternative method as approved by the ALUC.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT (SDIA)
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 5 Resolution # 2015-0011 ALUC

Recommendation: Conditionally Consistent

**CONSTRUCTION OF 70 ATTACHED RESIDENTIAL UNITS WITH LEASABLE
COMMERCIAL SPACE AT 915-919 GRAPE STREET & 1930-1940
CALIFORNIA STREET, CITY OF SAN DIEGO**

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of 70 attached residential units with 1,644 square feet of leasable commercial space on a property of 14,446 square feet. The application was deemed complete by ALUC staff on March 27, 2015.

Noise Contours: The proposed project is located within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level. The ALUCP requires that an aviation easement for aircraft noise and height be recorded with the County Recorder.

Airspace Protection Surfaces: The height of the proposed project structure will be 93 feet above ground level. The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that an overflight notification for new residential land uses be recorded with the County Recorder. However, in instances when an aviation easement is required, no additional overflight notification is required.

Interests Disclosure: The property is owned by Bay View SD LLC of Los Angeles. The architect is De Bartolo + Rimanic Design Studio of San Diego.

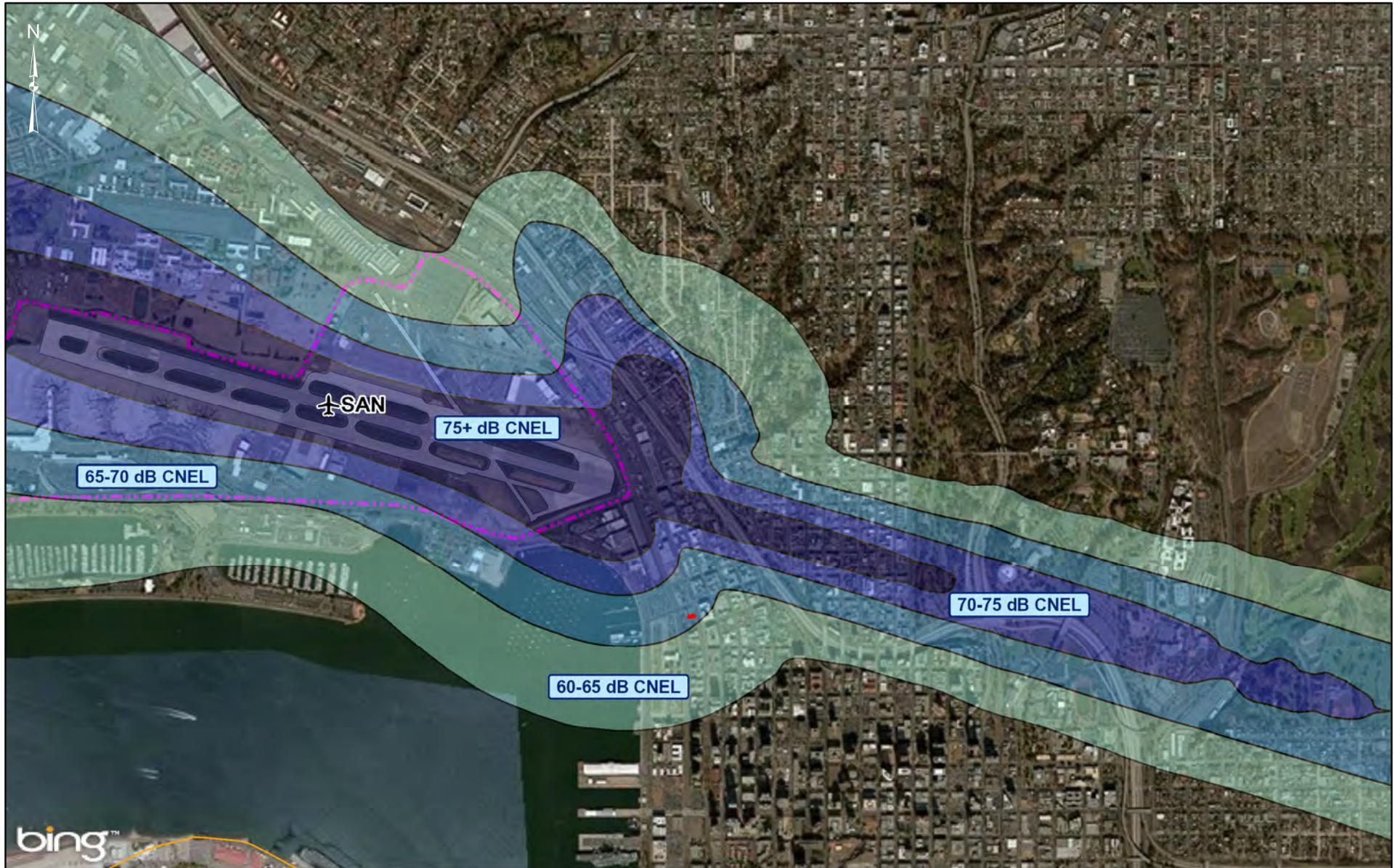
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The civil engineer is Coffey Engineering Inc. of San Diego. The landscape architect is McCullough Landscape Architecture of San Diego.

Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: 1) Sound attenuation to an interior noise level of 45 dB CNEL.
2) Recordation of an avigation easement with the County Recorder.

915-919 Grape Street & 1930-1940 California Street



- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

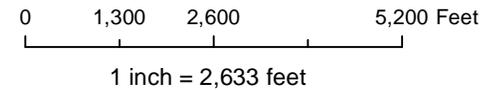


Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0011 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 70 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 915-919 GRAPE STREET & 1930-1940 CALIFORNIA STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 70 Attached Residential Units with Leasable Commercial Space at 915-919 Grape Street & 1930-1940 California Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of 70 attached residential units with leasable commercial space; and

WHEREAS, the proposed project would be located within the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an aviation easement is recorded with the County Recorder; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an avigation easement is required; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 70 Attached Residential Units with Leasable Commercial Space at 915-919 Grape Street & 1930-1940 California Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of 70 attached residential units with leasable commercial space.
- (2) The proposed project is located within the 65-70 dB CNEL noise contour. The ALUCP identifies commercial uses located within the 65-70 dB CNEL noise contour as compatible with airport uses, and residential uses as conditionally compatible, provided that the residences are sound attenuated to 45 dB CNEL interior noise level and that an avigation easement is recorded with the County Recorder. Therefore, as a condition of project approval, the residences must be sound attenuated to 45 dB CNEL interior noise level and an avigation easement must be recorded with the County Recorder.
- (3) The proposed project is located outside the TSS. The proposed project is in compliance with the ALUCP airspace protection surfaces because a determination of no hazard to air navigation has been issued by the FAA.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses, but does not require an additional overflight notification where an avigation easement is required.

(6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000026

**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 6 Resolution # 2015-0012 ALUC

Recommendation: Conditionally Consistent

**CONSTRUCTION OF 226 ATTACHED RESIDENTIAL UNITS WITH
LEASABLE COMMERCIAL SPACE AT 330 13TH STREET, CITY OF SAN
DIEGO**

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of a mixed-use, 22-story building comprising 226 residential units and 7,404 square feet of ground-level, commercial space and 3 levels of underground parking on a property of 0.89 acres. The application was deemed complete by ALUC staff on April 3, 2015.

Noise Contours: The proposed project is located outside the 60 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses.

Airspace Protection Surfaces: The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The height of the proposed project will be 246 feet above ground level. The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located outside the overflight notification area.

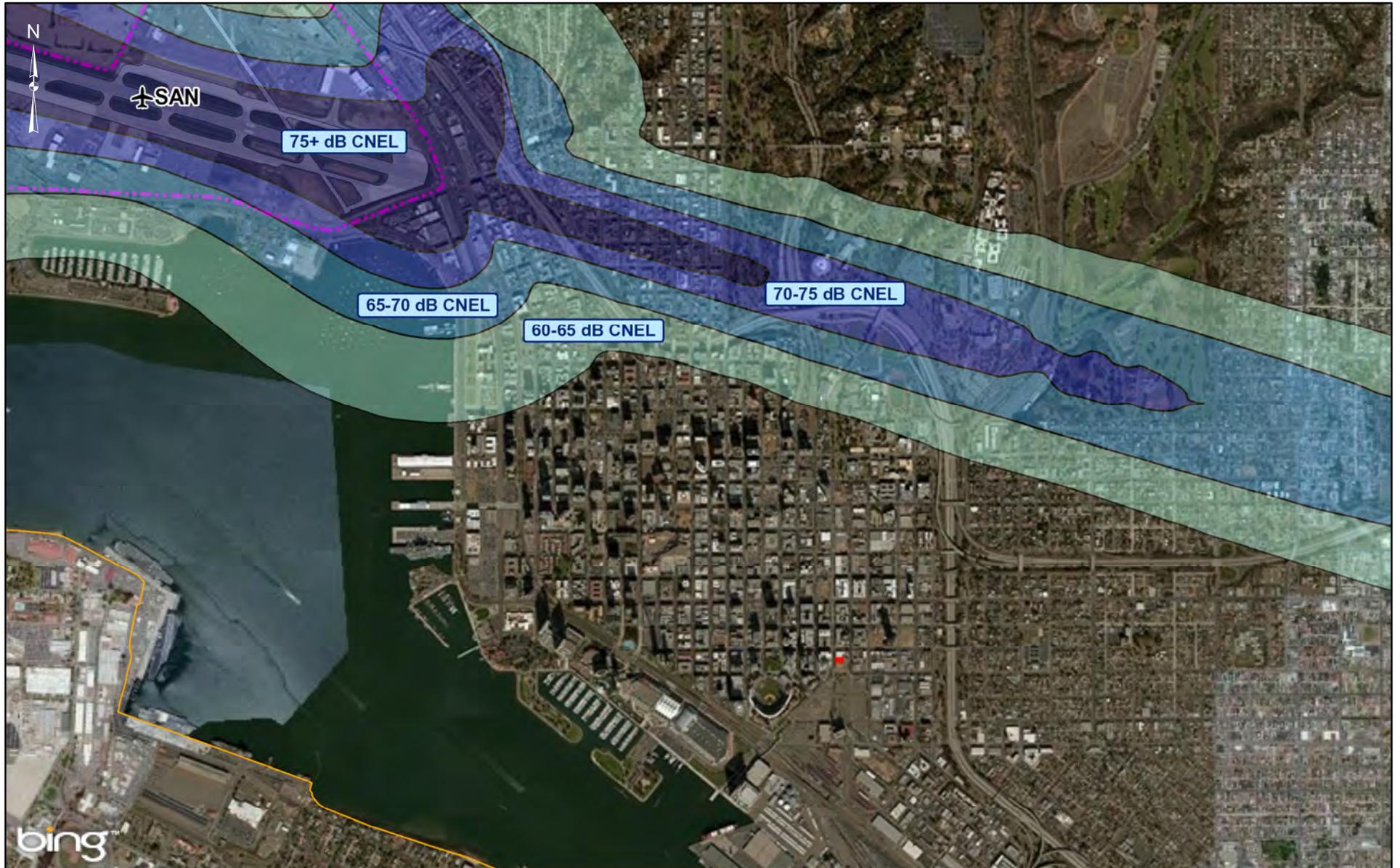
Interests Disclosure: The property is owned by CW San Diego Towers OLC LLC of Newport Beach. The developer is The Richman Group of California LLC of La Jolla. The project manager is Nexus Planning Consultants of San Diego. The architect is Designarc LA Inc. of Los Angeles. The landscape architect is Spurlock Poirier of San Diego.

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Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: Structural marking and lighting per FAA procedures.

330 13th Street



- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

0 1,300 2,600 5,200 Feet

1 inch = 2,633 feet

Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0012 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 226 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 330 13TH STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 226 Attached Residential Units with Leasable Commercial Space at 330 13th Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of 226 attached residential units with leasable commercial space; and

WHEREAS, the proposed project would be located outside the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located outside the overflight notification area; and

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WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 226 Attached Residential Units with Leasable Commercial Space at 330 13th Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of 226 attached residential units with leasable commercial space.
- (2) The proposed project is located outside the 60 dB CNEL noise contour. The ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses.
- (3) The proposed project is located outside the TSS. The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the FAA. Therefore, as a condition of project approval, the structure shall be marked and lighted in accordance with FAA procedures.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located outside the overflight notification area.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego
County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000032

**CONSISTENCY DETERMINATION
SAN DIEGO INTERNATIONAL AIRPORT
AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)
April 23, 2015**

Item # 7 Resolution # 2015-0013 ALUC

Recommendation: Conditionally Consistent

**CONSTRUCTION OF 220 ATTACHED RESIDENTIAL UNITS WITH
LEASABLE COMMERCIAL SPACE AT 520 WEST ASH STREET & 1446
COLUMBIA STREET, CITY OF SAN DIEGO**

Description of Project: Based on plans submitted to the ALUC, the project proposes the construction of a mixed-use, 24-story building comprising 220 residential units and 4,943 square feet of ground-level, commercial space with 5 levels of underground parking and 3 levels of above-grade parking on a property of 0.46 acres. The application was deemed complete by ALUC staff on April 3, 2015.

Noise Contours: The proposed project is located outside the 60 decibel Community Noise Equivalent Level (dB CNEL) noise contour. (See the attached map.) The ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses.

Airspace Protection Surfaces: The proposed project is located outside the SDIA Threshold Siting Surface (TSS). The height of the proposed project will be 269 feet above ground level. The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structures are marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA).

Safety Zones: The proposed project is located outside all Safety Zones.

Overflight Notification Area: The proposed project is located within the overflight notification area. The ALUCP requires that an overflight notification for new residential land uses be recorded with the County Recorder or other alternative methods as approved by the ALUC.

Interests Disclosure: The property is owned by Chhatrala 520 Ash LLC. The developer is LMI Little Italy Holdings LLC of Aliso Viejo. The architect is Carrier Johnson + Culture of San Diego. The structural engineer is DCI Engineers of San Diego. The civil engineer is Kettler Leweck Engineering of San Diego. The

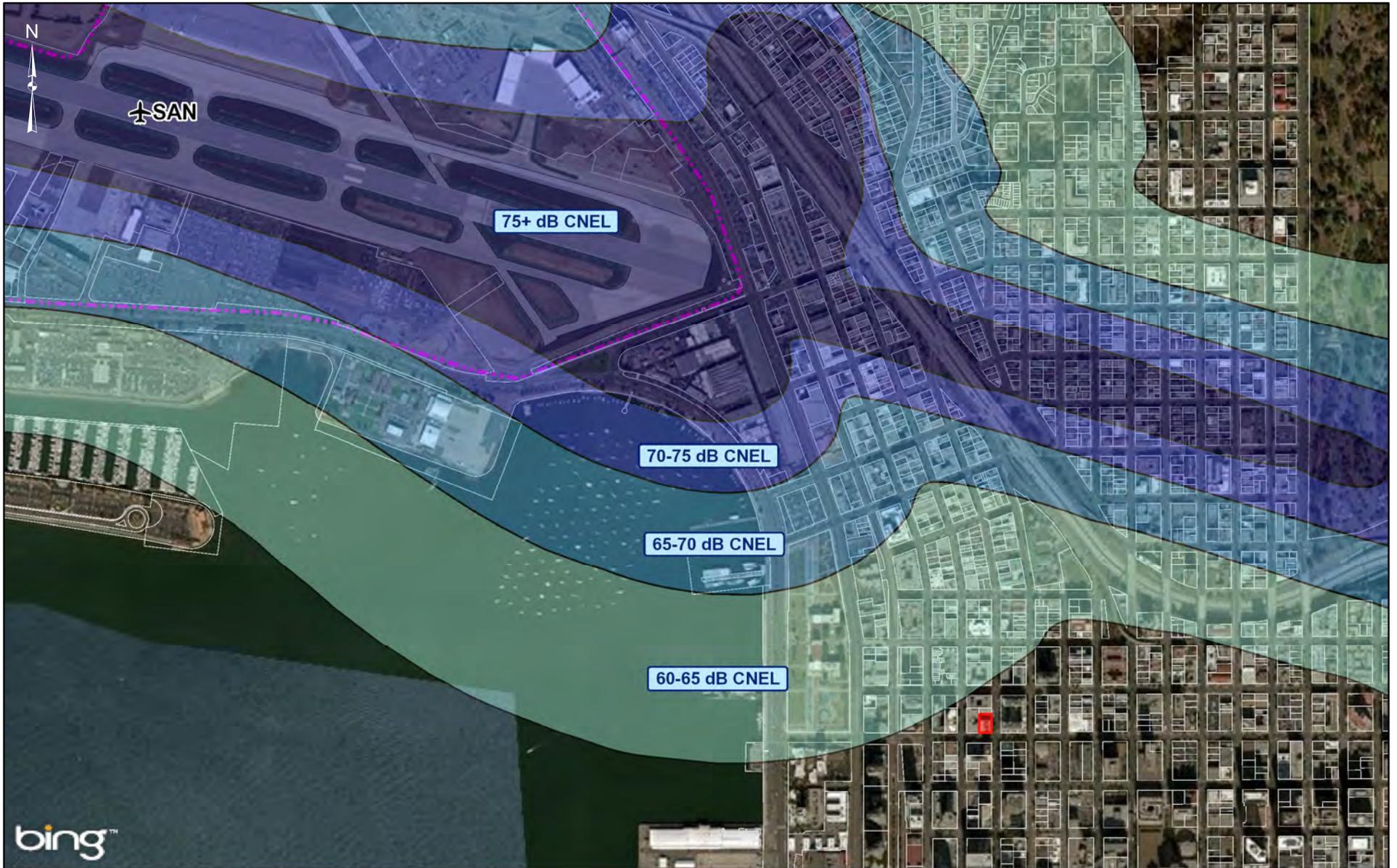
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landscape architect is Urban Arena of Costa Mesa. The geotechnical engineer is Construction Testing & Engineering Inc. of Escondido.

Recommendation: Based on review of the materials submitted in connection with the proposed project and the policies in the SDIA ALUCP, staff recommends that the ALUC make the determination that the project is conditionally consistent with the SDIA ALUCP.

Conditions: 1) Structural marking and lighting per FAA procedures.
2) Recordation of an overflight notification with the County Recorder or other alternative notification method as approved by the ALUC.

520 West Ash Street & 1446 Columbia Street



- 60-65 dB CNEL
- 65-70 dB CNEL
- 70-75 dB CNEL
- 75+ dB CNEL

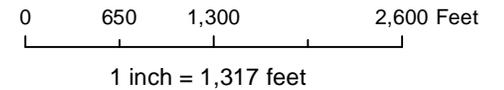


Image courtesy of USGS © 2015 Microsoft Corporation

RESOLUTION NO. 2015-0013 ALUC

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR SAN DIEGO COUNTY MAKING A DETERMINATION THAT THE PROPOSED PROJECT: CONSTRUCTION OF 220 ATTACHED RESIDENTIAL UNITS WITH LEASABLE COMMERCIAL SPACE AT 520 WEST ASH STREET & 1446 COLUMBIA STREET, CITY OF SAN DIEGO, IS CONDITIONALLY CONSISTENT WITH THE SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT LAND USE COMPATIBILITY PLAN

WHEREAS, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to §21670.3 of the California Public Utilities Code, was requested by the City of San Diego to determine the consistency of a proposed project: Construction of 220 Attached Residential Units with Leasable Commercial Space at 520 West Ash Street & 1446 Columbia Street, City of San Diego, which is located within the Airport Influence Area (AIA) for the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP), adopted and amended in 2014; and

WHEREAS, the plans submitted to the ALUC for the proposed project indicate that it would involve the construction of 220 attached residential units with leasable commercial space; and

WHEREAS, the proposed project would be located outside the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, and the ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses; and

WHEREAS, the proposed project is located outside the SDIA Threshold Siting Surface (TSS) height restrictions and would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the Federal Aviation Administration (FAA); and

WHEREAS, the proposed project is located outside all Safety Zones; and

WHEREAS, the proposed project is located within the overflight notification area, and the ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC; and

WHEREAS, the ALUC has considered the information provided by staff, including information in the staff report and other relevant material regarding the project; and

WHEREAS, the ALUC has provided an opportunity for the City of San Diego and interested members of the public to present information regarding this matter.

NOW, THEREFORE, BE IT RESOLVED that the ALUC determines that the proposed project: Construction of 220 Attached Residential Units with Leasable Commercial Space at 520 West Ash Street & 1446 Columbia Street, City of San Diego, is conditionally consistent with the SDIA ALUCP, which was adopted and amended in 2014, based upon the following facts and findings:

- (1) The proposed project involves the construction of 220 attached residential units with leasable commercial space.
- (2) The proposed project is located outside the 60 dB CNEL noise contour. The ALUCP identifies all uses located outside the 60 dB CNEL noise contour as compatible with airport uses.
- (3) The proposed project is located outside the TSS. The proposed project would be compatible with the ALUCP airspace protection surfaces, provided that the structure is marked and lighted in accordance with a determination of no hazard to air navigation issued by the FAA. Therefore, as a condition of project approval, the structure shall be marked and lighted in accordance with FAA procedures.
- (4) The proposed project is located outside all Safety Zones.
- (5) The proposed project is located within the overflight notification area. The ALUCP requires recordation of an overflight notification with the County Recorder for new residential land uses or other alternative method as approved by the ALUC. Therefore, as a condition of project approval, an overflight notification shall be recorded with the County Recorder or other alternative method as approved by the ALUC.
- (6) Therefore, if the proposed project contains the above-required conditions, the proposed project would be consistent with the SDIA ALUCP.

BE IT FURTHER RESOLVED that the ALUC finds this determination is not a "project" as defined by the California Environmental Quality Act (CEQA), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED AND APPROVED by the ALUC for San Diego County at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
Airport Land Use Commission
STAFF REPORT**

**Item No.
8**

Meeting Date: **April 23, 2015**

Subject:

Adoption of An Amendment to the Fallbrook Community Airpark Airport Land Use Compatibility Plan and Addendum to the Previously Adopted Negative Declaration

Recommendation:

Adopt Resolution No. 2015-0014 ALUC, adopting an amendment to the Fallbrook Community Airpark Airport Land Use Compatibility Plan and adopting an Addendum to the previously adopted Negative Declaration.

Background/Justification:

Pursuant to its Airport Land Use Commission (ALUC) mandate, the Airport Authority adopted an Airport Land Use Compatibility Plan (ALUCP) for Fallbrook Community Airpark in 2006 and subsequently amended it for policy revisions in 2011.

When the original ALUCP was prepared, the associated technical consultants relied upon runway coordinate data provided in the Federal Aviation Administration (FAA) Form 5010 Master Record to map the location of the runway on ALUCP maps. ALUC staff has only recently been informed and determined that this runway coordinate data did not accurately correspond to the FAA-approved 2005 Airport Layout Plan (ALP) for Fallbrook Community Airpark. The actual runway is located along a more northeasterly alignment (approximately 103 feet to the east and approximately 222 feet to the north) than is shown within the ALUCP. Consequently, the corresponding noise exposure and safety zone compatibility factor maps and the properties thus impacted within the airport vicinity are misaligned, as shown respectively in attached Maps FAL-N (Attachment A) and FAL-S (Attachment B).

The corrected runway alignment does not entail any new development, construction, or other physical changes. The slight realignment in noise contours and safety zones is limited within the scope of the entire airport influence area and impacts few properties. Given the built-out environment adjoining Fallbrook Community Airpark, the practical impact is negligible. However, this discrepancy necessitates corrective action by the ALUC to amend the ALUCP by adopting revised noise and safety factor maps and a corresponding addendum to the previously adopted Negative Declaration.

Fiscal Impact:

Adequate funding for the amendment of ALUCPs is included in the adopted FY 2015 and conceptually approved FY 2016 Operating Expense Budgets within the Personnel Services and Services – Other Professional line items. Expenses impacting budget years that have not been adopted/approved by the Board will be included in future year budget requests.

Authority Strategies:

This item supports one or more of the Authority Strategies, as follows:

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

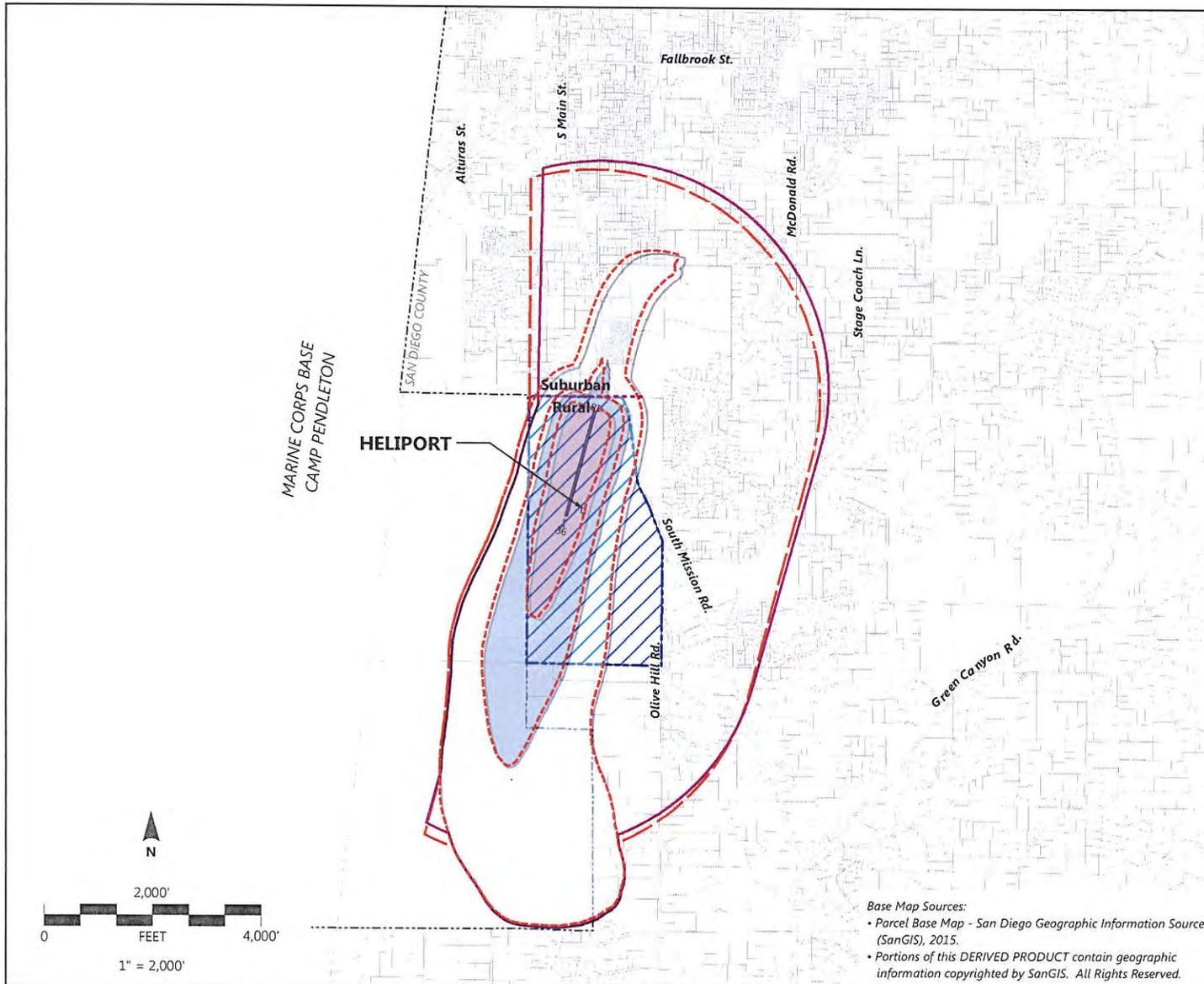
- A. In accordance with the California Environmental Quality Act (CEQA), the ALUC adopted a Negative Declaration (ND; State Clearinghouse No. 2005031111) for the Fallbrook Community Airpark ALUCP on December 4, 2006, pursuant to Resolution No. 2006-0068 ALUC. For the proposed amendment to the adopted Fallbrook Community Airpark ALUCP, the attached Addendum to the previously adopted ND has been prepared.
- B. This ALUC action is not a "development," as defined by the California Coastal Act. (Cal. Pub. Res. Code §30106)

Application of Inclusionary Policies:

Not applicable.

Prepared by:

ANGELA JAMISON
MANAGER, AIRPORT PLANNING



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- MCB Camp Pendleton

Noise Impact Zones*

- 55 - 60 dB CNEL Future Average
- 60 - 65 dB CNEL Annual Day
- 65+ dB CNEL (142 Operations)
- Adopted December 2006 Noise Contours

Airport Influence Area

- Review Area 1
- Adopted December 2006 Review Area 1

Notes

* Source: Harris Miller Miller & Hanson, Inc. (November 2004)

See Table FAL-2 for criteria within each zone.

Suburban criteria apply to zones at the north end of the runway; rural criteria apply to the remainder of the Airport Influence Area.

Mapped noise contours are a blending of two sets of future noise contours reflecting:

- 1) Future aircraft activity on existing runway alignment
- 2) Future aircraft activity on future runway alignment



AIRPORT LAND USE COMMISSION
SAN DIEGO COUNTY

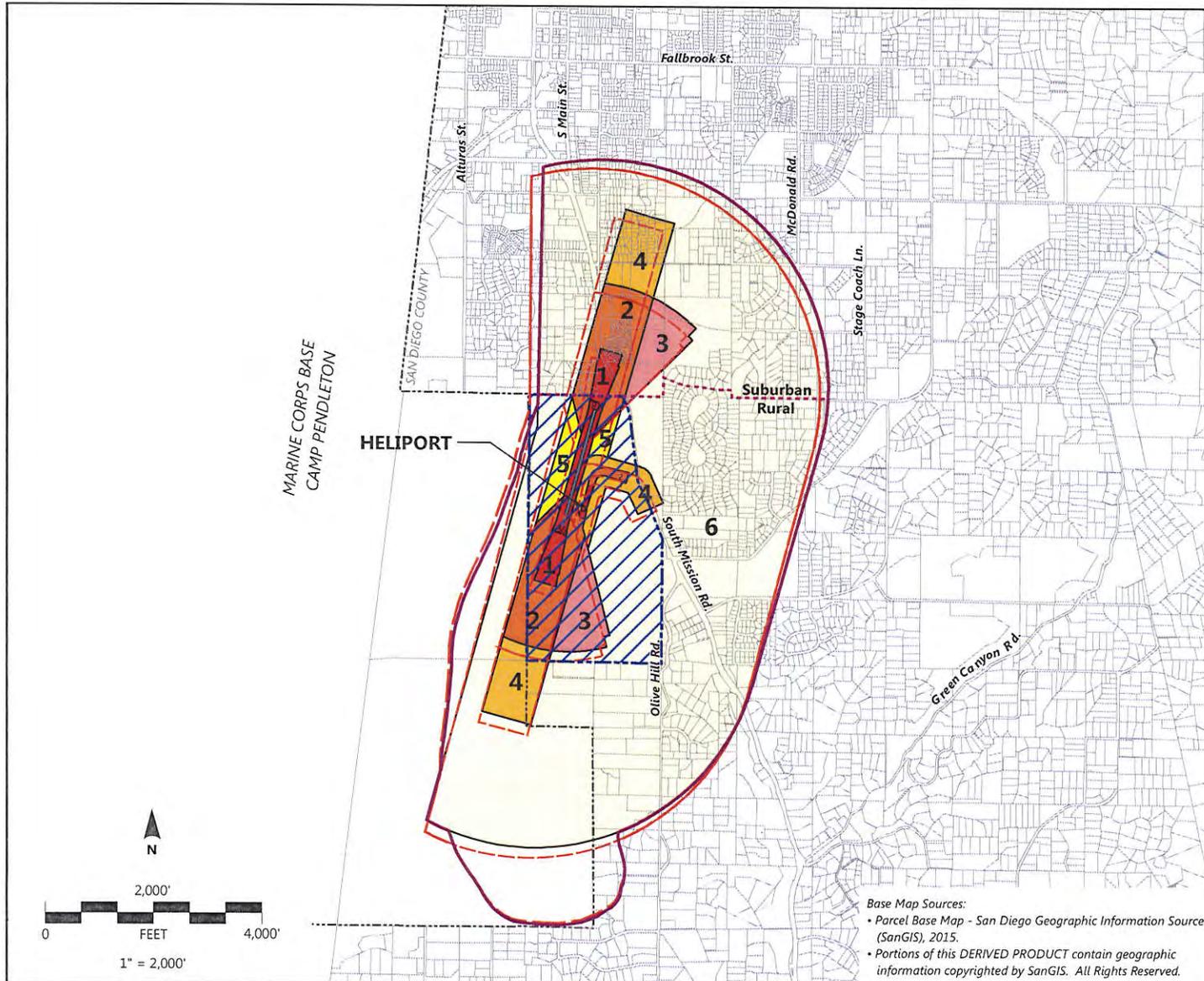
**Fallbrook Community Airpark
Land Use Compatibility Plan**
(Adopted December 2006; as Amended April 2015)

Map FAL-N

**Comparative Representation of
Noise Contours**

Base Map Sources:

- Parcel Base Map - San Diego Geographic Information Source (SanGIS), 2015.
- Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved.



Legend

Boundary Lines

- Airport Property Line
- Parcel Line
- MCB Camp Pendleton

Safety Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6
- Adopted December 2006 Safety Zones

Airport Influence Area

- Review Area 1
- Adopted December 2006 Review Area 1

Notes

See Table FAL-2 for criteria within each zone.

Suburban criteria apply to zones at the north end of the runway; rural criteria apply to the remainder of the Airport Influence Area.

Mapped safety zones are adjusted to consider both the existing and future runway alignments, as with noise contours (FAL-11).



SAN DIEGO COUNTY AIRPORT AUTHORITY

**Fallbrook Community Airpark
Land Use Compatibility Plan**
(Adopted December 2006; as Amended April 2015)

Map FAL-S

Base Map Sources:

- Parcel Base Map - San Diego Geographic Information Source (SanGIS), 2015.
- Portions of this DERIVED PRODUCT contain geographic information copyrighted by SanGIS. All Rights Reserved.

**Comparative Representation of
Safety Compatibility Zones**

RESOLUTION NO. 2015- 0014 ALUC

A RESOLUTION OF THE AIRPORT LAND USE
COMMISSION FOR SAN DIEGO COUNTY
ADOPTING AN AMENDMENT TO THE FALLBROOK
COMMUNITY AIRPARK AIRPORT LAND USE
COMPATIBILITY PLAN AND ADOPTING AN
ADDENDUM TO THE PREVIOUSLY ADOPTED
NEGATIVE DECLARATION

WHEREAS, on December 4, 2006, the Board of the San Diego County Regional Airport Authority, acting in its capacity as the Airport Land Use Commission (ALUC) for San Diego County, pursuant to Section 21670.3 of the Public Utilities Code, adopted an Airport Land Use Compatibility Plan (ALUCP) for Fallbrook Community Airpark; and

WHEREAS, the ALUC concurrently adopted the Negative Declaration (ND) (State Clearinghouse No. 2005031111) prepared for the adopted Fallbrook Community Airpark ALUCP, which concluded that there was no substantial evidence that the ALUCP would result in significant environmental impacts (Resolution No. 2006-0068 ALUC); and

WHEREAS, the ALUC is required to prepare, adopt, and amend (as necessary) an ALUCP for each of the airports in its jurisdiction (Public Utilities Code, §§21674, subd. (c); 21675, subd. (a)); and

WHEREAS, the adopted Fallbrook Community Airpark ALUCP, as required by State law, is based on the Airport Layout Plan (ALP) and airport-related forecast and background data approved by the California Department of Transportation, Division of Aeronautics, which reflects the anticipated growth of the airport for the next 20 years; and

WHEREAS, the amendment to the adopted Fallbrook Community Airpark ALUCP is consistent with the primary objectives of the State Aeronautics Act (Cal. Pub. Util. Code §§21001, et seq.) and the California Airport Land Use Planning Handbook and does not diminish the protection provided by the previously adopted ALUCP for Fallbrook Community Airpark; and

WHEREAS, the ALUC has been made aware that the geographic depiction of the runway of Fallbrook Community Airpark within the ALUCP is inaccurate and thus the extent of corresponding noise exposure contour and safety zone locations within the ALUCP are also inaccurate; and

WHEREAS, the ALUC finds it necessary to amend the adopted Fallbrook Community Airpark ALUCP in order to ensure that the ALUC and the affected local agencies have the most accurate technical data regarding the runway location and corresponding compatibility factor maps to apply the ALUCP compatibility criteria to appropriate properties in rendering consistency determinations and/or implementing the Fallbrook Community Airpark ALUCP; and

WHEREAS, an Addendum to the previously adopted ND (State Clearinghouse No. 2005031111) has been prepared to evaluate the environmental ramifications of the proposed amendment, in compliance with the requirements of the California Environmental Quality Act (CEQA; Pub. Res. Code, §2100, et seq.), the CEQA Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), and the Airport Authority's adopted CEQA Procedures; and

WHEREAS, the Addendum concludes the previously adopted ND addresses all impacts associated with the implementation of the proposed amendment to the adopted Fallbrook Community Airpark ALUCP; and

WHEREAS, the Addendum also concludes that any potential environmental impacts associated with revisions to the affected policies were identified within the scope of the previously adopted ND, and that the environmental ramifications associated with the proposed amendment is the same as or less than that identified in the previously adopted ND; and

WHEREAS, the Addendum further finds that no new or substantially more severe environmental effects would result from the ALUC's decision to amend the adopted Fallbrook Community Airpark ALUCP; and

WHEREAS, the Addendum concludes that no new information has been presented regarding the adopted Fallbrook Community Airpark ALUCP's environmental effects that gives rise to any new or more severe environmental effects than were previously identified in the adopted ND; and

WHEREAS, the ALUC considered the Addendum for the proposed amendment to the adopted Fallbrook Community Airpark ALUCP, along with the previously adopted ND, and the ALUC, based on its independent judgment and analysis, agrees with the conclusions reached in the Addendum (Attachment A).

NOW, THEREFORE, BE IT RESOLVED, that the ALUC adopts the Addendum to the previously adopted ND (State Clearinghouse No. 2005031111), as described therein, and orders that ALUC staff prepare and file a Notice of Determination upon the adoption of this Resolution; and

BE IT FURTHER RESOLVED, that the ALUC adopts an amendment to the Fallbrook Community Airpark ALUCP, which replaces the noise exposure contour and safety zone maps of the ALUCP with corrected exhibits that accurately depict the location of the runway, to be effective immediately upon the adoption of this Resolution; and

BE IT FUTHER RESOLVED that this ALUC action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

PASSED, ADOPTED AND APPROVED by the ALUC at a regular meeting this 23rd day of April, 2015, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

**Addendum to a Previously Adopted Negative Declaration
For the Fallbrook Community Airpark ALUCP
(State Clearinghouse No. 2005031111)**

1.0 INTRODUCTION

Acting in its capacity as the Airport Land Use Commission (ALUC) for the County of San Diego, the San Diego County Regional Airport Authority (SDCRAA) adopted a Negative Declaration (State Clearinghouse No. 2005031111) for the Fallbrook Community Airpark Airport Land Use Compatibility Plan (ALUCP) at a public hearing on December 4, 2006. The Negative Declaration (ND) evaluated the environmental impacts associated with implementation of the Fallbrook Community Airpark ALUCP (approved Project), and concluded that there was no substantial evidence that the approved Project would result in significant environmental impacts, and therefore certified the legal adequacy of the ND, pursuant to the California Environmental Quality Act (CEQA; Pub. Res. Code, §21000 et seq.), State Guidelines (Cal. Code Regs., tit. 14, §15000 et seq.), and the Airport Authority's adopted CEQA Procedures.

This Addendum to the previously adopted ND examines the environmental ramifications of a proposed minor modification to the approved Project, which the ALUC determined was necessary following staff awareness that inaccurate technical data regarding the runway location at Fallbrook Community Airpark was utilized in the mapping of the approved Project. The minor modification corrects the noise exposure contour and safety zone compatibility factor maps included in the approved Project in order to align the corresponding contours and zones with the correct location of the runway at Fallbrook Community Airpark and the consequential Review Area 1 (the cumulative geographic extent of noise contours and safety zones) within the airport influence area (AIA). The mapping revision shifts the runway location and Review Area 1 northeasterly from the location reflected in the approved Project's maps. (See **Exhibits FAL-N and FAL-S**, attached to this Addendum.)

2.0 PURPOSE OF AN ADDENDUM

Under CEQA, a lead agency may prepare an addendum to a previously adopted ND if minor technical changes or additions are necessary, or none of the conditions calling for the preparation of a subsequent environmental impact report (EIR) or ND have occurred. (Cal. Code Regs., tit. 14, §15164, subd. (b).) The currently proposed minor modification of the approved Project is determined to be a "minor technical change" highlighted in the CEQA Guidelines as the appropriate subject of an addendum.

Notably, when an ND already has been adopted for a project, no subsequent environmental review is required for that project unless the lead agency determines, based on substantial evidence in the record before it, that one or more specified circumstances has occurred. (Cal. Code Regs., tit. 14, §15162, subd. (a).) Those circumstances are:

- (1) Substantial changes to the project are proposed that will require major revision of the previously adopted ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken, such that major revisions to the prior ND are required due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous ND was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous ND;
 - (B) Significant effects previously examined will be substantially more severe than shown;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This Addendum to the previously adopted ND for the approved Project has been prepared because the ALUC has concluded, following an evaluation of the environmental ramifications of the minor modification, that the modification is not one of the circumstances requiring preparation of a subsequent EIR or ND, as identified above. The evidence supporting the ALUC determination is contained in **Section 4.0**, Environmental Analysis, below.

3.0 BACKGROUND

3.1 DESCRIPTION OF THE APPROVED PROJECT

The approved Project is an airport land use compatibility plan, which is inherently regulatory in nature and designed to promote compatibility between Fallbrook Community Airpark and the surrounding land uses, to the extent that these areas are not already devoted to incompatible uses. (Pub. Util. Code, §21674, subd. (a).) The Fallbrook Community Airpark ALUCP accomplishes this, in part, by regulating the future development of new residential dwellings, commercial structures, and other noise or risk sensitive land uses within the AIA, based on multiple factors established in the ALUCP. Accordingly, the Fallbrook Community Airpark ALUCP serves two complementary purposes: (i) the ALUCP provides for the orderly growth of the area surrounding Fallbrook Community Airpark in a manner that is compatible and consistent with the Airport's operations; and (ii) the ALUCP safeguards the general welfare of the inhabitants within the Airport's vicinity and the public in general. (*Id.* at §21670, subd. (a)(1)-(2).)

The Fallbrook Community Airpark ALUCP contains compatibility criteria applicable to land lying within the AIA. The AIA, which establishes the jurisdictional boundaries of the ALUCP, is set by the cumulative geographic coverage of the four factors/layers of land use planning related to aeronautical activities : (i) airport-generated noise exposure contours; (ii) safety zones; (iii) airspace protection; and (iv) overflight awareness. ALUCP compatibility criteria identify whether a particular land use is compatible, conditionally compatible, or incompatible with the Airport's operations based on the proximity of the land uses to the Airport and the four factors/layers. Accordingly, these criteria are used

by the ALUC to determine whether development projects and local plans lying within the AIA for Fallbrook Community Airpark are consistent with the ALUCP. In addition, these criteria are used by local agencies (chiefly the County of San Diego) during the preparation or amendment of general plans and/or other land use plans and ordinances, and landowners during the design of new development projects.

The previously adopted ND, as discussed above, evaluated the environmental impacts of implementation of the Fallbrook Community Airpark ALUCP. As adopted by the ALUC in 2006, the ND found that there was no substantial evidence in the record that the approved Project would result in significant environmental impacts on a direct, indirect, or cumulative basis.

3.2 CURRENT PROPOSED ACTION

When the Fallbrook Community Airpark ALUCP was prepared, the associated technical consultants relied upon runway coordinate data provided in the Federal Aviation Administration (FAA) Form 5010 Master Record to map the location of the runway on ALUCP maps. The ALUC has been informed and has determined that this runway coordinate data did not accurately correspond to the FAA-approved 2005 Airport Layout Plan (ALP) for Fallbrook Community Airpark. Further review has determined that the runway at Fallbrook Community Airpark is approximately 103 feet to the east and 222 feet to the north of the location depicted on the maps of the approved Project, and therefore the present action is to correct that discrepancy.

The minor relocation on the maps of Fallbrook Community Airpark's runway also shifts the boundaries of the component ALUCP noise and safety compatibility factors to be re-situated within their same size and shape but shifted to match the correct runway location. The present action ensures that the ALUC and affected local agencies (chiefly the County of San Diego) have the most accurate technical data to render consistency determinations of land uses with the ALUCP and apply conditions as applicable to the appropriate properties.

4.0 ENVIRONMENTAL ANALYSIS

As discussed further below, the minor modification relating to the mapping revisions associated with the runway location and corresponding geographic coverage of Review Area 1 would not alter the conclusions reached in the previously adopted ND regarding the potential environmental impacts associated with the approved Project; the potential impacts resulting from the approved Project as amended by the minor modification would be the same as or comparable to those previously identified.

The minor modification, like the approved Project, does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed amendment would not directly impact the environment or result in any direct impacts to any of the environmental impact categories identified in Appendix G of the CEQA Guidelines and analyzed in the previously adopted ND.

The minor modification does not affect the analysis undertaken, nor alter the conclusions reached in the previously adopted ND. The corrected runway depiction and the corresponding correction of the geographic coverage of Review Area 1 on ALUCP maps does not impact the size or shape of the noise exposure contours or the safety zones but only shifts them a limited distance. The corresponding

continuity of adjacent and proximate land use designations ensures that any potential environmental impacts resulting from correction of the approved Project's maps and the application of the compatibility criteria as revised would be the same as or comparable to the less-than-significant impacts identified in the previously adopted ND.

Moreover, while the proposed amendment may indirectly influence future land use development in the vicinity of the Airport by facilitating development in some locations and constraining development at other locations, any potential indirect effects that may arise are uncertain from a timing and location standpoint. Therefore, it is speculative to anticipate the specific characteristics of any development with which it would be associated. As discussed in the previously adopted ND, one possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that implementation of the proposed amendment may indirectly result in shifting future residential, agricultural, open space, commercial, industrial, or public land uses to other locations designated or zoned to allow for such uses. Since such potential shifts cannot be accurately predicted, particularly as to the rate, timing, location, and extent, it is not considered reasonable to conclude that any potential shifts would be significant. Absent information to the contrary, any such shifts are reasonably considered less than significant.

Such conflicts also are considered less than significant under CEQA because state law (Gov. Code §65302.3) requires that the applicable local planning document(s) be consistent with an adopted ALUCP; and, in the event of an inconsistency, such document(s) must be amended promptly (or go through the special process required to overrule the ALUC pursuant to section 21676 of the Public Utilities Code). The ALUC finds that, by adopting the proposed minor modification, any such conflicts can be avoided or substantially lessened by local agency action. The ALUC further finds that such action is within the responsibility and jurisdiction of the respective local agencies since they possess the ultimate police power of land use management.

5.0 CONCLUSION

After reviewing the previously adopted ND, the ALUC finds that: (i) the ND, previously adopted by the ALUC on December 4, 2006, addresses all impacts associated with implementation of the approved Project; (ii) any potential environmental impacts associated within the minor modification relating to the corrected location of the runway and the noise and safety maps that comprise a component of the approved Project were identified within the scope of the previously adopted ND; (iii) no new or substantially more severe environmental effects would result from the ALUC's decision to adopt the revised maps; and (iv) no new information has been presented regarding the approved Project's environmental effects that gives rise to any new or more severe environmental effects than were previously identified in the adopted ND. Therefore, the circumstances for preparation of a subsequent EIR or ND are inapplicable, and preparation of an addendum to the previously adopted ND is appropriate for the present action.

This Addendum relies on the adopted ND and the related administrative record on file at the offices of the SDCRAA at San Diego International Airport, Commuter Terminal, 3225 North Harbor Drive, San Diego, California 92101, available for public inspection during regular business hours.